



**THE CORPORATION OF THE MUNICIPALITY OF TEMAGAMI
REGULAR COUNCIL MEETING
AGENDA**

**Thursday, September 5, 2019, 6:30 P.M.
Main Level Chambers**

An audio recording of the Open Session of this meeting is being made and will be available through the Municipal Website as a public service to further enhance access to municipal government services and to continue to promote open and transparent government. As a visitor, your presence may be recorded and your name and address may be revealed during certain parts of the Council meeting.

Pages

- 1. CALL TO ORDER AND ROLL CALL**
- 2. ADOPTION OF THE AGENDA**
Draft Motion:
BE IT RESOLVED THAT the Regular Council Agenda dated be adopted as presented/amended.
- 3. DECLARATION OF CONFLICT OR PECUNIARY INTEREST AND GENERAL NATURE THEREOF**
- 4. REPORT FROM CLOSED SESSIONS**
- 5. ADOPTION OF THE MINUTES OF PREVIOUS MEETINGS**
- 5.1 DRAFT Regular Council Meeting - August 22, 2019**
Draft Motion:
BE IT RESOLVED THAT the Minutes of the Regular Council Meeting held on August 22, 2019 be adopted as presented/amended.
- 6. BUSINESS ARISING FROM THE MINUTES**
- 7. DELEGATIONS/PRESENTATIONS**
 - 7.1 Registered Delegations - With Presentations**
 - 1. Withdrawal Orders**
Draft Motion:
BE IT RESOLVED THAT Council receive the presentation from Gino Chitaroni regarding Withdrawal Orders.
 - 7.2 Invited Presentations**
 - 7.3 Registered Delegations - Without Presentations**
 - 7.4 Unregistered Delegations**
** 5 minutes per each presenter for a Maximum of 15 Minutes in total for all unregistered presentations**
- 8. CONSENT AGENDA ITEMS**
Draft Motion:
BE IT RESOLVED THAT Council adopt the consent agenda motions presented on the

1

agenda.

8.1 Staff Report(s) for Information:

8.2 Correspondence for Information:

Hard copies of all correspondence for information is available at the Municipal office on request. The information items have been circulated to Council prior to the meeting.

Draft Motion:

BE IT RESOLVED THAT correspondence items numbered: 8.2.1 to 8.2.5 on this agenda be received by Council for information and be noted, filed, and recorded in the minutes of this meeting;

- | | | |
|----|---|----|
| 1. | MPAC Board Chair Announcement | 8 |
| 2. | TFN Waste Diversion Project Final Report | 10 |
| 3. | TFN the unveiling of our new Multi-use Facility Invites | 60 |
| 4. | City to pick up 30% of public health costs North Bay Nugget
https://www.nugget.ca/news/local-news/city-to-pick-up-30-of-public-health-costs | |
| 5. | Ford announcement good news for city: Mayor BayToday.ca
https://www.baytoday.ca/local-news/ford-announcement-good-news-for-city-mayor-1646883 | |

8.3 Minutes of Local Boards & Committee:

9. STAFF REPORTS

9.1 Marten River Fire Department Monthly Report - July 2019 61

Draft Motion:

BE IT RESOLVED THAT Council receive the monthly report from the Marten River Fire Department for information.

9.2 Public Works Department Monthly Report - August 2019 63

Draft Motion:

BE IT RESOLVED THAT Council receive the monthly report from the Public Works Department for information.

9.3 Memo 2019-M-139 Ambulance Budget 66

Draft Motion:

BE IT RESOLVED THAT Council receive Memo 2019-M-139;

AND FURTHER THAT Council approve the Temagami Ambulance Service draft budget for submission to the Nipissing District Social Services Administration Board for consideration.

9.4 Memo 2019-M-140 Marten River Fire Truck 69

Draft Motion:

BE IT RESOLVED THAT Council receive Memo 2019-M-140;

AND FURTHER THAT Council approve the purchase of a used pumper truck from the City of North Bay at a cost of \$7,500;

AND FURTHER THAT direct Staff to include the funding of this purchase in the 2020 Municipal Budget.

9.5 Memo 2019-M-141 Request from Train Station Tenants 72

Draft Motion:

BE IT RESOLVED THAT Council receive Memo 2019-M-141;

AND FURTHER THAT Council maintain the rent at the reduced rate as previously approved.

9.6 Memo 2019-M-142 Streetlight Survey 74

Draft Motion:

BE IT RESOLVED THAT Council receive Memo 2019-M-142;

AND FURTHER THAT Council accept the GIS Inventory Survey Services from Realterm at a quoted price of \$3,615.30 (\$30.90 per light).

9.7 Memo 2019-M-143 Temagami North Ditches 84

Draft Motion:

BE IT RESOLVED THAT Council receive Memo 2019-M-143;

AND FURTHER THAT Council approves the estimate for the second phase of ditch remediation in Temagami North from Pedersen Construction in the amount of \$89,400 plus HST.

9.8 Memo 2019-M-144 Tax Increase Concern 86

Draft Motion:

BE IT RESOLVED THAT Council receive Memo 2019-M-144.

9.9 Memo 2019-M-145 Ontario's Main Street Revitalization Initiative 87

Draft Motion:

BE IT RESOLVED THAT Council receive Memo 2019-M-145;

AND FURTHER THAT Council provide direction to enable staff to complete the use of funds in a timely fashion.

9.10 Memo 2019-M-146 Letter of Understanding - Emergency Evacuations 107

Draft Motion:

BE IT RESOLVED THAT Council receive Memo 2019-M-146;

AND FURTHER THAT Council approves the Letter of Agreement with the City of North Bay for evacuation services as part of our emergency management plan.

9.11 Memo 2019-M-147 Pozniak Road 109

Draft Motion:

BE IT RESOLVED THAT Council receive Memo 2019-M-147;

AND FURTHER THAT Council provide direction to Staff on the option to progress to the next step of assessment.

9.12 Memo 2019-M-148 Ambulance Building Condition 112

Draft Motion:

BE IT RESOLVED THAT Council receive Memo 2019-M-148;

AND FURTHER THAT Council directs Staff to request expressions of interest from structural engineers and/or architects to provide a work plan complete with estimated costs to correct the deficiencies identified with the Temagami Ambulance Building.

9.13 Memo 2019-M-149 Implementation of Signage and Enforcement of the Traffic By-law 176

Draft Motion:

BE IT RESOLVED THAT Council receive Memo 2019-M-149;

AND FURTHER THAT signs will be posted at all entrances to the Lake Temagami Access Point Parking Areas and that the signs shall state the No unauthorized storage is permitted between Oct31- Apr30 and that all violations will be removed at the owner's expense;

AND FURTHER THAT staff be directed to initiate the appropriate action after Oct 31 to ensure the parking lots are maintained in a manner to support winter maintenance and snow removal.

9.14 Memo 2019-M-150 Amendments to the Traffic By-Law 09-826 222

Draft Motion:

BE IT RESOLVED THAT Council receive Memo 2019-M-150;

BE IT RESOLVED THAT the recommendations of staff are that the Municipality of Temagami adopt a pay and display parking system and that staff be directed to prepare an amendments to the Traffic By-law 09-826, as amended.

9.15 Memo 2019-M-151 Public Sector Partners 267

Draft Motion:

BE IT RESOLVED THAT Council receive Memo 2019-M-151;

AND FURTHER THAT Council direct Staff to confirm pricing and review methodology with Public Sector Partners for Progress as the Asset Management Plan is being updated.

9.16 Memo 2019-M-152 Conference | Will Help Bridge the Digital Divide 269

Draft Motion:

BE IT RESOLVED THAT Council receive Memo 2019-M-152;

AND FURTHER THAT Council authorize the following to attend the Bridging the Digital Divide Conference being held in North Bay in November.

10. COUNCIL COMMITTEE REPORTS

11. ANNOUNCEMENTS - MAYOR AND COUNCIL

12. CORRESPONDENCE

12.1 Action Correspondence

1. Temagami Speed Limit 275

12.2 Resolution from Other Municipalities

13. BY-LAWS

13.1 By-Law Appointment Marten River Deputy Chief 277

Draft Motion:

BE IT RESOLVED THAT By-law 19-1480, being a by-law to appoint Marten River Deputy Chief , be taken as read a first, second and third time and finally passed this 5th day of September, 2019;

AND FURTHER THAT the said by-law be signed by the Mayor and Clerk and recorded in the by-law book.

14. COMMITTEE MEETINGS

15. UNFINISHED BUSINESS
16. NEW BUSINESS
17. NOTICE OF MOTION
18. QUESTIONS FROM PUBLIC - ITEMS ON THE AGENDA
19. CONFIRMATION BY-LAW

279

Draft Motion:

BE IT RESOLVED THAT By-law 19-1481, being a by-law to confirm the proceedings of the Council of the Corporation of the Municipality of Temagami, be taken as read a first, second and third time and finally passed this 5th day of September, 2019;

AND FURTHER THAT the said by-law be signed by the Mayor and Clerk and recorded in the by-law book.

20. ADJOURNMENT

Draft Motion:

BE IT RESOLVED THAT this meeting adjourn at x:xx p.m.



THE CORPORATION OF THE MUNICIPALITY OF TEMAGAMI

REGULAR COUNCIL MEETING

DRAFT MINUTES

**Thursday, August 22, 2019, 6:30 P.M.
Main Level Chambers**

PRESENT : D. O'Mara, C. Dwyer, B. Leudke, J. Harding, M. Youngs, J. Shymko,
J. Koistinen
STAFF: S. Pandolfo, S. Fournier; D. Bell, B. Turcotte, J. Sanderson

CALL TO ORDER AND ROLL CALL

Mayor O'Mara called the meeting to order at 6:30 pm.
There were 2 people in the audience. The Mayor called the Roll.

ADOPTION OF THE AGENDA

19-367
MOVED BY: C. Dwyer
SECONDED BY: J. Koistinen

BE IT RESOLVED THAT the Regular Council Agenda dated August 22, 2019 be adopted as amended.

Section 8.2.2 moved to section 12.1

CARRIED

DECLARATION OF CONFLICT OR PECUNIARY INTEREST AND GENERAL NATURE THEREOF

The Mayor requested disclosure of pecuniary interest. Administration reported that none were received prior to the meeting. There were no other disclosure made.

CLOSED SESSION

NONE.

ADOPTION OF MINUTES

DRAFT Regular Council Meeting - August 8, 2019

19-368
MOVED BY: C. Dwyer
SECONDED BY: B. Leudke

BE IT RESOLVED THAT the Minutes of the Regular Council Meeting held on August 8, 2019 be adopted as presented.

CARRIED

DRAFT Special Council Meeting - August 14, 2019

19-369

MOVED BY: M. Youngs

SECONDED BY: C. Dwyer

BE IT RESOLVED THAT the Minutes of the Special Council Meeting held on August 14, 2019 be adopted as presented.

CARRIED

BUSINESS ARISING FROM THE MINUTES

NONE.

DELEGATIONS/ PRESENTATIONS

Registered Delegations/ Presentations

Update on the Temagami Community Foundation

Presenter; J. Tuomi, B. Kitts and R. Grant from Temagami Community Foundation presented to Council an update on the Temagami Community Foundation and answered questions from Council.

19-370

MOVED BY: J. Koistinen

SECONDED BY: J. Harding

BE IT RESOLVED THAT Council receive the presentation from The Temagami Community Foundation.

CARRIED

Unregistered Presentations (Maximum 15 Minutes in Total- in accordance with rules in By-law)

** 5 minutes per each presenter for a Maximum of 15 Minutes in total for all unregistered presentations**

CONSENT AGENDA ITEMS

19-371

MOVED BY: C. Dwyer

SECONDED BY: J. Koistinen

BE IT RESOLVED THAT Council adopt the consent agenda motions presented on the agenda.

CARRIED

Staff Report(s) for Information:

Correspondence for Information:

19-372

MOVED BY: C. Dwyer

SECONDED BY: J. Shymko

BE IT RESOLVED THAT correspondence items numbered: 8.2.1 on this agenda be received by Council for information and be noted, filed, and recorded in the minutes of this meeting;
CARRIED

8.2.1 Public Consultation Notice Strategic Plan - August 24th, 2019

Minutes of Local Boards & Committee Meetings:

STAFF REPORTS

Temagami Fire Department Monthly Report - July 2019

19-373

MOVED BY: J. Koistinen

SECONDED BY: J. Shymko

BE IT RESOLVED THAT Council receive the monthly report from the Temagami Fire Department for information.

CARRIED

Memo 19-M-134 Budget Variance Report - July 31

19-374

MOVED BY: J. Shymko

SECONDED BY: M. Youngs

BE IT RESOLVED THAT Council receive Memo 2019-M-134.

CARRIED

Memo 19-M-135 Future Meeting Dates

19-375

MOVED BY: B. Leudke

SECONDED BY: C. Dwyer

BE IT RESOLVED THAT Council receive Memo 2019-M-135;

AND FURTHER THAT Council establish the following for Council meetings for the remainder of 2019; September 5, 2019

September 26, 2019

October 17, 2019

November 7, 2019

November 28, 2019

December 19, 2019

CARRIED

Memo 19-M-136 Administering Municipal Parking Stalls

19-376

MOVED BY: M. Youngs

SECONDED BY: C. Dwyer

BE IT RESOLVED THAT Council receive memo 2019-M-136 regarding administering municipal parking stalls.

CARRIED

Memo 19-M-137 Rural Economic Development Funding Program (RED) Funding Program

19-377

MOVED BY: J. Shymko

SECONDED BY: J. Koistinen

BE IT RESOLVED THAT Council receive memo 2019-M-137;

AND FURTHER THAT Council direct staff to apply for the Community Improvement Plan (CIP) through the Rural Economic Development Program Economic Diversification and Competitiveness Stream and the Caribou Mountain Attraction through the Strategic Economic Infrastructure Stream.

CARRIED

Memo 19-M-138 Infrastructure Ontario Properties and Municipalities

19-378

MOVED BY: J. Koistinen

SECONDED BY: J. Shymko

BE IT RESOLVED THAT Council receive Memo 2019-M-138;

AND FURTHER THAT Council direct the Staff to contact the Ministry of Infrastructure to further advance our objective.

CARRIED

Memo 19-M-139 AMO Main Street Revitalization Initiative for Temagami

19-379

MOVED BY: J. Shymko

SECONDED BY: M. Youngs

BE IT RESOLVED THAT Council receive Memo 2019-M-139.

AMENDED

Amendment:

19-380

MOVED BY: J. Shymko

SECONDED BY: J. Harding

AND FURTHER THAT Council approve this concept in principal and staff bring a report back to the next meeting including a solidified budget of associated costs.

CARRIED

Motion has Amended:

19-379

MOVED BY: J. Shymko

SECONDED BY: M. Youngs

BE IT RESOLVED THAT Council receive Memo 2019-M-139;

AND FURTHER THAT Council approve this concept in principal and staff bring a report back to the next meeting including a solidified budget of associated costs.

CARRIED

COUNCIL COMMITTEE REPORTS

NONE.

ANNOUNCEMENTS AND VERBAL REPORTS FROM MAYOR AND COUNCILLORS

Councillor Shymko reported on the Temagami Public Library Committee.

Councillor Leudke reported on the Emergency Management Training.

Mayor D. O'Mara reported of his attendances to the Canoe Fest, Community Foundation, Strategic Plan, AMO, DSSAB, LTC and MNRF meetings and on the municipal optional funding.

Mayor D. O'Mara would like to invite Public to the Public Consultation regarding the Temagami Strategic Plan, Saturday, August 24th, 2019 at 1 p.m. Bunny Miller Theater, Welcome Centre.

CORRESPONDENCE

Action Correspondence:

n'Daki Menan and Temagami Protected Lands Discussion Minutes - June 1, 2019

19-381

MOVED BY: J. Shymko

SECONDED BY: M. Youngs

BE IT RESOLVED THAT Council receive the n'Daki Menan and Temagami Protected Lands discussion minutes dates June 1, 2019;

AND FURTHER THAT Council recommend Dan O'Mara attend the August 31, 2019 meeting on behalf of the Municipality of Temagami.

RECORDED VOTE

COUNCILLOR YOUNGS	YAY
COUNCILLOR SHYMKO	YAY
COUNCILLOR DWYER	YAY
MAYOR O'MAYA	YAY
COUNCILLOR LEUDKE	NAY
COUNCILLOR KOISTINEN	NAY
COUNCILLOR HARDING	NAY

CARRIED

Resolution from Other Municipalities:

BY-LAWS

By-Law 19-1475 Property Standards

19-382

MOVED BY: J. Shymko

SECONDED BY: B. Leudke

BE IT RESOLVED THAT By-law 19-1475, being a by-law to establish the Property Standards, be taken as read a first, second and third time and finally passed this 22nd day of August, 2019;

AND FURTHER THAT the said by-law be signed by the Mayor and Clerk and recorded in the by-law book.

CARRIED

By-Law 19-1476 Appointment Property Standards Officer

19-383

MOVED BY: C. Dwyer

SECONDED BY: B. Leudke

BE IT RESOLVED THAT By-law 19-1476, being a by-law to appoint Property Standards Officer, be taken as read a first, second and third time and finally passed this 22nd day of August, 2019;

AND FURTHER THAT the said by-law be signed by the Mayor and Clerk and recorded in the by-law book.

CARRIED

By-Law 19-1477 Assumption of Private and Unassumed Roads Policy

19-384

MOVED BY: C. Dwyer

SECONDED BY: J. Koistinen

BE IT RESOLVED THAT By-law 19-1477, being a by-law to establish the Assumption of Private and Unassumed Roads Policy, be taken as read a first, second and third time and finally passed this 22nd day of August;

AND FURTHER THAT the said by-law be signed by the Mayor and Clerk and recorded in the by-law book.

CARRIED

By-Law 19-1478 Council Procedural By-Law

19-385

MOVED BY: J. Shymko

SECONDED BY: B. Leudke

BE IT RESOLVED THAT By-law 19-1478, being a by-law to establish the Council Procedural, be taken as read a first, second and third time and finally passed this 22nd day of August, 2019;

AND FURTHER THAT the said by-law be signed by the Mayor and Clerk and recorded in the by-law book.

CARRIED

APPROVED MINUTES OF COMMITTEE MEETINGS

NONE.

UNFINISHED BUSINESS

NONE.

NEW BUSINESS

Municipality Docks

19-386

MOVED BY: J. Shymko
SECONDED BY: M. Youngs

BE IT RESOLVED THAT Council direct the Staff to prepare a report on the viability of installing safety ladders on the Municipality docks, adequate safety rings, ropes, and accessible spill kits.

CARRIED

NOTICES OF MOTION

NONE.

CONFIRMATION BY-LAW

19-387

MOVED BY: J. Shymko
SECONDED BY: M. Youngs

BE IT RESOLVED THAT By-law 19-1479, being a by-law to confirm the proceedings of the Council of the Corporation of the Municipality of Temagami, be taken as read a first, second and third time and finally passed this 22nd day of August, 2019;

AND FURTHER THAT the said by-law be signed by the Mayor and Clerk and recorded in the by-law book.

CARRIED

ADJOURNMENT

19-388

MOVED BY: J. Koistinen
SECONDED BY: J. Shymko

BE IT RESOLVED THAT this meeting adjourn at 8:32 p.m.

CARRIED

Mayor

Clerk



MUNICIPAL PROPERTY ASSESSMENT CORPORATION

August 27, 2019

To: Heads of Council
All Ontario Municipalities

From: Dan Mathieson
Chair, MPAC Board of Directors

Subject: Board Chair Announcement

After serving three terms, my role as Board Chair of the Municipal Property Assessment Corporation (MPAC) comes to an end on August 31, and I would like to take this opportunity to reflect on the remarkable accomplishments MPAC has achieved in the last decade with your partnership and support.

I am extremely proud to have served as MPAC Board Chair and it has been my honour to work with my fellow members of the Board of Directors and the Executive Management Group on guiding the organization through transformational change over the last nine years.

There has been no shortage of challenges and successes during my term. In my first year on the Board, the Province introduced the four-year phase-in program to bring stability and predictability to property owners and municipalities. In my second year, and first as Chair, the Auditor General of Ontario made nine recommendations for MPAC to improve its operations. Then in 2013, we underwent the Special Purpose Business Property Assessment Review.

Some of the findings in these reviews were not easy to hear, but we have listened. Our commitment to building partnerships with municipalities has helped us to move forward and in the last 10 years, we have seen a significant decrease in Requests for Reconsideration and appeals, and a decrease in complaints to the Ombudsman.

We've also increased accreditation among our assessment and appraisal staff and implemented a Service Level Agreement, our commitment to you as our municipal partners. By disclosing our market analysis and outcomes we have become more transparent, and we are now a leader in cloud computing through the development of our patented cloud-based valuation software.

Office of the Chair c/o Municipal Property Assessment Corporation
1340 Pickering Parkway, Suite 101, Pickering, Ontario L1V 0C4
T: 519.271.0250 ext 236 F: 905.831.0040 www.mpac.ca

We've come a long way, and I'm confident that our transformation to become a transparent, accountable and customer-focused agency will only continue.

It is my pleasure to inform you that effective September 1, Alan Spacek will be the incoming Board Chair. Alan joined the MPAC Board in May of this year and brings a breadth of experience in the municipal sector. He was elected Mayor of Kapuskasing in 2006 and was acclaimed for two more terms, retiring in December 2018.

During his time as Mayor, Alan was a member of the Federation of Northern Ontario Municipalities for 12 years, serving as President for eight years until August 2018. He has served on numerous boards and executives including Kapuskasing and District Chamber of Commerce, Northeastern Ontario Municipal Association (NOMA) and the Association of Municipalities of Ontario (AMO). He is also a respected entrepreneur who has owned and operated a number of businesses, and Alan continues to serve as an active member of the Canadian Professional Sales Association (CPSA).

I know Alan will continue to emphasise the importance of MPAC's collaboration with municipalities, especially as we head into the 2020 Assessment Update and I will be on hand to support this transition. Our relationships with you are integral to our success.

It has been my pleasure to work with you and serve MPAC over the last nine years. Thank you for your friendship and support, and for your service to your communities and to the people of Ontario.

Sincerely,



Dan Mathieson
Chair, MPAC Board of Directors

Copy Municipal Chief Administrative Officers
MPAC Board of Directors
Nicole McNeill, President and Chief Administrative Officer, MPAC
Executive Management Group, MPAC

Temagami First Nation Waste Diversion Project Final Report

August 2018

Prepared for:



**TEMAGAMI
FIRST NATION**

Prepared by:



Table of Contents

Table of Contents

1. Background	1
2. Project Objectives	1
3. Community and Waste Management Profile	1
4. Waste Generation and Composition.....	3
5. Public Consultation.....	6
5.1. 1st Open House September 20th, 2017	6
5.2. Community Waste Management Survey	7
5.3. 2nd Open House December 5th, 2017	9
5.4. 3 rd Open House August 9th, 2018.....	9
6. Implementation of Waste Diversion Programs	9
6.1. Blue Box Recycling.....	9
6.2. Collection Options Examined and Cost Estimates.....	9
6.3. Preparing for Blue Box Program Launch	10
6.4. Blue Box Program Launch	15
6.5. Household Hazardous/Special Waste	16
6.6. Paints	18
6.7. Electronic waste	18
6.8. Batteries.....	23
6.9. Pens and Markers.....	24
6.10. Scrap Metal.....	24
6.11. Tires	26
6.12. Construction and Renovation Waste	27
6.13. Organics	28
7. Status of the Waste Free Ontario Act	28
8. Summary of Activities.....	30

1. Background

Temagami First Nation is situated on Bear Island on Lake Temagami with 241 permanent residents living on the island. Band members have access to garbage collection services provided at a depot located on the island but have limited opportunity to participate in recycling and other waste diversion programs as there are none provided on the island.

Temagami First Nations initiated a study in spring 2017 to design and implement a realistic and cost efficient waste diversion system for the community which includes Blue Box recycling, household special waste collection, used tire collection, scrap metal collection, construction waste collection, organics collection and waste electronics collection. While some of these materials may not be feasible to divert, at the present time, there may be opportunities at a future date.

This report describes the activities undertaken to meet the objectives of the project.

2. Project Objectives

The following project objectives were outlined in the project proposal:

- Establish the current waste management system profile and discuss with Temagami FN Public Works staff the limitations and challenges with the current waste management operations;
- Work with staff to identify potential diversion opportunities and needs and meet with the community to better understand their needs and preferences;
- Conduct research to identify innovative waste and recycling collection and transfer programs being implemented by small northern communities that could be adopted by Temagami FN and to identify potential partnerships with nearby communities;
- Evaluate the waste diversion opportunities for blue box recycling, household special waste, waste electronics, used tires, construction waste, organics and scrap metal including supporting policies, infrastructure needs, costs, contract/MTA requirements and present the finding to staff with the intent to identify on a preferred approach;
- Assist staff implementing the waste diversion system, with emphasis on developing a promotion and education strategy (including outreach activities, webpage development) to educate members of the community about the enhanced waste diversion services and establish support for them;
- Help staff design, order and implement the promotion and education program;
- Help staff develop a monitoring system and ensure that all funding avenues (e.g. Blue Box funding) have been secured.

3. Community and Waste Management Profile

Temagami First Nation is situated on Bear Island on Lake Temagami with 241 permanent residents living on the island. During the summer the community experiences a population increase to 281 persons. There are approximately 95 households and 13 Band facilities including a daycare (with 13 children enrolled), public school (with 39 children enrolled at the school), Elder's building, Home and Community Care building, Health Centre, Administration building, library, Police Headquarters, etc.

Temagami First Nation Waste Diversion Final Report

Band members have access to garbage collection services provided at a depot located on the island. Garbage is compacted in 15 cubic yard containers and barged over to the mainland when full. Currently, band members have no opportunity to participate in recycling and other waste diversion programs with none provided on the island.

The community does not provide curbside collection of garbage, nor does it operate a landfill which has been closed for some time. Residents must bring their garbage to a central location in which a compactor is located. Residents must place the garbage in the compactors, which compacts the garbage in four 15 cubic yard containers. While the compactor and bins are maintained by public work staff, there are no attendants at the compactor site. Residents use the compactor free of charge.

Work's staff must winch the 15 cubic yard bin on to a trailer and haul the bin to a barge during the summer or ice road during the winter in order to transport the garbage to the Municipality of Temagami's Briggs Waste Disposal Site. A barge carries the garbage across the lake, twice per month at a cost of \$200 per trip. The barge can handle 50 tonnes of weight and vehicles up to 40 feet long.

With its landfill closed, Temagami FN uses the Municipality of Temagami's Briggs Waste Disposal Site located roughly eight km away (four km of which is water travel). According to a report prepared by AECOM for the Municipality of Temagami dated December 2014, the Briggs Waste Disposal site is estimated to have enough capacity to continue operating until 2027.

The landfill is open Monday & Wednesday 1:00 pm to 4:30 pm and Thursday 8:30 am to 12:00 pm. The Municipality of Temagami manages the Briggs Landfill site and has an attendant on duty during the hours it is open to the public. Temagami First Nation has an arrangement with the Municipality of Temagami in which it pays an annual fee to dispose its waste at the landfill. This year's fee was \$2,900 but is expected to increase over the next couple of years. While, there is no weigh scale at the landfill, staff estimated that Temagami FN disposes about 80 tonnes per year of compacted waste at the landfill.

Temagami First Nation has a 10 year agreement with the Municipality of Temagami allowing Temagami FN members to use the parking lot used exclusively at the end of the Lake Temagami Access Road and have an agreement to access to the Briggs Waste Disposal Site. Staff recognize that the current agreement with the dumping fees at the Briggs Waste Disposal Site needs some attention.

Table 1 presents how recyclable materials were being managed at the beginning of the project.

Table 1: Management of Recyclable Materials Before Start of Project

Material	Landfilled	Burned	Other
Blue box recyclables	√ (bottles/cans/containers)	√ (paper, cardboard)	
Waste electronics	√		
Tires			Nominal generated
Household Hazardous Waste	√		
Used Oil			Sam's Pump Service occasionally hired to remove oil and gas
Construction & demolition waste	√	√	

Table 2 presents how recyclable materials are being managed now.

Table 2: Management of Recyclable Materials at End of Project

Material	Landfilled	Recycled	Other
Blue box recyclables		√	
Waste electronics		√	
Tires			Nominal generated can be taken to authorized collector in North Bay or Cobalt
Scrap Metal and Appliances		√	
Batteries		√	
Household Hazardous Waste		North Bay Depot	
Pens and Markers		√	
Used Oil		Underway	Sam's Pump Service occasionally hired to remove oil and gas
Construction & demolition waste	√	√	

4. Waste Generation and Composition

Understanding the composition and quantity of waste and potential recyclable materials is a key component of any waste management and diversion study. Unfortunately, however, most compositions studies available in Ontario focus on southern communities and never on First Nation communities. Waste audits conducted in Ontario communities reveal that the average Ontario household generates about 900 kg/hhld/year with northern Ontario communities generating about 800 kg/hhld/year. These generation rates skew the reality in First Nation communities which imply much higher waste generation rates than is the actual situation as demonstrated by recent waste audits conducted in two Ontario FN communities revealing average waste generation rates of about 550 kg/hhld/year.

In 2013/2014, the Ontario First Nations Technical Services Corporation (OFNTSC) retained the AET Group Inc to conduct a seasonal curbside residential waste audit study for two First Nation communities, M'Chigeeng First Nation (located on the Island of Manitoulin) and Georgina Island First Nations (located in southern Ontario on Lake Simcoe). The scope of this study involved a physical audit of solid, non-hazardous waste generated during 2 week sample collection periods completed in each four seasons (Summer, Fall, Winter, Spring), from September 2013 through June 2014. The waste audit study included collecting and sorting both garbage and recycling from each of the communities and maintaining a log that identified the types and amounts of materials set out at the curbside.

The total waste generation rates and potential recycling rates for Temagami First Nation have been estimated by multiplying the total households in the community by the waste audit results from the four season waste audits conducted in the M'Chigeeng First Nation communities and presented Table 3. The summary table below shows that the community generates an estimated 57 tonnes of waste annually

based on a population of 95 households. This does not include waste generated from Band facilities which could add an estimated 10% (6 tonnes per year) for a total of 63 tonnes of garbage generated by the Temagami FN community.

Table 3: Estimated Waste Generation Rates for Temagami First Nations

		M'Chigeeng	Temagami FN	
		Total Waste Generated (kg/hh/yr)	Total Waste Generated (kilograms)	% Total (%)
Paper	Newspaper & Magazines	13.83	1,314	2.33%
	Mixed Recyclable Paper	43.46	4,129	7.31%
	Recyclable Paper (Fibre) Containers	5.01	476	0.84%
	OCC (Corrugated Cardboard)	14.65	1,392	2.47%
	Non-Recyclable Paper	7.44	707	1.25%
	Total Paper	84.39	8,017	14.20%
Plastics	PET and HDPE Bottles	16.94	1,609	2.85%
	Tubs and Lids	2.26	215	0.38%
	Other Recyclable Plastic	9.68	920	1.63%
	Recyclable Films	9.68	920	1.63%
	Other Non-Recyclable Plastic	30.6	2,907	5.15%
	Total Plastics	69.16	6,570	11.64%
Metal	Recyclable Aluminum and Steel Containers	20.85	1,981	3.51%
	Other Non-Recyclable Metal	2.05	195	0.34%
	Total Metals	22.9	2,176	3.85%
Glass	Recyclable Glass Bottles & Jars	19.54	1,856	3.29%
	Other Non-Recyclable Glass	2.58	245	0.43%
	Total Glass	22.12	2,101	3.72%
HHW	Household Hazardous Waste	1.28	122	0.22%
	Total HSW	1.28	122	0.22%
Organic	Food Waste	231.61	22,003	38.97%
	Leaf and Yard Waste	4.33	411	0.73%
	Total Organics	235.94	22,414	39.70%
Other Material	Construction & Renovation	0.45	43	0.08%
	Electronics & Electrical	3.77	358	0.63%
	Diapers and Sanitary Waste	58.32	5,540	9.81%
	Other Waste	73.76	7,007	12.41%
	Tissue/Towelling	22.21	2,110	3.74%
	Total Other Materials	158.51	15,058	26.67%
	Total All Material	594.29	56,458	100.00%

In order to generate diversion estimates for the blue box recycling program options, it was necessary to determine how much recyclable material could be diverted from the Temagami FN community. This was done by applying a set of capture rates to the designated recyclable materials. Capture rate is the % of recyclable materials diverted through the recycling program compared with the amount that is available for recycling. For example, if 100 kilograms of recyclables were generated in the waste stream and 50 kilograms were placed in the blue box for recycling, then there would be a 50% capture rate.

Table 4 shows the results of different capture rate assumptions (40%, 50%, 60% and 75%) that potentially could be collected from Temagami FN households along with an assumption about the amount of designated recyclables that could be collected from Temagami FN facilities. Based on the types of recyclable materials that are recycled by R&D Recycling (see Table 5) it was estimated that Temagami FN could generate between 6 tonnes to 12 tonnes of Blue Box materials annually, depending on the capture rate achieved.

Table 4: Potential Amount of Recyclables Diverted based on Different Capture Rates

Recyclable Material	40% capture rate	50% capture rate	60% capture rate	75% capture rate
Total estimates kg for Temagami FN households	5,556	6,945	8,335	10,418
+ 10% facilities (kg)	556	695	833	1,042
Total tonnes potentially available	6.11	7.64	9.17	11.46

Table 5: Recyclable Materials accepted by R&D Recycling Ltd.

Material Categories	Materials
Paper products	Newspapers Magazines Computer Paper Pamphlets Flyers
Containers	Aluminum/Steel Cans (for food or drink) Bottles and plastic containers (1 thru 7) symbol Glass Jars & Bottles (for food or drink)
Paper Products	Cardboard/Boxboard Cereal Boxes Soap Boxes Egg Cartons Tissue Boxes

5. Public Consultation

5.1. 1st Open House September 20th, 2017

Temagami FN community members were consulted throughout the project. The first community open house was conducted on September 20th, 2017. Members were invited to learn about the project and provide input into the process.

The event was well attended with an estimated 40 members attending.

During the open house, the consultant made a short presentation to introduce the different waste diversion programs to be implemented and to get feedback on the type of blue box containers preferred by the community.

TEMAGAMI FIRST NATION RECYCLES

We are introducing a recycling program this fall!

Learn about our recycling plans by joining us for food and beverages at the LMLC School September 20th at 5:30.

There will be activities for the children, a presentation from our consultant and information about the Blue Box recycling, waste electronics recycling, battery recycling, scrap metal recycling and used paint recycling.

Come learn, discuss, comment on our recycling and other waste diversion plans.

Wednesday, Sept. 20th
At 5:30 pm



Blue Box Container Preferences – Community members were asked to indicate what type of recycling container they would prefer by placing a sticky note in one of three containers on display. The containers provided are shown in the diagram below.

We need your input

- Containers** - We need your help identifying the most suitable recycling container for storing and transporting recyclables to the depot



22 gallon container
Rona - \$17 each



14 gallon container
Rona - \$14 each



Reusable Bags
Price - \$5 each

The vast majority of people attending the open house preferred the 22 gallon container as a means of storing and transporting recyclables.

5.2. Community Waste Management Survey

During the first open house, attendees were asked to complete a community waste management survey to help staff and the consultant better understand their waste management habits and information needs. A copy of the survey is provided in Appendix C.

Temagami FN Waste Diversion Survey Results

Number of surveys completed = 20

1. Not applicable
2. Not completed in a manner that provided useful information.
3. Average number of bags of garbage = 1.8 bags per household per week.
4. Importance of implementing a recycling program – with one exception all respondents indicated that having access to recycling was very important.
5. Importance of having other waste diversion programs available.

Program	Very important	Somewhat important	Not important
Waste electronics recycling	15	4	1
Battery recycling	20	0	0
Paint recycling	12	7	0
Scrap metal recycling	14	6	0
Backyard composting	11	7	1

The results indicate that all respondents agreed that having access to battery recycling was very important to them. This was followed by having access to waste electronics and scrap metal recycling. Backyard composting seemed to experience the least support.

Other ideas expressed included:

Centralized composting

Ban on polystyrene and single use plastics

Establishing “free stores” (reuse depots)

Encouraging members to bring their own “feast bundles” (plates, bowls, cutlery, cups) to Pow Wows and community dinners

Focus on reduce and reuse activities

One respondent expressed concern that backyard composting would encourage bears.

Temagami First Nation Waste Diversion Final Report

6. Why recycling is important.

Program	Strongly Agree	Somewhat Agree	Disagree	Strongly Disagree
Help to achieve a healthy environment	18	2	0	0
Help to achieve a healthy community	18	2	0	0
Diverting waste from disposal	19	1	0	0
For our children's futures	18	2	0	0

Most respondents strongly agreed with all statements as to why recycling was important. In hindsight the question should have been re-worded so that respondents had to rank which statements would be most appealing to members of the community. Other reasons mentioned were: peace of mind and responsibility.

7. Educational materials that would be most helpful.

Program	Most helpful	Medium	Least helpful
a. Articles in the local newsletter	13	3	2
b. Brochures delivered to your door	7	0	10
c. Magnets/stickers for your fridge	12	2	5
d. Poster/signs around the community	11	5	2

The most helpful helpful materials were identified as articles in the local newsletter and fridge magnets, followed by posters and signs around the community. Brochures and pamphlets were not viewed as an effective way to educate members about the new waste diversion programs. Other ideas expressed included:

Information posted on the Temagami FN website
 Developing short videos
 Sending information through emails
 Using Facebook
 Educational workshops
 Establishing a mascot to help educate children in the community

One member suggested developing short videos starring community members who would discuss and demonstrate the how's and why's of recycling, 3Rs, and composting and suggested delegating the work to Daisy, Brad and Paul.

Container Preferences - The vast majority of respondents preferred the 22 gallon container as a means of storing and transporting recyclables. This supported the results from September open house.

One survey respondent who receives at home collection services indicated that the reusable bag would be better. As a result, staff will provide reusable bags to those who need extra help with collection service.

Educational Materials – The survey respondents indicated that fridge magnets and articles written in the monthly newsletter – The Bear Island Blast – would be the most preferred type of educational materials.

5.3. 2nd Open House December 5th, 2017

In anticipation of the launch of the Blue Box recycling program at the end of December, a program launch lunch and dinner was held on December 5th, 2017.

Lunch - A lunch was provided for staff to introduce the upcoming blue box program to Temagami FN offices and facilities and to deliver office blue boxes and brochures to staff members.

Dinner - The purpose of the dinner was to celebrate the upcoming launch of the Blue Box recycling program and to go over some key information about how to participate in the program. Those who attended received a 22 gallon blue box along with educational materials for their household.

The Executive Director, Virginia Paul spoke about the importance of the recycling program coming to Temagami FN, which was followed by a presentation on what can and cannot be recycled presented by Raymond Katt and the consultant. Staff and volunteers helped in the set up and cleaning up after the dinner, which was greatly appreciated.

Over 60 community members attended the evening, which was considered to be a great success.

5.4. 3rd Open House August 9th, 2018

A barbeque was organized on the evening of August 9th, to launch the new waste diversion program and to provide information to residents about the program. The consultant along with Raymond Katt described the new waste diversion program to attendees and explained what materials could be recycled.

6. Implementation of Waste Diversion Programs

6.1. Blue Box Recycling

The early part of the project focused on designing a cost effective recycling program for the Temagami FN community. The realities of implementing a recycling program are challenging as all recyclables must be transferred off the island at a substantial cost and transferred to the only viable recycling facility (R&D Recycling) situated about 120 kilometers away.

6.2. Collection Options Examined and Cost Estimates

In order to determine the most effective recycling program five collection, storage and transport scenarios were developed including:

Temagami FN provides curbside collection and direct haul to R&D:

- Weekly collection - Temagami FN hires staff to provide weekly curbside collection to residents and band buildings using available pickup truck (potentially modified) and drives the materials to R&D recycling.

- Bi-weekly collection - Temagami FN hires staff to provide bi-weekly curbside collection to residents and band buildings using available pickup truck (potentially modified) and drives the materials to R&D recycling.

Temagami FN provides curbside collection and stores on-site with R&D providing transport:

- Weekly collection - Temagami FN hires staff to provide weekly curbside collection to residents and band buildings using available pickup truck (potentially modified) and stores the material in a sea container (or alternative) and arranges with R&D to collect and transport when full.
- Bi-weekly collection - Temagami FN hires staff to provide bi-weekly curbside collection to residents and band buildings using available pickup truck (potentially modified) and stores the material in a sea container (or alternative) and arranges with R&D to collect and transport when full.

Temagami FN provides depot style collection of recyclables and stores the material in a sea container (or alternative) and arranges with R&D to collect and transport when full.

Cost estimates for each scenario were developed based on the establishment of cost assumptions from communications with Temagami FN staff and the owner and president of R&D Recycling, Jean Luc Labonté. The different collection scenarios and cost estimates were presented to staff in an interim report. A summary of the scenarios and cost estimates is provided in Appendix A.

6.3. Preparing for Blue Box Program Launch

In the end, Temagami FN staff decided to pursue Scenario 3 - Temagami FN provides depot style collection of recyclables and stores the material in a sea container (or alternative) and arranges with R&D to collect and transport when full. This approach was thought to best complement the existing garbage collection system. The collection and cost assumptions are presented in Appendix B.

In anticipation for the need to purchase blue box containers for each household the consultant prepared an REOI funding submission to the Continuous Improvement Fund requesting full funding for 300 blue boxes (22 gallon) to distribute to residents and facilities and to have a few extra on hand. It was assumed that each household would receive 2 blue boxes (~200 total) with the remaining 100 distributed to band facilities (~40 blue boxes) or saved as extras (~60 blue boxes) with the CIF will funding up to 50% of the costs.

The submission was received by the CIF on May 3rd, 2017. Unfortunately, the consultant was informed in August 2017 that CIF would not fund any portion of the purchase of the new blue box containers as it is not CIF policy to fund new container purchases.

Following the CIF decision, the project team decided to use existing project funds to purchase the following recycling containers:

- 144 x 22 gallon (80 litre) Blue Box containers for use by households
- 40 x 5.5 gallon (21 litre) office recycling bins for use by office staff
- 21 reuseable bags for use by elderly or disabled members



22 gallon Blue Box



5.5 gallon office bin



Reusable recycling bag

Arrangements needed to be made with R&D Recycling for delivery of a rented 20 ft sea container modified to collect the single stream recyclables. It was hoped that an existing trailer used by Temagami FN to transport the garbage container could be used to collect the sea container from the Temagami landing; however, the width of the trailer did not accommodate the sea container. Further arrangements were made to purchase a modified trailer from R&D Recycling for transport purposes.

In order to fund the purchase of the trailer (@ \$10,000) and other waste diversion program needs, Temagami FN submitted an application for funding to the Capital Facilities and Maintenance (CFM) program to Indigenous Services Canada (ISC). The application requested funding for the following items:
List of Items for ISC CFMP:

- Used Oil Tank
- MHSW Storage Shed
- Scrap metal pile clean up
- On-going scrap metal bins
- Recycling Trailer purchase cost
- Community Backyard Composter bins
- Waste Management Staff part time for 3 years

Working with Temagami FN staff and R&D Recycling the Blue Box program launch date was established for early December 2017 (previously planned for mid November but delayed due to the trailer problems). In preparation, a notice was developed for the November Bear Island Blast and the Temagami FN website (see below) as well as a community dinner and staff lunch planned for December 5th (see section 5.3 for further details).

Recycling Is Coming In December

Temagami First Nation Blue Box Recycling in the community of Bear Island



TFN are excited to announce that Blue Box recycling will be coming to Bear Island with the launch date set for the beginning of December 2017.

Get Ready, Get SetR

Coming soon!

Blue Box Recycling in the community of Bear Island, Temagami First Nation

We are excited to announce that Blue Box recycling will be coming to Bear Island with the intent to launch the recycling program mid-November 2017.

A recycling station will be established at the garbage collection site in which community residents can bring their recyclables; including the Home and community care clients will have the additional benefit of curb side recycling services added to their weekly garbage pick-up

At the time of the recycling program launch, each residential home will receive a blue box container to store their recyclables and information about what can and cannot be recycled.



Temagami First Nation has partnered with R&D Recycling, based in North Bay, to provide the recycling service.

Get ready, Get set...

Stay Tuned!



Temagami First Nation Waste Diversion Final Report

During the December 5th community dinner and open house, 22 gallon blue box containers were provided to attending households with the remaining delivered over the next few days. In addition to the blue box containers, each household was provided with educational information, based on feedback on what educational information they wanted. Samples of the educational material is provided below.

Educational Materials:



Fridge Magnet



Information Sheet - Front



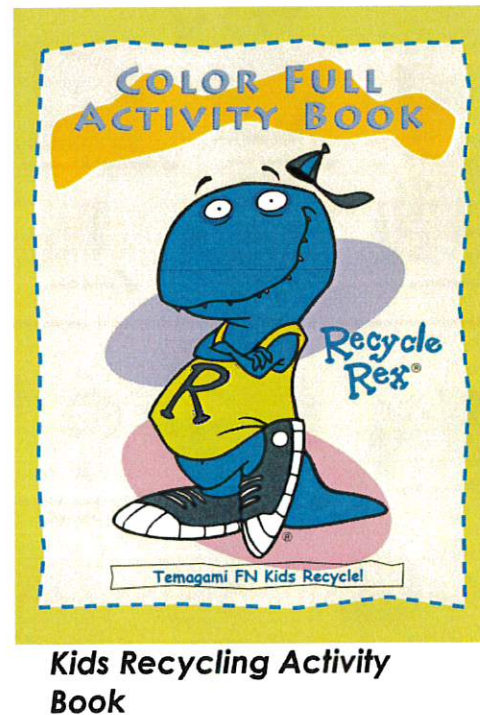
Information Sheet - Back

In addition, office blue boxes and educational materials were delivered to each staff. An information sheet (shown above) was provided to each staff. In addition, posters were hung over 22 gallon blue box containers located in high traffic and public spaces. See the sidebar for a sample of the poster.

Office Recycling Poster



Staff also decided to provide the younger school children with a recycling handbook and stickers to encourage them to learn about recycling and participate in recycling at school and at home. A 15 page Kids Recycling Activity Book and Recycle Rex sticker was developed, printed and distributed to all children in grades kindergarten to grade 4. See below for a sample of the cover page and sticker. A copy of the activity book is provided in Appendix D.



All educational materials were developed by the consultant who also arranged printing and shipping.

6.4. Blue Box Program Launch

On December 12th, the Blue Box recycling program was officially launched with the delivery of a temporary storage trailer by R&D Recycling. Since then the storage trailer has been replaced by a sea container and a working transport trailer.

PHOTOS to be provided

To help maintain the Blue Box recycling program and other waste diversion initiatives, the consultant helped to establish a Waste Diversion Working Group consisting of four members of the community. The first meeting was held on December 5th in which the members named the working group - N'Dakimenan Green (our land). The first meeting established the governance policy and short term goals.

The Blue Box program has been well received by the community and has exceeded expectations in terms of participation and diversion of blue box materials. To date, the Temagami FN community has diverted 6 tonnes of blue box materials, with a goal to divert 10 tonnes of material by the end of 2018.

To keep members informed of their achievements, a barometer has been developed by the consultant that shows progress in meeting their recycling target. An easy to use excel program was developed to update the barometer. By inputting the most recent tonnage data received by R&D Recycling, the barometer is automatically updated and can be copied for inclusion in the Recycling News update developed for the Bear Island Blast. The first update was developed below.

Recycling news article designed for the Bear Island Blast

Recycling News

Congratulations to everyone who has participated in the recycling program. To date, our community has diverted about 2.5 tonnes of blue box materials. That is an exceptional amount for a small community!

The consultant estimated that our community will achieve a great recycling rate if we can divert 10 tonnes this year and we are well on our way to achieving this goal.

Let's start a barometer to track our goal! To date, Temagami FN has achieved **25%** of its recycling goal.

Feedback from our recycling processor (R&D Recycling) has been very positive. The loads of recyclables contain few non-recyclables – that means the recyclable materials you are putting in your blue box are what should be recycled.

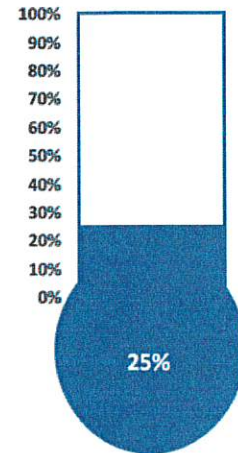
Keep up the good work!

Why recycling matters:



- ✓ 1 recycled tin can would save enough energy to power a television for 3 hours.
- ✓ 70% less energy is required to recycle paper compared with making it from raw materials.
- ✓ You can make 20 aluminum pop cans out of recycled material with the same amount of energy it takes to make one new aluminum pop can.
- ✓ Recycling one tonne of newspapers saves 17 trees.

**Temagami FN
2018
Recycling Goal
(10 tonnes)**



6.5. Household Hazardous/Special Waste

The Municipal Hazardous and Special Waste (MHSW) Program Plan was initiated by the Minister of the Environment in December 2006. With Stewardship Ontario established as the IFO, the first phase (Phase 1) of the MHSW Program Plan was implemented in July 2008.

Industry stewards that produce designated hazardous or special wastes are responsible for the collection, transportation, processing and responsible handling (recycling and safe disposal) of nine designated materials. There are two organizations that manage Phase 1 MHSW, Stewardship Ontario and Product Care. Both programs are suppose to be 100% funded by industry stewards.

Stewardship Ontario

Stewardship Ontario, has established the Orange Drop program that encourages residents to dispose of their household hazardous or special waste in an environmentally safe manner. The Materials covered by the Orange Drop program include:

- Single-Use Batteries
- Pressurized Cylinders that held Propane, Oxygen, Helium or Other Gasses
- Vehicle Engine Antifreeze/Coolant and its Containers
- Empty Lubricating Oil Containers
- Oil Filters

There are a few options available to Temagami FN to manage the household special waste (HSW) generated by band members. Options include:

- Hosting an annual HSW event in the community,
- Establishing a permanent HSW facility within the community
- Partnering with another community that accepts HSW

While Stewardship Ontario/Product Care provide funding for one day events and depots, it is an onerous process and there are no guarantees that Temagami FN will receive more than 50% of costs paid. Communications with staff from the City of Temiskaming Shores demonstrates the high costs to host a HSW event. Temiskaming Shores typically sets aside \$6,000 for its annual HSW event. In 2016, the City hosted its annual event and hired Drain All (a certified collector/processor) to provide the packing, transport and disposal services for the event. The event cost \$26,000 and although Temiskaming Shores received 90% payment back, other First Nation communities have received much less funding or no funding, to date.

Operating a permanent depot can be costlier to operate annually but cheaper on a per tonne or per customer basis.

Due to the high costs associated with operating a one a year collection events or permanent depot, neither option is recommended as a viable option for Temagami FN, at this point in time.

Another option was identified to Temagami FN staff. The City of North Bay operates a permanent MHSW depot, which has a distinct Environment Compliance Approval (ECA) allowing the City to service jurisdictions beyond its borders. There are only a handful of communities in Ontario that have this type of ECA allowing them to accept HSW from neighbouring jurisdictions, including: Peterborough County, Renfrew County and the City of Sudbury.

Conversation with Al Tomak, Waste Management Coordinator and Environmental Control Officer with the City of North Bay confirms that a viable HSW solution is available to Temagami FN. The City charges a flat fee of \$2 per household per year and this entitles residents of a partnering community to use the HHW depot all year round. The depot will accept up to 60 litres of material at any one time, which means that neighbours can take HHW from their neighbours. The City is trying to discourage contracted people from bringing down loads of HHW collected from a community. No contract is required and the community can withdraw from the service at any time.

6.6. Paints

On December 10, 2014, Waste Diversion Ontario (WDO) approved the Product Care Association (PCA) Industry Stewardship Plan (ISP) for the management of end-of-life paints and coatings. As of June 2015, all responsibility for management of paints and coatings transferred from Stewardship Ontario (previously listed under Phase 1 MHSW targeted materials) to Product Care. In December 2017, Product Care also assumed responsibility for Pesticide, Solvents and Fertilizer with the program launched April 1, 2016

To date, Product Care has responsibility over the following products:

- Paints and Coatings,
- Aerosols (this does not include propane),
- Pesticides,
- Solvents (also called Miscellaneous Organics), and
- Fertilizers

Temagami FN became the first Ontario First Nation community to participate in a joint venture between Ontario Electronics Stewardship and Product Care to collect waste paints, paint aerosols and waste electronics. See Section 6.4 for further description.

6.7. Electronic waste

Ontario Electronic Stewardship (OES), the extended producer responsibility organization that manages waste electronics, has established an excellent program and service, providing collection bins that best meet the needs and operations of the community, at no charge, and promotional/education material to post and distribute to community members. Registered collectors (e.g. First Nation communities) are required to report waste electronic shipments using an on-line system developed by OES, which ensures timely and reliable pick up service at no charge to the community. In addition, OES pays \$150 to \$185/tonne for electronic waste collected at registered sites.

Ontario Electronic Stewardship (OES) pays 100% of the costs to collect electronic waste and most communities make money by establishing themselves as a collection site for waste electronics. The OES program accepts computers, laptops, TV's, printers and phones and a total of 44 accepted categorizes of electronic waste. Figure 1 provides a list of waste electronics accepted by OES. Unfortunately, OES cannot accept small household appliances (e.g. coffee makers, blenders, vacuums), at this time, nor does it accept any appliance containing CFCs.

Figure 1: Waste Electronics Accepted by OES

OES currently services about 20 Ontario First Nation communities with permanent or semi-permanent bins, including two island communities - Georgina Island First Nations and the Archipelago Islands.

Communication was established with the OES Field Operator (Nina Digioacchino) in early 2018. Ms. Digioacchino offered several collection options available to Temagami FN including:

Establishing a permanent electronic collection site in which OES will deliver a sea container (10 or 20 feet in length) or cardboard boxes on a skid to the island which remains permanently until it is time to be collected by the OES service provider. This option pays \$150/tonne for waste electronics collected.

Establishing a semi-permanent site in which a sea container is dropped off for a period of time (e.g. spring and summer) and then collected in the fall. This avoids potential challenges with winter management of the bins and reduces registration and administration requirements for the community. The semi-permanent approach also makes more money for the community as OES pays \$185/tonne for waste electronics collected.

Conducting seasonal event, in which OES hires the event providers and pays for all waste electronic collection, sorting, transportation and management activities. The community is required to staff and promote the event. As with the semi-permanent option, the event pays \$185/tonne for waste electronics collected.

The consultant worked with Ms. Digioacchino to register Temagami FN as a collection site, to have the Collection Site Operator Agreement signed by Temagami FN contact (Raymond Katt).

The original plan to have Temagami FN operate the waste electronic program as a semi permanent site was modified when Temagami FN became the first Ontario FN to participate in a pilot program in which the waste electronics program sponsored by Ontario Electronics Stewardship would be conducted in partnership with a paint collection program sponsored by Product Care. At the same time, residents were permitted to recycle their batteries as part of the program. This innovative program enables residents in small First Nation communities to participate in a multi-purpose recycling program that targets waste electronics, waste paints and waste batteries that are collected in a single container. This program is expected to be rolled out to other First Nation communities.

The transport service provider is Goat Transport operated out of Ajax, Ontario. In early August, Goat Transport delivered a 20 cubic yard sea container to Temagami FN at the Water Treatment Facility. It is open to the public during the week from 9 am to 5 pm.

Temagami First Nation Waste Diversion Final Report



Raymond Katt with the 20 cubic ft. sea container that will collect waste electronics, waste paint and batteries.

A barbeque was organized on the evening of August 9th, to launch the new waste diversion program and to provide information to residents about the program. The consultant along with Raymond Katt described the new waste diversion program and each resident received an information brochure and a bag for collecting batteries. See below for a copy of the brochure.

How to prepare your electronics for recycling

- Clear all personal information from computers, cell phones and electronics
- Wipe your drives/clear your SIM cards

How to prepare your paints for recycling

- Must be in a sealed/closed container
- Must be from residential
- Must be identifiable (original label intact)
- Must be dropped off during normal business hours
- Individual containers cannot exceed 25 litres each

How to prepare your batteries for recycling

- Cover the 9V and lithium battery connections with tape
- Place batteries in a plastic bag to keep them dry

Location of the Recycling Container

The recycling container is located at the Water Treatment Centre.

Hours of operation: 9am to 4:30pm
Monday - Friday

For further information please
Contact: **Raymond Katt**
Community Health Representative
Phone: (705) 237-8900



Please help your neighbours who lack transportation or have mobility issues.





**TEMAGAMI
FIRST NATION**

HOW TO RECYCLE

waste electronics



paints



batteries




Brochure

How to Recycle your Waste Electronics

What can be recycled

- ✓ Cell phones, home phones
- ✓ TVs
- ✓ Desktop computers, monitors
- ✓ Laptop computers, tablets & accessories
- ✓ Printer & Fax machines
- ✓ VCR/DVD players/video recorder
- ✓ Cameras
- ✓ Stereos, tuners, turntables, speakers, receivers




* We also take small kitchen appliances


How to Recycle your Paints

What can be recycled

Aerosol Paints




Paints and Coatings



- ✓ Deck coatings
- ✓ Floor paints
- ✓ Varnishes and urethanes
- ✓ Concrete/masonry paints
- ✓ Primers (metal, wood, drywall)
- ✓ Wood finishing oils


Sealers



- ✓ Driveway and Roof Sealers

What can't be recycled


- ✗ Unlabelled containers
- ✗ Waxes and polishes
- ✗ Arts and craft paints



How to Recycle your Batteries


What can be recycled

Single Use Batteries



- ✓ AAA
- ✓ AA
- ✓ 9V
- ✓ D-cell
- ✓ Button


Rechargeable Batteries



- ✓ Lithium
- ✓ Ni-Cd (Nickel Cadmium)
- ✓ Ni-MH (Nickel Metal Hydride)

What can't be recycled

- ✗ Automotive batteries (lead-acid)
- ✗ Boat batteries (lead-acid)



6.8. Batteries

The industry organization “Call2Recycle” is responsible for collecting all cellphones and batteries - accepting dry-cell consumer batteries weighing up to 5 kg each. Staff can order collection kits (boxes) that will be mailed by Call2Recycle and then set up in key community location where members frequent (e.g. admin office, library, school). Once the boxes are full, they are mailed back to the organization at no charge.

The consultant contacted Call2Recycle to order battery collection boxes and was informed that the organization had met its collection obligations and would not be issuing more collection boxes. The consultant could place Temagami FN on a waiting list. Alternatively, Temagami could collect the batteries and deliver them to approved collection sites at the locations listed below:

New Liskeard Battery Collection Locations*

RONA 245 Whitewood Avenue New Liskeard, ON P0J 1P0 705-647-6784	Mikrolink Computers 9 Riverside Dr New Liskeard, ON P0J 1P0 705-647-4679
The Source 883303 65 Rr2 Timiskaming Sq. Hwy New Liskeard, ON P0J 1P0 705-647-0100	

North Bay Battery Collection Locations*

Staples 1899 Algonquin Ave North Bay, ON P1B 4Y8 705-472-7223	City of North Bay 112 Patton St. North Bay, ON P1B 8G4 705-474-0400
Gateway Professional Tools 790 Cassells St North Bay, ON P1B 4A4 705-495-4906	The Source 300 Lakeshore Dr North Bay, ON P1A 3V2 705-476-4486
ListenUp! Canada 1833 Cassells St North Bay, ON P1B 4C8 705-474-3896	Spectrum Telecom Group Ltd 132 Imperial Rd North Bay, ON P1A 4M5 705-474-6368
Home Depot 1275 Seymour St North Bay, ON P1B 9V6 705-845-2300	

*All locations accept:

- Rechargeable Batteries
- Cellphones
- Alkaline /Single-Use Batteries

In an effort to find an alternative solution, the consultant pursued discussions with the Executive Director of the Ontario Electronic Stewardship (OES) who kindly offered to allow Temagami FN members to place used batteries in the OES storage bin for management by OES. This approach enables Temagami FN to implement an easy and cost-effective battery recycling solution.

Three pails have been delivered to staff to be used for collecting batteries in high traffic locations throughout the community. When the pails are full, all staff need to do is put the batteries in an enclosed plastic container with a lid and ensure that any 9-volt or lithium batteries are wrapped in tape.

Each household was provided with a zip lock baggie to store their batteries, with instructions to tape the connectors on 9V and lithium – see photo.



6.9. Pens and Markers

Carolyn Laronde, Lands & Resources Office Manager has begun a collection program in the TFN Lands and Resources Office to collect used markers, sharpies, pens, highlighters and crayons. She has used a modified bucket (as shown in the photo) and when full, she will take the used pens and markers to the Staples store in North Bay to be recycled.

This initiative has been extended to the public school and will be offered in other Temagami FN facilities.



6.10. Scrap Metal

Over the years, a large informal scrap metal pile has accumulated in an isolated area on the island. The scrap metal pile consisted of scrap metal, scrap appliances (including refrigerators containing CFCs) and derelict cars. In addition, it was estimated that there were about 10 derelict cars scattered throughout the community requiring removal. Cleaning up the existing scrap metal pile and establishing a sustainable collection system on a go forward basis has been a priority with the Temagami FN staff.

The names of three local scrap metal companies were identified and a tender was issued to the following companies:

- Phippin Waste Management in Temiskaming, ON
- Mid North Recycling in New Liskard, ON
- North Bay Salvage (formally Piche and Sons) in North Bay, ON

The tender requested separate quotes to remove the scrap pile in summer and winter as well as a separate quote to rent a 40 cubic yard bin per month basis and a cost to remove and replace the bin when full (on call basis) for a minimum three year contract. The quotes were due January 24, 2018. A copy of the tender is provided in Appendix E.

In the end, Temagami FN received two quotes from Mid North Recycling and North Bay Salvage. A summary of the quotes to remove the existing scrap metal pile is provided in Table 6.

Table 6: Comparison of Quotes to Remove the Scrap Metal Piles

One Time Scrap removal	Summer using Barge		Winter Using Ice Road	
	Mid North Recycling	North Bay Salvage	Mid North Recycling	North Bay Salvage
	New Liskard	North Bay	New Liskard	North Bay
Transportation cost	\$19,175	\$20,000	\$9,375	\$20,000
Barge	in transport	\$8,000	n.a.	n.a.
Labour	\$9,375	\$4,400	\$5,550	\$4,400
CFC Removal	\$2,000	\$1,250	\$2,000	\$1,250
Total	\$30,550	\$33,650	\$16,925	\$25,650
Cost per CFC removal	\$40	\$25	\$40	\$25
40 fridges	\$1,600	\$1,000	\$1,600	\$1,000
10 cars	\$400	\$250	\$400	\$250
	price appears firm	price is an estimate	price appears firm	price is an estimate

A summary of quotes to provide rented 40 cubic yard bin and service the bin on an on-call basis for a three year contract is summarized in Table 7.

Table 7: Comparison of Scrap Bin Rental and Removal Quotes

Scrap Bin Rental and Removal	Mid North Recycling	North Bay Salvage	Mid North Recycling	North Bay Salvage
	New Liskard	North Bay	New Liskard	North Bay
40 cubic yd bin Rental per Month	\$300.00	\$250	\$300.00	\$250
annual rental	\$3,600	\$3,000	\$3,600	\$3,000

Temagami First Nation Waste Diversion Final Report

Scrap Bin Rental and Removal	Mid North Recycling	North Bay Salvage	Mid North Recycling	North Bay Salvage
	New Liskard	North Bay	New Liskard	North Bay
each pick up and drop off	\$2,550 (\$1,275 pick up and \$1,275 set up of new bin)	\$1,000	\$1,250	\$600
	includes barge	includes barge		
assume one year pick up	\$6,150	\$4,000	\$4,850	\$3,600
notes		confirm price is firm		confirm price is firm

Based on the quotes received, it was recommended that Mid North Recycling in New Liskard be awarded the contract to remove the existing scrap metal pile at a cost of access at \$16,925 with winter road access or \$30,550 during summer barge access. In addition, there is a charge per unit to remove CFCs at \$40 per unit quoted by Mid North Recycling and \$25 per unit quoted by North Bay Salvage.

To date no contract has been awarded for the scrap metal recycling due to the lack of funding yet received from ISC.

6.11. Tires

Tires are designated an EPR material. Launched in September 2009, the Used Tires Program allows consumers to have old tires recycled by dropping them off at registered collectors across Ontario. The program is managed and funded through the Ontario Tire Stewardship (OTS). Tire brand owners and first importers are registered as tire stewards and required to pay fees for every tire they supply into the Ontario market, which are used to fund all aspects of the Program. The fees vary depending on the size of the tire.

OTS provides financial incentives for registered organizations that collect, transport, and process the used tires and/or manufacture recycled products in accordance with the Program Plan. As with the WEEE program, collection, transportation and management of the collected tires are fully funded by OTS. The program covers 100% of the costs.

The option available to Temagami FN is whether it wanted to become a collection site with Ontario Tire Stewardship (OTS) or establish a partnership with Temagami municipality to co-collect tires at the Briggs Waste Disposal Site. Discussions with Temagami FN staff indicated that tires do not represent a problem in the community and, therefore, no management plan was required

OTS has several registered collectors located in New Liskard and North Bay who will accept tires brought to them from any source. The registered collectors are listed below:

New Liskeard Battery Collection Locations

Ok Tire Commercial 486 Brazeau Blvd	Tri Town Car Wash 64 Armstrong St
Fountain Tire (New Liskeard) 100 Craven Dr.	Gastons Auto Centre 95 Craven Drive
Tritown Motorsport 121 Regina Street	Canadian Tire 068 997431 Hwy-11 North
Miller Maintenance Limited 883316 Highway 65	Wilson Chevrolet Buick GMC Ltd 100 Wilson Ave
Kal Tire 851 34 Hesse St	

North Bay Battery Collection Locations

Delucas Auto Service 294 Main Street East	Midas North Bay 390 Main St East
Speedy Auto Service 1307 Fisher St.	True Centre Muffler & Brakes 567 Mcgaughey Ave
Northern Honda 1401 Seymour St.	True North Chevrolet Cadillac Ltd 1370 Seymore Street
Performance Auto And Tire Service 65 Lakeshore Drive	Dirty Rydz 49 Lakeshore Drive
Sj Auto 1363 Franklin Street	Juniors Tire Service Inc 1524 Cholette St.

6.12. Construction and Renovation Waste

Temagami FN currently burns wood waste and sends other construction and demolition waste to Briggs landfill for disposal.

While it was proposed that Temagami FN explore opportunities to divert construction and renovation waste at the Briggs Waste Disposal Site, there appears no opportunities to divert construction and demolition waste at this time.

6.13. Organics

Currently there are few options available to Temagami FN to divert food waste at the present time. Discussions were held with staff about potential opportunities to establish a windrow compost operation on the island or work with Temagami Municipality to establish a windrow operation at the Briggs Waste Disposal facility. None of the options were considered viable at the present time.

There are few examples of northern communities, including First Nation communities engaging in source separated organics collection and processing, except for the First Nation of Wahnapiatae. Although Wahnapiatae collects organic waste and composts it at the landfill, it is a limited operation. The landfill is also protected from animals by a well-constructed and high chain link fence. Currently, this option is not available in Temagami FN.

A funding request for Temagami to purchase and pilot several community backyard composters was rejected by ISC. No further action has been taken to date.

7. Status of the Waste Free Ontario Act

On June 1, 2016, the Ontario Legislature passed Bill 151, the Waste-Free Ontario Act, 2016 (WFOA). The WFOA replaces the Waste Diversion Act, 2002 (WDA) with a new producer responsibility framework that makes producers individually responsible and accountable for their products and packaging at end of life. Under this regime, producers become directly accountable for recovering resources and reducing waste as required by regulation.

At the same time, the WFOA replaced Waste Diversion Ontario (WDO) with the Resource Productivity and Recovery Authority (RPRA) empowering it with greater oversight and enforcement capabilities and requiring it to act as a data clearinghouse.

There are two Schedules to the WFOA:

Schedule 1 – The Resource Recovery and Circular Economy Act, 2016 (RRCEA) that sets out the new producer responsibility framework; and

Schedule 2 – The Waste Diversion Transition Act, 2016 that sets out the operation of existing waste diversion programs (including their wind up).

Under RRCEA, the Minister is responsible for developing a *Strategy for a Waste Free Ontario* – i.e. how to build the system that puts valuable resources destined for landfill back into the economy. On February 28, 2017, the Minister released the final strategy document after several months of active consultation. The government's two primary goals in the Strategy are to achieve zero waste (i.e. the province's new long-term waste diversion goal) and to achieve zero greenhouse gas emissions from the waste sector. The Strategy serves as the province's roadmap to shift Ontario towards a circular economy and towards a zero waste in the future.

Since the enactment of the Waste Free Ontario Act, the government has been active in winding up several existing extended producer responsibility (EPR) programs including:

Tires - The Minister of Environment and Climate Change (MOECC) issued a letter to Ontario Tires Stewardship (OTS) on February 17, 2017 directing OTS to develop a “wind-up plan” for the used tire program. OTS submitted its proposed Used Tires Program Wind Up Plan to the Resource Productivity and Recovery Authority (RPRA) on November 30, 2017. After a consultation process, the MOECC filed the new Tire Regulation 225/18 on April 9th, 2018 governing the system in which used tires are managed. The legislation was published to e-Laws on April 10 and is now in full effect. The existing tire program will cease operations on December 31, 2018 with the new tire program launching January 1st, 2019.

Waste Electronics (WEEE) - The Minister of Environment and Climate Change (MOECC) issued a letter to Ontario Electronics Stewardship (OES) on February 8, 2018 directing OES to develop a “wind-up plan” for the WEEE program by December 31, 2018, which is to be approved by the Ministry by June 30, 2019 with the program to cease operations on June 30, 2020.

Municipal Household Special Waste (MHSW) - The Minister of Environment and Climate Change (MOECC) issued a letter to Stewardship Ontario (SO) on April 12, 2018 directing SO to develop a “wind-up plan” for the MHSW program by December 31, 2018, which is to be approved by the Ministry by June 30, 2019 with the program to cease operation on December 31, 2020.

Product Care - will become a PRO under RRCEA with no further changes to the program.

The Blue Box Program - The Waste Free Ontario Strategy set an initial target of 2023 for the “complete transition of the Blue Box Program”. Under pressure from both producers (through Stewardship Ontario - SO - and the Canadian Stewardship Services Alliance - CSSA) and many municipalities (coordinated through The Association of Ontario Municipalities - AMO and the newly formed Municipal Resource Recovery and Research Collaborative – M3RC), the new Minister agreed to a much quicker timetable for the blue box transition planning. The Minister directed SO (with the support of RPRA and in consultation with AMO and other stakeholders) to submit an amended Blue Box Program Plan (a-BBPP) for approval by February 15, 2018.

During this period, SO undertook extensive consultations to get input from municipalities and First Nation communities between October 2017 and January 2018. At the time in which a draft Blue Box Plan was to be submitted, SO announced that it needed further time to continue the consultation process. The draft plan remains on hold with no resolution in sight.

Food Waste and Organics - On April 30th, 2018, the Ministry of Environment and Climate Change published its Food and Organic Waste Framework (including an Action Plan and Policy) with the goal of reducing the amount of food and organic waste entering landfills, which was a specific commitment included as part of the Strategy for Waste Free Ontario: Building a Circular Economy (released February 2017). The Framework commits to having the Ministry ultimately impose a phased in food waste disposal ban at landfills beginning in 2022. The government recognizes, however, that introducing a ban on organic waste in Northern Ontario will be challenging as there is no composting infrastructure currently in place and constructing the composting facilities and developing organics collection programs will be extremely costly for northern communities.

With the recent election of the Progressive Conservative government in Ontario, it is unclear when the organic ban will commence, if at all.

8. Summary of Activities

Table 8 summarizes the status of the eight targeted waste stream materials. Used oil has also been addressed.

Table 8: Summary of Waste Diversion Activities

Waste Streams	Management of Materials before Project	Management Now	Go Forward
Blue Box Recycling	bottles/cans/containers – landfilled paper/cardboard - burned	Recycled through the Blue Box program	Monitor and report back to community on successes and challenges Continually remind community about contamination challenges
Electronic Waste	landfilled	Permanent collection system in place with Ontario Electronics Stewardship (OES). A sea container located at the water treatment plant is used to store waste electronics.	Staff to arrange with Goat Transport to have the sea container removed when it 75% full Need to keep members informed of collection times and diversion successes.
Batteries	landfilled	Collect system to be completed at key locations to collect used batteries	Batteries need to be placed in a sealed plastic container and placed in the container to be managed by OES 9-volt and lithium batteries need to have connections taped
Paints	landfilled	Paints can be recycled. A sea container located at the water treatment plant is used to store waste paints.	Staff to arrange with Goat Transport to have the sea container removed when it 75% full Need to keep members informed of collection times and diversion successes
Household Hazardous Waste	landfilled	HHW can be taken to the North Bay HHW depot	Staff need to arrange membership with North Bay and pay annual fee
Scrap Metal	Informal scrap metal pile established and derelict cars scattered throughout community	Contract established with scrap metal company to clean up scrap metal pile and provide bin for on-going collection of scrap metal	Staff need to monitor the scrap metal bin and arrange collection when full. A three- year contract has been built into the contract with the scrap metal bid, which needs to be overseen by staff Staff need to follow up on this initiative.

Temagami First Nation Waste Diversion Final Report

Waste Streams	Management of Materials before Project	Management Now	Go Forward
Tires	Tires are not a problem in Temagami FN and require no further attention	A list of registered tire collectors has been provided to staff	Staff should continue monitoring scrap tires and direct members to take old tires to registered collectors.
Used Oil	Sam's Pump Service occasionally hired to remove oil and gas	OFNTSC is arranging purchase and delivery of a certified used oil tank for the community	Staff should keep touch with Stephanie Allen of OFNTSC on the status of the used oil tank.
Construction & Renovation Waste	Landfilled	Opportunities are not available to divert C&D waste	It is recommended that staff continue to work with the Municipality of Temagami municipality to explore future diversion opportunities at the Briggs Landfill
Organic Waste	Currently not a viable option	Opportunities are not available at this time.	It is recommended that staff continue to monitor the Provincial Government's Food Waste Framework and monitor future composting activities in the area.

Appendices

Appendix A

Blue Box Program Scenarios and Cost Estimates

The assumptions used in developing the five scenario costs estimates are provided below and the costs estimates are identified in Table 9.

Assumptions used in developing the scenario cost estimates:

- Assumes picking up from 100 residences and about 10 band buildings
- Temagami FN pickup truck operation costs - \$55/hour
- Temagami FN labour - \$35/hour
- Assume two persons required to collect
- Estimated 4 hours to collect recyclables from residential homes and buildings
- Single stream recycling is provided
- R&D sea container rental cost is \$150/mth (to purchase \$4,000)
- R&D pick up and transport cost for the sea container is \$500 per trip
- The barge and trailer can handle sea containers.
- Barge costs \$200 per round trip.
- Temagami FN staff will transport the sea containers to the access point requiring four hours and one staff
- Single stream density is 50 kg/yd³ to 75 kg/yd³
- A 20 yd³ sea container can hold 1 tonne of single stream material before requiring transport (assume density = 50 kg/yd³ single stream - conservative)
- Assuming 60% capture rate of recyclables from residents and band buildings – approximately 9.17 tonnes will be generated by Temagami FN annually
- Assuming 75% capture rate of recyclables from residents and band buildings – approximately 11.5 tonnes will be generated by Temagami FN annually

Table 9: Curbside Collection Recycling Program Cost Estimates

Capture Rates		60%	75%
Estimated tonnes captured		9.17	11.5
Curbside Collection Annual Costs	Assumptions		
Capital Cost		use existing pickup truck	use existing pickup truck
estimated hours per collection	4		
Cost per collection (assumes two person per collection)	\$125	\$500	\$500
weekly collection	52	\$26,000	\$26,000
Bi-weekly collection	26	\$13,000	\$13,000
Direct Haul Costs (5 hrs)			
Estimated hours to direct haul to R&D Recycling	5	\$625	\$625
barge costs weekly	\$200	\$10,400	\$10,400

Capture Rates		60%	75%
Estimated tonnes captured		9.17	11.5
Curbside Collection Annual Costs	Assumptions		
barge costs bi-weekly	\$200	\$5,200	\$5,200
Weekly collection	52	\$32,500	\$32,500
Bi-weekly collection	26	\$16,250	\$16,250
On site storage			
20 yd3 sea container (mthly rental @ \$150/mh)	\$150	\$1,800	\$1,800
Number of trips annually	3	4.00	4.00
Barge costs	\$200	\$800	\$800
Transport from island to access road	\$360	\$1,440	\$1,440
transport (\$500 per trip)	\$500	\$2,000	\$2,000
Total Transport		\$6,040	\$6,040
Processing Recyclables at R&D			
Single stream processing at \$75/tonne	\$75	\$688	\$863

Under a depot collection scenario, the same assumptions apply as with the curbside collection scenario, with one exception:

There will be a reduction in the amount of recyclable materials recycled due to lower expected participation in the depot program. During the early stages of the depot program, 50% capture rate can be expected – approximately 7.64 tonnes will be generated by Temagami FN annually. The capture rate is expected to increase over time, therefore, a range of 50% and 60% capture rate has been used. A platform will need to be constructed to enable residents to access the top of the sea container and the openings. Cost estimates to construct the platform need to be established in consultation with Temagami FN staff.

The assumptions used in developing the five scenario costs estimates are provided below and the costs estimates are identified in Table 10.

Table 10: Depot Collection Recycling Program Cost Estimates

Capture Rates		50%	60%
Estimated tonnes captured		7.7	9.2
Depot Collection Annual Costs	Assumptions		
On site storage			
20 yd3 sea container (mthly rental @ \$150/mh)	\$150	\$1,800	\$1,800
Number of trips annually	3	3.00	4.00
Barge costs	\$200	\$600	\$800

Capture Rates		50%	60%
Estimated tonnes captured		7.7	9.2
Transport from island to access road	\$360	\$1,080	\$1,440
transport (\$500 per trip)	\$500	\$1,500	\$2,000
Total Transport		\$4,980	\$6,040
Processing Recyclables at R&D			
Single stream processing at \$75/tonne	\$75	\$574	\$688

Total Cost Estimates and Estimated Funding Opportunities

Table 11 presents the total estimated costs for the five recycling scenarios. The estimated annual operating costs for each of the five scenarios, based on the assumptions and costing above, are presented in Column A. The potential funding available from INAC (80% of off-reserve costs) and Blue Box Funding (assumes 30% of total costs for curbside collection services and 20% of total costs for depot styled collection) to offset the operating costs are presented in Column B. The final estimated annual operating costs that will need to be funded by Temagami FN are presented in Column C.

Table 11: Estimated Annual Operating Costs for the Five Recycling Scenarios

	A.	B.		C.
Scenarios	Annual Operating cost	Funding Opportunities		Temagami FN Costs
	Assumes 75% capture rate	Potentially Fundable INAC Portion (80%)	Potential Blue Box EPR funding	Temagami FN Costs after Potential Funding
curbside collection and direct haul to R&D		Assume contract only	Assume 30% of total	
weekly collection	\$59,363	\$25,826	\$17,809	\$15,728
bi-weekly collection	\$30,113	\$12,826	\$9,034	\$8,253
curbside collection with R&D transporting				
weekly collection	\$32,903	\$4,370	\$9,871	\$18,662
bi-weekly collection	\$19,903	\$4,370	\$5,971	\$9,562
Onsite depot with R&D transporting	Assumes 50% capture rate		Assume 20% of total	
	\$5,554	\$3,579	\$1,111	\$864
	Assume 60% capture rate			
	\$6,728	\$3,680	\$1,346	\$1,702

On May 16th, the consultant arranged a tour of the R&D recycling facility located in North Bay to see how the recyclable materials are processed and to talk with the owner, Jean Luc Labonté, about potential collection and processing options. R&D recycling is the only facility available to Temagami FN to provide recycling collection and processing services.

Other processing opportunities are not available due to recent closures of the New Liskard material recycling facility (MRF) in Temiskaming that was operated by the Cochrane-Temiskaming Waste Management Board. Temiskaming Shores currently operates the New Liskard MRF as a bulking and transfer station with the recyclables transported to R&D recycling for processing. Townships can use the New Liskard MRF are charged \$250/tonne by Temiskaming Shores to bulk, transport and recycle. Communities must deliver the blue box materials to the MRF using this system include Hudson Township, Harley Township, Charleson and Chamberlain Dack Township. It was determined that shipping directly to R&D Recycling would be more cost effective for Temagami First Nation.

Appendix B

Preferred Blue Box Scenario

Preferred Scenario #3 -Temagami FN provides depot style collection of recyclables and stores the material in a sea container (or alternative) and arranges with R&D to collect and transport when full.

Assumptions used in developing the cost estimates for Scenario 3

- Single stream recycling is provided
- A sea container is placed adjacent to the compactor used for garbage at the Temagami FN waste depot
- R&D sea container rental cost is \$150/mth (Temagami FN owns after 5 years) Note: after discussing the option to purchase the sea containers up front, it was determined that there would be minimal cost savings since they would need to be modified to allow for top loading and are guaranteed for the five years in use
- R&D pick up and transport cost for the sea container is \$500 per trip (at access point)
- The barge and trailer can handle sea containers.
- Barge costs \$200 per round trip
- A 20 yd³ sea container can hold 3 tonne of single stream material, if compressed using back hoe) before requiring transport
- Temagami FN will use its back hoe to compact the recyclable materials in the sea container to triple the weight of the container before requiring transport
- Sea container will be stored on Bear Island and transported by Temagami FN staff to the access point when the container is full
- Estimated 4 hours to transport the sea containers from the depot to the access point using band equipment (pick-up truck and trailer)
- Anticipate five pick-ups annually (R&D to transport from the access point)
- Processing cost is ~ \$75/tonne (this does not include fees charged back to Temagami FN for residue rates)

Table B1 assumes a total annual cost of approximately \$5,500 to \$6,700 with Temagami FN assuming estimated annual operating costs of \$1,000 to \$1,700 depending on available funding.

Table B1: Preferred Recycling Program Total Estimated Annual Operating Costs

	Annual Operating cost	Funding Opportunities		Temagami FN Annual Costs after Estimated Funding
		Fundable INAC Portion (80% of transport & processing)	Potential Blue Box EPR funding (20% of net costs)	
On Site Depot				
Sea Container Rental	\$1,800			
Transportation to and from Bear Island to Access Point	\$1,080			
R&D Transport collection	\$1,500			
Processing	\$574			
Total	\$5,554 - \$6,728	\$3,579 - \$3,680	\$1,111 - \$1,346	\$864 - \$1,702

Appendix C

Temagami FN Waste Management Survey

Please answer the following questions:

How many people live in your house? Adults _____ Children _____

Who is responsible for the taking the garbage to the depot? _____

How many bags of garbage do you throw out weekly, on average?

Please Circle 1 2 3 4 5+

Temagami FN is working to establish a recycling program. How important is it for you to have access to recycling?

Very important ☐ somewhat important ☐ not important ☐

Temagami FN is also working to establish other waste diversion programs. Please indicate how important these opportunities are to you. Mark a ✓ in one box for each

	Very important	Somewhat important	Not important
Waste electronics recycling			
Battery recycling			
Paint recycling			
Scrap metal recycling			
Backyard composting			
Other ideas:			

Please indicate why recycling is important - mark a ✓ in one box for each question

	Strongly agree	Agree somewhat	Disagree	Strongly Disagree
Help to achieve a healthy environment				
Help to achieve a healthy community				
Diverting waste from disposal				
For our children's futures				
Other reasons:				

What educational materials would you find most helpful?

Please rate from 1 to 5, with 1 = not important and 5 = very important

Articles in the local newsletter	1	2	3	4	5
Brochures delivered to your door	1	2	3	4	5
Magnets/stickers for your fridge	1	2	3	4	5
Poster/signs around the community	1	2	3	4	5
Other ideas:					

Please indicate your referred storage and transport container by checking the box.



22 gallon container



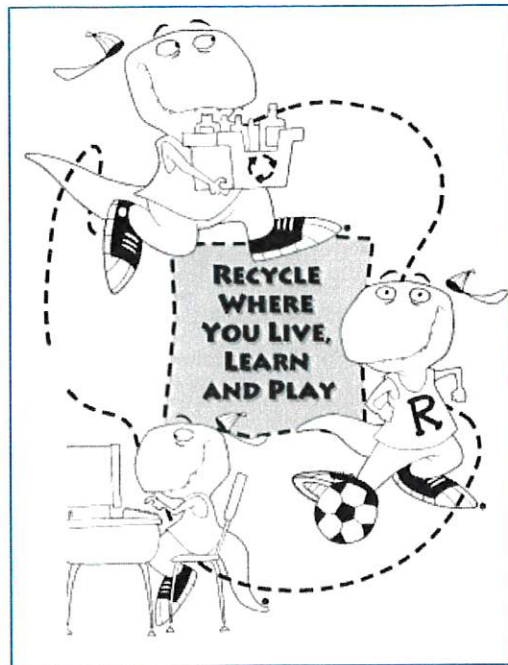
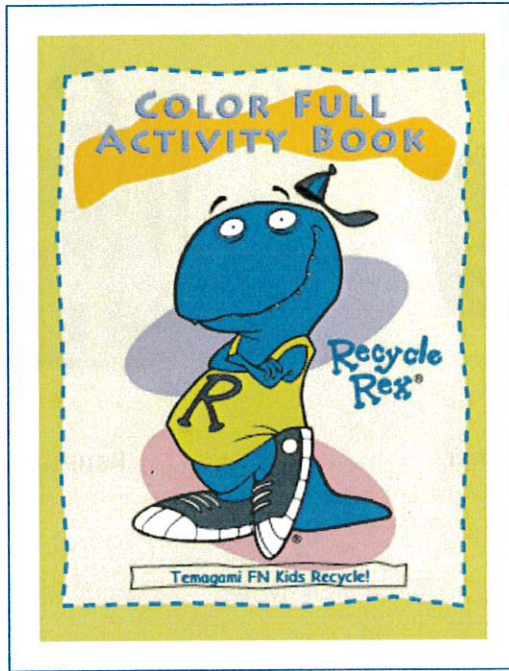
14 gallon container



Reusable bag

Appendix D

Kids Recycling Activity Book



RECYCLE

Names, please!
Draw a line from each Recycle Guy to their name.

Sam Soda Bottle
Glenda Glass
Bart Battery
Perry Paper
Molly Milk Jug
Toby Tire
Clayton Can

Use this number-letter code to find the Recycle Guy's secret message.

1 = A	5 = E	9 = I	13 = M	17 = Q	21 = U	25 = Y
2 = B	6 = F	10 = J	14 = N	18 = R	22 = V	26 = Z
3 = C	7 = G	11 = K	15 = O	19 = S	23 = W	
4 = D	8 = H	12 = L	16 = P	20 = T	24 = X	

18 5 3 25 3 12 5 20 15 4 1 25
6 15 18 1
2 5 20 20 5 18 20 15 13 15 18 18 15 23

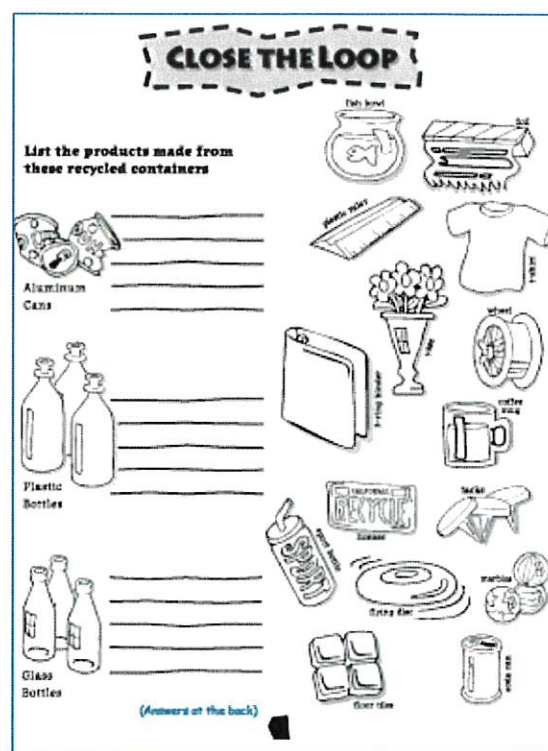
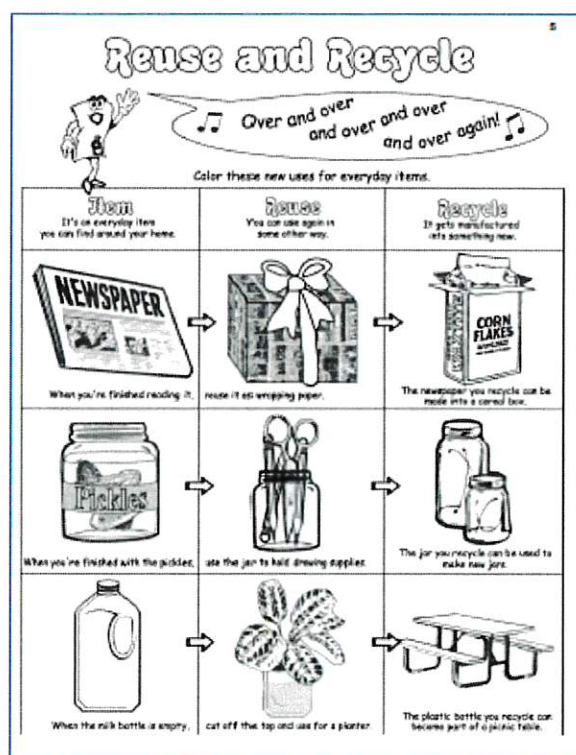
Name: _____

Sorting Trash

Cut the pictures at the bottom and paste them in the right category.

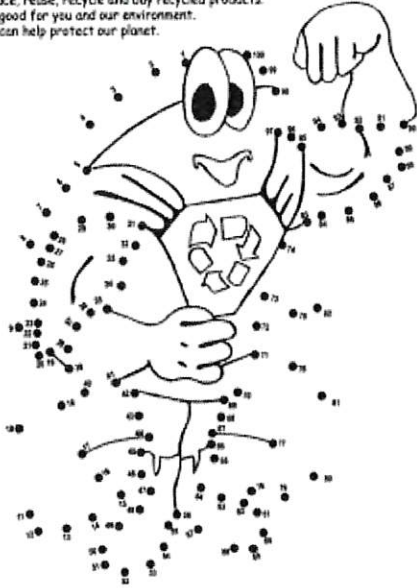
Recycle	Garbage

Valerie Young 2002 www.kidsrecycling.com



You Can Be a Recycling Superhero!

Reduce, reuse, recycle and buy recycled products.
It's good for you and our environment.
You can help protect our planet.



Word Search

Paper is an important resource. Each year North Carolinians throw away enough recyclable paper to fill 1,000 soccer fields three feet deep. See if you can find these recycling words hidden in the letters below!

BOOK	LANDFILL	PREVENTION	REUSE
CARDBOARD	LETTER	RECOVERY	TRASH
ENVIRONMENT	NEWSPAPER	RECYCLED	TRAIL
FISH	PAPER	RESOURCES	WASTE
FOREST	POLLUTION		WOOD



AKRECOVERYMF
NEWSPAPERRLI
LTASABOXEEP
AISLPALNECRE
NQTNEXLCOVER
DWETREUSECVQ
FAOKEDTMBLEF
IGUOERIWHENO
LCARDBOARDTR
LTRASHNTXAE
RESOURCESHOS
WENVIRONMENT

(See page 7 for answers)

Craft: Using Blue Box materials to create a Garden



Make your own gardens of recycled flowers and plants!

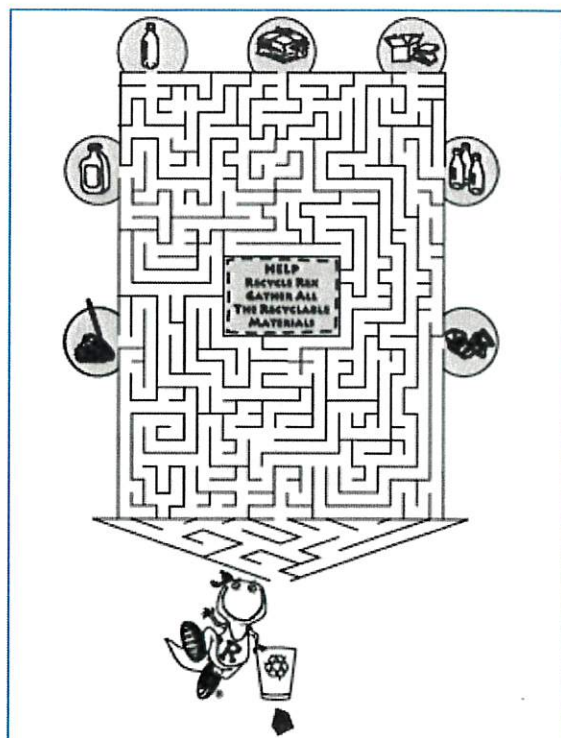
Supplies You'll Need

- Recycled materials (cardboard food boxes, old magazines, drinking straws, container lids, bottle caps, plastic spoons, plastic cups, etc.)
- construction paper or card stock
- Kids scissors
- glue and glue sticks

Add dimension to flowers by creating layers of different types of materials (cardboard boxes, magazine pages, etc.) and ending with a fun bottle cap or top.



I Love to Recycle



HOME WASTE SCORE CARD

Determine the G.Q. (Green Quotient) grade of your family's waste stream management. Check YES or NO for each of the categories below. Then, add up your YES column.

Yes	No	Do you recycle...
<input type="checkbox"/>	<input type="checkbox"/>	Paper (office paper, newspaper, magazines, bulk mail, cardboard) Does your family save them to take to the recycling drop off location?
<input type="checkbox"/>	<input type="checkbox"/>	Plastic (water bottles, plastic containers) Does your family save them to take to the recycling drop off location?
<input type="checkbox"/>	<input type="checkbox"/>	Aluminum (beverage cans, pet food containers) Does your family save them to take to the recycling drop off location?
<input type="checkbox"/>	<input type="checkbox"/>	Steel cans (canned goods, coffee, pet food containers) Does your family save them to take to the recycling drop off location?
<input type="checkbox"/>	<input type="checkbox"/>	Glass (food and beverage containers) Does your family save them to take to the recycling drop off location?
<input type="checkbox"/>	<input type="checkbox"/>	Compostable food (fruits, vegetables but no meat, bones or oily foods) Has your family started composting using a backyard composter?
<input type="checkbox"/>	<input type="checkbox"/>	Small electronics (e.g., computers, televisions, cell phones) Do you know that Targent FX makes money from unwanted electronics when they are recycled at the depot?
<input type="checkbox"/>	<input type="checkbox"/>	Batteries (e.g. AA, D, AAA, rechargeable batteries) Do you bring your used batteries to one of battery recycling boxes located at the school, band office and library?
<input type="checkbox"/>	<input type="checkbox"/>	Household Hazardous Waste (e.g., paint, solvents) Does your family take your unwanted household chemicals to the storage bin at the drop-off site?

G.Q. Score

→

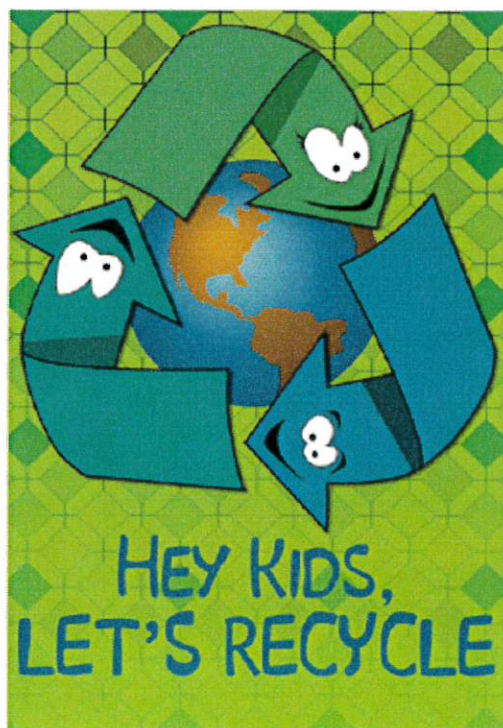
10 Amazing! We applaud your commitment!

7-9 Good! The family is doing a terrific job!

4-6 Well done. You should be proud of your efforts.

3-1 Good start. Really the family to do a little bit more.

0 Consider taking one of the categories and get started in "greening" your family's waste management.



Appendix E

Request for Quotation - Scrap Pile Clean Up and On-going Services

Temagami First Nation is situated on Bear Island on Lake Temagami with 241 permanent residents living on the island. The island can be accessed by boat in the summer and an ice road in the winter. All transportation begins at the end of the Lake Temagami Access Road. The Band offers a variety of transport services including a barge and a maintained ice road in the winter. Directions to the access point can be accessed by clicking here <https://www.google.ca/maps/place/Temagami+First+Nation/@46.9611786,-80.0278041,15.3z/data=!4m5!3m4!1s0x4d2f55ab0447f5f5:0xd182cf43471a9706!8m2!3d46.980668!4d-80.0689739>.

Temagami First Nations has initiated a study to design and implement a waste diversion system for the community which includes clean-up of a large scrap metal pile and placement of a rental 40 cubic yard bin for future containment of scrap metal.

Over the years, a large informal scrap metal pile has accumulated in an isolated area on the island. There has been a request to clean up the scrap pile. The scrap metal pile is located in an easily accessible area and includes scrap metal, scrap appliances (including refrigerators containing CFCs) and derelict cars. It is estimated that there will be about 10 derelict cars requiring removal. All cars will be collected ahead by Temagami FN staff and placed at the scrap pile location.

Photos of the pile are provided below.





A quote to remove the scrap pile is requested as well as a separate quote to rent a 40 cubic yard bin per month basis and a cost to remove and replace the bin when full (on call basis). Temagami First Nations is looking for a minimum three year contract. The quote is due by **January 24, 2018**.

Information that will help with the quote is as follows:

- A barge will be available to transport the necessary vehicles and containers. The barge can handle 50 tonnes of weight and vehicles up to 40 feet long. The cost per trip is \$400 (from Bear Island to Temagami Access Road landing and return).
- Heavy duty equipment (e.g. back hoe, excavator, /front end loader with fork lift) can be rented from the Temagami First Nation at \$110/hour.
- The contractor may keep all revenue from the sale of the scrap metal.
- Appliances containing CFCs will need to be managed properly with CFC removed and recycled. There are an estimated 35-40 appliances.
- It is estimated that travel time from North Bay to the end of Temagami Lake Access Road is approximately 1.5 hours with additional travel time on the barge at one hour (one way)

All prices, listed above, must be included in quote to the extent that the services are used.

Other Tender Requirements:

Contractor, at its sole cost and expense, shall maintain throughout the term of this Agreement all permits, licenses and approvals necessary or required for Contractor to perform the work and services pursuant to this Agreement.

Contractor shall indemnify and hold harmless Temagami First Nation from and against any and all costs, loss, expense, liability damages, or claims for damage arising or resulting from any work by Contractor, including attorney's fees, expenses and costs of defending any action on account of any injury or damage to property or persons, or on account of any other action against First Nation for any liability arising out of any work performed by or required of Contractor and on account of any injury (including death) to any persons or property arising from or resulting from the work provided for or performed by Contractor.

A Certificate of Insurance in the amount of no less than 2 million dollars per incident for property damage and or personal injury resulting from activities by the contractor causing damage during the execution of any services awarded hereunder.

The Contractor's right to perform this contract may be terminated by First Nation in the event First Nation finds Contractor to be in default for non-performance or inadequate performance. The removal of the material specified must be to the satisfaction of the First Nation at their sole discretion, failing which the First Nation reserves the right to withhold payment and/or retain additional contractors.

For further questions please contact
Virginia Paul, Executive Director
Temagami First Nation
Phone: (705) 237-8943
Email: ed@temagamifirstnation.ca

QUOTE FORM

Please complete the following Quote Form, for a three year contract period.

All prices must include the barging cost at \$400 per trip.

All prices must include any Temagami First Nation heavy equipment rental at \$110/hour.

Contractor to keep revenue from scrap metal.

One Time Scrap Metal Removal

One time price to remove existing scrap pile from Temagami First Nation location on Bear Island, including all Labour and transportation costs.

Transportation Costs (Incl.barging): \$ _____

Labour: \$ _____

CFC Removal: \$ _____

Total: \$ _____

(Excluding

HST)

Scrap Metal Bin Rental and Collection

Price to rent a 40 cubic yard bin on a monthly basis.

Rental per month \$ _____

GST \$ _____

PST \$ _____

Total \$ _____

Collection price to collect and transport the full bin of scrap metal and replace it with an empty 40 cubic yard bin. Collection to be provided on an on-call basis. Price to include barging cost.

Transportation and set up empty bin at site (incl. barging) \$ _____

Transportation for removal of full bin from site (incl. barging) \$ _____

Labour \$ _____

Total \$ _____

Quote due by **January 24, 2018**.

Please send the quote to:

Virginia Paul, Executive Director

Temagami First Nation

Bear Island, ON P0H 1C0

Email: ed@temagamifirstnation.ca

Please join us



**TEMAGAMI
FIRST NATION**

10 • 10 • 19

for the unveiling of our new Multi-use Facility

Ribbon Cutting Ceremony @ 11:30am
with a light lunch at 12:30pm
held in the Gathering Room of the
new Multi-use Facility



ABORIGINAL DRUMMING

The Eight Thunder Sisters (singers, led by Jamie Saulteau from Bear Mond, honour the song styles of the Temagami Anishinabe (Chippewa People) as well as songs from diverse nations and pow-wow styles. This group shares an important role in keeping the drum for the community of Bear Mond.

Pickup at the Mine Landing for ferry boat to Bear Mond is at 11:00 am.
Please RSVP to Lorie at 705-237-8600 | cimadmin@temagamifirstnation.ca



MARTEN RIVER VOLUNTEER FIRE DEPARTMENT

Fire Chief Paul Elliott
2877 Highway 11
Marten River, ON
POH 1T0
705 471 5874

MONTHLY REPORT JULY 2019

TRAINING

- July 2nd Fire fighters preformed yard and equipment maintenance and repair tasks. Fire Chief Elliott led the team in pump panel practice using Rescue 3's CAF system and Engine 4's Panel and Foam systems.
- July 16th Fire fighters were tested on their ability to set up and run all portable, pumps pumping water from the lake to a hose crew. Safety and communication with the hose crew was stressed and practice. A practical review of the CAF system on Rescue 3 was also conducted.

INCIDENTS

- July 11th The department was dispatched to 3017 Highway 11, a Union Gas transfer station where there was indications of leaking gas. Fire trucks set up as per evacuation requirements and were ready to block the highway if necessary. Fire fighters monitored the scene until personnel from the utility arrived.
- July 14th At the request of OPP MRFD returned to 3017 Highway 11 (Union Gas Station) to monitor the location until OPP and Union Gas arrived.
- July 31st Fire fighters responded to a medical call on Red Cedar Lake Road. The ambulance that was in the area was on scene when MRFD arrived.

FIRE PREVENTION

At the Marten River Pork Barbecue, Fire prevention materials from the "Spring into Summer Kit" were distributed. Alarm batteries were handed out and new smoke and carbon monoxide alarms were available for sale. **Summer Smart** magazines were set out at each of the 200 place setting

OTHER NEWS

- A big thank you to: fire fighters Devost and Cantin for painting the fire hall's exterior passage doors.
- On July 22 Fire Chief Elliott met with Union Gas personnel at 2017 Highway 11 to discuss the issue of the strong gas smell coming from the station and to discuss when repairs would be made.

- On Sunday July 21st at Marten River's 18th Annual Pork Barbecue the Bill Edwards Memorial Award was presented to Madeleine Jackson. by Captain Bill's daughter Kim and her family. This award is presented to a community member that inspires others to serve.

2019 Bill Edwards Memorial Award Winner

Madeleine Jackson

Madeleine is always supportive of the projects taken on by the "Sisters-By Choice" and often has taken on a leadership role. The quilt project that outfitted the fire hall kitchen and installed the valuable community illuminated sign benefited by her guidance, work and talent. She took the role of organizing the food for the Ladies Teas raising monies for the Canadian Cancer Society. In the past she was instrumental in the organization of the Rummage Sales that raised funds for the North Bay Hospital Foundation and for a local mission, insuring that everything that was donated went to a worthy cause. Madeleine has for many years taken charge of the Winterfest lunch and donated beautiful handcrafted items to this event. Madeleine's generosity extends beyond this community organizing Christmas packages for Canadian Soldiers in Afghanistan and for Christmas gifts for the Women's mission. For the past two years she has organized the Clean Out Your Closet Sale with proceeds going to Northern Ontario Families of Children with Cancer. She is a generous neighbour and friend bringing her handcrafted items, baking, pickles and fruits of her garden to those around her. All of the "Sisters" have enjoyed the benefit of her baking for meetings. Gardening is by the way a passion she had shared with Bill as is feeding people.



Well deserved: Madeleine!!!

CONGRATULATIONS

Many thanks to the committee, J. Devost, R Cantin, J McKenzie, and M Bryan for their work in this file.

- Thanks to N. and T. Malbrecht for organizing this year's barbecue and for all the volunteers that helped setup, cook, serve bartend and clean up etc. **GREAT JOB**
- **Also a big thanks to** Moore's Propane for providing the propane for the kitchen and outdoor burners for our events
- **Thanks to Ursula's Shaffrath.** Your delicious butter tarts were again a big hit at our barbecue.

**PUBLIC WORKS DEPARTMENT
MONTHLY REPORT
July 2019**

ROADS	<ul style="list-style-type: none"> • Inspect Pozniak road and completed report • Dust Suppressant was put down on the rest of the roads, all roads have been completed. • Graded Mine road before long weekend, all other roads were done as needed. • Inspect all roads after heavy rains and high winds, cut and removed a lot of trees off roads. • Measured and sent emails to Pedersens on ditches from birch to 58 spruce as per request. • Did temporary fix on Manitou Ramp for floating break wall, contacted contractor and will get repaired ASAP. (Must be welded) • Install new gate/signs at Strathy pit (as per order) also cleaned up garbage and hauled old pavement to landfill.
WATER & SEWER	<ul style="list-style-type: none"> • Completed lots of water/sewer locates • Meeting with OCWA and Bishop Water Technology for the desludging of the Temagami South lagoon. Public works will install a pad for the Geo tube bag to lay on. • Both water tower inspections were completed and we are awaiting the results. • We had 1 water repair and 1 sewer repair, both were in Temagami South • Repairing grinder pumps
EQUIPMENT	<ul style="list-style-type: none"> • Wash and grease all heavy equipment. • T-12 2011 GMC had repairs done at Wilsons • T-6 2009 F250 plow truck needs repairs, quote received by phone but truck needs manifolds repaired (worst case \$ 2000 dollars), door handle replaced, windshield washer needs to be replaced,

	<p>also the box needs major repairs/replacement as well. Public works will not have enough in the budget to repair this year. This truck is used for winter maintenance.</p>
WASTE MANAGEMENT	<ul style="list-style-type: none"> • Move Bull Dozer and Excavator to Briggs landfill from the contractor area to bail and cover domestic garbage and clean up entire landfill. • Pushed and covered garbage at Strathy and Sisk dump. We had a lot of buildings Material from collapsed cottages and garages brought to our landfill this month from our long winter and lots of snow. This takes a lot of room in our landfill domestic garbage. • Hauled Dump cover to Strathy and Sisk, something to keep in mind is we only have so much cover left and will likely have to get material brought to us. We have enough for a couple of years yet.
BUILDINGS	<ul style="list-style-type: none"> • Installed new rope on post at municipal waterfront. • Change lights in municipal office.
PARKS & REC	<ul style="list-style-type: none"> • Staff Cutting grass and ditches throughout Temagami North and Temagami South • Whipped both lagoons • Cleaned up and painted all lookouts , ramps , walkways, repaired flower beds and gazebo. There is one bridge that will need a total rebuild next year before it opens up. All wood must be replaced. • All students were finished on August 30th 2019 • PW and P&R had a BBQ for the students on Wednesday August 28th 2019 and thanked the students for the work they had done. We had a great group of students again this year
CAPITAL PROJECTS (2019)	<ul style="list-style-type: none"> • With approval Public Works completed the contractors parking area due to over budget and had it opened to the public on July 22nd 2019.

	<p>Contractor Signs were put back up at the same time</p> <ul style="list-style-type: none"> • We also completed dock repairs as needed • Strategic Planning Meeting at Temagami Shores •
CEMETERY	<ul style="list-style-type: none"> • PW is Still awaiting quotes for stone work at Cemetery • PW had 1 burial
BUDGET (Operations 2019)	<ul style="list-style-type: none"> •



Corporation of the Municipality of Temagami

Memorandum to Council

Memo No.
2019-M-139



Staff



Committee

Subject: Temagami Ambulance Service 2020 Budget

Agenda Date: September 5, 2019

Attachments: Budget Proposal

RECOMMENDATION

BE IT RESOLVED THAT Council receive Memo 2019-M-139;

AND FURTHER THAT Council approve the Temagami Ambulance Service draft budget for submission to the Nipissing District Social Services Administration Board for consideration.

INFORMATION

We operate the Temagami Ambulance Service through funding received from Nipissing District Social Services Administration Board (DSSAB). In most years, 100% of Ambulance operations are funded.

We have been requested to submit a budget request for consideration by September 16th.

Most of the amounts listed are a little higher (2%) than the 2018 budget. In the wage area, our current collective agreement expires in March 2020. While the normal increase is being considered, until a new agreement is reached it is difficult to know what the 2020 wages might be. Overall, the budget is proposed with a 4% increase.

As well, the North Bay Regional Health Centre is becoming more diligent in invoicing for costs. Included in the costs we pay to them are linen and medical supply costs with, in the past, were often received with no invoice following.

Typically, the Ambulance Service operates slightly under budget. At the last update (July), this area of the budget was tracking about 10% under budget.

Respectfully Submitted:
Craig Davidson
Treasurer/Administrator

Municipality of Temagami 2020 Budget Submission	2020 Proposed	2019 Approved
Operational Wages		
Administration	12500	12200
SPH (related to staffing person)		
5001 PI/PII - Supervisor	82000	80000
5002 PI/PII - Full Time	65000	64000
5003 PI/PII - Part Time	126500	121500
NON SPH (on related to staffing pattern)		
5016 Shift/Weekend Premium	2300	2200
5004 Shift OT	5100	5000
5005 Stand By	88000	86000
5006 Call Back	43000	42000
Paid Absences		
5007 Stat Holiday (taken)	10200	10200
5008 Vacation Pay (\$/hours) paid	18500	18500
5010 Sick Pay	12200	12000
Training		
5012 EHS Approved Training	5100	5500
Total Operations S&W	<u>470400</u>	<u>459100</u>
Benefits		
5101 Canada Pension Plan	16800	16400
5102 Employment Insurance	9400	9200
5103 OMERS	37000	32000
5104 Employers Health Tax	9400	9200
5105 Group Benefits	21000	19000
5106 WSIB	28000	26500
5107 PT In Lieu of Benefits	16500	16300
	<u>138100</u>	<u>128600</u>

Municipality of Temagami
2020 Budget Submission

	2020 Proposed	2019 Approved
Transportation/Communication		
5501 Cell Phone	1000	1000
5502 Telephone 70556933258	0	0
5503 Telephone 7055693210	1350	1300
5504 Telephone Fax line & 23951	2100	2000
5505 Mailing	200	200
5506 Courier	100	100
5507 Meal Allowance	2000	1800
5595 Travel Expenses	1550	1500
	<u>8300</u>	<u>7900</u>
5610 Building Lease/Rent	19600	19200
5601 Buidling Water/Sewer/Grinder/Garbage	2600	3200
5603 Building Maintenance	1800	1850
5604 Plowing Insurance postage	6200	6200
5605 Audit Fees	2100	2100
5606 Professional Fees	14000	8000
5607 Computer Communication Equipment	1500	1500
5608 Staff uniforms	1000	1000
5609 Linen/Storage	1700	1500
5620 Bank Charges	0	0
6595 Other Expenses	1000	2000
	<u>51500</u>	<u>46550</u>
5701 Medical Supplies and Equipment	2650	2500
5702 Oxygen	3000	3000
Training	0	0
5705 Vehicle	7600	7500
	0	0
5706 Utilities	10000	9700
5707 Office Supplies Equipment	1000	1000
5709 Cleaning supplies equpt	750	750
5712 Furniture	1000	1000
55795 Other Supplies and Equpt	500	500
	<u>26500</u>	<u>25950</u>
Total	<u>694800</u>	<u>668100</u>



Corporation of the Municipality of Temagami

Memorandum to Council

Memo No.
2019-M-140

☒ **Staff**
☐ **Committee**

Subject: Marten River Fire Truck

Agenda Date: **September 5, 2019**

Attachments: Pictures

RECOMMENDATION

BE IT RESOLVED THAT Council receive Memo 2019-M-140;

AND FURTHER THAT Council approve the purchase of a used pumper truck from the City of North Bay at a cost of \$7,500;

AND FURTHER THAT direct Staff to include the funding of this purchase in the 2020 Municipal Budget.

INFORMATION

Chief Paul Elliott reported on August 27th that a used Pumper Truck was sourced from the City of North Bay. The Truck is a 1992/1993 Spartan triple combination pump with an odometer reading of 120,000km. The Hale pump 1050 GPM has recently been flow and pressure tested. The truck is equipped with a Detroit diesel engine, foam, cannon, and a generator panel. The tires are a year old and the ladders were also recently inspected. The truck's safety certification is to be completed at the time this report is received by Council. The price of the truck is \$7,500.

This is a good interim measure and Council is encouraged through future budgets to continue setting aside funds for a purchase of a new unit in a few years. As this purchase was not included in the 2019 budget, this can be categorized as an unfinanced capital outlay with funding determined during the 2020 budget process.

Respectfully Submitted:
Craig Davidson
Treasurer/Administrator







Corporation of the Municipality of Temagami

Memorandum to Council

Memo No.
2019-M-141

☒ Staff
☐ Committee

Subject: Request from Train Station Tenants

Agenda Date: September 5, 2019

Attachments: Letter dated August 16th

RECOMMENDATION

BE IT RESOLVED THAT Council receive Memo 2019-M-141;

AND FURTHER THAT Council maintain the rent at the reduced rate as previously approved.

INFORMATION

A letter on behalf of the Tenants of the Train Station dated August 16, 2019 was received and forms part of this report. There are renovations scheduled to commence shortly as outlined in the letter. These renovations are funded by a Trillium Grant operated by Living Temagami for which we are the 'flow-through' sponsor.

Initially, the fair rent that was established for the Train Station was \$1,600 plus utilities. Last Fall, the previous Council agreed to lease the Station with the North half being leased to the Temagami and District Chamber of Commerce and the South half leased to Living Temagami. At that time, the total monthly payment for each party was approved at \$500. It should be noted that utility costs are included in this amount. Cost related to the general building are also paid by the Municipality.

Thus far, the Municipality has incurred costs of \$13,810.98 for the Train Station utilities and general repairs. There will also be additional utility costs between now and the end of the year.

For this reason, Staff is recommending that the rent be maintained at the reduced rate established through lease agreements.

Respectfully Submitted:
Craig Davidson
Treasurer/Administrator



Living Temagami

~ Heritage & Culture Centre ~

Temagami Train Station - 6715 Highway 11 North

P.O. Box 565, Temagami, Ontario, P0H 2H0

www.livingtemagami.ca livingtemagami@outlook.com

[https://www.facebook.com/pg/Living-Temagami-](https://www.facebook.com/pg/Living-Temagami-268553203654456/posts/)

[268553203654456/posts/](https://www.facebook.com/pg/Living-Temagami-268553203654456/posts/)



Date: August 16/19

From: Board of Directors , Living Temagami Heritage&Culture

To: Mayor and Council

Re: Charge for Rent of Train Station during renovation

I am submitting a request to council for consideration to waive the rental charge of the train station during the period of capital project renovation commencing now and until the end of December As of this date, we are having problem booking events and doing workshops, meetings etc while work is going on. This will be particularly problematic when the inside work commences in a few weeks including painting, elevator repair and electrical work including gallery lighting.

This disruption is equally shared by the 3 organizations sharing the building. Living Temagami, Chamber of Commerce and Temagami Community Foundation. In discussion with the Chairs of these organizations, we all would be appreciative of this consideration of waiving the rental charge during the months of Sept to end of November or December 2019 while capital improvements to the building are made.

For discussion on this request, please contact me at 705-569-4568.

Regards

original signed by Dave MacDonald

Dave MacDonald

Acting Chair, Living Temagami Heritage&Culture.

cc. Bill Kitts, Jack Tuomi Co-chairs Temagami Coummunity Foundation

cc Hendrika Krygsman Temagami Chamber of Commerce



Corporation of the Municipality of Temagami

Memorandum to Council

Memo No.
2019-M-142

☒ **Staff**
☐ **Committee**

Subject: Streetlight Survey

Agenda Date: **September 5, 2019**

Attachments: Realterm Proposal

RECOMMENDATION

BE IT RESOLVED THAT Council receive Memo 2019-M-142;

AND FURTHER THAT Council accept the GIS Inventory Survey Services from Realterm at a quoted price of \$3,615.30 (\$30.90 per light).

INFORMATION

Earlier, a proposal to replace HPS streetlights in the Municipality was not accepted by Council. Completing a GIS Inventory Survey is a first step in this process.

This will provide the Municipality with the information required to move ahead with conversion at a more appropriate speed and highlight areas where more design work may be required.

While typically, the amount of the quote is in the approval range that could be completed by Staff, due to the previous decision by Council this is being presented for Council's consideration and direction.

Respectfully Submitted:
Craig Davidson
Treasurer/Administrator



Proposal to the Municipality of Temagami

GIS Inventory Survey Services

August 23, 2019

O-1647

Primary Contact

Steve Harriman
Director, Client Initiatives
RealTerm Energy Corp.
(905) 321-6655
sharriman@realtermenergy.com



TABLE OF CONTENTS

TABLE OF CONTENTS.....	2
COVER LETTER	3
GIS INVENTORY SURVEY	4
COST PROPOSAL	6
COMPANY OVERVIEW.....	7
RealTerm Energy.....	7
Government Partners.....	7
Experience	8
LED Conversion Project References.....	9

COVER LETTER

August 23rd, 2019

Municipality of Temagami
P.O. Box 220
Temagami, ON P0H 2H0

Dear Mr. Davidson,

Thank you for your inquiry into our audit services for an LED streetlight upgrade. RealTerm Energy (RTE) is pleased to propose its GIS Streetlight Survey services to the Municipality of Temagami.

The Scope of Work includes:

1. GIS Inventory Survey

- 1.1. Conduct a GIS inventory survey of the Municipality's existing Cobrahead and decorative streetlights (if any).
- 1.2. Produce an electronic streetlight map (inventory file) and database that is accessible through common GIS software, web-based ArcGIS Online, Google Earth KMZ and exportable to a Microsoft Excel.

The pricing for the above services can be found on **page 6**.

Our team appreciates this opportunity to present this proposal and looks forward to working with the Municipality of Temagami. We are passionate about what we do and want you to feel the same way about this project's results.



Sean Neely, President
sneely@realtermenergy.com

GIS INVENTORY SURVEY

RealTerm Energy's Esri streetlight application is the key ingredient in completing a high-quality GIS audit, one of the most important aspects of an LED streetlight conversion project.

In upgrading over 250 communities and utilities, we have found that inaccurate records of streetlight assets are a commonplace. Most client's records are either outdated or inaccurately maintained, resulting in a poor inventory of what is an extensive and highly visible asset base. At RealTerm Energy, the GIS audit is a foundational component of our approach. Our experienced survey team collects geospatial and descriptive data pertaining to all important streetlight attributes to create a comprehensive picture of your current streetlight network and reveals any gaps and errors that might exist in the inventory data. Using this approach helps the remaining steps in the conversion process run more efficiently.

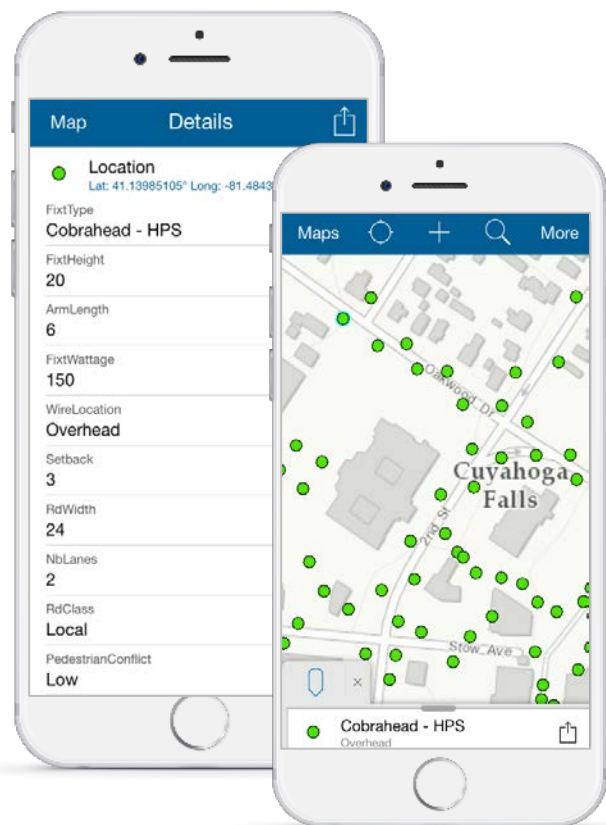
Our customized Esri application captures and records detailed data from streetlights and their surroundings and enables us to document as many attributes per data point as the Municipality's requests, including information about the location, type and pole condition.

In addition, our geospatial team takes precise measurements to ensure our lighting design team can specify the appropriate fixture types and wattages. The most critical of these observations are:

- Pole height
- Fixture height
- Road width
- Existing wattage
- Road class
- Fixture type

Some advantages of the streetlight application include:

- Access survey data online
- Export all data to MS-Excel, KML/KMZ, Shapefile or File Geodatabase formats
- Compatible with virtually any smart phone and tablet
- The Municipality's key team members receive online login access, ensuring full transparency of the project from start to finish.
- Post-audit, your staff will be able to identify each light in the system and view its history and attributes.



Click the following link to explore a sample of RealTerm Energy's detailed street light survey: [ArcGIS Map](#)

REQUIRED FROM THE MUNICIPALITY

- Pre-survey Meeting: Prior to commencing the survey, our GIS Field Survey Supervisor will meet with the Municipal staff to review and confirm the scope of work for the inventory survey.
- The most current data from the existing layer of utility poles with all attributes, and inventory of streetlights with all attributes (if available).
- Review of RealTerm Energy's updated inventory data (post-collection) to ensure that all necessary areas have been covered and that ownership is properly attributed (e.g. no portions of adjacent municipalities have been included in error).

COST PROPOSAL

Craig Davidson
Treasurer/Administrator
Municipality of Temagami
P.O. Box 220
Temagami, ON P0H 2H0

Prices for services being offered as described in the previous sections and based on a quantity of approximately 117 fixtures, is summarized below.

Note that the final price will be based on the actual fixture quantity audited within the Municipality of Temagami. The total price is estimated based on the unit price and estimate fixture quantity.

Item	Description	Estimated Quantity	Unit Price per fixture	Total Price (Excluding HST)
1	GIS Inventory Survey	117	\$30.90	\$3,615.30

Should you have any questions about any of the information contained within this proposal, please do not hesitate to call us.

By signing below, the Municipality of Temagami is authorizing RealTerm Energy to proceed with the items summarized within this GIS Inventory Survey offering.

Authorized Signature

Name (please print)

Title (please print)

Date

COMPANY OVERVIEW

RealTerm Energy

RealTerm Energy is an international leader in providing energy-efficient turnkey LED streetlighting conversions for utilities and municipalities of all shapes and sizes. Our team of lighting specialists is dedicated exclusively to designing and executing high-quality and cost-effective LED street light conversions. Our GIS, Design, Project Management, Client Services, and Community Relations departments work seamlessly to ensure projects surpass each of our clients' goals.

With hundreds of projects ranging from 15 lights to over 40,000 lights, we have encountered a wide range of situations and network deficiencies that required unique and creative problem-solving abilities to overcome.

Company Mission

RealTerm Energy's mission is to deliver future-ready "Smart" solutions that allow forward-thinking utilities and communities to reduce energy costs, improve the quality of life of citizens, and protect the environment. RealTerm Energy's primary focus is on the design, implementation, financing and management of municipal LED streetlighting and adaptive technology control systems. Our photometric-based LED streetlighting designs are based on the latest ANSI/IES RP-8-2014 standards and our adaptive technology control offerings deliver unmatched energy and maintenance savings to our clients.

Government Partners

RealTerm Energy has been selected as a preferred LED Streetlight Integrator by four government associations: Local Authority Services (LAS) of the Association of Municipalities of Ontario, the Connecticut Conference of Municipalities (CCM), the Metropolitan Area Planning Council (MAPC) of Massachusetts, and the Ohio Municipal League (OML).



WORLD BANK GROUP

Proud to be recognized by the World Bank.

RealTerm Energy's "remarkable" partnership in the joint-procurement model developed with LAS and the Association of Municipalities of Ontario has been recognized by the World Bank as being among the most successful delivery models in the world.

The World Bank Group estimates that 20% of global electricity is consumed by lighting that widespread adoption of LED lighting can reduce that to 7%. We are proud to join the World Bank's efforts to increase energy efficiency and lower greenhouse gas emissions as we continue to expand to new jurisdictions. Access our homepage to view the complete case study:

<http://www.realtermenergy.com/>

RTE Selected as Preferred LED Streetlight Integrator

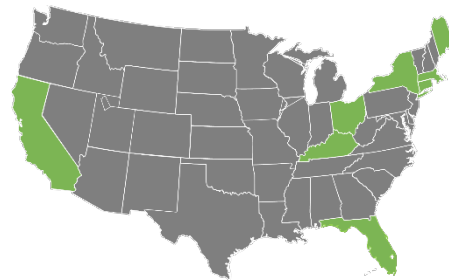


Experience

We have extensive experience completing streetlight retrofits across North America, including in 8 US states and 3 Canadian provinces. The table below provides an overview of all our past and current LED streetlighting projects, now totaling more than \$100 M. This experience has allowed us to refine and perfect virtually every aspect of our service offering, ensuring the quality and value for each Municipality.



3 Canadian Provinces



8 US States

NOTABLE PROJECTS			
Canadian Client	Fixture Count	US Client	Fixture Count
City of Brampton, ON	40,000	San Diego Gas & Electric, CA	30,000
City of Guelph, ON	13,500	City of New Britain, CT	8,394
City of Oshawa, ON	12,408	City of Pittsfield, MA	5,856
City of Barrie, ON	10,622	City of Haverhill, MA	4,611
City of Kelowna, BC	10,563	City of Biddeford, ME	2,325
City of London, ON	10,000	Town of Tewksbury, MA	1,711
City of Niagara Falls, ON	8,394	City of South Portland, ME	1,597
City of Pickering, ON	7,265	City of Newark, NY	1,500
City of Peterborough, ON	7,000	Town of Windham, ME	1,320
City of Victoria, BC	6,458	City of Auburn, ME	1,253
County of Norfolk, ON	4,172	City of Amesbury, MA	1,242
City of Timmins, ON	3,984	Town of Watertown, CT	1,160
City of Innisfil, ON	3,308	Town of Seymour, CT	1,133
County of Haldimand, ON	2,882	Town of York, ME	821
City of Quinte West, ON	2,787	Town of Rockland, ME	704
City of Aurora, ON	2,692	City of Presque Isle, ME	700
City of Collingwood, ON	2,334	Town of Rumford, ME	648
City of Kawartha Lakes, ON	2,300	Town of Falmouth, ME	597
Town of Wasaga Beach, ON	2,112	City of Caribou, ME	525

LED Conversion Project References

Client Contact: City of Guelph, ON Bryan Ho-Yan Supervisor, Traffic Streetlight (519) 822-1260 Bryan.ho-ya@guelph.ca	Start / End Date: July 2018- Ongoing No. of Fixtures: 13 500 Type of Solution: City-wide LED streetlight Turnkey Conversion Project
Client Contact: City of Brampton, ON Shane Beirnes Supervisor, Traffic Streetlight (905) 874-2553 shane.beirnes@brampton.ca	Start / End Date: November 2017 – Ongoing No. of Fixtures: 40 000 Type of Solution: Turnkey LED Streetlight Conversion
Client Contact: City of Oshawa, ON Glenn Simmonds Director of Operations, Town of Whitby (905) 430-4333 glennsimmonds@whitby.ca	Start / End Date: Feb.2016 - Nov.2016 No. of Fixtures: 12 408 Type of Solution: Turnkey LED Streetlight Conversion
Client Contact: Town of Innisfil, ON Meredith Goodwin Capital Project Manager (705) 436-3740 x 3220 mgoodwin@innisfil.ca	Start / End Date: November 2015 – March 2016 No. of Fixtures: 3 308 Type of Solution: LED Streetlight Turnkey Conversion Project



Corporation of the Municipality of Temagami

Memorandum to Council

Memo No.
2019-M-143

☒ **Staff**
☐ **Committee**

Subject: Temagami North Ditches

Agenda Date: **September 5, 2019**

Attachments: Second phase estimate

RECOMMENDATION

BE IT RESOLVED THAT Council receive Memo 2019-M-143;

AND FURTHER THAT Council approves the estimate for the second phase of ditch remediation in Temagami North from Pedersen Construction in the amount of \$89,400 plus HST.

INFORMATION

Council has previously accepted a quote from Pedersen Construction to alter the 'rock-lined' ditches in Temagami North. At that time, Council directed Staff to obtain a quote from Pedersen Construction to have the same procedure completed on deep ditches along Spruce Drive which were not lined with the sharp rock. The estimate to complete this work is \$89,400.

If approved, this would bring the total project to \$256,000. Funding this project will be part of the 2020 budget deliberations.

Respectfully Submitted:
Craig Davidson
Treasurer/Administrator



(705) 647-6223
Fax (705) 647-8851

PEDERSEN CONSTRUCTION (2013) INC.

Hwy. 11 & 65 West, P.O. Box 2409, New Liskeard, ON P0J 1P0

August 19, 2019

The Corporation of the Municipality of Temagami
P.O. Box 220, 7 Lakeshore Dr.
Temagami, ON P0H 2H0

Attention: Mr. Craig Davidson, Treasurer

E:mail: craig.d@temagami.ca

Dear Sir,

**Estimate Re: Corporation of The Municipality of Temagami
Spruce Dr. / Temagami North
INC No. 10 – Ditch Filling c/w Geotextile, Clearstone, Perforated HDPE Drainage Pipe
and River Stone – Phase 2**

I hereby quote the following work in addition to similar work quoted on August 8, 2019.

Item	Description	Unit	Quantity	Unit Price	Total
1	Geotextile – Terrafix 270	M2	1,000	\$ 5.00	\$ 5,000.00
2	19mm Clearstone Bedding	T	50	\$ 40.00	\$ 2,000.00
3	75mm to 150mm Riverstone	T	440	\$ 40.00	\$ 17,600.00
4	Granular 'A' (Restoration)	T	80	\$ 28.00	\$ 2,240.00
5	375mm Perforated HDPE c/w Geotextile	M	116	\$ 260.00	\$ 30,160.00
6	Connection to Existing Culverts	Ea	22	\$ 300.00	\$ 6,600.00
7	Topsoil and Seeding	M2	600	\$ 10.00	\$ 6,000.00
8	375mm Riser Tee c/w Frame & Grate	Ea	11	\$ 1,800.00	\$ 19,800.00
				Total	\$ 89,400.00

Notes:

1. HST Extra.

Yours truly,

Scott Beeson, P.Eng
Project Engineer



Corporation of the Municipality of Temagami

Memorandum to Council

Memo No.
2019-M-144

☒ Staff
☐ Committee

Subject: Tax Increase Concern

Agenda Date: September 5, 2019

Attachments:

RECOMMENDATION

BE IT RESOLVED THAT Council receive Memo 2019-M-144.

INFORMATION

Councillor Youngs reported on a conversation she had where the ratepayer was concerned with the tax increase. In this case, the property is in the Village and therefore is subject to charges for Water, Sewer, Grinder Pump, Garbage Collection in addition to the assessment based taxation. In total, the amount levied did increase by 11.49%. The reason for this increase is the decision made during the budget process to start setting funds aside for future capital requirement for user charge supported services. Especially as our systems age, ensuring there are funds in hand to cover a portion of the future capital needs is important. While it is expected that the user charges will remain somewhat consistent, significant increases in the future should probably not be required as we are now planning for future costs.

Respectfully Submitted:
Craig Davidson
Treasurer/Administrator



Corporation of the Municipality of Temagami

Memorandum to Council

Memo No.
2019-M-145

☒ Staff
☐ Committee

Subject:	Ontario's Main Street Revitalization Initiative
Agenda Date:	September 5, 2019
Attachments:	Guide to the Municipal Funding Agreement/ 7 Lakeshore Drive Map/ Community Use Zone Requirements

RECOMMENDATION

BE IT RESOLVED THAT Council receive Memo 2019-M-145;

AND FURTHER THAT Council provide direction to enable staff to complete the use of funds in a timely fashion.

INFORMATION

After laying out the required setback, the area left available for building is not large enough to construct a 30 X 60 structure. In addition, the proposed area covers a number of water drainage pipes that would be permanently covered by the structure preventing access for any future maintenance or repairs. Having the structure erected over the underground pipes could also lead to damaging them since the ground would freeze much deeper in the winter due to the lack of snow cover. Even without the setback constraints, erecting such a large structure in that location would limit the amount of remaining space available during special events.

Based on these facts, it would be recommended that a different location be considered for the construction of this structure. One location that could be considered for the future construction of this new proposed structure would be the current location of the Caribou Mountain Chalet near the fire tower. If it is determined that the cost for updating the existing structure to bring it back to operating condition would be substantial, the old structure could be removed and the new structure could be erected in its place. This new structure could be used by the municipality and rented out for special events.

With the current funds available and the time constraints, it would be recommended that the funds be applied to other projects that would also fall in the required scope. Such projects could include removing existing picnic tables, benches, garbage bins and replacing them with new ones constructed of composite materials that would last for an extended period of time and would not require maintenance. The signage in town could also be replaced with new and more appealing ones. These items listed could all fall under the Ontario Main Street Revitalization Initiative.

Ontario Main Street Revitalization Initiative

Scope / What is eligible:

As of April 1, 2018, municipal governments can invest in revitalization activities that will support small businesses through activities undertaken to revitalize main streets. The work can be identified as priority through an existing Community Improvement Plan or municipal physical infrastructure priorities identified through other municipal land use planning document for the municipality's main street that involves the construction, renewal, renovation or redevelopment, or material enhancement in each of the following categories:

Implementation of priority financial incentives in existing Community Improvement Plans such as:

- a. Commercial building façade improvements;
- b. Preservation and adaptive reuse of heritage and industrial buildings;
- c. Provision of affordable housing;
- d. Space conversion for residential and commercial uses;
- e. Structural improvements to buildings (e.g. Building Code upgrades);
- f. Improvement of community energy efficiency; and
- g. Accessibility enhancements.

Funding of strategic municipal physical infrastructure such as:

- a. Signage – wayfinding/directional, and gateway;
- b. Streetscaping and landscape improvements – lighting, banners, murals, street furniture, interpretive elements, public art, urban forestation, accessibility, telecommunications/broadband equipment, parking, active transportation infrastructure (e.g. bike racks/storage, cycling lanes and paths) and pedestrian walkways/trails; and
- c. Marketing plan implementation – business attraction and promotion activities, special events.

Respectfully Submitted:

Suzie Fournier

MUNICIPAL CLERK

ONTARIO'S

MAIN STREET

REVITALIZATION INITIATIVE



GUIDE TO THE MUNICIPAL FUNDING AGREEMENT

CONTACT: mainstreets@amo.on.ca
200 University Avenue, Suite 801
Toronto, ON., M5H 3C6
P: 416.971.9856

MARCH 2018

Page 89 of 279

TABLE OF CONTENTS

03_Municipal Checklist

04_Introduction

04_FAQ

06_ New information added - May 2018

12_ Appendices

MUNICIPAL CHECKLIST

Immediate Action	Where is More Info	When
Pass Municipal By-Law Authorizing MFA	See Appendix A for a sample	As soon as possible
E-sign MFA and electronically submit to AMO E-mail (mainstreets@amo.on.ca) the Authorizing By-law to AMO	See page 9 for more information	As soon as possible
2018 Project notification for communications purposes to AMO	See page 10 for details on what is required	As soon as possible
Longer Term Action	Where is More Info	When
Annual and Results Report	See page 10 for details on what is required	By May 15th of every year (until funds are spent)

INTRODUCTION

The Main Street Revitalization Initiative is a \$26 million fund to help municipal governments undertake main street revitalization activities that support and benefit small businesses. AMO has agreed to administer the funding on behalf of the Ministry of Agriculture, Food and Rural Affairs (OMAFRA). AMO signed the Agreement with OMAFRA on March 12, 2018. The Agreement's effective date is April 1, 2018.

All lower and single tier municipal governments are eligible for the allocation based funding. The formula for the funding was established by OMAFRA without the need for an application or matching funding. It empowers municipalities to make investment decisions within the program's parameters.

What is eligible?

As of April 1, 2018, municipal governments can invest in revitalization activities that will support small businesses through activities undertaken to revitalize main streets. The work can be identified as priority through an existing Community Improvement Plan or municipal physical infrastructure priorities identified through other municipal land use planning document for the municipality's main street that involves the construction, renewal, renovation or redevelopment, or material enhancement in each of the following categories:

Implementation of priority financial incentives in existing Community Improvement Plans such as:

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- e. Structural improvements to buildings (e.g. Building Code upgrades);
- f. Improvement of community energy efficiency; and
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Funding of strategic municipal physical infrastructure such as:

- a. Signage – wayfinding/directional, and gateway;
- b. Streetscaping and landscape improvements – lighting, banners, murals, street furniture, interpretive elements, public art, urban forestation, accessibility, telecommunications/broadband equipment, parking, active transportation infrastructure (e.g. bike racks/storage, cycling lanes and paths) and pedestrian walkways/trails; and
- c. Marketing plan implementation – business attraction and promotion activities, special events.

Municipalities can identify projects in one or both categories.

What types of costs are eligible?

Eligible Costs

- Costs directly and reasonably incurred on or after April 1, 2018 up to and including March 31, 2020 for construction, renewal, or material enhancement activities funded under existing Community Improvement Plan financial incentive programs; and/or,
- Costs directly and reasonably incurred on or after April 1, 2018 up to and including March 31, 2020 for construction, renewal or material enhancement activities funded under the Municipal Physical Infrastructure category, including projects in downtown or main street areas, as defined through an existing Community Improvement Plan or other municipal land use planning policy that will support the success of small businesses in main street areas.

Ineligible Costs

- Costs incurred prior to April 1, 2018 or after March 31, 2020;
- Any costs associated with providing any Reports to AMO;
- Any costs associated with lobbying Ontario, including other Ministries, agencies and organizations of the Government of Ontario;
- Costs for infrastructure works in the following categories: highways, short-sea shipping, short-line rail, regional or local airports, and brownfield redevelopment;
- Costs of infrastructure works that does not improve energy efficiency, accessibility, aesthetics or marketability of small business within a main street area;
- Costs of infrastructure works outside of main street areas, as defined through an existing Community Improvement Plan or other municipal land use planning policy;
- The cost of leasing of equipment, any overhead costs, including salaries and other employment benefits of any employees, its direct or indirect operating or administrative costs, and more specifically its costs related to planning, engineering, architecture, supervision, management and other activities normally carried out by its staff, except in accordance with eligible costs above;
- Taxes, to which the municipality is eligible for a tax rebate;
- Purchase of land or any interest therein, and related costs; and,
- Routine repair and maintenance costs.

Would the development of a Community Improvement Plan be eligible?

No. The program is focused on implementation of existing Community Improvement Plans or priorities through other existing municipal land use planning policies. Municipalities that do not have a Community Improvement Plan can implement eligible priority projects through the official plan, economic development strategy, downtown revitalization plan or another related plan in support of the municipal main street.

Further interpretation of eligibility

A number of small municipalities have asked for additional discussion on project eligibility and some examples of projects that might be eligible in the absence of a Community Improvement Plan (CIP), a discernible “main street” area or in the case of very limited commercial activity in the community.

Main Street projects must be consistent with the [requirements](#) set out in the transfer payment agreement (TPA). The following discussion is intended to reflect a broader interpretation of the rules to assist municipal staff and councils in the deliberations in selecting appropriate projects that comply with the TPA.

Ultimately, the purpose of the program is to support revitalization, economic activity and enterprises in the municipality. All Main Street projects should support this purpose. While there is room for interpretation consistent with the program objectives, municipal staff and Councils should take note of the TPA provisions excluding certain types of costs (i.e., projects and expenditures) which are [categorically ineligible](#).

Here are some ideas that may be helpful.

In municipalities where there is no defined main street (or your main street is a provincial highway), the funding should be used within any built-up area, defined through municipal planning policy (e.g., hamlets, villages).

Main Street funding cannot be used to create a Community Improvement Plan (CIP). However, a municipality can create a CIP using other resources and then use Main Street funding to implement financial incentives under the new CIP (by March 31, 2020).

The Main Street funding cannot be used to create a strategic marketing plan. However, the funding can be used for activities related to implementing part of a strategic marketing plan. For example: some costs for a one-time festival in the municipality that is intended to attract visitors or to otherwise generate economic activity could be eligible. Alternately, tangible capital assets purchased (e.g., lights, staging, fencing, signage, banners) to support an annual gathering or festival in accordance with a strategic marketing plan or similar approved plan could be eligible. Any marketing or promotional activity as part of a strategic marketing plan could be eligible.

Under the category of Municipal Physical Infrastructure, there is considerable scope for creative project ideas. Here are some project ideas that might be considered:

- The development of a centrally located space that can be used for rotating commercial activity, such as a farmers’ market, seasonal craft market, flea market, or pop-up retail, etc.
- Equipping a key location (e.g., dockside, parking lot, picnic area, trail head) with electricity, lighting, etc., to support visiting food truck, commercial stalls, etc.
- Beautification, landscaping, tree planting or murals etc., within the planned, built-up area of the community with no defined “Main Street”.
- Improvements to public spaces and buildings (exclusive of routine repair and maintenance) that enhance the aesthetic appeal of the community, including public spaces associated with municipal buildings, community centres, church properties, historic cemetery etc.

- Renewal or restoration of an historic or heritage site, monument or public space owned by the municipality.
- Wayfinding signage throughout the municipality that highlights locations of interest e.g., historic sites, farm stands, boat lunches etc.
- Accessibility or other improvements to a playground, community centre or other places where people gather.
- Creating a gateway to the community including features such as signage, lighting, benches, local information, etc.
- Creating facilities (or events) that make your community a destination for cyclists, hikers, snowmobilers, boaters, rowers, skaters, skateboarders, artists, hobbyists, crafts people, etc.

In the case of all of the above examples, the purpose of the expenditure of Main Street funding should be to create an environment that will benefit small business activity in the community or support the attraction of economic activity (e.g., tourism).

When does the money have to be spent?

Municipalities have to March 31, 2020 to spend the funds on an eligible project.

During this time, municipalities must earn interest on the Funds so that they have more for the project later.

What about the municipal share of a project that will receive funding from another revenue source or program?

Municipalities can fund 100% of total project costs with Main Street dollars. If another program has restrictions on the use of funds, they must be adhered to.

If you are using multiple sources of funding, the project also has to be eligible under the terms and conditions of these multiple programs.

What if our municipality wants to partner on a project?

The Main Street Agreement encourages collaboration, building of partnerships and strategic alliances when working on eligible projects.

If a municipality is transferring funds to another municipality, it must be done via by-law. The

municipality transferring funds is responsible for reporting on the transfer in annual reporting. The municipality receiving Main Street Funds is responsible for reporting that the Funds were received and is responsible for all other reporting requirements, including project details and spending.

If a municipality is transferring funds to a non-municipal entity, such as a for-profit company, council will have to endorse the project through a grant agreement. Under this situation, municipalities are still responsible for meeting all the requirements of the Agreement related to the use of the transferred Main Street Funds, including all reporting.

What is the allocation formula?

$$\text{Municipal Allocation} = \text{Base Funding} + \text{Small Community Adjustment} + \text{Per Capita Allocation}$$

Base Funding is the amount distributed equally among all eligible municipalities

Small Community Adjustment is the amount distributed equally among municipalities with a population less than 25,000

Per Capita Allocation is a per capita amount based on 2016 population, as outlined in the 2016 Census of Population

Total funding, less administrative costs, is allocated as follows across the three components:

Base Funding:	50% of total funding;
Small Community Adjustment:	11.5% of total funding;
Per Capita Component:	38.5% of total funding.

Once a municipal government has fully executed an Agreement with AMO and provide the appropriate information for the transfer of the funds, the one time allocation will be paid out.

How much of the funding is AMO using for administration?

AMO will need just 6% of the \$26 million to deliver this program to all eligible municipalities and report in aggregate to OMAFRA as required by the Agreement.

What reporting is required of municipalities?

Building on the success of the risk management framework established under the federal Gas Tax Agreement, municipalities only need to report initial upfront anticipated projects for 2018 and then once annually on projects until all the funds are spent.

Remind me how the audit framework works?

Municipalities will not have to complete audits. Instead the program will use a risk based approach that recognizes municipalities as a mature and accountable order of government. In this approach, the municipal contact for the Main Street Municipal Funding Agreement will be the Treasurer, no exceptions. In addition, AMO will audit approximately 10% of municipalities annually to provide assurance to Ontario on municipal compliance.

Is there an agreement municipalities have to sign?

Yes. AMO is using the a digital platform provided by its partner, Solutions Notarius Inc., to sign the Municipal Funding Agreement (MFA). A municipality must electronically sign (e-sign) the MFA with AMO to receive funding. Please have the appropriate signing officers e-sign the MFA. The municipal by-law authorizing the municipality to enter into the agreement can be emailed to AMO at mainstreets@amo.on.ca. See Appendix A for a sample by-law.

Appendix B includes a cross-reference between the MFA with the OMAFRA-AMO Agreement.

What is e-signing?

An e-signature is a signature that can be applied in a document by a signer electronically. AMO uses Notarius' Consigno Cloud software to sign documents electronically.

The municipal signing officer will receive a signature request to the MFA by email from AMO. They will be asked to open a link to a signing session in that email. The Consigno Cloud software certifies a signer's identity with two-factor authentication. The signing officer will be asked to provide a second authentication credential (e.g. an answer to a security question, like an online money transfer) before they can access the document. Once they are able to access the document, they will be asked to fill-in specific fields prior to finally signing off on the MFA. AMO will then be notified that the document has been signed and staff will review to ensure the document is complete before AMO e-signs the MFA. A final, signed copy of the MFA will then be provided to the municipality and to AMO electronically for record keeping.

Signing officers to the MFA are not required to subscribe or install any software on their computer to sign the document. Documents can be signed on a mobile device or on a desktop computer. For further details on the e-signing requirement, please refer to the process document.

What else is required of municipalities?

There are a number of requirements both now and over the life of the Agreement.

As soon as possible, notification to AMO of the types of projects council wishes to undertake in 2018 is required.

As well there is annual reporting and results reporting similar to what municipalities already do under the federal Gas Tax Agreement through AMO's website. These reports will be due to AMO by May 15, 2019 and every year thereafter until the funds are spent.

What is results reporting?

The results report will demonstrate how the funding has been invested in a community to support revitalization within main street areas:

Community Improvement Plan Eligible Projects

- Number of small businesses supported;
- Total value of physical improvements;
- Total Main Street Funds provided;
- Total Municipal investment; and,
- Total private investment.

Municipal Physical Infrastructure Eligible Projects

- Total value of physical improvements;
- Total Main Street Funds provided; and
- Total municipal investment.

More details are in Schedule D of the MFA.

Are there communication requirements?

Yes. Municipal governments will be expected to acknowledge funding of projects by the Province by inviting the Province to participate in media events or announcements related to projects funded under the Main Street Revitalization Initiative.

More details are in Section 3 of the MFA.

Can we sell the asset?

Assets purchased or constructed using Main Street funds must be for public use and benefit. If a municipality wishes to dispose of assets prior to March 31, 2021 and it is valued at more than \$50,000 at the time of disposal the written consent of the province is required.

APPENDIX A

Sample Municipal By-Law

WHEREAS the Municipality wishes to enter into an Agreement in order to participate in Ontario's Main Streets Revitalization Initiative;

AND WHEREAS the Municipality acknowledges that Funds received through the Agreement must be invested in an interest bearing reserve account until the earliest of expenditure or March 31, 2020;

Now THEREFORE, the Council of the [MUNICIPAL NAME], a municipal corporation pursuant to the Municipal Act, 2001;

ENACTS AS FOLLOWS

That the Mayor/Reeve/Regional Chair/Warden and [SIGNING AUTHORITY, i.e. Clerk] are hereby authorized to execute this Municipal Funding Agreement for the transfer of Main Streets Revitalization Initiatives funds between the Association of Municipalities of Ontario and [MUNICIPAL NAME] as in Schedule A attached hereto.

Schedule A shall form part of this by-law.

APPENDIX B

● Cross-Reference Table Between MFA and OMAFRA-AMO Agreement

13

Municipal Funding Agreement (MFA) Provision

OMAFRA-AMO Agreement Provision

Section 1 – Definitions and Interpretation	Schedule A Article 1
Section 1.1 Definitions	Schedule A Article A1.2
Section 1.2 Interpretation	Schedule A Article A1.1
Section 2 – Term of Agreement	Schedule A Article A3
Section 2.1 Term	Schedule A Article A3.1
Section 2.2 Amendment	Section 3.1
Section 2.3 Notice	Schedule A Article A12
Section 3 – Recipient Requirements	Schedule A Article A5, A8
Section 3.1 Communications	Schedule B Article B1.7
Section 3.2 Contracts	Schedule A Article A5.2
Section 4 – Eligible Projects	Schedule D Article D2.1
Section 4.1 Eligible Projects	Schedule D Article D2.1 5 and 6
Section 4.2 Recipient Fully Responsible	Schedule A Article A4.4
Section 5 – Eligible Costs	Schedule D Article D3.1
Section 5.1 Eligible Costs	Schedule D Article D3.1
Section 5.2 Discretion of Ontario	Schedule D Article D2.1
Section 5.3 Unspent Funds	Schedule A Article A15
Section 5.4 Reasonable Access	Schedule A Article A7
Section 5.5 Retention Receipts	Schedule A Article A7
Section 6 – Funds	Schedule C Activity 1
Section 6.1 Allocation of Funds	Schedule C Activity 1
Section 6.2 Transfer of Funds to a Municipality	AMO Provision
Section 6.3 Transfer of Funds to a non-municipal entity	AMO Provision
Section 6.4 Use of Funds	Schedule D Article D2.1
Section 6.5 Payout of Funds	AMO Provision
Section 6.6 Use of Funds	Schedule A Article A4.6
Section 6.7 Funds Advanced	Schedule A Article A17
Section 6.8 Expenditure of Funds	Schedule B Article B1.2
Section 6.9 GST & HST	Schedule A Article A4.10
Section 6.10 Limit of Ontario's Financial Commitments	Schedule A Article A4.2
Section 6.11 Stacking	AMO Provision
Section 6.12 Insufficient funds provided by Ontario	AMO Provision
Section 7 – Reporting Requirements	Schedule F

Section 7.1 Communication Report	Schedule F
Section 7.2 Annual Report	Schedule F
Section 7.3 Results Report	Schedule F
Section 8 – Records and Audit	Schedule A Article A7
Section 8.1 Accounting Principles	Schedule A Article A1.1, A7.2
Section 8.2 Separate Records	Schedule A Article A7.2
Section 8.3 External Auditor	Schedule A Article A7.3
Section 9 – Insurance and Indemnity	Schedule A Article A11
Section 9.1 Insurance	Schedule A Article A11
Section 9.2 Certificates of Insurance	Schedule A Article A11.2
Section 9.3 AMO not liable	AMO Provision
Section 9.4 Recipient to Compensate Ontario	Schedule A Article A11
Section 9.5 Recipient to Indemnify AMO	AMO Provision
Section 10 – Disposal	Schedule A Article A5.3
Section 10.1 Disposal	Schedule A Article A5.3 and Schedule B Article B1.5
Section 11 – Default and Termination	Schedule A Article A14
Section 11.1 Event of Default	Schedule A Article A14.1
Section 11.2 Waiver	AMO Provision
Section 11.3 Remedies of Default	Schedule A Article A14.3
Section 11.4 Repayment of Funds	Schedule A Article A14.2
Section 12 – Conflict of Interest	Schedule A Article A6
Section 12.1 No conflict of interest	Schedule A Article A6.2
Section 13 – Notice	Standard Provision
Section 13.1 Notice	Standard Provision
Section 13.2 Representatives	Standard Provision
Section 13.3 Addresses for Notice	Standard Provision
Section 14 - Miscellaneous	Various sections listed in detail below
Section 14.1 Counterpart Signature	Section 2.1
Section 14.2 Severability	Schedule A Article A20
Section 14.3 Waiver	Schedule A Article A21
Section 14.4 Governing Law	Schedule A Article A24
Section 14.5 Survival	Schedule A Article A30
Section 14.6 AMO, Ontario and Recipient independent	Schedule A Article A22
Section 14.7 No Authority to Represent	AMO Provision
Section 14.8 Debts Due to AMO	Schedule A Article A15, A17.2
Section 14.9 Priority	Schedule A Article A1.3
Section 15 – Schedules	Standard Provision
Section 16 – Signatures	Standard Provision
Schedule A – Municipal Allocation	Schedule C Activity 1
Schedule B – Eligible Projects	Schedule D Article D2.1 5 and 6
Schedule C – Eligible and Ineligible Costs	Schedule D Article D3.1
Schedule D – Reporting	Schedule F

Main Streets Revitalization Initiative is funded by the
Ontario Ministry of Agriculture, Food and Rural Affairs





NORTH

SECTION 7.22 - COMMUNITY USE

7.22.1 PERMITTED USES

No person shall, within any Community Use (CU) Zone use any land or erect, alter or use any building or structure except for one or more of the following uses:

- an arena
- a curling rink
- public pools
- a community centre
- public buildings
- administration buildings
- places of worship
- hospitals and nursing stations
- clubs
- nursing homes
- utility buildings and facilities
- public schools
- day nurseries
- public parking
- the transit of industrial goods, waste, building supplies and/or equipment at approved lake access points

7.22.2 ZONE REQUIREMENTS

No person shall within any Community Use (CU) Zone use any land or erect, alter or use any building or structure except in accordance with the provisions of this section, the provisions of Section 6, General Provisions - All Zones and Section 8, Special Provisions and the following:

For community centres, an arena and a curling rink:

- | | |
|--------------------------------------|-----------------------|
| a) Minimum lot frontage | no requirement |
| b) Minimum lot area | no requirement |
| c) Maximum lot coverage (%) | 30.0 |
| d) Minimum front yard | 4.5 m |
| e) Minimum front yard from shoreline | 15.0 m |
| f) Minimum rear yard | 6.0 m |
| g) Minimum interior side yard | 2.4 m |
| h) Minimum flankage yard | 4.5 m |
| i) Maximum building height | 11.0 m |
| j) Minimum landscaped open space | 20.0% of the lot area |

(By-law 13-1121)

For all other permitted uses:

- | | |
|-------------------------|----------------|
| a) Minimum lot frontage | no requirement |
|-------------------------|----------------|

b)	Minimum lot area	no requirement
c)	Maximum lot coverage (%)	30.0
d)	Minimum front yard	4.5 m
e)	Minimum front yard from shoreline	15.0 m
f)	Minimum rear yard	6.0 m
g)	Minimum interior side yard	2.4 m
h)	Minimum flankage yard	4.5 m
i)	Maximum building height	11.0 m
l)	Minimum landscaped open space	20.0% of the lot area

(By-law 13-1121)

7.22.3 RESTRICTIONS

Uses including vehicular and boat trailer parking areas and garbage containers adjacent to waterbodies shall be screened from the boating public through the use of vegetation. Where this is not possible, screening shall be provided through the use of wood fences or earth berms or a combination thereof. The above uses must be located fifteen (15) metres back from the high water mark.

Notwithstanding the uses permitted in Section 7.22.1, at lake access points only public parking and the transit of industrial goods, building supplies and/or equipment and the transit of waste are permitted. (By-law 13-1121)

7.22.4 EXCEPTIONS



Corporation of the Municipality of Temagami

Memorandum to Council

Memo No.
2019-M-146

☒ **Staff**
☐ **Committee**

Subject: Letter of Understanding – Emergency Evacuations

Agenda Date: **September 5, 2019**

Attachments: Letter of Understanding – City of North Bay

RECOMMENDATION

BE IT RESOLVED THAT Council receive Memo 2019-M-146;

AND FURTHER THAT Council approves the Letter of Agreement with the City of North Bay for evacuation services as part of our emergency management plan.

INFORMATION

We are in the process of ensuring we have appropriate agreements in place, and current, should the need arise to evacuate portion of our community in the event of an emergency. Attached to this memo is the proposed letter of understanding with the City of North Bay.

Respectfully Submitted:
Craig Davidson
Treasurer/Administrator

LETTER OF UNDERSTANDING

Between

The Corporation of the Municipality of Temagami
(Hereinafter referred to as the Evacuating Community)

and

The Corporation of the City of North Bay
(Hereinafter referred to as the Host Community)

The Evacuating Community agrees to compensate the Host Community for all costs incurred in the event the Evacuating Community declares an emergency; orders an evacuation; and, requires emergency shelter for its inhabitants in the Host Community.

The costs incurred by the Host Community may include, but are not restricted to:

- Building set-up;
- Staff time and overtime;
- Food and beverages;
- Clothing;
- Cots, blankets, pillows, and sleeping bags;
- Personal care items;
- Telephone and other communication costs, and
- Other items and services as required.

Any costs incurred by any other party not a party to this agreement are the responsibility of the Evacuating Community.

The Evacuating Community hereby releases, waives and forever discharges the Host Community and all its agents, officials, servants, volunteers, contractors, representatives, elected and appointed officials, and its successors and assigns from all claims, demands, damages, costs, expenses, actions and causes of action arising out of this agreement.

Unless otherwise agreed upon between the parties, the Host Community agrees to present an itemized account to the Evacuating Community no later than 30 days after the last date of the services provided, and the Evacuating Community agrees to pay the full amount within 30 days of the receipt of the account.

This agreement shall be renewed every five years, unless terminated by either party on 30 days written notice.

The CEMC or Designate of the Evacuating Community will telephone (705) 472-1221, identify themselves, state the nature of the emergency, approximate number of evacuees, and give a contact name and number. This information will be forwarded to the "On Call" Senior Fire Officer who will make arrangements to open and staff the shelter(s) in accordance with the City of North Bay Emergency Plan.

Dated: _____, 2019

_____ For Host Community
David Euler, Chief Administrative Officer

Dated: _____, 2019

_____ For Evacuating Community
Craig Davidson, Chief Administrative Officer



Corporation of the Municipality of Temagami

Memo No
2019-M-147

Memorandum to Council

☒ Staff

Subject: Pozniak Road

Agenda Date: September 5, 2019

Attachments: Pozniak Road Assessment and Pictures

RECOMMENDATION

BE IT RESOLVED THAT Council receive Memo 2019-M-147;

AND FURTHER THAT Council provide direction to Staff on the option to progress to the next step of assessment.

INFORMATION

Public Works assessed Pozniak Road on August 13 2019. This assessment was a visual inspection completed using the recently approved policy for the assumption of roads by the Municipality as a guideline. With the timing of the assessment, there are some items that were not able to be assessed such as the road base and issues that may become evident in the spring of the year when roads thaw. Please see attached photos and report

To meet the minimum standard contained in the Policy, this road does need some improvements. Among these are line of sight issues, drainage issues, culverts issues, lack of granular materials, brushing and tree removal, lack of crown on most of the road. Further testing could also indicate that blasting would be required to create ditching on both sides of the road.

There are some narrow sections on the road that would create an issue when plowing because our plow/wings on our trucks and grader are 27' feet wide and the road is narrowed to 16' feet wide in some spots. This is a real safety concern for Public Works.

Council's options at this point in time are to either inform the requester that the Municipality is not in the position to proceed with the steps to assume the road into our system or to move to the next step of the assessment process and obtain a cost estimate for upgrading this road.

Ideally, the cost of obtaining such an assessment should be borne by the benefitting landowners although Council could direct that this assessment be paid by the Municipality and added to the total costs of the project should it move forward.

Prepared by:
Barry Turcotte
Public Works Superintendent

MUNICIPALITY OF TEMAGAMI

MINIMUM ROAD CONSTRUCTION STANDARDS

DESIGN CRITERIA	MINIMUM STANDARD	POZNIAK ROAD (0.6 km)
Right-of-way	20 m (66')	Sufficient
Minimum Clearing Width	12 m (40')	Brushing required for line of sight
Maximum Grade	12%	No Crown <ul style="list-style-type: none"> Centre of the road must be higher than the edges so water will run off
Vertical Sag	K=7	Minimal Sag
Surface Width	6 m (19.7)	Varies from 16' to 21'
Shoulder Width	0.5 (1.5') each side	No shoulders <ul style="list-style-type: none"> Bush line meets roadway Brushing and tree removal required Sides of road are higher than road base
Horizontal Clearance	2 m (6') each side	Bush line meets roadway
Vertical Clearance	4.3 m (14')	No overhead lines
Turnarounds OPSD 500.01	10 M (33') radius including 1 m shoulder	Sufficient
Surface Material	Granular "A"	Insufficient granular material <ul style="list-style-type: none"> 150 mm of granular "A" or "M" required
Ditches	300 mm (12")	No Ditches/culverts <ul style="list-style-type: none"> Ditching and culverts required for drainage Possible drilling and blasting for drainage
Signage	As specified in the Ontario Traffic Manual	Signs required
Notes: Combination units for plowing – width of wing and one-way (27') Grader – width with wing and moldboard (27')		

POZNIAK ROAD





Corporation of the Municipality of Temagami

Memorandum to Council

Memo No.
2019-M-148

☒ **Staff**
☐ **Committee**

Subject: Ambulance Building

Agenda Date: **September 5, 2019**

Attachments: Building Condition Assessment

RECOMMENDATION

BE IT RESOLVED THAT Council receive Memo 2019-M-148;

AND FURTHER THAT Council directs Staff to request expressions of interest from structural engineers and/or architects to provide a work plan complete with estimated costs to correct the deficiencies identified with the Temagami Ambulance Building.

INFORMATION

In the spring of 2018, Nipissing DSSAB engaged Mitchell Jensen Architects to complete a building condition assessment of the Temagami Ambulance Base. Attached to this report is this assessment. There are two tables included in the report one being an overview of the area while the second being more mechanically in approach. Both tables provide priority assessment along with the noted deficiencies.

Starting in 2019 the rent charged to the Ambulance budget was increased by \$1,000 per month. The intention is to have this amount available for building improvements.

Respectfully Submitted:
Craig Davidson
Treasurer/Administrator

July 17, 2018

File: 218050.1.1

Jean-Guy Belzile
District of Nipissing Social Services Administration Board
200 McIntyre St. East, P.O. Box 750
North Bay, ON P1B 8J8

Dear Mr. Belzile,

**Re: Renovation and Design Fees resulting from BCA
DNSSAB Temagami Ambulance Services Building, Temagami, ON**

Mitchell Jensen Architects would be pleased to provide a fee to construct the repairs and renovations recommended by the Building Condition Assessment (BCA) carried out on the Temagami Ambulance Services building located at Stevens Road, Temagami, ON, on behalf of DNSSAB.

PART 1 – Repairs Resulting from BCA Recommendations

Our understanding of the scope is to provide design, construction documents, tendering and construction administration services to be incorporated into a single renovation project, the follow items of concern raised from the Building Condition Assessment:

- Modifications/repairs to the Fire Rated separation between the Garage Bays and Office/Living area.
- Replacement of attic access hatches.
- Replacement of vinyl/wood windows.
- Replacement of overhead garage doors.
- Minor renovations to convert office to a sleeping room.
- Modifications to equipment storage room storage systems.
- Modification to living area to accommodate new kitchen millwork
- Repairs to A/C unit openings.
- Repair to eavestroughs
- Add ventilation to upper portion of roof attic.
- Add insulation to attic space.
- Repairs to doors and hardware.

- Heating Ventilation and Air Conditioning Systems

In reviewing the project requirements we have made the following assumptions:

- Site Take-offs
- 2 Meetings with the Owner/DNSSAB Team
- Preparation of Construction Documents and Order of Magnitude Estimate
- Tendering, answering questions, issuing addenda and bid submission review.
- Contract Administration: including the following:
 - 1 pre-construction meeting and minutes;
 - shop drawing reviews;
 - review and certification of payment;
 - periodic construction review and site reports assumed (4 visits/reports by Architect, 3 visits/reports by M-E Consultant); Additional site visits are available at \$750 per visit.
 - review of close-out documents
 - compliance letters for permit close-out;

The following items are not included in the proposed scope of services, but can be provided as additional services:

- Design of revision to the Garage Bays to add room for stretcher removal.
- Structural design and repairs based on recommendation that may result from the engineers report (Part 2 of Fee Proposal).
- Designated Substance Survey, will be required to be provided by the owner. We can help you obtain fees from an Environmental Consultant, but will not be included in our fees as a sub-consultant.

Fee Proposal

Our fixed fee for this project would be **\$23,200.00** plus applicable taxes. Our fees as presented below include normal reimbursable expenses, includes the services of Piotrowski Consultants for Mechanical and Electrical items and will be apportioned as follows:

Phase	Architectural	M/E Engineer	Total
Take-offs & Schematic	\$1,500	\$1,800	\$3,300
Design/Contract Docs	\$4,900	\$4,700	\$9,600
Tendering	\$1,200	\$0	\$1,200
Construction Admin.	\$6,300	\$2,800	\$9,100
Total			\$23,200

The fee is based on all of the portions of the project listed above being tendered and constructed in a single project. Separating these into multiple projects will likely require additional fees and disbursements.

PART 2 – Structural Condition Assessment Resulting from BCA Observations

Our understanding of the scope is to obtain a Preliminary Structural Condition Assessment to be completed, by A2S Consulting Engineers, which includes the following scope of work:

- Review all pertinent documentation including (but not limited to) existing drawings, previous assessment reports, reports of chronic issues, orders issued by an authority, on-going maintenance records... etc.
- One (1) visit will be made to the site to perform a visual survey of the accessible structure and associated building finishes to identify the following (note: no demolition or removal of finishes is anticipated):
 - Structural construction defects.
 - Signs of structural damage, distress or deformation.
 - Signs of significant deterioration.
 - Assess the use of the building to identify apparent deviations from the intended use, misuse or abuse.
 - Identify additions or alterations that may cause an adverse effect on the structure.
 - Identify building envelope conditions that may adversely affect the structural system.
- Furnish a written report including observations made on site, recommendations for remedial work and/or further investigation.

Structural Assessment of Cracks from BCA

Structural Consultant (A2S)

\$2,975 plus applicable taxes

It would be our pleasure to assist you with this project, and I look forward to your direction. If this proposal does not meet your expectations, please call and we can discuss alternatives to best meet your needs.

Sincerely,



ANDREW BRUCE-PAYNE B.Arch OAA

Architect | Director of Compliance and Sustainability
andrew@mitchelljensen.ca

File No: 218050.2.1

encl:

Building Condition Assessment

DNSSAB Temagami Ambulance Services Building
7 Stevens Road, Temagami, Ontario

Date: May 31, 2018 DRAFT REPORT



MITCHELL
JENSEN
ARCHITECTS

Building Condition Assessment

DNSSAB Temagami Ambulance Services – Stevens Road, Temagami, Ontario

TABLE OF CONTENTS

1. Executive Summary.....	A-2 to A-5
2. Building Condition Assessment (BCA) Report, Architectural	
-Site Work	A-6 to A-7
-Building Exterior	A-7 to A-10
-Building Interior Main Floor	A-10 to A-15
-Legislative Requirements	A-16 to A-18
- Disclosure	A-18
-Pictures	A-19 to A-26
3. Building Condition Assessment (BCA) Summary Spreadsheet, Architectural	page 1 to 6
4. Building Condition Assessment (BCA) Building, Services and Equipment Review	
-Mechanical and Electrical	
(including Appendix A Mechanical Photos & B Electrical Photos)	17 pages
-Mechanical and Electrical - Appendix C - Summary Spreadsheet.....	4 pages

BCA – DNSSAB Temagami Ambulance Services – Stevens Rd., Temagami, ON

Project No. 218050

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Building Condition Assessment

DNSSAB Temagami Ambulance Services – Stevens Rd., Temagami, Ontario

EXECUTIVE SUMMARY

In May of 2018, the District of Nipissing Social Services Administration Board retained Mitchell Jensen Architects Inc. and their sub-consultants, Piotrowski Consultants Ltd., to perform a Building Condition Assessment (BCA) for the Temagami Ambulance Services Building, located on Stevens Road, Temagami, Ontario.

CONSULTANTS

ARCHITECTURAL:

Mitchell Jensen Architects Inc.
124a Main Street East, North Bay, ON P1B 1A8

Andrew Bruce-Payne, B.Arch. OAA, Architect, Director of Compliance and Sustainability

Telephone: (705) 474-3250 x208
Email: andrew@mitchelljensen.ca

MECHANICAL & ELECTRICAL:

Piotrowski Consultants Ltd.
1820 Bond Street, North Bay, ON P1B 4V6

Tom Krajci, P.Eng.

Telephone: (705) 472-2536
Email: tkrajci@piotrowskiconsultants.ca

BCA – DNSSAB Temagami Ambulance Services – Stevens Rd., Temagami, ON

Project No. 218050

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BUILDING CONDITION ASSESSMENT (BCA) - METHODOLOGY

The BCA portion of the study was intended to:

1. Assist the District of Nipissing Social Services Administration Board who operate the Ambulance Services and the Town of Temagami who owns the building, to understand the physical condition and life expectancy of the components Temagami Ambulance Building, located on Stevens Road, Temagami, ON. This study also provides suggestions on how the building might be renovated to better accommodate the current and future needs of the Ambulance Services based upon requests made by staff on site.
2. Provide a non-destructive Architectural, Mechanical and Electrical review as to record and document by way of digital photograph the present status of specified building elements.
3. Assess the Present Condition of building elements based on a prescribed rating system provided by the Capitol Centre:

"Good": Reasonable condition and does not require any capital expenditure at present date. Estimated Remaining Life (RL) to be 10 to 20 years.

"Fair": Deteriorating condition likely to become "poor" within a few years if not addressed. Estimated Remaining Life (RL) to be 5 to 10 years.

"Poor": Observable deterioration requiring capital repair. Estimated Remaining Life (RL) to be 0 to 5 years. Note that if the condition was rated as "Poor" along with a Priority level of "A", the Remaining Life (RL) was noted as 0 years.

4. Establish a Priority rating for each building element reviewed based on the following grading system provided by the Capitol Centre:

"A" Life Safety: Hazardous condition which cannot be deferred and which could lead to loss of life or critical or extremely severe injury.

"B" Structural Integrity: Conditions which lead to the deterioration of structural elements where a failure to do so will lead to unsafe conditions and will eventually render the building structurally unsound and physically obsolete; incapable of performing the task it was designed to do.

Note: intrusive investigation and/or destructive analysis was not part of the mandate of this assessment. Some recommendations for additional investigative work have been identified.

"C" Legislative Requirement: All property elements which must be upgraded so that they comply with revision to existing or to the requirements of newly adopted legislation. Work required by municipal orders to comply is not included in this priority.

"D" Building Functionality: The repair and replacement of building elements which have a direct and significant impact on primary building systems. These building systems must be maintained in order to protect the value and operational viability of the asset.

BCA – DNSSAB Temagami Ambulance Services – Stevens Rd., Temagami, ON

Project No. 218050

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Included within this priority is the repair or replacement of building elements which have reached the end of their useful life. This work is necessary in order to maintain tenant's quality of life and to prevent this building from becoming physically or functionally obsolete.

"E" Cost Effective Upgrades: Upgrades with cost-effective initiatives which improve the operational efficiency of a property and which have a reasonable payback.

5. The BCA-Architectural report also includes a chart which, within the Architectural and Landscape elements, provides the following:
 1. Photographic Index, visually documenting the noted observations and areas of concern.
 2. A standard template for comparative reporting of observations and comments. Based on the full report and photographic index. Items highlighted in red are for immediate action life safety and orange are high priority but not directly related to fire safety but do not pose an immediate potential risk to life.
 3. An estimate of each building element's Useful Life based on industry standards. Note that the Useful Life of different materials varies according to usage / abuse, frequency of regular maintenance / repair and the quality of the building material and installation.

SUMMARY

The Ambulance Service Building, located on Stevens Road in Temagami appears to have been constructed in 1987-88. The drawings were from another building done in c. 1980 and the actual construction of this facility was mirrored from those drawings. The building is a single storey and includes 2 ambulance garage bays and offices with living quarters, approximately 670 s.f. (204 s.m.). The basic structure is wood framed with roof trusses on block foundation and slab on grade. The exterior walls are clad with a face brick veneer and vinyl siding at roof gable level. The windows are a combination of wood and vinyl and are generally original. The garage doors are original and are a translucent material. The facility is staffed 24hrs/day, 365 days a year, staff are not permanent residents as most staff are part-time employees. The office area has undergone some renovations to include a bedroom for 24/7 accommodation. It is unclear if this work was undertaken with a permit and change of use permit, which may have required upgrades to be undertaken. Details of our findings are contained in the Building Condition Assessment Report (BCA).

It is unclear if the building was originally designed to be a "post disaster building" under the Ontario Building Code.

During our inspections, some areas of potential or actual concern were identified which warrant additional investigation. For example:

- o Perform a Designated Substance Survey (DSS)
- o Cracking at foundations as noted in the report. Further structural investigation is required.

Current construction noted as not meeting the Ontario Building Code (OBC) indicate that the existing construction does not meet the current OBC, but at the time of construction it may have been acceptable. This does not imply that modifications to the identified building elements are required to be achieved as existing construction is not required to be modified to meet current codes, with the exception of Ontario Fire Code (OFC) Maintenance and Retrofit requirements. The use of the building was altered and renovations occurred to include living accommodations for staff in order to help the facility function 24/7. These renovations and the change of use appear to have been completed without permits and may

BCA – DNSSAB Temagami Ambulance Services – Stevens Rd., Temagami, ON

Project No. 218050

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require portions of the building to be upgraded to suit the modified condition. The current CBO (Monte Cummings) of Temagami was on site at the time of review and confirmed this interpretation.

Damage to fire separations, missing firestopping, door latching, closing and hardware condition/functionality were observed that should be remediated immediately to fulfill the Owner's obligations under Part 2 of the Ontario Fire Code. For a complete listing refer to the report and the Legislative Requirements listed therein.

Deficiencies related to fire separations and closures in those separations present a potential life safety risk and immediate attention is required to undertake corrective measures and protect residents in the interim. This information should be shared with the Chief Building Official and Fire Official so they are aware of the issue. Corrective measures may require professional design, review and permits to implement the changes, as the comments included in the report are not intended direct construction and may require more detailed information for permits.

Accessibility was reviewed on site and confirmed with the operators, that all workers (emergency responders) that are on site are required to be able bodied to provide the required services and as such accessibility in the building was not a requirement. If a worker is injured they would receive modified duty which would not be at this location, and public access to the building is very limited.

Continued maintenance and regular observation of the building is necessary to ensure that building materials reach their maximum useful life and to ensure that defects are identified quickly before they can manifest into larger, more costly problems.

Mitchell Jensen Architects Inc.



ANDREW BRUCE-PAYNE, B.Arch. OAA
Architect | Director of Compliance and Sustainability

Building Condition Assessment - Architectural

DNSSAB Temagami Ambulance Services - 7 Stevens Road, Temagami, Ontario

Site Work

Parking Lot / Driveways

The parking area is located to the east of the building and is in FAIR condition with a rough aggregate finish which generally slopes away from the building to the road. There were no curbs or catch basins observed. No line painting was visible. Paving at the overhead door sills to the two ambulance bay was deteriorating/sunken away from the concrete curb. Asphalt is ramped up at the main entry door and still contains a step of approx. 3". There is no level area at the door and it is not flush with the door sill level so it is not barrier free accessible.

Action: Patching of pavement at the overhead door sills should be undertaken.

Sidewalks and Pads

Only one small poured concrete pad was located at the rear exit door. The pad appeared in FAIR condition and was dropped approximately 2" below the door sill.

Planter Bed

The planter bed located at the front of the office portion of the building was constructed from pressure treated 6x6 lumber raised above the level of the asphalt pavement surface, and appeared in GOOD condition.

Action: None.

Grass areas

The areas of grass around the building are generally in GOOD/FAIR condition. Grass areas under eaves drip line are deteriorated and water has cut a groove into grass. Grade directly adjacent to the building generally slopes away from the foundation.

Action: Repair of eavestroughs and downspouts will eliminate damage to grass and prevent splash up onto brick and foundation.

Wood Deck Patio Area

The wood deck is approximately 12'x12' and constructed from pressure treated lumber. Floor joists appear to be 2"x8" joist and is raised approx. 12 – 14" above grade. There is a single step, made from an 8x8, to the platform and privacy screens made from posts and rails with a tight privacy lattice. Deck boards were 2x6 and appeared to be in GOOD condition. This deck is mounted on precast concrete deck blocks that sit on grade, no settlement was obvious. It appears to be constructed within the last 5 years.

Action: Step does not meet the minimum tread depth require by OBC. Reconstruct step to proper depth.

BCA – DNSSAB Temagami Ambulance Services - 7 Stevens Rd., Temagami, ON

Project No. 218050

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Site Grading

The grade level is generally lower than the main floor level of the building by about 4-6 inches and sloped slightly away. To the rear of the property there is a forested rock outcrop which slopes toward the building then levels out to a gently swale. No complaints of water at the building were noted by the owners and users. The owners noted a sanitary easement to the back of the property approximately 15' from the back of the building. A cleanout was observed at this location in roughly in line with the rear exit door. The existing easement extent would need to be confirmed if an addition was planned to the rear of the building.

Action: None.

Shed Building

A painted wooden (chip board) shed building was located on a concrete pad at the rear of the property and is used for small exterior storage. The shed was not part of the review.

Building Exterior

Foundations

The owner provided the original drawing for the building which indicated 10" concrete block foundations on strip footings to an approx. depth of 80". The drawings show 2" of insulation on the inside of foundations down 4' and horizontally for 4' around the perimeter of the building. Block outline could be seen through parging. In three locations there was deterioration of a mostly isolated to a single block. One located at the north-west corner block is cracked at the corner, and three others the face of the block is deteriorated through the parging at the south east corner and the fourth location at the south west corner. At the north-west and south east locations, no obvious reason for the localized deterioration and it is isolated to a single block with no cracking observed in the brick above. At the south west corner step cracking was visible in the lower 2 feet of the brick on both sides of the corner potentially indicating some settlement.

Action:

- *Patch and repair two locations of damaged block at foundation recommended within the next year to eliminate potential of further deterioration.*
- *Engage a structural engineer to review the potential settlement issue at the south west corner.*

Foundation Parging

Foundation wall parging appears generally in FAIR to POOR condition some isolated locations where foundation deterioration was noted with hairline cracks at joints and deterioration at the above noted foundation damage.

Action: Watch for further deterioration/opening of cracks. Patch and repair parging, work may coincide with foundation repairs recommended in the next 2-3 years.

Waterproofing

No waterproofing visible for inspection. Staff did not report of any leaks.

Face Brick and Sill Copings

Observed face brick (rough faced) with raked joints was found to be in generally in GOOD condition and did not exhibit efflorescence. Weep holes were apparent in the bottom course of brick. Weep holes did not appear to have insect baffles and there was no apparent through wall flashing drip edge present. No vent

BCA – DNSSAB Temagami Ambulance Services - 7 Stevens Rd., Temagami, ON

Project No. 218050

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course was observed at top of wall or below windows. The original building sections show the air space connecting to the attic space. Metal lintels were observed above original window openings. No lintels were installed at brick above AC unit openings or above overhead door openings. The openings are small with not much brick above and no signs of cracking brick or mortar. The lintel function above overhead doors may be provided by the steel head frame at the opening, as no signs of brick. No control joints were observed in the brick.

Mortar appeared generally sound with no obvious deterioration except at joints in precast concrete window sills and one isolated location at the south west corner of the ambulance bay (refer to foundation notes above).

Typical windows sills were coped with precast concrete copings which appear to be in GOOD condition and sloped to drain away from the window. There were several joints within the span of a window and the mortar between was generally cracking.

Action: Install insect baffles in vent holes. Repair mortar joints in precast sills or replace with one piece sills.

Vinyl Siding

Prefinished vertical vinyl siding located on gable ends of roof trusses, appears to be original and in FAIR condition. Some chalking of vinyl was apparent. The bottom of the vinyl siding where it contacts brick does not have a drip flashing to shed water past the face of the brick below.

Action: Drip flashings should be installed when siding is replaced.

Roofing – Asphalt Shingles

The asphalt shingle roofing was replaced approximately 5 years ago according to the owner. The roof is a relatively low slope roof. A drip edge starter strip does not appear to have been installed, and it is unclear if ice and water shield was installed at the eaves. No ridge venting or venting devices were installed for the peak of the roof. Based on the age of the roofing and no obvious curling the shingles appear to be in GOOD condition. Plumbing vent appear to be installed with proper boot. Shingles installed over base of satellite dish.

The attic over the office was accessed during the visit and it was observed to be wood framed roof trusses with plywood decking. The insulation was a mix of fiberglass batt and loose cellulose insulation of varying thicknesses and was somewhat disturbed in several locations. It appeared to be approximately 6" thick near the access hatch. Insulation baffles were observed at the eaves in every second truss space. The attic to the upper roof was inaccessible at the time of visit.

Flashing at low roof to wall appears to be missing. Vinyl siding extend right to shingle level. No leaks inside the building were reported.

Action:

- *Install drip edge starter strip.*
- *Install continuous ridge vent or other vent at high portion of both roofs to obtain adequate venting required by OBC.*
- *Install additional eaves baffles for proper ventilation consider length for increased insulation for thermal performance of roof and save energy cost.*
- *Investigate for presence of flashing at low roof to wall.*

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Project No. 218050

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Rainware

Eavestroughs are seamless aluminum and appear in GOOD condition but downspouts have all been fallen off or sheared at the connection to the trough.

Action: Eavestroughing and downspouts should be reinstated around the perimeter of the building. Consider installing splash pads at bottom of downspouts to direct water away from building.

Soffits and Fascias

Fascias are aluminum clad and appear in GOOD condition.

Soffits are vented aluminum and appear in GOOD condition. Some old hornet nests were observed.

Windows – Vinyl & Wood

Windows are double glazed, combination of wood and vinyl, with a mix of fixed glazing and horizontal sliders which appear to be original to the building. Gaps in frames and poor seals at glazing to frames were observed. Users commented that water comes through windows in driving rains. Windows are in POOR condition and should be replaced.

One window at the bedroom appears to be newer and is a vinyl vertical hung slider and appeared to be in FAIR condition. Insect screens observed appeared in generally GOOD condition.

Action: Replace old vinyl and wood windows with new windows ASAP to reduce potential water infiltration inside the building. Consider low-e and argon filled for energy efficiency.

Entrance Door

Exterior insulated hollow metal door with sidelite sealed glass unit were in FAIR to POOR condition. The paint finish is scratched and rusting at sill of jamb frames, door and sidelite. Door hardware was generally older but appeared in FAIR condition. Weather stripping and sweep was in POOR condition. The aluminum thresholds were not thermally broken, but were in FAIR condition. Door is combination keypad locked.

Action: Replace failing weather stripping. Consider replacing door and hardware or remove rust and repaint.

Exit / Service Doors

Exit service doors are of insulated hollow metal construction in pressed steel frames. The frame is not thermally broken. The doors appear to be original construction and are in FAIR condition, showing signs of light corrosion on frame at sill. Closer was removed. Weather stripping and threshold appeared in FAIR condition.

Action: Replace closer. Remove rust and repaint door and frame. Periodically review hardware for operation and wear, replace as needed (consider lever handles).

Exterior Overhead (Garage) Doors

Two power operated exterior overhead doors were observed on the double ambulance garage bay. The doors are translucent plastic/vinyl/poly-carbon material. The weather seals appear to be in FAIR/POOR condition, but are starting to deteriorate at the sill and bottom edge of the jamb. The sill seal appears to have shrank. Staff did not complain about the operation of the doors, but indicated the doors are not thermally efficient.

BCA – DNSSAB Temagami Ambulance Services - 7 Stevens Rd., Temagami, ON

Project No. 218050

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Some rusting was observed at the bottom of the jamb frames on the bay doors and chips in the paint around the perimeter metal frame.

Poured concrete sills at overhead doors are cracked and spalled in several locations. Sill in POOR condition.

Actions:

- *Replace weather seals*
- *Remove rust and repaint frames.*
- *Patch concrete sills/foundation.*
- *Consider replacing overhead doors with more energy efficient doors.*

Caulking

Caulking condition and age varies throughout the applications on the exterior of the building. Dark grey caulking appears to be older and is cracking and pulling away from frames in some locations, POOR condition. Caulking at window sills (light grey) appears to be newer and is in FAIR condition.

Action: Repair/replace sealants. Periodically inspect sealants nearing end of expected life.

Building Interior

OFFICE AREA & SLEEPING ROOMS

Ceilings

Ceilings consists of drywall with paint finish fastened to underside of strapping fastened to wood trusses. Gypsum wallboard was in GOOD condition. Paint finishes were in FAIR condition and could use some freshening up.

Walls

Typical interior walls are wood stud framed with gypsum wallboard each side and paint finished. The paint finish was in FAIR condition. Walls were typically original construction with the exception of the walls at the Bedroom which was renovated from janitors and storage closets, extending into the office space.

Floors

The floor construction is poured concrete slab on grade construction. The flooring was typically VCT with rubber base. The VCT was showing signs of wear specifically in high traffic areas at main entry. Some chipping and gaps between joint in tiles were observed. VCT is in FAIR condition.

Action: Repair/replace damage VCT and base. Wax and reseal.

Interior Doors

Interior doors are typically solid core wood doors in hollow metal frames. The doors are wood veneer and appear to be in FAIR to GOOD condition with minor scratches and nicks. Hollow metal frames are in generally GOOD condition with some nicks and scratches. Hardware appears original, so doors and frames are generally unmodified.

Door widths are typically 32" wide and 7'-0" high. This does not meet current accessibility requirements.

Action: None.

BCA – DNSSAB Temagami Ambulance Services - 7 Stevens Rd., Temagami, ON

Project No. 218050

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Door Hardware – Typical Interior Doors

Residential grade door hardware was in use. Round knob style passage sets with push button lock and floor mounted door stops. Closers were not typically installed. Passage sets and hinges appear to be in generally FAIR condition, but may be approaching expected life cycle.

Action: Consider replacing passage sets with lever style commercial grade.

Window trims and seals

Window trims are typically gypsum wallboard returned to the window frame. The sleeping room has painted wood trims and are in GOOD condition. Sealant around frames to windows appears to be missing. Refer to also to Building Exterior notes.

Action: Seal around window frames.

Openings for A/C units

It appears openings were made in the north wall of the existing lounge and office area to accommodate AC units. The openings are not trimmed and are sealed with spray foam around the AC units.

Action: Review with mechanical report comments, patch and repair openings as required to match existing assemblies.

Millwork:

Millwork with upper and lower cabinets appears original, but is in FAIR condition. Staff indicated counter and millwork area were a bit small and wished to expand into the office/lounge area with separate cabinets for coffee and relocating the large refrigerator. The staff indicated less requirement for office space and more for living space.

Action: Investigate the potential to revise the office layout to suit staff request for better functionality.

Use of Space

The original floor plan was modified to eliminate two closets and a janitor storage room to make a bedroom for 24/7 occupancy. It is unclear if this work was done with a permit and change of use.

STORES/EQUIPMENT ROOM

Ceilings

Ceilings consists of drywall with paint finish fastened to underside of strapping fastened to wood trusses. Gypsum wallboard was in GOOD condition. Paint finishes were in FAIR condition and could use some freshening up.

Walls

Typical interior walls are wood stud framed with gypsum wallboard each side and paint finished. The paint finish was in FAIR condition. Some holes for wiring were observed in walls, but the wall does not appear to require a rating.

According to the original drawings, the wall separating the stores/equipment area from the vehicle bays is constructed from wood stud framing, batt insulation of cavity with regular gypsum board on office side and "5/8" FG drywall" (assumed to be Fireguard) on the vehicle bay side. An additional layer of 20 ga. metal liner panel was installed on the vehicle bay side.

BCA – DNSSAB Temagami Ambulance Services - 7 Stevens Rd., Temagami, ON

Project No. 218050

MITCHELL
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Action: Reinstate wall rating and air seal for fumes from garage area. Refer to Legislative Requirements below.

Floors

The floor construction is poured concrete slab on grade with VCT finish and rubber base. The VCT was showing signs of wear/chipping specifically edge of pump access door. VCT is in FAIR condition.

Action: Repair/replace damage VCT and base. Wax and reseal.

Interior Doors

Door was solid core wood doors in hollow metal frames. The door is wood veneer and appear to be in FAIR to GOOD condition with minor scratches and nicks. Hollow metal frame is in generally GOOD condition with some nicks and scratches.

Door widths are typically 32" wide and 7'-0" high. This does not meet current accessibility requirements.

Action: None.

Door Hardware – Typical Interior Doors

Residential grade door hardware was in use. Round knob style passage sets with push button lock and floor mounted door stops. Closers were not typically installed. Passage sets and hinges appear to be in generally FAIR condition, but may be approaching expected life cycle.

The Stores/Equipment room has an additional keyed padlock and hasp.

Action: Consider replacing passage sets with lever style commercial grade and remove padlock and hasp with a deadbolt and thumb-turn to prevent potential to lock someone inside this room.

Millwork:

Wood storage cabinets and lockers were present. The cabinets were old but still functional.

Open cabinets for linen storage. The cabinets were old but still functional.

Medical supply storage was contained in plastic slide-out bins on a metal storage rack system. Units were tilting out of the storage units and should be fixed or replaced.

Two two-tier lockers were provided for part time staff, and appear in GOOD condition.

Radio communications system and water heater were located in this room.

Users complained about storage area being too small and a desire to reorganize the space. An additional refrigerator was located in this room for additional food storage, but could be relocated.

Actions: Review storage needs and potential to expand store/equipment space. Potential to relocate lockers and fridge. Recommended to be implemented at same time as fire separation repairs noted above.

STAFF WASHROOMS

Ceilings

Same as typical, but some signs of moisture accumulation from shower with streaks in paint finish. Drywall does not appear to be blistering or sagging.

BCA – DNSSAB Temagami Ambulance Services - 7 Stevens Rd., Temagami, ON

Project No. 218050

MITCHELL
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Action: Repaint finish and refer to mechanical comments for exhaust comments.

Walls

Construction same as typical, but some signs of moisture accumulation from shower with streaks in paint finish. Drywall does not appear to be blistering or sagging.

Action: Repaint finish and refer to mechanical comments for exhaust comments.

Floors

Same as typical VCT. Floors may be slippery when exiting showers.

Action: Consider providing floor mats or changing flooring to more slip resistant finish.

Doors and Hardware

Same as typical.

Washroom Accessories

Wall mounted wood hand paper towel dispensing unit, wall mounted plastic hand soap dispensing units and wall mounted mirror. Washroom accessories are in FAIR condition.

Shower Unit

Shower units were a 1 piece plastic surround with metal and glass door system. The sealant at the top of the unit to wall finishes was deteriorated. The shower unit appeared in FAIR condition and no complaints of leaks.

Action: Reseal perimeter of shower units.

Millwork

A small wood veneer vanity was located in the corner of each washroom. The wood finish was showing signs of wear on the finish. The p-lam countertops had signs of the start of delamination at the exposed end. Sealant was missing at p-lam to wall.

Actions: Reseal at countertop. Watch for further deterioration of end trim. Refinish cabinet fronts.

2 BAY VEHICLE GARAGE

Ceilings

Ceilings consists of drywall with a skim coat finish fastened to underside of strapping fastened to wood trusses. From the original drawings the drywall is indicated as Fire Guard 5/8" thick. Gypsum wallboard appeared in FAIR to GOOD condition.

Attic Access Panels

The attic access panel in the upper roof was not accessible at the time of the visit. The access panel/door to the lower roof area was clad over with exposed rigid SM insulation screwed to the face of the door. The door was an insulated wood panel with no closer or latching. The wall to the attic space forms part of a fire separation and should be constructed with a rated closure on both access doors.

Action: Replace both attic access hatches with proper fire rated, insulated, swinging access doors complete with closer spring, seals and latching mechanism.

BCA – DNSSAB Temagami Ambulance Services - 7 Stevens Rd., Temagami, ON

Project No. 218050

MITCHELL
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Walls

The exterior walls according to the original drawings are wood frames insulated, contain a vapour barrier and regular gypsum board finish clad with 20 ga./ metal liner panel on the interior surface.

The wall separating the office area from the vehicle bays is constructed from wood stud framing, batt insulation of cavity with regular gypsum board on office side and "5/8" FG drywall" (assumed to be Fireguard) on the vehicle bay side. An additional layer of 20 ga. metal liner panel was installed on the vehicle bay side. The finish is dirty likely due to exhaust.

Floors

The floor construction is poured concrete slab on grade construction. The slabs are sloped to drain into two large floor trough drains located centered on each vehicle bay. There are no slab saw cuts to control cracking. The slabs are cracked in several locations to generally from the garage door openings back to the drains. Slabs are in FAIR condition. A joint has opened up along the interior wall at the slab to foundation connection.

Action: Repair cracks and seal floor. Seal joint at floor slab to interior wall condition.

Interior Doors

Interior doors are typically hollow metal doors in hollow metal frames. The doors appear to be in FAIR to GOOD condition with minor scratches and nicks. Hollow metal frames are in generally GOOD condition with some nicks and scratches. The door and frame do not have a label indicating a rating, the rating label on the frame may have been removed.

Hardware appears original, so doors and frames are generally unmodified.

Door widths are typically 36" wide and 7'-0" high. There is a 6" high curb at the door opening and to the vestibule exit door.

Action: Replace door with ULC listed fire rated door and frame, complete with associated hardware. Compliance alternative in the OBC Part 11 C8 & F8 existing allowed to be considered ¾ hour rated, which is acceptable in a 1 hour FRR separation confirmation of acceptance of this would be required by the CBO and Fire Inspector..

Door Hardware –Interior Door to Office

The closer for the door providing access to the office area was not marked as ULC listed. The door was equipped with a closer and latching passage set. No weather-stripping was observed. A kickstand stop was installed on the door and should be removed as this is a fire rated door required to close and latch.

Action: Replace hardware with ULC listed hardware applicable for ¾ hour rated closure. Do not install kickstand door hold open. Install weather-strips and bottom edge seal around the door opening. Consider using lever handle hardware.

Use of Space

The garage bay is used for the storage of two ambulance vehicles. The bay is used to wash down the vehicles and store miscellaneous equipment and tools. There are also loose oxygen tanks stored against the wall in the space (refer to comments on Storage of Oxygen Tanks). The users have commented the size of ambulance vehicles has increased since the original construction of the building and there is no longer room to remove the gurney and have the vehicle fully inside the garage bay. The users mentioned that there is sometimes the smell of exhaust in the residence/office portion of the building.

BCA – DNSSAB Temagami Ambulance Services - 7 Stevens Rd., Temagami, ON

Project No. 218050

MITCHELL
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The garage bay under current OBC would be required to be separated from the remainder of the building by a fire separation with a 1 hour Fire Resistance Rating, and sealed with an air barrier system to prevent the passage of gas and fumes through to the remainder of the building. This may require further investigation to determine if such a barrier exists. The original drawings do not indicate an air barrier or fully rated fire separation between the two areas of the building. The assembly appears to be constructed as previously noted, with a single layer of 5/8" fireguard gypsum on one side and regular gypsum on the other.

It may be possible to remove the non-rated gypsum board from the one side, install a new air barrier (more likely a non-permeable barrier like vapour barrier) which is sealed at perimeter and all penetrations, and install new rated gypsum board. The doors and access hatches should all be modified to have weather-strip air seals and contain the required ratings. This would include the door at the vestibule and the two attic access hatch doors. All hardware should be ULC listed for the rating and have closers and latching hardware.

Action:

- Upgrade the partition and modify doors and hardware as noted above.
- Consider an addition to accommodate length of vehicles and stretcher/gurney removal.

Storage of Oxygen Tanks

There were several oxygen tanks stored in the southwest corner of the garage bay, including 12 small tanks and 3 large tanks (chained to the wall). Under Article 5.6 of the OFC, non-flammable compressed gases above 150kg are required to be stored to prevent mechanical damage and held securely in place. A separate rated room does not appear to be required by the OBC or OFC for this type and quantity of compressed oxygen gas storage.

Action: Provide attachments or restraints on tanks to prevent damage and secure storage.

Exit Alcove/ Laundry Area

There is a small alcove that leads to an exit at the rear of the garage bay. The alcove contains a laundry sink and an electric stacked washer and dryer unit. The equipment does not block the path to the exit door. The floor of this alcove is raised from the garage floor level. The VCT flooring in this area is chipping at the exit door threshold.

Action: Repair VCT flooring and base as required.

Legislative Requirements

Listed below are various legislative codes and acts that preside and apply to the “Ambulance Services” building occupancy. Each section identifies and addresses specific concerns that became apparent during the BCA site investigation.

Retrofits and upgrades should be designed by Architects and/or Engineers as required by law, and permits obtained for work. The items noted in this report are not meant to be used as documents for the basis of repair.

ONTARIO BUILDING CODE

The building appears to be constructed as a Part 9 small building under the Ontario Building Code. Although not called up as such on the drawings there appears to be an attempt to create a rated wall between the two occupancies of the facility. Current code would designate the facility as having three major occupancies: Group D Business and Personal Services, Group C Live/Work Unit and a Group F, Division 2, Medium Hazard (Storage Garage), which would require a 1 hour Fire Resistance Rating separation between the two (9.10.9.11(3&4) and 9.10.9.16 (2,4&5)).

The OBC is not retroactive and would apply to the facility only to guide the work of change of use, renovation or addition, but if the deficiency poses a serious risk to life safety Authorities may issue orders to comply. Work done without a permit can be required to make upgrades to suit what should have been required.

Renovation to add a bedroom (sleeping accommodations) to the office area may or may not have been done under a building permit and may require a change of use permit. This effectively creates a residential occupancy, live/work unit. While most of the staff is part time and no-one lives at the building for extended durations the unit still accommodated sleeping facilities and is run 24 hours a day 365 day a year. Part 10 and 11 of the OBC govern Change of Use and Renovations. There is a potential reduction in performance level related to the fire separation noted above and would have required upgrading to at least a ¾ hour rating with an air barrier (sealed) system.

- Upgrade the wall entire between the garage and office/living occupancy to be a required fire separation with air seal.
- Upgrade the door between the garage and office/living unit to be fire rated and have seals, closer and latching hardware.

ONTARIO FIRE CODE

The Ontario Fire Code (OFC) applies to existing buildings and outlines requirements that the Owner is obliged to maintained and retrofitted on an ongoing basis.

Fire Separations (damages to walls, floors and ceilings)

Ontario Fire Code, indicates that it is the owner's responsibility to ensure that where an existing fire separation exists and are damaged as to affect the fire resistance rating, the damaged fire separation shall be repaired so that the integrity of the fire separation is maintained.

- Penetrations through rated assemblies (walls and ceilings) at electrical and pipe locations shall be firestopped;

BCA – DNSSAB Temagami Ambulance Services - 7 Stevens Rd., Temagami, ON

Project No. 218050

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Closures (hardware and door hold open devices on doors)

Doors in fire separations are to be equipped with closures as to maintain the integrity of the fire separation (closers, latching hardware, etc.). Doors shall not obstructed, blocked, wedged open and altered in any way that would prevent the intended operation of the closure. (OFC, article 2.2.3.3).

Actions:

- Upgrade attic access doors to be proper rated closures with appropriate hardware.
- As noted in the OBC requirements upgrade the door between the garage and office/living unit.
- Periodically review hardware to make sure it is working properly, and repair/replace where it is not.

Storage of Combustible Liquids

OFC, article 4.2.4 and 4.2.8, indicate the maximum quantities of flammable or combustible liquids allowed within Business & Personal Service occupancies. A 1 hour fire separation is required around the room used for storage and if over a certain volume is to be contained mechanical ventilation and spill protection requirements come into effect.

Action: It is recommended that a review of the quantities and types of materials being stored be reviewed and limit the quantities to those which can be contained within a flammable liquid storage cabinet.

No products were openly visible, but a snow blower which requires gas was located in the corner.

Storage of Compress Gas (Oxygen)

The storage of compressed oxygen tanks in the garage portion of the facility are to be stored to prevent damage and secured to prevent tanks falling over. This is governed by Part 5.6 of the OFC.

ONTARIO OCCUPATIONAL HEALTH AND SAFETY ACT

Designated Substance Survey

The Ontario *Occupational Health and Safety Act* requires that a list of all designated substances at a facility be provided and/or made available to all workers working within the facility. A Designated Substance Survey (DSS) identifies the designated substances present, their locations and concentrations. This information allows workers involved in with the demolition, renovation and daily activities to take appropriate steps to control exposure of workers and the general public from the designated substances that are present.

Action: It is recommended that a licensed contractor be engaged to perform a Designated Substance Survey (DSS) throughout the facility as to determine if any hazardous materials is present on site as defined by the Ontario Occupational Health and Safety Act.

This would be required for work to be conducted in the future on this building, and is typically provided by the Owner of the building.

Ministry of Labour

Roof attic access is currently available through a door located in the middle of the garage bay and requires a movable ladder to access. These are areas of limited access with no equipment to be serviced. An appropriate lift or access ladder may be required to access these attic access hatches.

It may be desirable to relocate the upper roof access hatch to provide access from a single ladder to both access doors.

BCA – DNSSAB Temagami Ambulance Services - 7 Stevens Rd., Temagami, ON

Project No. 218050

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ACCESSIBILITY FOR ONTARIO WITH DISABILITIES ACT (AODA)

Maintenance

Preventative and emergency maintenance of accessible elements in public spaces is required by the AODA. This will affect sidewalk, parking areas, seating area and paths within the subject property exterior site.

Areas to be reviewed would include:

- uneven surfaces in parking areas, sidewalks, curbs and tactile warnings at traffic routes in locations providing access to the building;
- slopes and grading of sidewalks and potential ramp requirements;
- pavement parking lines, sizes and locations of accessible parking spaces and signage;

As noted previously the occupants/workers at the building are required to be fully mobile in order to provide the required emergency services, public and outside access to the building is very limited and as such modification inside the facility to meet new or current standards of accessibility do not really make sense. Access to the front door and a barrier free operator could be considered if this approach to the services and access to public changes.

Requested Modifications for Use of Building

The staff indicated that there were some functionality/operational issues within the facility. The comments noted were as follows:

1. Expansion of the garage:

Expanding the garage bay to allow room for the removal of a stretcher from the back of the ambulance while fully inside the garage bay. The current ambulance is 23'4" in length and the bay is only 30' deep. This would require an expansion of approximately 10ft in the depth of the garage. There are two potential solutions for expansion; expansion to the back yard or expansion into the driveway parking lot.

Expansion to the back would require significant openings and modification to the structural back wall of the garage. The expansion in this direction is limited by an easement for sanitary lines that run through the back of the property, the extent of the easement would need to be confirmed, but the line is approximately 15 ft from the back face of the building. With this option the roof line may extend the full depth of the addition as the addition does not required the full height of the garage bay.

Expansion out the front of the garage bay may be limited by setbacks, but the adjacent building is at least 10 – 15 ft closer to the road than the ambulance building. The connection of roofs would be more challenging in this option as the full height of the garage bay is likely required, which would lead to gabling the roof the opposite direction and tying into the existing roof which has structural implications. The presence of the openings for the existing two garage bays would also need to be considered as they would be in the middle of the space where the vehicles would be parked. Walking around the parked vehicle in the bay may be an issue unless more of the structural wall is able to be removed.

The building should be a post disaster structure and would require Structural assessment and drawings for any modification to the structure. It is unclear if it was originally constructed as a post disaster structure, but I would assume it was not. This may become a more critical and costly issue to deal with, if expanding to the back of the garage.

BCA – DNSSAB Temagami Ambulance Services - 7 Stevens Rd., Temagami, ON

Project No. 218050

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Both preliminary options present structural issues and constraints on size, and require more in depth review with surveys, bylaws and structural engineers input.

2. Converting the closed office to a 2nd bedroom

This is a fairly simple renovation to undertake if the upgrades are already made for the change of use for sleeping accommodations based on previous renovations. The modifications listed in both this report and the mechanical/electrical report would accommodate this alteration.

3. Modifying the stores/equipment room

The request to modify/increase storage capacity and functionality within the existing room or potentially relocate some portions of storage functions to the expanded garage area were mentioned. The recommendations outlined in this report require modifications to the demising wall for rating upgrades, so renovation will be required in this room. Cabinetry is old and some is less than ideal for the required purposes.

Options for increasing capacity and the flexibility of the space are expanded if there is an addition to the garage area allowing the opportunity to open up portion of the equipment/stores space to the work/living area. This may also provide an opportunity to separate the utility functions and recommended mechanical upgrades (HRVs and furnace) within a separate room in the back of the current equipment/stores area where the water heater, radio equipment and pump access are located.

4. Expanding counter space

Staff mentioned the potential of removing the office desk in the living space to provide new coffee counter and prep area. Potentially adding a hot plate for cooking and relocating the refrigerator to this location. The options for expanding the living space are increased if the other above modifications to expand the garage and stores are undertaken.

Disclosure

This report was prepared based on visual (non-destructive) observations and our best judgement in light of the information available and the observations. Existing conditions not included in the report were not readily apparent at the time of the review. The report is does not certify compliance with past or present regulations. The report is to be read as a whole in conjunction with the reports provided by Piotrowski Consultants, contained within.

This report was prepared for the sole use of the Owner, Town of Temagami and the District of Nipissing Social Services Administration Board. Third party reliance on, or use of the contents of this report is prohibited, and waives any rights to claims by those parties.

The review did not include a structural assessment of the fitness of the building, but includes areas noted as potential issues which may require further review and assessment by a licensed structural engineer.

End of Architectural report

BCA – DNSSAB Temagami Ambulance Services - 7 Stevens Rd., Temagami, ON

Project No. 218050

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Page BCA A-19

Page 135 of 279

Building Condition Assessment – Photo Index

DNSSAB Temagami Ambulance Services – Stevens Road, Temagami, Ontario

Pictures – Site Areas

Photo 1 - Parking Lot Entrance



Photo 3 – Planting Bed



Photo 2 – Asphalt ramping at entry door



Photo 4 – Concrete Pad and Wood Deck



Photo 5 – Heaved Path at West Exit Stair

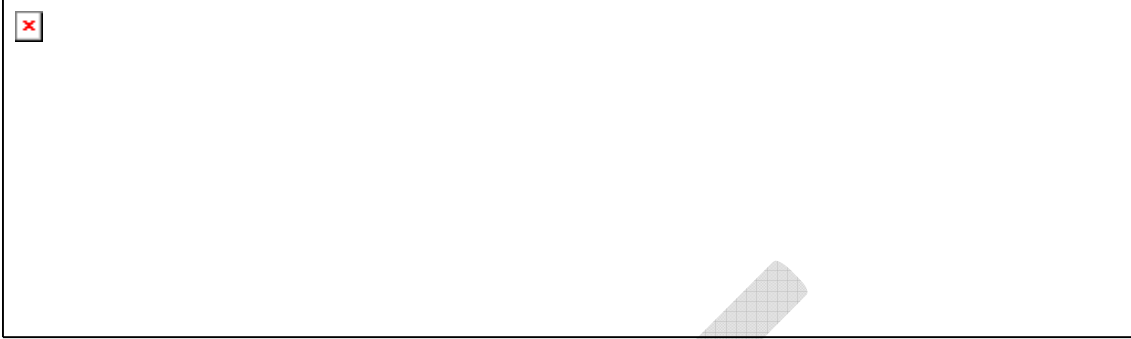


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Project No. 218050

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Photo 6 – Grading at rear of property (Panoramic)



Pictures – Building Exteriors

Photo 7 – Foundation block cracked at N-W corner



Photo 9 – Spalling of parging and block S-E corner



Photo 8 – Spalling of parging and block S-E corner



Photo 10 – Step cracking in mortar joints at S-W corner

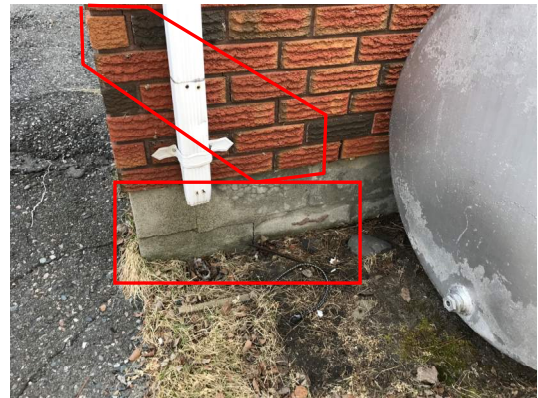


Photo 11 – Step cracking at SW corner



Photo 12 – Cracked mortar at concrete copings



Photo 13 – Caulking of Vinyl and Drip trim missing



Photo 14 – No drip edge or venting of roofs.
No apparent metal flashing at vinyl siding to upper roof
Downspouts missing or disconnected.



Photo 15 – Attic Insulation and Venting



Photo 16 – Wood/Vinyl windows in poor condition and sealant failure



Photo 17 – Window weather-stripping broken. Sealants have failed.



Photo 19 – Exit/service door rust and missing hardware



Photo 18 – Entrance Door rusting frame and Non barrier free accessible step.



Photo 20 – O/H door not thermally insulated



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Project No. 218050

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Photo 21 – O/H door rusting frames and chipped sills/foundations



Photo 22 – O/H door lintel to be confirmed. Weather stripping and sealant deteriorating.



Photos – Building Interiors

Photo 23 - Typical interior finishes.



Photo 24 – Gaps at thru-wall A/C units

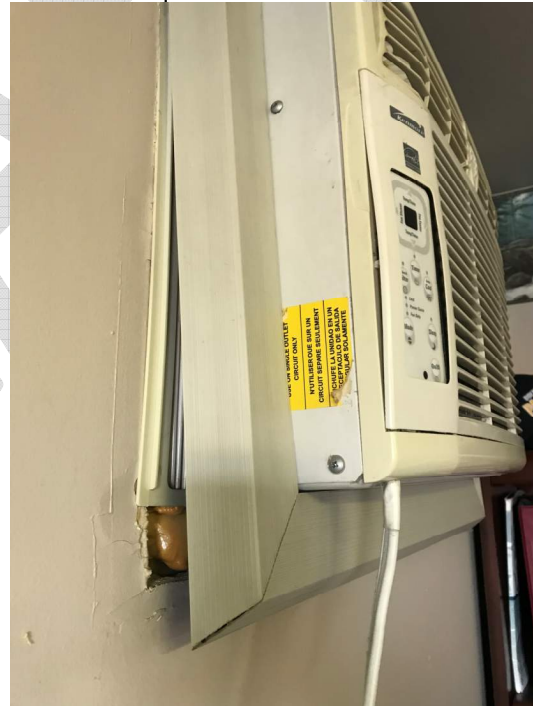


Photo 25 – Typical wood door with knob style hardware, chips in hollow metal frame paint finish.



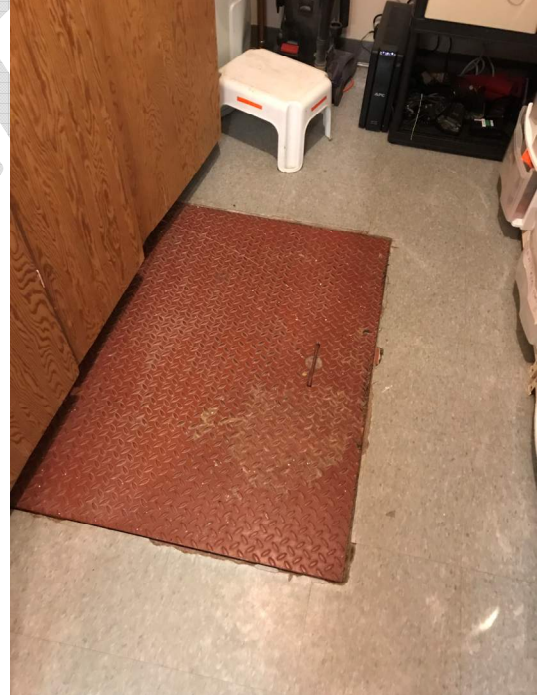
Photo 27 – Stores/equipment new racks and possibly reorganization required.



Photo 26 – Space renovated to a bedroom.



Photo 28 – Chips in flooring around hatch.



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Photo 29 – Moisture streaks in paint in washrooms.



Photo 31 – Seals cracked at top of shower units



Photo 30 – Seals missing at washroom counters



Photo 32 – Rating label missing on interior door from garage to vestibule



Photo 33 – Cracks in garage floor slab.



Photo 34 – Raised step to exit.
Seal at slab to base of interior wall



Photo 35 - Access panel not rated closure and covered with exposed foam insulation



Photo 36 – Attic access hatch has no ladder access for upper roof. Confirm rated closure.



Photo 37 – Oxygen tank storage. Some tanks loose and require protection from damage.



End of Pictures

Building Condition Assessment - 2018

DNSSAB Temagami Ambulance Services

Stevens Road, Temagami, ON

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Good

Fair

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A - Life Safety

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C - Legislative Requirements

D - Building Functionality

E - Cost Effective Upgrades

date of review: May 9, 2018

reviewed by: Andrew Bruce-Payne - Mitchell Jensen Architects
Tom Krajci - Piotrowski Consultants Ltd.

date built: 1987-88

of floors: 1 floor, no basements

Building Element	Photo #	Condition	Priority	Useful Life (UL) in Years	Approx Age at 2017 Review	Observation / Status	Comments / Notes
1 SITE WORK							
Parking Lot	1	Fair	D	30	30	No line painting, deterioration at sills to overhead doors. Rough aggregate small amount of heaving.	Patching of asphalt at overhead door sills should be undertaken when sills repaired.
Planter Bed	3	Good/Fair	-	20	Unknown	Pressure treated 6x6 edging.	
Sidewalk Pad - Service Exit	4	Fair	D	15-20	Approx. 5 to 7	Minor chipping and spalling of surface and edges.	
Main Entry	2	Poor	A / D	15-20	Unknown	No flat area at entry door. 3-4" drop at door. Not accessible.	
Grass Areas	4, 5 & 6	Good	D	Life	30	Grass fairly level, but slope away from building. Some deterioration under eaves drip line.	Issue would be fixed by repairing downspouts.
Wood Deck Patio Area	4	Good	A / D	15-20	Approx. 5 to 7	Pressure treated wood. Only 12-16" above grade. Privacy lattice screens. Supported on grade deck blocks. Pressure treated 8x8 step.	Step is smaller than allowable. Revise step construction.
Lean-to Shed	-	Fair	B / D	15	Approx. 5 to 7	Shingled, painted plywood and wood framed lean-to structure for storage of OPP sled.	Operated by OPP. Not part of review.
Storage Shed	5	Fair	B / D	15	Approx. 5 to 10	Shingled roof, painted chip board walls and stud framing on concrete pad. Storage only.	Not part of review.
2 STRUCTURE							
Structural Systems	*	*	B / D	Life	30	No structural review conducted. Minor cracking in foundation at S-W corner and cracking in vehicle bay slab. Maybe initial settlement that has stopped, but should be confirmed by Structural Consultant.	Obtain structural review of slab cracks and stepped crack at brick on S-W corner.
3 BUILDING EXTERIOR							
Foundations	7, 8, 9, 10 & 11	Fair	B / D	Life	30	Isolated cracks at S-W and N-W corners and some spalling at S-E corner.	Obtain structural review of slab cracks and stepped crack at brick on S-W corner, and implement repairs ASAP.
Parging	7, 8, 9, 10 & 11	Fair	B / D	25	30	Some cracking and spalling of parging observed.	Repair damaged sections of parging.
Waterproofing	n/a	n/a	n/a	n/a	n/a	No waterproofing visible at time of inspection.	Staff did not report any leaks.
Face Brick	7, 8, 9, 10, 11 & 12	Good	D	Life	30	Bricks appear sound, no efflorescence, spalling or cracking observed. Insect baffles missing	Install insect baffles in weep holes.
Mortar Joints	10 & 11	Good / Fair	D	Life	30	Raked joints generally sound. Step cracking observed at S-W corner.	Investigate and repair step cracking at SW corner
Sill Copings & Mortar Joints	12	Good / Fair	D	Life	30	Concrete coping appear generally sound. Mortar joints are cracked and failing.	Repair mortar joints at copings. Consider replacing with one piece copings at larger openings.
Vinyl Siding	13 & 14	Fair	D	25	30	Drip flashing missing, some chaulking of vinyl.	Add drip flashing when siding replaced.

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Roofing - Asphalt Shingles	14	Good	B / D	20-30	Approx. 5	Shingles appear in good condition.	May prematurely deteriorate if no top venting is installed.
Venting @ Ridge	14	Poor	B / D	20-30	-	No ridge vent or box vents installed in upper portion of both roofs. Lower soffit is vented. Vents	Install ridge vents or box vent in both upper and lower roofs.
Venting @ Eaves	14, 15 & 16	Poor	B / D	20-30	30	Insulation baffles install every 2nd truss space. No light visible which usually indicates blockages.	Install proper baffles at each truss space along eaves and ensure not blocked. Increase length of baffle for potential future increased attic insulation.
Soffits & Fascias	14, 15 & 16	Good	B / D	40 - 50	30	Aluminum vented soffits and preformed fascias.	
Drip Edge	14	*	B / D	20-30	*	No starter strip drip edge visible.	Install drip edge to protect bottom edge of roof sheathing.
Flashings	14	*	B / D	20-30	*	No flashing observed from low roof to adjacent wall. No leaks reported.	Confirm presence of flashing.
Attic insulation	15	Fair	A / D / E	Life	30	Insulation was a mix of batt and blown cellulose. Insulation depth did not appear significant at +/- 4-6"	Previous roof leaks have caused wetting of insulation in several areas. Some areas where water, staining and potential mould were observed in the 3rd floor ceiling. Further investigations, testing for mold and potential replacement is recommended. Wet insulation does not perform well.
Eavestrough & Downspouts	14 & 16	Good/ Poor	A / D	20	Approx. 5	Eavestroughs continuous and good condition, but downspouts are all either missing or disconnected at the trough.	Repair/replace downspouts and connections within 1 year. Consider installing splash pads at the bottom of each downspout to direct water away from building.
Windows - Vinyl & Wood	16 & 17	Poor	A / C	30	30	Weather stripping deteriorated, seals cracked and missing. Windows at life expectancy. Reports of leaks when raining.	Replace windows and sealants (exterior and interior) within next 1 year. Check for damage at sill construction below windows.
Window Sills	-	-	D / E	-	-	See concrete coping notes.	
Entrance Door & Sidelite	18	Fair	D / E	30	30	Some rusting on frame and door. Frame not thermally broken.	Repaint door and frame. When time to replace provide thermally broken frame and insulated door likely within 5 years.
Sidelite	18		D / E	20	30	No signs of condensation noticed, but sealed unit getting old.	Consider replacing door, frame and glass sidelite.
Hardware	18	Fair/Poor	D / E	15 - 20	Unknown	Keypad access control, knob style set. Threshold not thermally broken. Weather-stripping appears in Fair condition. Sweep is deteriorating and not sealing. Closer appears to be functioning properly.	Replace door sweep. Consider replacing hardware and using thermally broken threshold when replacing the door system within next 5 years.
Exit / Service Doors	19	Fair	D / E	50	30	Some rusting on frame and door. Frame not thermally broken.	Repaint door and frame. When time to replace provide thermally broken frame and insulated door.
Hardware	19	Poor / Fair		15 - 20	30	Weather-stripping deteriorating, closer missing or removed, threshold not thermally broken. Panic device is old, but not likely used much.	Service hardware, replace closer, weather-stripping, sweeps and threshold within the next 1-2 years.
Exterior O/H Garage Doors	20, 21 & 22	Fair / Poor	D / E	25	30	Weather-stripping deteriorating, some rusting on opening frame. No operational issues noted. Complaints of significant heat loss.	Consider replacing O/H doors, but minimally replace weather-stripping and conduct maintenance within the next 1-2 years. Remove rust and repaint door frames.

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Caulking							
Exterior Doors	18	Fair / Poor	B / D / C	7 - 10	30	Sealant cracked at perimeter of frame	Replace sealant within 1-2 years
O/H doors	21 & 22	Poor	B / D	7 - 10	30	Sealant cracked at perimeter of frame	Replace sealant within 1-2 years
Window openings	16 & 17	Fair / Poor	B / D / C	7 - 10	Varies	Appears some resealing at sills has occurred, but cracking and missing around perimeters of windows typical	Replace sealant with window replacement but within next 1-2 years.
BUILDING INTERIOR							
Main Floor							
<i>Office Area & Sleeping Rooms</i>							
Ceilings	23	Good	D	Life	30	Generally gwb appears in good condition. Paint is in fair condition.	
Walls - Paint Finish	23, 24 & 26	Good / Fair	D	Life	Unknown / Varies	Paint finish could use a refresh. Wallpaper decorative band. Holes around AC units. Refer also to mechanical report.	Patch holes at AC unit penetrations, refer also to Mechanical report related to thru-wall AC units. Repaint as required.
Flooring	23 & 25	Fair	D	20	30	VCT original with some joint seams opening. VCT wearing, could use a wax coat. Rubber base generally acceptable.	Wax VCT.
Doors	25 sim.	Fair	C	30	30	Typical - Solid core wood doors with mahogany veneer. Hollow metal door frames. Bi-fold hollow core doors on closet in closed office. Doors and frames have some scratches and minor paint splatters on doors.	Door widths do not meet accessibility standards.
Door Hardware	-	Fair	D	15	Unknown assumed original	Typical doors have knob style handles with privacy push button lock, standard hinges and are equipped with a floor stop. Hardware appears in Fair Condition, though a past anticipated service life.	When replacing hardware consider lever style handles.
Windows		-	-	-	-	See Exterior Notes.	Windows appear to be adequate size for sleeping rooms and living spaces by the OBC.
Millwork	-	Fair	D	30	30	Small kitchenette unit located in corridor wood veneer with plastic laminate counters appear in Fair condition. Sink and under counter fridge at this location.	
Use of Space - Office Area	23	N/A	D	N/A	N/A	Space used as living area and office combined. Staff indicated desire to change Closed office to another sleeping room. Staff also indicated a desire to add a coffee counter and relocated the large fridge to the corner of the common room and remove the office furniture.	Consider modifications to layout as required and obtain design and permit for work as required.
Use of Space - Sleeping Room	26	N/A	D	N/A	N/A	Original floor plan modified to house a sleeping room for staff.	

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Stores / Equipment Room							
Ceilings	27	Fair	D	Life	30	Generally gwb appears in good condition. Paint is in fair condition.	
Wall Finishes	27	Fair / Poor	A / C / D	Life	30	Generally wallboard appears in fair condition, but wall should have been constructed as a fire separation with an air barrier from garage space.	Reconstruct wall as a fire separation with an air barrier system.
Flooring	28	Fair / Poor	D	20	30	VCT in fair to poor condition. Some joints opening and tile chipped around edge of floor access panel.	Repair/replace damaged VCT.
Doors	25	Fair	D	30	30	Solid core wood doors with mahogany veneer. Hollow metal door frames.	
Door Hardware	25	Fair	D	15	30	Typical doors have knob style handles with privacy push button lock, standard hinges and are equipped with a floor stop. Hardware appears in Fair Condition, though a past anticipated service life. Door also has a latch and hasp to lock door from exterior side.	Consider revising door hardware to remove latch and hasp using a deadbolt with thumb turn to allow exiting if locked accidentally.
Millwork	27 & 28	Fair / Poor	D	30	30	Shelves and gear storage cabinets were old built-in plywood construction. They are old but still functional. Appears there is not enough storage room in space. Some metal storage shelving units are also located in the space with plastic sliding drawer totes which were not very secure.	Replace shelving, replace wooden lockers. Consider this modification with potential reorganization of room for use and repairs to the rated wall assembly.
Use of Space	27	N/A	D	N/A	N/A	Room used for linen and medical supply storage, radio server, water heater, staff lockers and fridge for long term food storage. Staff indicated a desire for better organization and more room for storage.	Consider modifications to layout as required and obtain design and permit for work as required.
Staff Washrooms							
Ceilings		Fair	C	Life	30	Gypsum board appears in good condition, no sagging noticed. Streaking from moisture on ceilings from shower humidity noted.	
Walls Finishes	29	Fair	C	Life	30	Gypsum board appears in good condition. Streaking from moisture on ceilings from shower humidity noted.	
Flooring	-	Fair	D / A	30	30	VCT flooring. Flooring may be slippery when wet.	Consider providing mats or slip resistant flooring.
Doors	-	Fair	D	30	30	Solid core wood with mahogany veneer finish. Minor scratches. Frame is hollow metal. Minor scratches in paint finish.	Patch finishes as needed.

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Door Hardware	-	Fair	D	15 - 20	30	Knob style set with push button privacy lock. Old but still functional.	Replace once it fails. Consider lever handle set in future install.
Washroom accessories	29	Fair / Poor	D	15	Unknown	No barrier free grab bars present. Basic residential grade towel bars installed. Mirrors are splotchy. Likely nearing end of life expectancy.	Replace accessories on as needed basis.
Shower / Tub Surrounds	31	Fair	D	20	30	1-piece, corner shower unit with acrylic surround and glass/metal framed sides. Acrylic a bit scratched and discoloured.	
Millwork	30	Fair / Poor	D	30	30	Washroom vanity from wood veneer with Plam countertop. Some wear on veneer varnish finish. Edge of plam starting to delaminate.	Repair or replace countertop as needed. Refinish veneer as needed.
Sealants	30 & 31	Poor	D	10	Unknown	Sealant failed or missing at countertop and at perimeter of shower unit.	
Vehicle Bay (2 bays)							
Ceilings	36		C	Life	30	Rated gypsum ceiling. Skim coat finish. Finish dirty from vehicle exhaust.	
Upper Roof Attic Access Panel	36	Poor	C / A	Life	30	Not accessible at time of visit. No access by ladder. Located in middle of vehicle bays. Not likely rated and insulated, with closure and latching hardware.	Provide rated and insulated attic access hatch closure. Consider relocating hatch adjacent to wall hatch to lower roof and install fixed ladder for access.
Wall Finishes	35, 36 & 37	Fair	D	Life	30	Gypsum board clad with metal liner panel. Interior wall shared with office/living area indicated to be constructed with Fireguard gypsum on garage side.	Confirm Fireguard gypsum in place and continuous. If not rated board upgrade wall separation for entire wall.
Upper Roof Attic Access Panel	35	Poor	C / A	Life	30	Plywood panel screwed in place. Exposed foam insulation. Located in a rated wall to lower attic space. No access by ladder. Not a rated closure with latching hardware.	Provide rated and insulated attic access hatch closure. Consider installing a fixed ladder for access to be shared with upper roof access hatch.
Flooring	33 & 34	Fair / Poor	D	Life	30	Bare concrete. Cracks in concrete and at sills of overhead doors. Joint of floor to interior demising wall seal has failed. Trench drains are located directly under vehicle parking areas, floors sloped to drain.	Engage structural engineer to assess cracking. Repair as required and seal floor. Seal joint at junction of floor to wall.
Doors	32	Fair	C / A	50	30	Hollow metal door and frame. Rating label may have been removed.	Provide new rated hollow metal door and frame.

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Door Hardware	32	Fair / Poor	C / A	25	30	Kick stand hold open installed on base of rated door which is not allowed by OBC and OFC. Door required to close and latch. No weather-stripping or sweep seal on door. Knob style hardware. Closer was present.	Provide new hardware (ULC listed fire rated), weather-strip and sweep seals for controlling fumes from garage car exhaust.
Oxygen Storage	37	N/A	C / A	N/A	N/A	Oxygen tanks stored in open garage area against wall. Several small tanks are inside a tank holder. Several small tanks are loose. Three large tanks appear to be chained.	Ensure all tanks are secured and stored to prevent mechanical damage. Consider locating in a separate rated room, but not required by OFC.
Use of Space	-	N/A	N/A	N/A	N/A	Staff indicated length of garage too short to have ambulance fully inside and remove a stretcher from the vehicle due to increase in vehicle size. Heating and ventilation issues noted. Sometime exhaust smells in office living area.	Consider options for extending garage to accommodate staff requirements. Upgrades to wall and fire separation indicated elsewhere combined with mechanical recommendations to deal with exhaust smells.
<i>Exit Alcove</i>							
Ceilings	34	Good/Fair	D	Life	30	Rated gypsum good condition. Paint finished.	
Wall Finishes	34	Fair	D	Life	30	Some scratches in paint finish. Wall is required to be rated separating garage from office/living space.	Confirm rated gypsum installed and all penetrations fire stopped. Repair ratings as required.
Flooring	34	Fair / Poor	D	20	30	VCT flooring, joints opening and chipped edges at door threshold. Edge of step not protected and visual strip not present.	Patch and repair VCT as needed. Provide high contrast nosing at step.
Doors and hardware						See Exterior Service Exit Door for comments.	
Use of Space	-	N/A	N/A	N/A	N/A	Space used for access to exit door. Contains a stacked washer and dryer unit and a laundry sink beside the exit door.	
General Notes: 1. Useful Life (UL) can exceed estimated UL when proper maintenance and conditions apply. 2. UL has been estimated based on industry standards. Existing components may vary from assumed norms due to past use, levels of maintenance and variations in construction materials. 3. Some components require more in depth investigation and analysis to ascertain their present status.							

Building Condition Assessment

Ambulance Garage - 7 Stevens Avenue, Temagami

Building, Services and Equipment Review

Contents

1. INTRODUCTION	1
2. PURPOSE AND METHODOLOGY OF THE STUDY	2
3. MECHANICAL	3
4. ELECTRICAL	4
5. REPORT DISCLOSURE	7

1. INTRODUCTION

1. Piotrowski Consultants Ltd. was commissioned by Andrew Bruce-Payne (Mitchell Jensen Architects) to conduct a building condition assessment of 7 Stevens Avenue, Temagami (Ambulance Garage). Our report describes existing building services and equipment condition, and recommends upgrades within a given timeline as well as energy efficient upgrade options.

2. PURPOSE AND METHODOLOGY OF THE STUDY

1. The purpose of this study is to review the mechanical, electrical and architectural building systems, evaluate their current state and, if required, recommend courses of action to extend the building's service life.

Our recommendations within this report are based on:

- Existing conditions
 - Standard Materials
 - Life Safety
 - Best Engineering Practices
 - Applicable Codes and Standards
2. Information in this report is based on site investigations of exposed services with non destructive / intrusive techniques, as well as discussions with maintenance and operational staff.

3. MECHANICAL

1. Plumbing

1. The existing plumbing, piping, domestic water, domestic hot water and sanitary appear to be original with an estimated age of 29 years. No issues with the plumbing piping have been reported.
2. Some plumbing fixtures such as the water closets appear to have been upgraded however the lavatories, counter sink and showers show signs of age. Recommend upgrading plumbing fixtures in next major washroom renovation.
3. Two trench drains are located in the garage in each bay and appears to be in good working order. No oil interceptor was found on site.
4. The existing domestic hot water tank is electric and located in storage room.
5. One sanitary grinder pump is in a pit located in the Storage Room pumps all sanitary from the building to the towns forced sanitary system. Regular maintenance on the pump system is recommended.

2. Mechanical Ventilation

1. The existing washrooms (2 total) both have ceiling mounted exhaust fans both in good condition. Signs of high humidity was observed with water streaks on walls in both washrooms. The washroom with the outside wall appears to be the worse condition.

To improve ventilation in the crew quarters and help reduce the humidity level, a heat recovery ventilator (HRV) is recommended to be installed.
2. The garage consists of one wall mounted exhaust fan which appears past its useful age. It is recommended to be upgraded and interlocked with an air intake.

3. Heating

1. Two electric unit heaters serve the garage. The units struggle to heat the garage. It is recommended to upgrade the heater a to natural gas type and sized to suit the heat loss
2. Baseboard and fan forced heaters are used to heat the crew quarters. Units are in acceptable condition. Upgrade to natural gas heating should be considered.

4. ELECTRICAL

1. Electrical Distribution

1. All electrical equipment shall be properly labeled to identify critical equipment ratings. At each distribution point, circuit breakers, fuses and switches shall be marked in a conspicuous and legible manner to indicate which portion of the installation they protect and the maximum over current protection rating that is permitted.
2. All equipment shall be rated to withstand the maximum available fault current. This rating shall be clearly marked on the equipment. A minimum equipment rating of 10kAIC is adequate for a 200A service. The fault current rating of existing panel board breakers is not present.
3. One meter working clearance must be maintained in front of all electrical distribution equipment.
4. The existing electrical panels in the garage area are housed in a make-shift wooden box. This is not a suitable enclosure for a space that is often used to power wash vehicles and equipment. The enclosure should be weatherproof and have a NEMA 3R rating. The electrical panels themselves are not weatherproof or moisture proof. Humidity can easily develop inside the panels causing rust and corrosion over time. Such conditions can lead to electrical faults and failures.
5. The electrical panels were manufactured by Federal Pioneer, now under the Schneider Electric umbrella. Replacement breakers are available through Schneider.
6. Power is transferred from the utility to the generator via two, three pole breakers connected with a slide breaker link. A written procedure is adhered to the panel face. While this has presumably served the facility well over the years, our recommendation would be to procure and utilize a proper manual transfer switch for your emergency power needs. This recommendation is based on the age of the equipment and the assumption that electrical maintenance was rarely, if ever, performed. A new, manual transfer switch provides safer and more reliable switching between sources.
7. The switching between normal and emergency power is currently via two, three pole breakers. The service is 120/240V, single phase. This implies that the neutral is being switched. The neutral should only be switched when the emergency supply has its own separately derived ground and the neutral of the generator is bonded to that separately derived ground at the

generator. By all appearances, the generator does not have its own separately derived ground. Therefore, if the neutral is switched, there will not be a complete ground return path to the generator and the emergency supply will essentially be operating as an ungrounded system. Ungrounded systems of this nature pose severe electric shock hazards. The new manual transfer switch should be two pole switch with a solidly connected neutral. The only connection between the neutral conductor and ground should be at the service entrance.

2. Wiring Devices

1. Exterior receptacles shall be provided with cover plates suitable for wet locations, whether or not a plug is inserted into the receptacle, and marked "Extra Duty".
2. The outlet boxes shall be installed in a manner that the intended seal between the outlet box and the cover is ensured. The cover shall be fitted to make a proper weatherproof seal.
3. In some instances, power bars are utilized due to an inadequate number of receptacles or a lack of receptacles in key locations. Additional receptacles should be installed to accommodate equipment needs. Power cords laying across the floor are a tripping hazard and can become a fault hazard if worn.

3. Interior/Exterior Lighting

1. Fluorescent and incandescent fixtures are located throughout the interior. The outside of the building is illuminated with either incandescent wall mounts or metal halide wall packs.
2. Retrofitting all fixtures to LED and adding occupancy sensors would provide significant energy savings and lower maintenance costs.
3. Dimming control can also be added to interior fixtures for further energy savings.
4. These measures would bring the building into compliance with current energy efficiency requirements of the Ministry of Municipal Affairs, Supplementary Standard SB-10 which has been adopted by the Ontario Building Code.
5. Most fixtures do not have lenses. Wire guards should be installed in service rooms or work areas where tubes have the potential of being physically damaged or broken.

4. Life Safety Systems

1. Existing smoke and CO sensors are to be replaced as per manufacturer's recommendations.
2. A fire alarm system is not required for this occupancy.
3. Emergency lighting appears adequate. Emergency lighting is required at all exits and at all principal routes providing access to exits.
4. Emergency lighting must function reliably for a period for 30 minutes upon loss of normal power. Monthly and annual testing is required as per the requirements of the Ontario Fire Code.
5. Receptacles to which emergency battery packs connect, must be mounted no less than 2.5m above the floor and within 1.5m of the equipment. The receptacles for the emergency battery packs in the washrooms are definitely not at proper height.
6. While illuminated exit signage is not required for this occupancy, installation of the current green pictogram sign with white graphic symbol would provide a clean, contemporary appearance and long term reliability. These could be tied into the existing emergency lighting circuits.

5. REPORT DISCLOSURE


This report is intended solely for the use of Mitchell Jensen Architects and DNSSAB. Any use which a third party makes of this report, or any reliance on or decisions to be made based on it, are the responsibility of such third parties. Decisions made or actions taken as a result of our work shall be the responsibility of the parties directly involved in the decisions or actions. Any third party user of this report specifically denies any rights to any claims, whether in contract, tort and/or any other cause of action law, against the Consultants, its officers, agents, sub-consultants and employees.

The design reflects the Consultant's best judgment in light of the information reviewed by them at the time of its preparation. Unless otherwise agreed in writing by Piotrowski Consultants Ltd., it shall not be used to express or imply warranty as to the fitness of the property for a particular purpose. This is not a certification of compliance with past or present regulations. No portion of this report may be used as a separate entity, it is written to be read in its entirety.

The work does not wholly eliminate uncertainty regarding the potential for existing or future costs, hazards or losses in connection with the property. No physical or destructive testing and no design calculations have been performed unless specifically recorded.

Conditions existing but not recorded were not apparent and/or noted given the level of study undertaken.

Only the specific information identified has been reviewed. The Consultant is not obligated to identify mistakes and insufficiencies in the information obtained from the various sources or to verify the accuracy or completeness of the information.



Ryan MacVicar, P.Eng.

Thomas Krajci, M.E.Sc., P.Eng.

APPENDIX A



M-1 - Plumbing fixtures (WCs, Urinals, sinks)



M-2 - Plumbing fixtures (Faucets)



M-3 - Sanitary Pump (Grinder pump)



M-4 - Electric DHWH



M-5 - Trench Drains (Garage)



M-6 - Trench Drains (Garage)



M-7 - Garage Exhaust Fan (Domex)



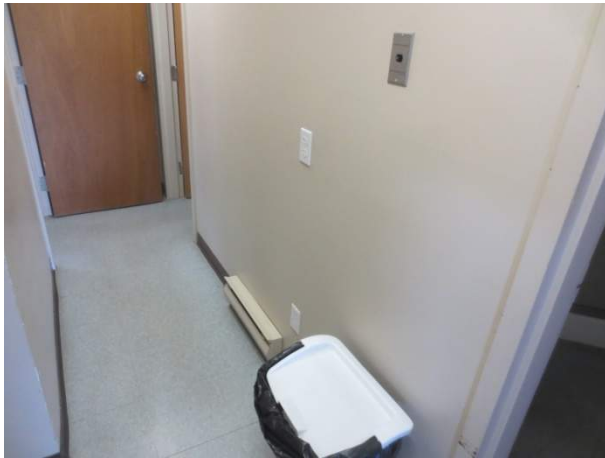
M-8 - WR Ceiling Mounted Exhaust Fans



M-9- Electric Unit Heater (Garage)



M-10 - Electric Unit Heater (Garage)



M-11- Electric Baseboard (Crew Quarters)



M-12 - Electric Baseboard (Crew Quarters)



M-13 - Through the Wall AC



M-14 - Fire Extinguisher (Crew Quarters)

APPENDIX B



E-1 - CO Detector



E-2 - Smoke Detector



E-3 - Fluorescent lamp (Interior)



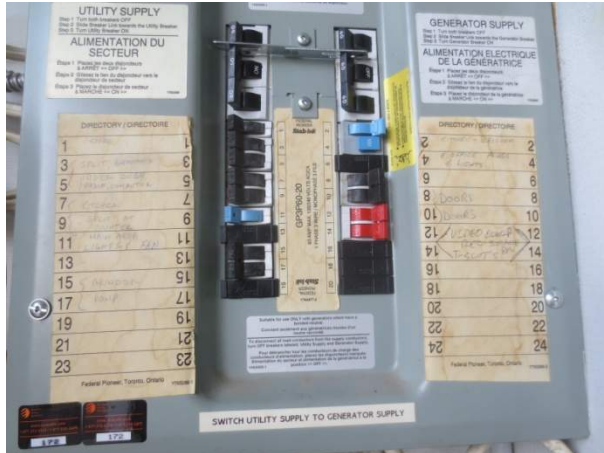
E-4 - Exterior Lighting



E-5 - Emergency Lighting



E-6 - Electrical Panel



E-7 - Emergency Subpanel



E-8 - Emergency Generator (Honda 6.5 kW)

Temagami Ambulance Service Building - Building Condition Assessment 7 Stevens Road Temagami, Ontario							Building Age - Original building - 29 Years Date Reviewed - May 9, 2018 Reviewed By - Piotrowski Consultants Ltd. Job Number - 6160		APPENDIX C
Priority 1 - Currently Critical (Immediate) 2 - Potentially Critical (Year 2) 3 - Recommended (3-5 years) 4 - Operational (6-10 years) 5 - Does not meet current codes/standards (grandfathered)		Condition G - Good F - Fair P - Poor							
	Photo Number(s)	Priority	Condition	Approximate Age (yrs) Age Varies (V)	Useful Life (yrs)	Estimated Remaining Life (yrs)	Observations	Recommendations	
MECHANICAL									
Plumbing									
Piping, fittings and valves	-	4	G	29	30	1	From discussions with building operator, there are no significant issue. The piping , fitting and valves are close to exceeding there useful life.	Recommend upgrading piping in the next major renovation.	
Plumbing fixtures (WCs, Urinals, sinks)	M-1	4	F	Varies	30	-	Some plumbing fixtures are showing signs of age. Some fixtures have been recently upgraded.	Recommend upgrading plumbing fixtures when washrooms are upgraded. Recommend using low flow plumbing fixtures to reduce water usage.	
Plumbing fixtures (Faucets)	M-2	4	F	Varies	7	-	Some plumbing fixtures are showing signs of age. Some fixtures have been recently upgraded.	Recommend upgrading plumbing fixtures when washrooms are upgraded. Recommend using low flow plumbing fixtures to reduce water usage.	
Sanitary Pump (Grinder pump)	M-3	4	F	Unknown	10	-	Existing pump not visible.	Provide regular maintenance on pump.	
Electric DHWH	M-4	3	G	10	15	5		Monitor and replace when leaking may start.	
Two Trench Drains (Garage)	M-5 & M-6	4	G	29	30	1	Appear to be in good working order	Recommend to clean trench as required.	
Ventilation									
Garage Exhaust Fan (Domex Fan 1/12 HP)	M-7	2	F	29	20	0	No intake for garage.	Recommend upgrading exhaust system.	
Washroom Ceiling Mounted Exhaust Fans (2)	M-8	4	G	5	20	15	Fans are operational however still high humidity issue in washrooms	Recommend providing Heat Recovery Ventilator (HRV) for crew quarters and washroom.	

Temagami Ambulance Service Building - Building Condition Assessment

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(grandfathered)

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G - Good

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Heating Systems								
Electric Unit Heater (Garage) (2)	M-9 & M-10	3	F	10 & 29	20	10 & 0	Existing electrical heaters are operational, however have trouble heating the space in winter conditions	Recommend upgrading to natural gas fired unit heater as with increased heating capacity. Energy costs will be greatly reduced.
Electric Baseboard (Crew Quarters)	M-11 & M-12	4	F	29			Existing baseboards are in fair condition	
Through the Wall AC	M-13	3	P	20	15	0	Two existing through the wall AC units	Recommend sealing up in winter to reduce heat loss.

Fire Protection								
Fire Extinguisher (Garage)	-	4	G	-	-	-		To be verified and tagged annually.
Fire Extinguisher (Crew Quarters)	M-14	4	G	-	-	-		To be verified and tagged annually.

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ELECTRICAL								
Lighting and Sensors								
CO Detector	E-1	3	F	-		-		Recommend replacement as per manufacturer's recommendations.
2 Smoke Detectors	E-2	3	F	-		-		Recommend replacement as per manufacturer's recommendations.
Interior Lighting	E-3	3	P	Varies	20	0	Variety of T8's and T12's light fixtures through facility	Recommend upgrading light fixtures to energy efficient LED complete with occupancy control in some areas.
Exterior Lighting	E-4	3	P	29	20	0	Existing outside lights appear to be original to the building. Consist of incandescent and metal halide.	Recommend upgrading outside lighting to energy efficient LED.
Emergency Lighting	E-5	3	F				Emergency Lighting located in both washrooms, main office and garage	Regular maintenace as per Ontario Fire Code.

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Main Electrical service 200A 120/240V SP	E-6	4	F	29	20	0		Replace existing wooden enclosure in garage with NEMA 3R weather proof enclosure.
60A Emergency Subpanel	E-7	4	F	15	20	5		Replace existing two, 3-pole 60A breakers with proper manual transfer switch - 2 pole switch with solidly connected neutral.
Emergency Generator (Honda 6.5 kW)	E-8	4	F	10	20	10		

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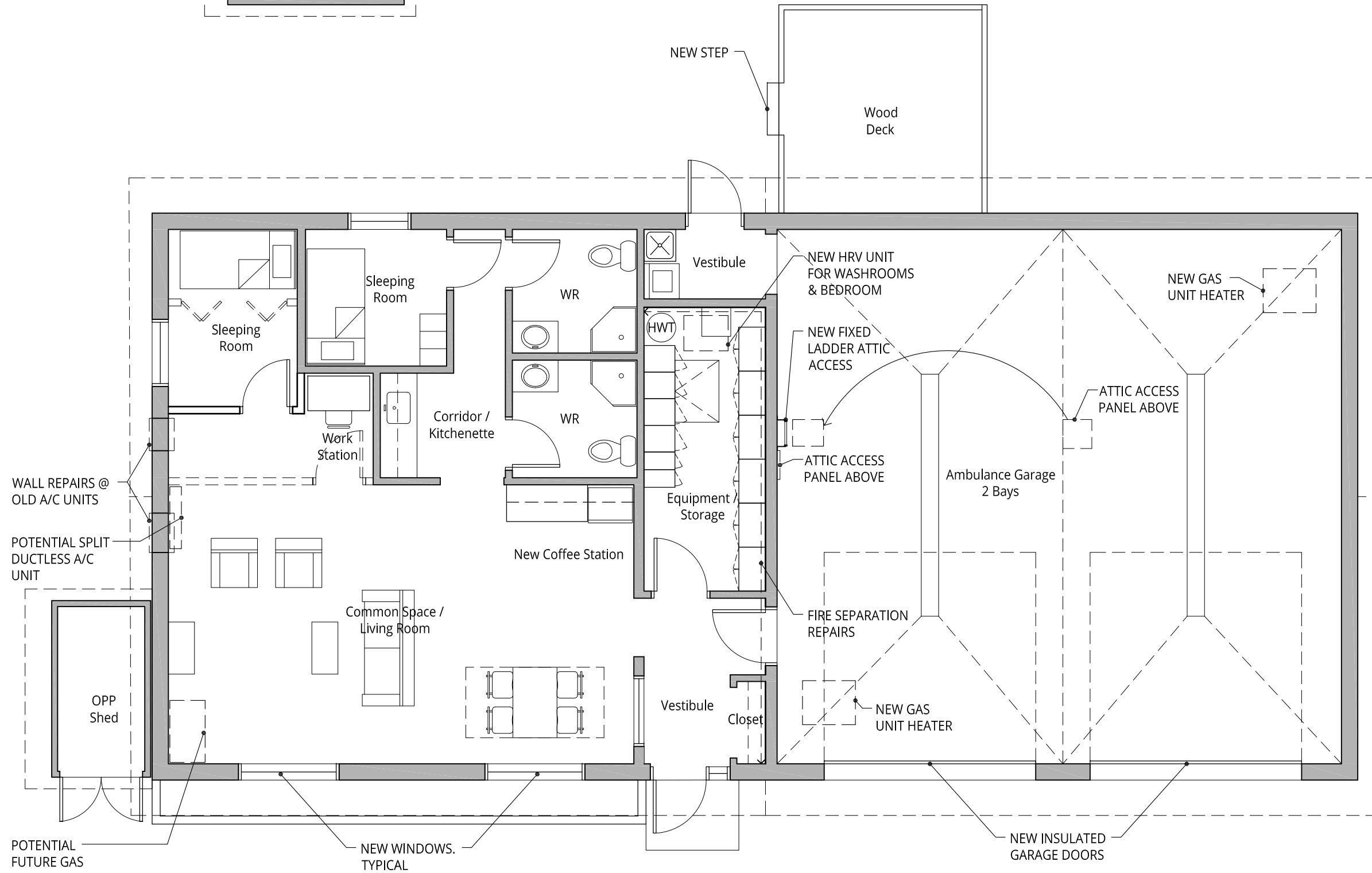
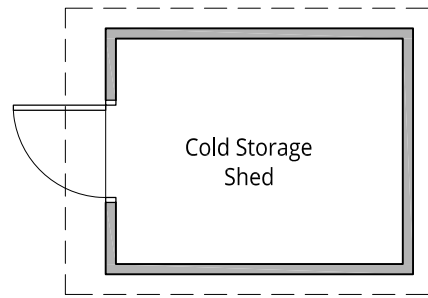
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Corporation of the Municipality of Temagami

Memorandum to Council

Memo No.
MEMO-M-149

☒ **Staff
Committee**

Subject:	Implementation of signage and enforcement of the Traffic By-law 09-826, as amended, at the Mine and Manitou Landing Lots.
Agenda Date:	09-5-2019
Attachments:	Traffic By-law 09-826, as amended, and Lake Temagami Access Point Paid Parking Rules

RECOMMENDATION

BE IT RESOLVED THAT Council receive Memo 2019-M-149;

AND FURTHER THAT signs will be posted at all entrances to the Lake Temagami Access Point Parking Areas and that the signs shall state the No unauthorized storage is permitted between Oct31- Apr30 and that all violations will be removed at the owner's expense;

AND FURTHER THAT staff be directed to initiate the appropriate action after Oct 31 to ensure the parking lots are maintained in a manner to support winter maintenance and snow removal.

INFORMATION

Staff have inspected the parking lots in the Mine and Manitou landings to determine whether the lots are used in compliance with Traffic By-law 09-826, as amended, and the effect of vehicles, trailers and other miscellaneous items left in the lots will have on the winter maintenance of the lots. Staff found that the trailer parking areas are being used for storage contrary to the intended use of temporary short term parking. Further staff found old dilapidated boats, trailers, snowmobiles, ATVs and other material being stored or left in the trailer parking areas. Similar concerns are prevalent in the paid leased parking areas and to some degree in the contractor parking area. The agreements for parking provide the rules for the use of the land and the consequences should an individual not comply with the "Lake Temagami Access Point Paid Parking Rules".

The parking rules state:

7. Parking stalls are for the parking of motor vehicles, motorized snow vehicles or ATVs.
8. A maximum of one motor vehicle is permitted to be parked in a parking stall at any one time.
9. The parking of trailers in a stall is not permitted.
11. For snow removal purposes, except for motorized snow vehicles or ATVs the storage of other material in a parking stall is not permitted Between Oct 31 and Apr 30 of the following year.

Staff recommend that signs be posted at all entrances to the Access Point lots and on both landings advising all residents and users of the storage prohibition between Oct 31- Apr 30 and that all storage not in compliance will be removed at the owner's expense.

Furthermore staff recommend that after Oct 31, enforcement action be initiated on all violations to reduce and/or eliminate risk for staff performing snow removal thus reducing possible liability claims against the municipality.

The actions will require ticketing and/or towing of vehicles and other items or material to a secure pound in accordance with Traffic By-law 09-826, as amended. The secure pounds are located in Cobalt and New Liskeard.

Respectfully Submitted:
Daryl Bell,
Municipal Law Enforcement Officer

MUNICIPALITY OF TEMAGAMI

BY-LAW #09-826

TABLE OF CONTENTS

SECTION	ITEM	PAGE
	Authority	3
1	Definitions	6
2	General Regulations	12
3	Powers to Enforce By-law	13
4	General Stopping or Parking Regulations	14
5	Parking Prohibited with Signs	16
6	Parking Prohibited without Signs	16
7	Stopping Prohibited – Specified Places No Signs	17
8	Parking or Stopping Prohibited with Sign	17
9	Parking Meter Zones	18
10	Parking Regulations – Highway Clearing, Snow Removal and Snow	18
11	Plowing	
11	Parking Prohibited – Specified Times and Places	19
12	Parking or Stopping Prohibited – Vending Vehicles	19
13	Parking Prohibited – Private Property and Property of the Municipality	20
14	Physically Disabled Parking Spaces – Prohibited parking With Signs	21
15	Heavy Motor Vehicle – Parking Prohibited with Signs	21
16	Defacing Signs – Traffic Signals	22
17	Freshly Painted Signs on Roadway	22
18	Parking and Stopping Prohibited – Fire Route with Signs	22
19	Through Highways, Stop Sign and Yield Signs	22
20	Turning Movements	23
21	Designated One-Way Highways	23
22	Rate of Speed & Penalties	23
23	Penalties	24
24	Voluntary Payment	24

25	Authority to Tow	24
26	Charges – re – Towing	24
27	Liability	24
28	Conflict with Other By-laws	25
29	Enactment	25

Schedule “A” – Through Highways

Schedule “B” – Stop Signs at Intersections

Schedule “C” – Yield Right of Way at Intersections

Schedule “D” – Signal Light Traffic Control Devices

Schedule “E” – Turning Restriction on Specified Streets

Schedule “F” – “U” Turns Prohibited

Schedule “G” – One-Way Streets

Schedule “H” – Higher or Lower Rates of Speed Than That Prescribed by the Highway
Traffic Act

Schedule “I” – Parking Restrictions on Specified Streets

Schedule “J” – Angle Parking Permitted on Specified Streets

Schedule “K” – Parking Meter Zones

Schedule “L” – Designated Municipal parking Lots

Schedule “M” – Designated Parking Spaces Rented on an Annual Basis and Metered Zone
Fees

Schedule “N” – Permits

Schedule “O” – Loading Zones

Schedule “P” – Pedestrian Crossovers

Schedule “Q” – Parking Prohibited – Physically Handicapped by Permit Only

Schedule “R” – Designated Parking Spaces for the Physically Disabled

Schedule “S” – Designated Fire Routes

Schedule “T” – Parking By-law Set Fines - Urban Neighborhoods

Schedule “U” – Parking By-Law Set Fines - Rural Neighborhoods

THE CORPORATION OF THE MUNICIPALITY OF TEMAGAMI

BY-LAW NO. 09-826

BEING a bylaw to provide for the regulating of traffic and vehicle parking, rate of speed, standing and stopping on highways or parts of highways under the jurisdiction of the Corporation of the Municipality of Temagami.

Authority:

WHEREAS according to Section 128 of the Highway Traffic Act, R.S.O. 1990, Chapter H.8 as amended, the Council of a municipality may, for motor vehicles driven on a highway or portion of a highway under its jurisdiction, by by-law prescribe a rate of speed different than the prescribed rate of speed under the Highway Traffic Act, R.S.O. 1990, Chapter H.8.

AND WHEREAS Section 137 of the Highway traffic Act, R.S.O. 1990, Chapter H.8, as amended, permits the Council of a Municipality to provide by-law for the erection of stop signs at intersections on highways under its jurisdiction.

AND WHEREAS according to Section 11(1) Paragraph 8 of the Municipal Act, 2001, S.O., c. 25, as amended, a single-tier municipality may pass by-laws respecting matters within the following spheres of jurisdiction; highways, including parking and traffic on highways and parking, except on highways.

AND WHEREAS according to Section 63 (1) of the Municipal Act, S.O., c. 25, as amended, if a municipality passes a by-law for prohibiting or regulating the placing, stopping, standing or parking of an object or vehicle on a highway, it may provide for the removal and impounding or restraining and immobilizing of any object or vehicle placed, stopped, standing or parked on a highway in contravention of the by-law and subsection 170 (15) of the Highway Traffic Act applies to the by-law.

AND WHEREAS according to Section 63 (2) of the Municipal Act, S.O., c. 25, as amended, any perishable object in the object or vehicle removed from the highway is the property of the municipality upon being moved from the highway and may be destroyed or given to a charitable institution.

AND WHEREAS according to Section 63 (3) of the Municipal Act, S.O., c. 25, as amended, subsection (2) does not apply to a perishable object that comes into the possession of a police force in the circumstances described in section 132 of the Police Services Act.

AND WHEREAS Section 137 of the Highway Traffic Act, R.S.O. 1990, Chapter H.8, as amended, permits the Council of a Municipality to provide by-law for the erection of stop signs at intersections on highways under its jurisdiction;

AND WHEREAS according to Section 100 of the Municipal Act, 2001, S.O., 2001, c.25; 2002, c.17, Sch. A, s. 19, as amended, a local municipality may, in respect of land not owned or occupied by the municipality that is used as a parking lot, regulate or prohibit the parking or leaving of motor vehicles on the land without the consent of the owner of the land or regulate or prohibit traffic on that land if,

- a) the owner or occupant of the land has filed with the clerk of the municipality written consent to the application of the by-law to the land; and
- b) a sign is erected at each entrance to the land clearly indicating the regulation or prohibition.

AND WHEREAS according to Section 100.1 (1) of the Municipal Act, 2001, S.O., 2002, c. 17, Sch. A, s. 20, part, as amended, a local municipality may, in respect of land not owned or occupied by the municipality, regulate or prohibit the parking or leaving of motor vehicles without the consent of the owner of the land.

AND WHEREAS according to Section 100.1 (2) of the Municipal Act, 2001, S.O., 2002, c. 17, Sch. A, s. 20, part, as amended, subsection (1) does not apply to land used as a parking lot.

AND WHEREAS according to Section 101 (1) of the Municipal Act, 2001, S.O., c. 25, s. 101 (1); 2002, c. 17, Sch. A, s. 21, if a municipality passes a by-law under section 100 or 110.1 for regulating or prohibiting the parking or leaving of a motor vehicle on land not owned or occupied by the municipality without consent of the owner, it may provide for the removal and impounding or restraining and immobilizing of any vehicle, at the vehicle owner's expense, parked or left in contravention of the by-law and subsection 170 (15) of the Highway Traffic Act applies to the by-law.

AND WHEREAS according to Section 101 (2) of the Municipal Act, 2001 S.O., c. 25, as amended, if a municipality passes a by-law for regulating or prohibiting the parking or leaving of a motor vehicle on land owned or occupied by the municipality or any of its local boards without the consent of the municipality or local board, as the case may be, it may provide for the removal and impounding or restraining and immobilizing of any vehicle, at the vehicle owner's expense, parked or left in contravention of the by-law and subsection 170 (15) of the Highway Traffic Act applies to the by-law.

AND WHEREAS according to Section 101 (3) of the Municipal Act, 2001, S.O., c. 25, as amended, if signs are erected on land specifying conditions on which a motor vehicle may be parked or left on the land or regulating or prohibiting the parking or leaving of a motor vehicle on the land, a motor vehicle parked or left on the land contrary to the conditions or prohibition shall be deemed to have been parked or left without consent.

AND WHEREAS according to Section 101 (4) of the Municipal Act, 2001, S.O., c. 25, as amended, if it is alleged in a proceeding that a by-law referred to in this section has been contravened, the oral or written evidence of a police officer, police cadet or municipal law enforcement officer is receivable in evidence as proof, in the absence of evidence to the contrary, of the facts stated in it respect of,

- (a) the ownership or occupancy of the land;

- (b) the absence of the consent of the owner or occupant; and
- (c) whether any person is an occupant or is an owner.

AND WHEREAS according to Section 101 (5) of the Municipal Act, 2001, S.O., c. 25, as amended, written evidence under subsection (4) shall be admitted without notice under the Evidence Act.

AND WHEREAS according to Section 102 of the Municipal Act, 2001, S.O., c. 25, as amended, a local municipality may require the owners or operators of parking lots or other parking facilities to which the public has access, whether on payments of a fee or otherwise, to provide designated parking spaces for vehicles displaying a disabled parking permit and if it does so, the local municipality,

- (a) shall prescribe the conditions of use of the disabled parking permit and shall prohibit the improper use of the permit; and
- (b) may provide for removal and impounding of any vehicle, at its owner's expense, parked or left in contrary to the by-law.

AND WHEREAS according to Section 425 (1) of the Municipal Act, 2001, S.O., c. 25, as amended, by-laws may be passed by all municipalities and by police services boards for providing that any person who contravenes any by-law of the municipality or of the board, as the case may be, passed under this Act, is guilty of an offence.

AND WHEREAS according to Section 425 (2) of the Municipal Act, 2002, S.O., c. 17, Sch. A, s. 80, as amended, despite subsection (1), a by-law passed for establishing a system of disabled parking shall provide that every person who contravenes the by-law is guilty of an offence and on conviction is liable to a fine of not less than \$300.

AND WHEREAS according to Section 437 (1) of the Municipal Act, 2001, S.O., c. 25, as amended, except otherwise provided in any Act, every fine imposed for a contravention of a by-law of a municipality or a local board of a municipality belongs to the municipality.

AND WHEREAS according to Section 437 (2) of the Municipal Act, 2001, S.O., c. 25, as amended, the proceeds of any fine imposed in a prosecution conducted by a municipality under section 426 shall be paid to the treasurer of the municipality, and section 2 of the Administration of Justice Act and section 4 of the Fines and Forfeitures Act do not apply in respect to that fine.

AND WHEREAS according to Section 439 (1) of the Municipal Act, 2001, S.O., c. 25; 2002, c. 17, Sch. A, s. 81, as amended, a by-law passed for the purposes of section 425 may provide that, where a vehicle has been left parked, stopped or standing in contravention of a by-law under this Act, the owner of the vehicle, even though the owner was not the driver of the vehicle at the time of the contravention of the by-law, is guilty of an offence unless, at the time of the offence, the vehicle was in the possession of some person other than the owner without the owner's consent.

AND WHEREAS according to Section 439 (2) of the Municipal Act, 2001, S.O., c. 25, as amended, a by-law passed for the purpose of section 425 may provide a procedure for the

voluntary payment of penalties out of court in cases where it is alleged that a by-law related to the parking, standing or stopping of vehicles has been contravened.

NOW THEREFORE the Council of the Corporation of the Municipality of Temagami enacts as follows:

1. DEFINITIONS

- 1.1 The meaning ascribed to any term defined in subsection 1 of section 1 of the Highway Traffic Act, R.S.O. 1990, c. H. 8, as amended from time to time, are the meanings of that term as used in this by-law, unless that term is otherwise defined in subsection 2 of this section:
- 1.2 For the purpose of this by-law:
 - 1.2.1 “Adjacent” means near, nearby or bordering;
 - 1.2.2 “Authorized sign”, means a sign or other device placed or erected on a highway or elsewhere pursuant to the provisions of this by-law and approved by the Ministry;
 - 1.2.3 “Boulevard” means all parts of the highway save and except any roadway, shoulder or sidewalk;
 - 1.2.4 “Outer Boulevard” means that part of the highway save and except any roadway, shoulder, sidewalk and inner boulevard;
 - 1.2.5 “Inner boulevard” means that part of the highway lying between the property line and the edge of the sidewalk nearest to the property line and where there is no sidewalk, it means that part of the highway lying between the property line and the edge of the shoulder furthest from the roadway or where a shoulder does not exist from the edge of the roadway shoulder, where such exists, furthest from the traveled portion of the road;
 - 1.2.6 “By-law enforcement officer” mean a Municipal Law Enforcement Officer appointed by Council under the Police Services Act R.S.O. 1990 c. P. 15 of Ontario;
 - 1.2.7 “Constable” means a member of a police force appointed for the Province of Ontario in accordance with the Police Services Act R.S.O. 1990 c. P. 15;
 - 1.2.8 “Commercial motor vehicle” means any motor vehicle having permanently attached thereto a truck or delivery body licensed as such by the Ministry of Transportation and Communication and without limiting the generality of the foregoing, includes ambulance, hearses, casket wagons, fire apparatus, police patrols, motor buses and tractors use for hauling purposes on highways;

- 1.2.9 “Corporation” means the Corporation of the Municipality of Temagami;
- 1.2.10 “Corner” means the point of intersection of curbs or edges of the portion of the highway used for vehicular traffic;
- 1.2.11 “Council” means the Council of the Corporation of the Municipality of Temagami;
- 1.2.12 “Crosswalk” means that part of a highway at an intersection that is included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measure from the curbs, in the absence of curbs, from the edges of the traveled portion of the roadway; or any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by signs or by lines or other marking on the surface;
- 1.2.13 “Cul-de-sac” means a street or passage closed at one end;
- 1.2.14 “Curb” shall include the edge of the roadway and gutters;
- 1.2.15 “Driver” means every person who drives or is in actual physical control of vehicle;
- 1.2.16 “Driveway” means improved land on highway which provides vehicular access from the roadway to a laneway or a parking area on adjacent land;
- 1.2.17 “Elected officials” means the Mayor and Councillors of the Municipality of Temagami;
- 1.2.18 “Emergency vehicle” includes vehicles of the police department, Fire Department, ambulance and any other emergency vehicle of Federal, Provincial or Municipal Departments or public or private utilities;
- 1.2.19 “Fire route” means a private roadway designated as a fire route by one or more signs erected by or on behalf of the owner or occupant of the private roadway;
- 1.2.20 “Gross weight” means the combined weight of the vehicle and load;
- 1.2.21 “Handicapped person” or “disabled person” means any person suffering from a permanent or temporary disability rendering it difficult or burdensome to walk;
- 1.2.22 “Highway” includes a common and public highway, street, avenue, parkway, square, place, bridge, viaduct or trestle, designed and intended for, or used by the general public for the passage of vehicles, including unopened and unassumed highways;

- 1.2.23 “Highway maintenance” includes snow plowing, snow removal, highway sweeping, grading, sanding and any other such maintenance as required to maintain proper highway conditions;
- 1.2.24 “Highway, one way” means a highway upon which the movement of vehicular traffic is limited to one direction;
- 1.2.25 “Improved land” means land which has been constructed in such a manner using asphalt, concrete, gravel, or any suitable material, so as to permit its use by normal vehicular traffic;
- 1.2.26 “Intersection” means the area embraced with the prolongation or connection of the lateral curb lines or, if none, then of the lateral boundary lines of two or more highways that join one another at an angle, whether or not one highway crosses the other;
- 1.2.27 “Laneway” means an improved land adjacent to the highway, which provides access from the highway to a parking area on adjacent land;
- 1.2.28 “leave or left when prohibited” means the parking of a motor vehicle:
- 1.2.28.1 in excess of any time limit so posted, or
 - 1.2.28.2 where a time limit is not posted in excess of two hours, or
 - 1.2.28.3 for any use other than the normal use intended for the property;
- 1.2.29 “Loading zone” means the space designated by the Corporation for the regular delivery or removal by commercial motor vehicles of goods or merchandise at the location set out in Schedule “O”;
- 1.2.30 “Minister” means the Minister of Transportation and Communications;
- 1.2.31 “Ministry” means the Ministry of Transportation and Communications;
- 1.2.32 “Motor vehicle” includes an automobile, motorcycle, motor assisted bicycle, motorized snow-vehicle, and any other vehicle propelled or driven otherwise than by muscular power, but does not include a street car, or other motor vehicles running only upon rails, traction engine, farm tractor, self-propelled implement of husbandry or roadbuilding machine;
- 1.2.33 “Municipal property” means the property of the Municipality of Temagami;
- 1.2.34 “Municipality” means the Corporation of the Municipality of Temagami;
- 1.2.35 “Officer” means a By-law Enforcement Officer appointed by the Municipality of Temagami for the purposes of carrying out the enforcement of this by-law or as so restricted to parts thereof;

- 1.2.36 “Official sign” means a sign or other device placed or erected on a highway or elsewhere pursuant to the provisions of this by-law and approved by the Ministry of Transportation;
- 1.2.37 “One way highway” means a highway upon which the movement of vehicular traffic is limited to one direction;
- 1.2.38 “Owner” when used with relation to property means the registered owner of the property;
- 1.2.39 “Owner” when used with relation to a vehicle means registered owner of the subject vehicle;
- 1.2.40 “Park” or “parking”, when prohibited, means the standing of a vehicle, whether occupied or not, except when standing temporarily for the purpose of and while actually engaged in loading or unloading;
- 1.2.41 “Parking meter” means a device which shall indicate thereon the length of time during which a vehicle may be parked, which shall have as part thereof a receptacle for receiving and storing coins, a slot or place in which such coins may be deposited, a timing mechanism to indicate the passage of the interval of time during which the parking is permissible and which shall also display when said interval of time shall have elapsed;
- 1.2.42 “Parking space” means a portion of the surface of a street and designated municipal parking lots designated by suitable marking, the use of which is controlled and regulated by a parking meter;
- 1.2.43 “Parking space” means that part of the surface of a roadway designated for the purpose of a parking vehicle;
- 1.2.44 “Pedestrian” means a person on foot or an invalid, child or other person in a wheeled chair or baby carriage;
- 1.2.45 “Pedestrian crossover” means any portion of a roadway, designated by by-law of the Municipality, at an intersection or elsewhere, distinctly indicated for pedestrian crossing by signs on the highway and lines or other marking on the surface of the roadway as prescribed by the regulations under the Highway Traffic Act, R.S.O. 1990, c. H.8;
- 1.2.46 “Person” means any human being, firm, association, partnership, private club, incorporated company, corporation, tenants in common, joint tenants, agent or trustee and the heirs, executors or other legal representatives of a person to whom the context can apply according to law and for the purpose of this by-law including the owner or driver of a vehicle;

- 1.2.47 “Physically challenged parking space” means those parking spaces designated, and so indicated by an official sign, for the use of a vehicle displaying a proper and valid physically challenged permit;
- 1.2.48 “Police Officer” means a member of a police force appointed for the Province of Ontario in accordance with the Police Services Act, R.S.O. 1990, c. P.15;
- 1.2.49 “Private roadway” means a roadway or laneway on private property;
- 1.2.50 “Roadway” means that part of the highway that is improved, designed or ordinarily used for vehicular traffic, but does not include the shoulder and. Where a highway includes two or more separate roadways, the term “roadway” refers to any one roadway separately and not to all of the roadways collectively;
- 1.2.51 “safety zone” means the area or space set apart within a roadway for the exclusive use of pedestrians which is protected or is so marked or indicated by adequate signs as to be plainly visible at all times while set apart as a safety zone;
- 1.2.52 “School bus” means a bus that is painted chrome yellow and displays on the front and rear thereof the words “school bus” and on the rear thereof the words “do not pass when signals flashing”;
- 1.2.53 “School bus loading zone” means an area designated for the loading and unloading of passengers from an authorized school bus;
- 1.2.54 “Shoulder” means that part of the highway immediately adjacent to the roadway and having a surface which has been improved with asphalt, concrete or gravel for the use of vehicles;
- 1.2.55 “Sidewalk/footpaths” means that portion of a highway as is set aside by the Municipality for the use of pedestrians;
- 1.2.56 “Sign” means any sign, or any marking placed or made on any roadway, curb, sidewalk or public place, which is authorized by Council, and when required approved by the Ministry;
- 1.2.57 “Signal light traffic control system” means a signal light traffic control system as described in the Highway Traffic Act R.S.O. 1990, c. P15;
- 1.2.58 “Stand or standing” when prohibited, means the halting of a vehicle, even momentarily, whether occupied or not, except for the purpose of and while actually engaged in the receiving or discharging of passengers or, when in obedience to a Police Officer, signal or sign;
- 1.2.59 “Stop” or “stopping” when prohibited, means the halting of a vehicle, even momentarily, whether occupied or not, except when necessary to avoid conflict

with other traffic or in compliance with the directions constable or other Police Officer or special constable or of a traffic control sign or signal;

- 1.2.60 “Taxicab stand” means the space for exclusive use by taxicab owner;
- 1.2.61 “Through highway” means a highway or part of a highway designated as such by the Minister of by by-law of a municipality, and even such highway shall be marked by a stop sign or yield right-of-way sign in compliance with the regulations of the Ministry;
- 1.2.62 “Town” means the Corporation of the Municipality of Temagami;
- 1.2.63 “Traffic” includes pedestrians, ridden or herded animals, vehicles, busses and other conveyances, either singly or together while using any street for the purpose of travel;
- 1.2.64 “Traffic control device” means any sign or roadway, curb or sidewalk marking or, other device erected or placed under the authority of Council for the purpose of guiding or directing traffic;
- 1.2.65 “Traffic control officer” means a member of the Ontario Provincial Police or an officer duly authorized by the municipality to regulate or direct traffic;
- 1.2.66 “Traffic signal” means any device manually, electrically, or mechanically operated for the regulation of traffic;
- 1.2.67 “Trailer” means a vehicle that is at any time drawn upon a highway by a motor vehicle, except an implement of husbandry mobile home, another motor vehicle of any device or apparatus not designated to transport person or property, temporarily drawn, propelled or moved upon such highway, and except a side car attached to a motorcycle, and shall be considered a separate vehicle and not part of the motor vehicle by which it is drawn;
- 1.2.68 “U-turn” means the turning of a vehicle within a highway so as to proceed in the opposite direction;
- 1.2.69 “Vehicle” includes a motor vehicle, trailer, commercial motor vehicle, and automobile, motorcycle, motor assisted bicycle, a motorized snow vehicle, traction engine, farm tractor, self-propelled implement of husbandry road building machine and any other vehicle propelled or driven otherwise that by muscular power;
- 1.2.70 “Wheelchair” means a chair mounted on wheels driven by muscular or any other kind of power and used for the carriage of a person who has a physical disability;
- 1.2.71 “Zone” means an area of land designated for a specific use;

2. GENERAL REGULATIONS

- 2.1 Where any expression of time occurs or where any hour or other periods of time is stated, the time referred shall be standard time, provided however, if what is known as “daylight saving time” has been generally adopted in the Province of Ontario for any period of the year, under any statute, order-in-council, by-law, resolution or proclamation, whether the same is effective in law or not, such time shall be the time referred to during such period in any reference to time in this by-law.
- 2.2 The Public Works Superintendent, or his designate, shall have authority to place or erect signs and to maintain such authorized as are required to give effect to the provisions of this by-law. No person shall place, maintain or display on any highway, any sign, marking or device, which purports to be, or is an imitation of, or resemble an authorized sign or which conceals from view or interferes with the effectiveness of an authorized sign.
- 2.3 The By-law Enforcement Officer and the Public Works Superintendent are authorized to place or erect and to maintain temporary “No Parking” signs and No “Stopping” signs on any highway.
- 2.4 The Schedules to this by-law shall form part of this by-law and each entry in a column of such Schedule shall be read in conjunction with the entry or entries across therefrom and not otherwise.
- 2.5 In the event any section, subsection, clause, paragraph or provision of this by-law, including any part of schedules be declared by a court of competent jurisdiction to be ultra vires, invalid or illegal for any reason, such declaration shall not affect the validity of the by-law as a whole.
- 2.6 A word interpreted in the singular number has a corresponding meaning when used in the plural.
- 2.7 The use of “may” shall be construed as permissive.
- 2.8 The use of “shall” shall be construed as imperative.
- 2.9 Any reference in this by-law to “he” and “she” or “his” or “her” shall be interpreted to be gender neutral and the provisions of this by-law shall be interpreted to apply equally to both male and female persons.
- 2.10 No person shall drive a motor vehicle upon a sidewalk or footpath of a highway except for the purpose of directly crossing the sidewalk or footpath.
- 2.11 No person shall drive a motor vehicle over raised curb except at a place where there is a ramp.

- 2.12 Where a distance is used in this by-law as part of a prohibition of parking or stopping within a specific distance of an object, structure, land or part of a highway, unless such distance shall be measured along the curb or edge of the roadway from a point in such curb or edge of a roadway opposite such object, structure, land or part of a highway, unless the context otherwise requires and, from such object, structure, land or part of a highway in all directions.
- 2.13 No person shall make a U-turn on any highway in the Municipality of Temagami,
- 2.13.1 when upon a curve where traffic approaching the vehicle from either direction cannot be seen by the driver of the vehicle within a distance of 150 metres (150 m)/492.0 feet; or
- 2.13.2 when on a railway crossing or within 30 metres (30 m)/98.4 feet of a railway crossing; or
- 2.13.3 when upon an approach to or near the crest of a grade where the vehicle cannot be seen by the driver of another vehicle approaching from either direction within 150 metres (150 m)/492.0 feet; or
- 2.13.4 when within 150 metres (150 m)/492.0 feet of a bridge, viaduct or tunnel where the driver's view is obstructed within such distance; unless it can be made safely and without interfering with other traffic and provided there are no official signs so erected and displayed which indicates that the making of a U-turn on such highway is prohibited.
- 2.14 This by-law applies only to highways forming part of the road system under the jurisdiction of the municipality.
- 2.15 If compliance therewith be impractical, the provisions of this by-law shall not apply to:
- 2.15.1 ambulances, police, fire department, or public utility emergency vehicles; and
- 2.15.2 vehicles actually engaged in works undertaken for, or on behalf of the municipality.
- 2.16 Elected officials of the Corporation while engaged on Town business and employees of the Municipality, shall be permitted to park in a metered space without the deposit of coins in the parking meter for the said space provided that the employee is parked during regular Municipal office business hours and is physically at work for the Town or while engaged on Municipal business at any other time.
- 2.17 The owner or driver of a vehicle displaying a "Province of Ontario Disabled Persons Parking Permit" shall be permitted to park in a metered space without the deposit of coins in the parking meter for the said space, provided that the vehicle is at that time being used in the transportation of a physically handicapped person, provided that such parking shall not exceed a period of one hour.

3. POWERS TO ENFORCE BY-LAW

- 3.1 The Ontario Provincial Police and By-law Enforcement Officer shall enforce the provisions of this By-law.

- 3.2 Where it is necessary for the preservation of public safety, a Traffic Control Officer may direct and control traffic upon any street within the Municipality and for such purposes may divert, halt or restrain the movement of such traffic.
- 3.3 In addition to the persons authorized to enforce this By-law under clause 3.1, any other person duly appointed by Council shall enforce the parking provisions of this By-law; and within the limits of such appointment have the power of a Traffic Control Officer as provided in this section.
- 3.4 Notwithstanding anything to the contrary contained herein, the Ontario Provincial Police, By-law enforcement Officer or the Public Works Superintendent of the Municipality during any emergency or special circumstances deemed sufficient therefore, may suspend any or all parking on any highway within the area affected by these special circumstances, by authorizing the erection of “No Parking” signs, and the Ontario Provincial Police or the Public Works Superintendent, as the case may be during such emergency, may declare that any vehicle already parked is being parked illegally regardless of the time permitted for parking such vehicle under the provisions of this By-law provided, however, that the owner or driver of such vehicle is personally notified by a Police Officer or By-law Enforcement Officer that parking at such place has been suspended, and that the owner or driver of such vehicles is allowed a reasonable period of time to remove the said vehicle.
- 3.5 Every person shall promptly obey all signals given either by a Police Officer or a Traffic Control Officer or, by a traffic control device or a traffic signal.

4. GENERAL STOPPING OR PARKING REGULATIONS

- 4.1 No person shall park or stop any vehicle on any highway or portion thereof except as follows:
- 4.1.1 where there is a raised curb on the right side of the roadway having regard to the direction such vehicle was proceeding, with its right front and rear wheels parallel to and not more than fifteen centimetres (15 cm) (5.9 inches) from such curb; or
 - 4.1.2 where there is no curb or a rolled curb, with the right front and rear wheels parallel to and as near the right-hand limit of the highway as is practical without parking or stopping over a sidewalk or footpath or over any part of a highway where grass is grown or which is not intended for use of vehicles.
- 4.2 The driver of a taxicab shall not stop, stand or park upon any street at any place other than at an appropriately signed taxicab stand except that this provision shall not prevent the driver of a taxicab from temporarily stopping in accordance with this By-law at any place for the purpose of and while actually engaged in receiving or discharging passengers.

- 4.3 Notwithstanding the provisions of subsection 4.1 on designated one-way highways where parking or stopping is permitted on the left side of a highway, no person shall park or stop any vehicle on any highway or portion thereof except as follows:
- 4.3.1 where there is a raised curb on the left side of the roadway having regard to the direction in which the vehicle was travelling, with its left front and rear wheels parallel to, and not more than fifteen centimeters (15 cm) (5.9 inches) away from such curb; or
 - 4.3.2 where there is no curb or rolled curbed, on the left side of the roadway having regard to the direction in which the vehicle was travelling with the left front and rear wheels parallel to as near to the left hand limit of the highway as is practical without parking or stopping over a sidewalk or footpath or over any part of a highway where grass is grown or which is not intended for use of vehicles.
- 4.4 Where parallel parking spaces are designated by lines painted on the roadway, no person shall park or stop any vehicle except within the designated space.
- 4.5 Unless specifically authorized under this by-law, no person, owner or driver shall park his or her vehicle on a highway or part of a highway or on municipal property or private property in such a manner as to obstruct traffic or cause a nuisance. For the purpose of the Lake Temagami Access Road (formerly the “Mine Road”) Point Parking, a vehicle shall be deemed to obstruct traffic and cause a nuisance if the vehicle is parked outside the designated areas for parking as indicated by signs except in the case, where such person, owner or driver is in the process of launching a boat.
- 4.6 The Council may designate parking spaces within the Municipality that can be rented on an annual basis, for which the Municipality issues an annual permit and charges an annual fee for the use of the assigned parking space. Such municipal parking and annual fees are set out in Schedule “M”.

ANGLE PARKING

- 4.7 When angle parking is permitted with signs, no person shall:
- 4.7.1 when parking spaces are designed by painted lines on the roadway, park any vehicle other than within the designated spaces; or
 - 4.7.2 where parking spaces are not designated by lines painted on the roadway, park or stop any vehicle except at an angle of 45 degrees to the curb or boundary of the roadway.
- 4.8 The provisions of subsection 4.1, 4.2 and 4.3 do not apply on highways where angle parking is permitted.
- 4.9 A Police Officer or By-law Enforcement Officer, upon the discovery of a motor vehicle apparently abandoned on or near a highway or on lands owned by the Corporation of the Municipality of Temagami may take or cause such vehicle to be taken to and stored in a suitable place and all costs and charges for removal, care and storage thereof shall be a

lien upon such vehicle and be payable before the surrender of such vehicle, as provided in the Repair and Storage Liens Act R.S.O. 1990, c. R.25.

5. PARKING PROHIBITED WITH SIGNS

When authorized signs have been erected, no person shall park a vehicle or permit a vehicle to remain parked on any highway:

- 5.1 In front of, or within nine metres (9 m) (29.5 feet) on which there is a firehall on the side of the highway on which the firehall is located;
- 5.2 On the opposite side of a highway from that on which a firehall is located and within thirty metres (30 m) (98.4 feet) of the projected lot lines of the lot on which such firehall is located.
- 5.3 Within twenty metres (20 m) (65.6 feet) of an intersection;
- 5.4 Within thirty metres (30 m) (98.4 feet) of an intersection controlled by traffic signals;
- 5.5 In front of the main entrance to, or any emergency exit from any church, hotel, hospital, nursing home, theatre, auditorium or other building or enclosed space in which person may be expected to congregate in large numbers;
- 5.6 Within thirty metres (30 m) (98.4 feet) of the approach side of a cross walk that is not located at an intersection;
- 5.7 Within fifteen (15 m) (49.2 feet) of the departure side of a cross walk that is not located at an intersection.
- 5.8 So as to interfere with the formation of a funeral process; and
- 5.9 Park a vehicle, other than a commercial motor vehicle on pickup or delivery, in a loading zone.

6. PARKING PROHIBITED WITHOUT SIGNS

No person shall park a vehicle or permit a vehicle to remain parked on any highway:

- 6.1 Within nine metres (9m) (29.5 feet) of an intersection;
- 6.2 Within three metres (3 m) (9.8 feet) of a fire hydrant;
- 6.3 In front of or within one and one half metres (1.5 m) (4.9 feet) of a laneway or driveway;
- 6.4 So as to obstruct a vehicle in the use of any laneway or driveway;

- 6.5 In such a position that will prevent the convenient removal of any other vehicle previously parked;
- 6.6 For the purpose of displaying the vehicle for sale;
- 6.7 For the purpose of greasing, or repairing the vehicle except for such repairs as have been necessitated by an emergency;
- 6.8 On the roadway where the width of the roadway is six metres (6 m) (19.6 feet) or less;
- 6.9 On a driveway within one metre (1 m) (3.2 feet) of a sidewalk or footpath, or if there is no sidewalk or footpath within three metres (3 m) (9.8 feet) of the highway; and
- 6.10 On a boulevard.

7. STOPPING PROHIBITED – SPECIFIED PLACES NO SIGNS

No person shall stop or permit a vehicle to remain stopped on any highway:

- 7.1 On, or partly on, or over a sidewalk or footpath;
- 7.2 Within an intersection or crosswalk;
- 7.3 Within thirty metres (30 m) (98.4 feet) of the approach side of a crosswalk that is not located at an intersection;
- 7.4 Within fifteen metres (15 m) (49.2 feet) of a departure side of a crosswalk that is not located at an intersection;
- 7.5 Adjacent to, or across from an excavation or obstruction in the roadway, when the free flow of traffic would thereby be obstructed;
- 7.6 On the roadway side of any stopped or parked vehicle;
- 7.7 Upon any bridge or elevated structure except where parking is otherwise permitted in this by-law;
- 7.8 Within thirty metres (30 m) (98.4 feet) of either end of a bridge or elevated structure;
- 7.9 Within thirty metres (30 m) (98.4 feet) of the approach side of the nearest rail of any level crossing of a railway; and
- 7.10 Within fifteen metres (15 m) (49.2 feet) of the departure side of the nearest rail of any level crossing of a railway.

8. PARKING OR STOPPING PROHIBITED WITH SIGNS

When authorized signs have been erected, no person shall stop or park a vehicle or permit a vehicle to remain stopped or parked;

- 8.1 On either side of a highway adjacent to a school, park or playground between the hours of 7:30 a.m. and 7:00 p.m.; and
- 8.2 Within the turning basin of cul-de-sac;

9. PARKING METER ZONES

- 9.1 Parking meters shall be erected, maintained and operated in Designated Parking Meter Zones for the purpose of controlling and regulating the parking of a vehicles in such Zones and measuring and recording the duration of such parking.
- 9.2 The locations described in Schedule “K” hereto are hereby designated as Parking Meter Zones.
- 9.3 The locations described in Schedule “L” hereto are hereby designated as Municipal Parking Lots.
- 9.4 No person shall park a vehicle in a Parking Meter Zone,
 - 9.4.1 between the hours of 9 o’clock in the forenoon and 6 o’clock in the afternoon on Monday, Tuesday, Wednesday, Thursday, or Saturday; and
 - 9.4.2 between the hours of 9 o’clock in the forenoon and 9 o’clock in the afternoon on Friday, without first having paid for the legal parking time as described in Schedule “M”. this provision does not apply on Sundays, civic and statutory holidays.
- 9.5 No person shall deposit or cause to be deposited in any parking meter any slug device of other substitute for any coin of the Dominion of Canada or United States of America.
- 9.6 Nothing in this By-law shall prevent the driver of a vehicle from using the unexpired time remaining on a parking meter from its previous users without depositing a coin therein.
- 9.7 On the days and between the hours as specified in Section 9.4, it shall be unlawful to permit a vehicle to remain parked in a parking space, in any Designated Parking Meter Zone, while the parking meter for the said space indicated that such a vehicle is unlawfully parked, whether said indication is a result of failure to deposit a coin or the result of mechanical operation of the parking meter following the expiration of the authorized parking time such vehicle is parked. The fact that a vehicle is parked in a metered parking space showing that such parking is in accordance with the provisions of this By-law, shall be prima facie evidence that such vehicle is unlawfully parked.

10. PARKING REGULATIONS – HIGHWAY CLEARING, CLEANING, SNOW REMOVAL AND SNOW PLOWING

When authorized signs have been erected, no person shall park a vehicle or permit a vehicle to remain parked on a highway:

- 10.1 so as to interfere, in any manner, with the work of clearing and/or removing snow or ice therefrom, or
- 10.2 in such a manner so as to interfere with highway cleaning operations, or
- 10.3 between the hours of 12:00 midnight and 7:30 a.m. from the first day of November to the fifteenth day of April in any calendar year (for the purposes of snow removal).
- 10.4 In the event that a vehicle is found in contravention of this section, a Police Officer or a By-law Enforcement Officer may take or cause such vehicle to be taken to and stored in a suitable place and all costs and charges for removal, care and storage thereof shall be alien upon such vehicle and be payable before the surrender of such vehicle, as provided in the Repair and Storage Liens Act R.S.O. 1990, c. R.25.

11. PARKING PROHIBITED – SPECIFIED TIMES AND PLACES

When authorized signs have been erected, no person shall park a vehicle, or permit a vehicle to remain parked on any highway at the side and between the limits set out respectively in columns 3, and 4 of Schedule “I” of this By-law during the times or days set out in column 6 of Schedule “I”.

- 11.1 In the event that a vehicle is found in contravention of this section, a Police Officer of By-law Enforcement Officer may take or cause such vehicles such vehicle to be taken to and stored in a suitable place and all costs and charges for removal, care and storage thereof shall be a lien upon such vehicle and be payable before the surrender of such vehicle, as provided in the Repair and Storage Liens Act R.S.O. 1990 c. R.25.

12. PARKING OR STOPPING PROHIBITED – VENDING VEHICLES

No person shall:

- 12.1 who is selling, or offering for sale of goods or produce from stationary vehicle on a highway, park the vehicle or permit the vehicle to remain parked in such a manner as to obstruct traffic;
- 12.2 offer for sale or sell goods or produce from a vehicle on a highway, except from the side of such vehicle facing inner or outer boulevard;
- 12.3 who is selling or offering for sale goods or produce from a vehicle, for the purpose of carrying on his business, stop the vehicle on any part of the highway for a period of time in excess of ten (10) minutes at any one location.

13. PARKING PROHIBITED – PRIVATE PROPERTY AND PROPERTY OF THE MUNICIPALITY

13.1 For the purpose of this section, the following definitions shall apply:

13.1.1 “occupant” when used in relation to property means:

13.1.1.1 the lawful tenant or lessee of the property;

13.1.1.2 the registered tenant or lessee of a condominium unit, whose consent shall extend only to the control of the unit of which he is the tenant or lessee and any parking spaces allotted to him by the condominium corporation or reserved for his exclusive use in the declaration or description of the property;

13.1.1.3 the spouse of a person described in the sub-clause 13.1.1.1 or 13.1.1.2;

13.1.1.4 the board of directors of the condominium corporation;

13.1.1.5 a person authorized, in writing, by the property owner as defined in sub-clause 13.1.1.1, 13.1.1.2, 13.1.1.3 or 13.1.1.4 to act on the owner’s behalf for requesting the enforcement of a by-law passed under this paragraph.

13.1.2 “owner” when used in relation to property means:

13.1.2.1 the registered owner of the property;

13.1.2.2 the registered owner of the condominium unit, whose consent shall extend only to the control of the unit of which he is owner and any parking spaces allotted to him by the condominium corporation or reserved for his exclusive use in the declaration of description of the property;

13.1.2.3 the spouse of a person described in sub-clause 13.1.2.1 or 13.1.2.2;

13.1.3 “private property” means all property except the property described in Section 1.2.33 of this by-law;

13.1.4 “municipal property” means all property owned or occupied by the Corporation of the Municipality of Temagami except municipal roads controlled under the Highway Traffic Act R.S.O. 1990, c. H.8 or a municipal traffic control by-law;

13.2 Where an owner or occupant of property has posted signs:

13.2.1 stating conditions on which a vehicle may be parked or left on the property, or

13.2.2 prohibiting the parking or leaving of a vehicle on the property; the vehicle shall be deemed to be left without consent.

13.3 No person shall park or leave a vehicle on property owned or occupied by the Municipality without first having obtained written consent from the Municipality.

13.4 No person shall be charged under Section 13.1.1 of this By-law except where a signed request from the property owner or occupant has been received by the designated person enforcing this By-law.

- 13.5 No person shall park or leave a vehicle on private property with consent of the owner or occupant of the property.
- 13.6 Where a driver of a vehicle, not being the owner, has been charged under Section 13.3 of this By-law and is liable to a penalty, the owner of the vehicle is also liable to such penalty unless, at the time of the offence, the vehicle was being used without the owner's consent.
- 13.7 No person shall park a vehicle or permit a vehicle to remain parked on the property owned by the Municipality or where:
- 13.7.1 an area that is designated by sign as reserved, unless the area is reserved for such person, and
- 13.7.2 an area designated by sign as an area where parking is prohibited.
- 13.8 The provision of 13.3.2 shall not apply where authorized signs have been posted indicating parking is permitted.

14. PHYSICALLY DISABLED PARKING SPACES – PROHIBITED PARKING WITH SIGNS

- 14.1 For the purpose of this Section:
- 14.1.1 “authorized sign” means a sign thirty centimetres (30 cm) (11.8 inches) in width and forty-five centimetres (45 cm) (17.7 inches) in height displaying the symbols and colours shown in Schedule “Q” of this By-law, but one (1) or both of the arrows may be deleted.
- 14.2 When authorized signs have been erected, no person shall park or stop a vehicle or allow a vehicle to remain parked or stopped in a public parking area in a parking space reserved for physically disabled unless a valid physically disabled permit is openly displayed on the dashboard of the vehicle or licence plates issued for the physically disabled are properly attached to the front and rear of the vehicle.
- 14.3 Enforcement of this Section on the property other than property owned by the municipality will only be carried out upon written request by the owner.
- 14.4 Designated parking spaces shall be located as set out in Schedule “R” attached hereto and forming part of this by-law.

15. HEAVY MOTOR VEHICLE – PARKING PROHIBITED WITH SIGNS

- 15.1 For the purposes of this Section, the following definition shall apply:
- 15.1.1 “heavy motor vehicle” means a commercial vehicle, including tractor trailers, or other vehicles having a weight when unloaded of three tons (2.7 metric tonnes) or more, or when loaded 5 tons (4.5 metric tonnes), but does not include an ambulance, police, fire, or emergency utility vehicle.

- 15.2 Except as provided in Section 15.3 of this Section, when authorized signs to that effect are displayed, no person shall park or stop a heavy motor vehicle or permit a heavy motor vehicle to remain parked or stopped on any highway or parts of highways within the limits of the Corporation of the Municipality of Temagami.
- 15.3 Section 15.2 shall not apply to any vehicle actually engaged in making a delivery to, or collection from, premises which cannot be reached except by way of a highway or a portion of a highway referred to in the said section, or to prohibit the collection, the said highway or portion of a highway is traveled only in so far as is unavoidable in getting to and from such premises.

16. DEFACING SIGNS – TRAFFIC SIGNALS

No person shall move, remove, deface or in any manner interfere with any sign, traffic control signal, marking, or other traffic control device placed, erected or maintained under this By-law.

17. FRESHLY PAINTED SIGNS ON ROADWAY

No person shall drive any vehicle over any marking of the roadway where markers are in place to indicate that the marking material has been freshly applied.

18. PARKING AND STOPPING PROHIBITED – FIRE ROUTE WITH SIGNS

- 18.1 When authorized signs have been erected, no person shall park or stop a vehicle or permit a vehicle from being stopped or parked in a designated fire route
- 18.2 Fire route locations shall be as set out in Schedule “S” attached hereto and forming part of this By-law.
- 18.3 Where a fire route has been designated as such by this By-law, the owner of the land shall erect along such fire routes one (1) or more authorized signs in such manner and such a number as required by the Municipality of Temagami as to reasonably inform the users of such fire route that the lands concerned have been designated a fire route and parking is prohibited thereon.

19. THROUGH HIGHWAYS, STOP SIGNS AND YIELD SIGNS

19.1 THROUGH HIGHWAYS

- 19.1.1 The highways set out in Schedule “A” attached hereto and forming part of this By-law, between the limits set out of the said Schedule are, except as provided in subsection 19.1.2 of this By-law, hereby designated as through highways.

19.1.2 The designation in subsection 19.1.1 of this By-law of a highway or part of a highway shall not include any intersection thereon where the road intersected is a King's Highway or where traffic control signals are installed.

19.2 STOP SIGNS

19.2.1 The intersection set in Schedule "B" attached hereto and forming part of this By-law are designated as intersections where stop signs shall be erected at the locations shown in the said Schedule "B".

19.2.2 Each designation made by subsection 19.2.1 shall not become effective until stop signs have been erected in accordance with the regulations of the Highway Traffic Act R.S.O. 1990, c. H.8.

20. TURNING MOVEMENTS

Where official signs in accordance with the regulations of the Highway Traffic Act R.S.O. 1990, c. H.8 are erected and are on display, no vehicle in any intersections of portion of highways set out in Schedule "E" attached hereto and forming part of this by-law, proceeding in the direction or emerging from a property set out in the said Schedule, shall be turned in the direction set out in the said Schedule, during the times or days set out in Column 4 of the said Schedule "E".

21. DESIGNATED ONE-WAY HIGHWAYS

21.1 The highways set out in Schedule "G" attached hereto and forming part of this By-law, between the limits set out in the said Schedule, are hereby designated for one-way traffic only in the direction set out in the said Schedule "G".

21.2 Each designation made by subsection 21.1 shall be effective upon erection of official signs.

22. RATE OF SPEED & PENALTIES

In accordance with Section 128 of the Highway Traffic Act, R.S.O. 1990, Chapter H.8 as amended, the highways or portions of a highway under the Municipality's jurisdiction as set out under Schedule "H", shall have the maximum rate of speed as prescribed by this By-law under Schedule "H". No person shall drive a motor vehicle at a rate of speed greater than the maximum rate of speed prescribed under Schedule "H" for the specified highways. Every person who contravenes this Section of the By-law is guilty of an offence and on conviction is liable to a fine, as per the penalties set forth in section 128 (14) of the Highway Traffic Act, R.S.O. 1990, Chapter H.8.

23. PENALTIES

Every person who contravenes any provision of this By-law is guilty of an offence and on conviction is liable to a fine as provided in the Provincial Offences Act.

The Set Fines for offences or contraventions other than speeding are found in the attached Schedules “T” and “U” under Column 4.

24. VOLUNTARY PAYMENT

Notwithstanding the provisions of Section 23 of this By-law, any person may, upon presentation of Parking Infraction Notice, pay early payment in the manner shown in option 1 or 2 on the reverse side of the certificate of parking infraction, if such notice:

- 24.1 is issued by an officer, constable, or by-law enforcement officer;
- 24.2 indicates the commission of an offence as set out in Sections 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14 and 18 of this By-law, and
- 24.3 indicates the voluntary payment payable within 7 days, as set out in Column 3 of the attached Schedule “T”.

25. AUTHORITY TO TOW

Notwithstanding any other penalty imposed by this By-law, the officer, constable, or by-law enforcement officer so appointed by the Municipality of Temagami may have the vehicle towed away and impounded at the owner’s expense.

26. CHARGES – RE – TOWING

All towing and impounding charges incurred under Section 25 shall become a lien against the vehicle and are collectible under the Repair and Storage Liens Act R.S.O. 1990, c. R.25.

27. LIABILITY

The Corporation of the Municipality of Temagami will not be liable for any damage done by highway maintenance equipment to vehicles parked on Municipal highways or for any damage caused to a vehicle due to Towing away and impounding of same.

28. CONFLICT WITH OTHER BY-LAWS

Any by-laws or parts of any by-laws passed by the Corporation of the Municipality of Temagami which are in conflict with the provisions of this By-law are hereby repealed.

29. ENACTMENT

This By-law shall take effect on the final passing thereof.

READ A FIRST TIME this 8th day of January 2009.

READ A SECOND TIME this 22nd day of January 2009.

READ A THIRD TIME AND FINALLY PASSED this 26th day of February 2009.

Mayor

CAO/Clerk

**BY-LAW NO. 09-826
SCHEDULE "A"**

THROUGH HIGHWAYS

HIGHWAY FROM TO

There are no through signs.

BY-LAW NO. 09-826**SCHEDULE “B”****STOP SIGNS AT INTERSECTIONS**

	STREET	DIRECTION OF TRAVEL	INTERSECTION	NUMBER OF SIGNS
1.	Ojibway Lane	W	Highway #11	1
2.	Mountainview Avenue	W	Highway #11	2
3.	Village Lane	W	Highway #11	1
4.	Springgarden Avenue	W	Highway #11	1
5.	Wildflower Avenue	W	Highway #11	1
6.	O’Connor Drive	E	Highway #11	1
7.	Sunset Crescent	E	Highway #11	2
8.	Harmony Avenue	E	Highway #11	1
9.	Parkwood Lane	E	Highway #11	1
10.	Railway Road	W	Highway #11	1
11.	Memory Lane	E	Highway #11	1
12.	Lakeshore Drive	E	Highway #11	1
13.	Lakeshore Drive	W	Wildflower Avenue	1
14.	Stevens Road	S	O’Connor Drive	1
15.	Jack Guppy Way	N	O’Connor Drive	1
16.	Old Dump Road	W	Highway #11	1
17.	Milne Sherman Road	E	Highway #11	1
18.	Spruce Drive	E	Birch Crescent	1
19.	Spruce Drive	W	Highway #11	1
20.	Goward Avenue	N	Spruce Drive	1
21.	Hillcrest Drive	W	Goward Avenue	1
22.	Birch Crescent	S	Spruce Drive	2
23.	Hazel Circle	E	Spruce Drive	1
24.	Cedar Avenue	N	Spruce Drive	1
25.	Poplar Drive	E	Cedar Avenue	1
26.	Lake Temagami Access Road	E	Highway #11	1
27.	Wilson Lake Road	E	Highway #11	1
28.	Lowell Lake Road	W	Highway #11	1
29.	Tonomo Road	E	Highway #11	1
30.	Stevens Road	E	Causeway	1
31.	Fox Run	W	Causeway	1

BY-LAW NO. 09-826

SCHEDULE “C”

YIELD RIGHT-OF-WAY AT INTERSECTIONS

	STREET	DIRECTION OF TRAVEL	INTERSECTION	NUMBER OF SIGNS
1.	Stevens Road	S	Stevens Road and Fox Run	1
2.	Mountainview Avenue	E	Mountainview Avenue and Railway Road	1
3.				
4.				
5.				

BY-LAW NO. 09-826

SCHEDULE “D”

SIGNAL LIGHT TRAFFIC CONTROL DEVICE

	STREET	DIRECTION OF TRAVEL	INTERSECTION	NUMBER OF SIGNS
1.	NIL	NIL	NIL	NIL
2.				
3.				
4.				
5.				

BY-LAW NO. 09-826

SCHEDULE “E”

TURNING RESTRICTION ON SPECIFIED STREETS

	STREET	DIRECTION OF TRAVEL	DIRECTION	TIMES AND/OR DAY
1.	NIL	NIL	NIL	NIL
2.				
3.				
4.				

BY-LAW NO. 09-826

SCHEDULE “F”

“U” TURNS PROHIBITED

INTERSECTION

NIL

BY-LAW NO. 09-826

SCHEDULE “G”

ONE-WAY STREETS

	STREET	FROM	TO	DIRECTION
1.	NIL	NIL	NIL	NIL
2.				
3.				
4.				

BY-LAW NO. 09-826

SCHEDULE “H”

**HIGHER OR LOWER RATES OF SPEED THAN THAT PRESCRIBED IN THE
HIGHWAY TRAFFIC ACT**

	STREET	FROM	TO	MAXIMUM RATE OF SPEED IN KM / HOUR
1.	Ojibway Lane	Ojibway Lane	Highway #11	30 km
2.	Sunset Crescent	Highway #11	Highway #11	30 km
3.	Harmony Avenue	Harmony Avenue	Highway #11	30 km
4.	O’Connor Drive	O’Connor Drive	Highway #11	30 km
5.	Mountainview Avenue	Mountainview Avenue	Highway #11	30 km
6.	Village Lane	Village Lane	Highway #11	30 km
7.	Springgarden Avenue	Springgarden Avenue	Highway #11	30 km
8.	Parkwood Lane	Parkwood Lane	Highway #11	30 km
9.	Railway Road	Railway Road	Highway #11	30 km
10.	Memory Lane	Memory Lane	Highway #11	30 km
11.	Lakeshore Drive	Lakeshore Drive	Highway #11	30 km
12.	Wildflower Avenue	Lakeshore Drive	Highway #11	30 km
13.	Stevens Road	Stevens Road	O’Connor Drive	40 km
14.	Fox Run	Fox Run	Stevens Road	40 km
15.	Jack Guppy Way	Jack Guppy Way	O’Connor Drive	40 km
16.	Old Dump Road	Old Dump Road	Highway #11	50 km
17.	Milne-Sherman Road	Milne-Sherman Road	Highway #11	70 km
18.	Spruce Drive	Spruce Drive	Highway #11	30 km
19.	Goward Avenue	Goward Avenue	Spruce Drive	30 km
20.	Hillcrest Drive	Hillcrest Drive	Goward Avenue	30 km
21.	Alder Lane	Alder Lane	Goward Avenue	30 km
22.	Birch Crescent	Spruce Drive	Spruce Drive	30 km
22.	Hazel Circle	Hazel Circle	Spruce Drive	30 km
23.	Cedar Avenue	Cedar Avenue	Spruce Drive	30 km
24.	Poplar Crescent	Poplar Crescent	Cedar Avenue	30 km
25.	Lake Temagami Access Rd	Lake Temagami Access Rd	Highway #11	50 km
26.	Wilson Lake Road	Wilson Lake Road	Highway #11	40 km
27.	Lowell Lake Road	Lowell Lake Road	Highway #11	50 km
28.	Tonomo Road	Tonomo Road	Highway #11	40 km
29.	Marten River Dump Road	Marten River Dump Rd	Highway #11	30 km
30.	Bayview Lane	Wildflower	Highway #11	30 km
31.	School Road	School Road	Ojibway Lane	30 km
32.	Woodcrest Street	Woodcrest Street	Lakeshore Dr.	30 km
33.	Shoreline Road	Shoreline Road	Woodcrest St.	30 km
34.	Ridgeway Lane	Ridgeway Lane	Woodcrest St.	30 km
35.	Temagami Marine Road	Temagami Marine Road	Highway #11	50 km

BY-LAW NO. 09-826**SCHEDULE “I”****PARKING RESTRICTIONS ON SPECIFIED STREETS**

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
No.	LOCATION	FROM	TO	SIDE	TIME
1.	Ojibway Lane	Highway #11	Dead End	N & S	Any Time
2.	Village Lane	Highway #11	Dead End	N & S	Any Time
3.	Sunset Crescent	Highway #11	Lot 128, Plan M-66, Pcl 14938	N & S	Any Time
4.	Parkwood Lane	Highway #11	Dead End	N & S	Any Time
5.	Wildflower Avenue	Lot 253, Plan M-66, Pcl 21158	Lot 252, Plan M-66	N & S	Any Time
6.	Bayview Lane	Wildflower Avenue	Lakeshore Drive	E & W	Any Time
7.	Memory Lane	Highway #11	Lots 364 & 365, Plan M-66 (Don Miller's)	West	Any Time
8.	Lakeshore Drive	Lot 419, Plan M-66 (West End of Ronnoco House)	NR 1178, Part 3 (OPP Laneway)	N & S	Any Time
9.	Lakeshore Drive	Third Street (West End of Pumphouse)	Lot 356, Plan M-66 (Old Town Office)	N & S	Any Time
10.	O'Connor Drive	Highway #11	Stevens Road	East	Any Time
11.	Lakeshore Drive	West end Pt. Lots 418 & 419 Plan M-66 (6 Lakeshore Drive)	East end Pt. Lots 418 & 419 Plan M-66 (6 Lakeshore Drive)	N	Any Time
12.	Lake Temagami Access Road	Tetapaga Creek Bridge	West for four hundred (400) feet	N & S	Any Time

BY-LAW NO. 09-826

SCHEDULE “J”

ANGLE PARKING PERMITTED ON SPECIFIED STREETS

	STREET	FROM	TO	SIDE
1.	NIL	NIL	NIL	NIL
2.				
3.				
4.				
5.				

BY-LAW NO. 09-826

SCHEDULE “K”

PARKING METER ZONES

There are no Parking Meter Zones.

BY-LAW NO. 09-826

SCHEDULE “L”

DESIGNATED MUNICIPAL PARKING LOTS

The following locations in the Municipality of Temagami are designated as overnight Municipal Parking Lots as signed:

1. Townsite Railroad Bridge Parking Area
2. O’Connor Drive Public Parking Lot.
3. Steven’s Road Public Parking Lot (across from the ambulance station)
4. Cassels Lake Boat Launch area Public Parking Lot.
5. Public Parking Lot at the west end of Memory Lane.
6. Temagami Marine Road Boat Launch.
7. Temagami North Arena Parking Lot.
8. Lake Temagami Access Road Mine and Manitou Landings (LUP #LTE 397)

The following locations in the Municipality of Temagami are designated as day use only Municipal Parking Lots as signed:

1. Temagami Waterfront Parking Lots.
2. Wildflower Avenue and Lakeshore Drive intersection Parking Lots.
3. Stevens Road Parking Lot by the Ball Diamond.

The following location in the Municipality of Temagami is designated as a Municipal Parking Lot, as signed, with transport truck overnight parking permitted from 10:00 p.m. to 6:00 a.m. ONLY and a daytime transport truck parking limit of ONE HOUR only.

1. Temagami Train Station Parking Lot.

BY-LAW NO. 09-826

SCHEDULE “M”

DESIGNATED PARKING SPACES RENTED ON AN ANNUAL BASIS AND METERED ZONE FEES

There are designated and signed parking spaces at the Lake Temagami Mine Landing (LUP #LTE 397) that the Municipality charges an annual fee as per the current fee by-law.

There are no metered zones, metered zones fees and time periods in effect for metered zones.

BY-LAW NO. 09-826

SCHEDULE “N”

PERMITS

1. Permits may be issued to authorized vehicles for those vehicles charged an annual fee at the Lake Temagami Mine Landing (LUP # LTE 397).
2. The authorized vehicle shall display in the window of the vehicle a sign issued by the Municipality of Temagami.

BY-LAW NO. 09-826

SCHEDULE “O”

LOADING ZONES

The area in the Temagami Train Station parking lot between O’Connor Drive and the south side of the Temagami Train Station is designated as a “School Bus Loading Zone”. No parking is permitted in this area during the hours of 7:00 a.m. to 9:00 a.m. and between the hours of 3:00 p.m. to 5:00 p.m. Monday to Friday, September to June.

BY-LAW NO. 09-826

SCHEDULE “P”

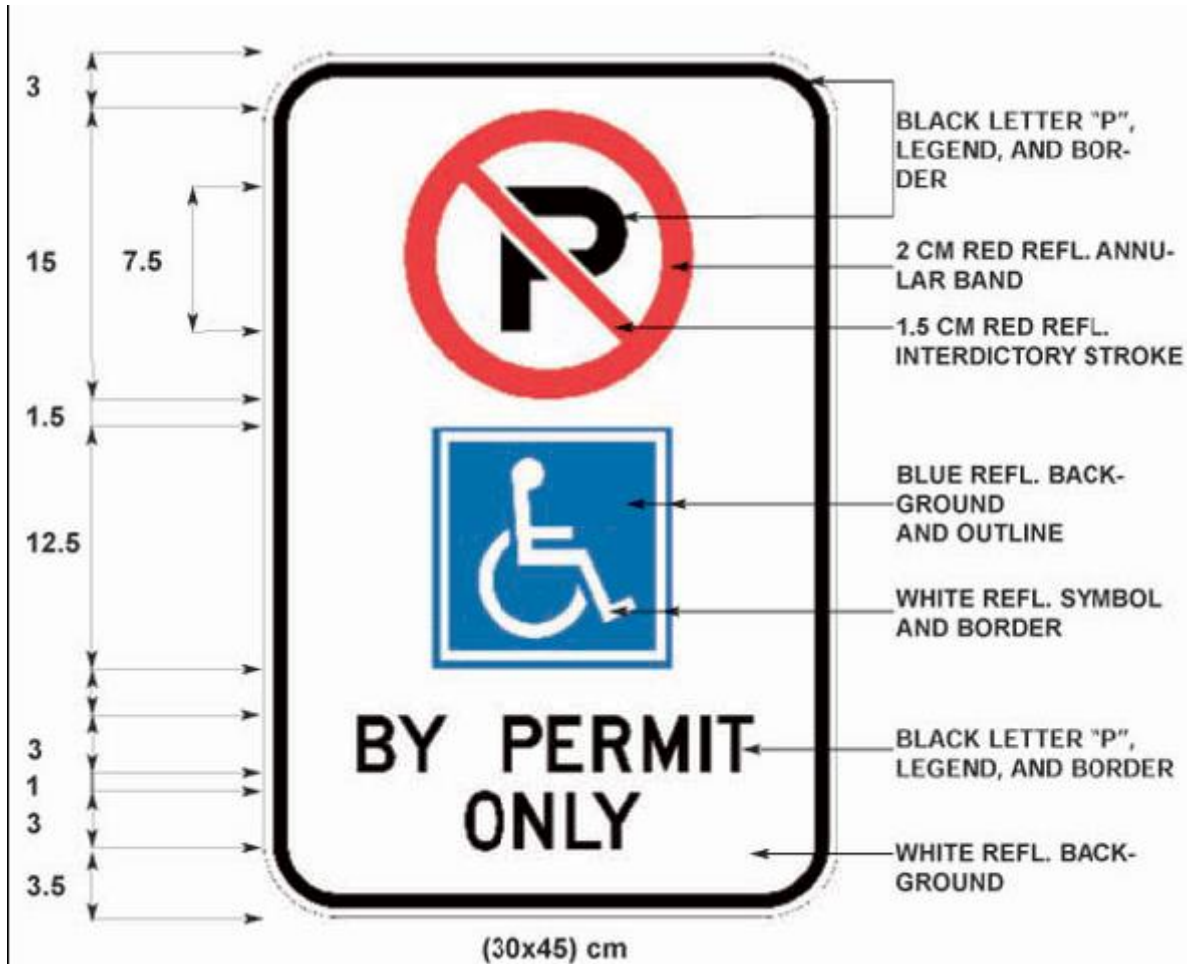
PEDESTRIAN CROSSEVERS

There are no designated Pedestrian Crossovers.

BY-LAW NO. 09-826

SCHEDULE "Q"

PARKING PROHIBITED



BY-LAW NO. 09-826

SCHEDULE “R”

DESIGNATED PARKING SPACES FOR THE PHYSICALLY DISABLED

1. All designated disabled persons parking areas shall be identified by the official sign required by the Highway Traffic Act, Regulations. The signs shall be permanently mounted with the base of the sign a minimum of 1.7 metres above ground level, and at a maximum height of 2.5 metres. Signs shall be placed on both sides of the parking area to denote the area within which parking, other than the designated parking, is prohibited.
2. Disabled persons parking areas within a parking lot or other parking facilities are located at the following locations:
 - a) Lake Temagami Mine Landing (LUP #LTE 397).
 - b) Lake Temagami Manitou Landing (LUP #LTE 397).
 - c) Municipal Office Parking Lot at 7 Lakeshore Drive.
 - d) Temagami Boat Launch at 15 Lakeshore Drive.
 - d) Temagami North Arena – 100A Spruce Drive
 - e) Temagami Family Health Team and Medical Centre Building – O’Connor Drive
 - f) # 3 Wildflower Avenue

BY-LAW NO. 09-826

SCHEDULE “S”

DESIGNATED FIRE ROUTES

There are no designated fire routes.

BY-LAW NO. 09-826

SCHEDULE "T"
URBAN NEIGHBORHOODS
PARKING BY-LAW SET FINES FOR USE UNDER PART II PROVINCIAL
OFFENCES ACT

ITEM	COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4
	DESCRIPTION OF OFFENCE	PROVISION CREATING OR DEFINING OFFENCE	VOLUNTARY PAYMENT WITHIN 7 DAYS	SET FINE
1.	Parked facing wrong way	4.1.1	30.00	42.00
2.	Stop facing wrong way	4.1.1	30.00	42.00
3.	Parked too far from curb	4.1.1	30.00	42.00
4.	Stop too far from curb	4.1.1	30.00	42.00
5.	Parked too far from right limit of highway	4.1.2	30.00	42.00
6.	Stopped too far from right limit of highway	4.1.2	30.00	42.00
7.	Taxi-cab illegally stopped, standing or parked	4.2	30.00	42.00
8.	Parked facing wrong way on one-way-traffic	4.3.1	30.00	42.00
9.	Stopped facing wrong way on one-way-traffic	4.3.1	30.00	42.00
10.	Parked too far from left limit of highway	4.3.2	30.00	42.00
11.	Stopped too far from right limit of highway	4.3.2	30.00	42.00
12.	Parked other than designated space	4.4	30.00	42.00
13.	Stopped other than designated space	4.4	30.00	42.00
14.	Parked other than in (angle) designated space (parking)	4.7.1	30.00	42.00
15.	Stopped other than in (angle) designated space (parking)	4.7.1	30.00	42.00
16.	Parked not at 45 degree angle	4.7.2	30.00	42.00
17.	Stopped not at 45 degree angle	4.7.2	30.00	42.00
18.	Park within (9 m) of firehall same side	5.1	30.00	42.00
19.	Park within (30 m) of firehall opposite side	5.2	30.00	42.00
20.	Park within (20 m) of intersection	5.3	30.00	42.00

ITEM	COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4
	DESCRIPTION OF OFFENCE	PROVISION CREATING OR DEFINING OFFENCE	VOLUNTARY PAYMENT WITHIN 7 DAYS	SET FINE
21.	Park within (30 m) of intersection controlled traffic signal	5.4	30.00	42.00
22.	Park in front of main entrance to or exit from (hotel, hospital, nursing home, theatre, auditorium or public building)	5.5	30.00	42.00
23.	Park within (30 m) approach side of crosswalk not located at intersection	5.6	30.00	42.00
24.	Park within (30 m) departure side of crosswalk not located at intersection	5.7	30.00	42.00
25.	Park – interfere with forming of funeral procession	5.8	30.00	42.00
26.	Park within (9 m) of intersection	6.1	30.00	42.00
27.	Park within (3 m) of fire hydrant	6.2	30.00	42.00
28.	Park in front of (laneway or driveway)	6.3	30.00	42.00
29.	Park within (1.5 m) of (laneway or driveway)	6.3	30.00	42.00
30.	Park – obstruct (laneway or driveway)	6.4	30.00	42.00
31.	Park – obstruct parked vehicle leaving	6.5	30.00	42.00
32.	Park – to display vehicle for sale	6.6	30.00	42.00
33.	Park – greasing vehicle	6.7	30.00	42.00
34.	Park – repairing vehicle	6.7	30.00	42.00
35.	Park – on roadway (6 m) or less in width	6.8	30.00	42.00
36.	Park on driveway within (1 m) of sidewalk	6.9	30.00	42.00
37.	Park on driveway within (1 m) of footpath	6.9	30.00	42.00
38.	Park on driveway within (3 m) of roadway	6.9	30.00	42.00
39.	Park – impede or obstruct flow of traffic	6.10	30.00	42.00
40.	Park – on any boulevard	6.11	30.00	42.00
41.	Stop on, partly on, or over sidewalk	7.1	30.00	42.00
42.	Stop within an intersection	7.2	30.00	42.00

ITEM	COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4
	DESCRIPTION OF OFFENCE	PROVISION CREATING OR DEFINING OFFENCE	VOLUNTARY PAYMENT WITHIN 7 DAYS	SET FINE
43.	Stop within a crosswalk	7.2	30.00	42.00
44.	Stop within (30 m) of approach side of crosswalk (not located at intersection)	7.3	30.00	42.00
45.	Stop within (15 m) of departure side of crosswalk (not located at an intersection)	7.4	30.00	42.00
46.	Stop adjacent to excavation	7.5	30.00	42.00
47.	Stop adjacent to obstruction	7.5	30.00	42.00
48.	Stop – double stopping	7.6	30.00	42.00
49.	Stop beside parked vehicle	7.6	30.00	42.00
50.	Stop on bridge	7.7	30.00	42.00
51.	Stop on elevated structure	7.7	30.00	42.00
52.	Stop within (30 m) of bridge	7.8	30.00	42.00
53.	Stop within (30 m) of elevated structure	7.8	30.00	42.00
54.	Stop within (30 m) approach side of railway	7.9	30.00	42.00
55.	Stop within (15 m) departure side of railway	7.10	30.00	42.00
56.	Stop adjacent to school when prohibited	8.1	30.00	42.00
57.	Stop adjacent to park when prohibited	8.1	30.00	42.00
58.	Stop adjacent to playground when prohibited	8.1	30.00	42.00
59.	Park adjacent to school when prohibited	8.1	30.00	42.00
60.	Park adjacent to park when prohibited	8.1	30.00	42.00
61.	Park adjacent to playground when prohibited	8.1	30.00	42.00
62.	Park within turning basin of cul-de-sac	8.2	30.00	42.00
63.	Stop within turning basin of cul-de-sac	8.2	30.00	42.00
64.	Park – interfere with clearing and removing snow	10.1	30.00	42.00
65.	Park – interfere with highway cleaning	10.2	30.00	42.00

ITEM	COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4
	DESCRIPTION OF OFFENCE	PROVISION CREATING OR DEFINING OFFENCE	VOLUNTARY PAYMENT WITHIN 7 DAYS	SET FINE
66.	Park – interfere with snow removal when prohibited	10.3	30.00	42.00
67.	Park – where prohibited by sign	11	30.00	42.00
68.	Park – obstructing traffic selling from vehicle	12.1	30.00	42.00
69.	Stopped – obstructing traffic by selling from vehicle	12.1	30.00	42.00
70.	Park in excess of 10 minutes (selling or offering for sale of goods)	12.3	30.00	42.00
71.	Stop in excess of 10 minutes (selling or offering for sale of goods)	12.3	30.00	42.00
72.	Parking on private property without consent	13.5	30.00	42.00
73.	Parking – municipal property without consent	13.7	30.00	42.00
74.	Park on municipal property where prohibited	13.7	30.00	42.00
75.	Park on municipal property in reserved area	13.7	30.00	42.00
76.	Park in space reserved for physically disabled – no permit	14.2	300.00	350.00
77.	Stop in space reserved for physically disabled – no permit	14.2	300.00	350.00
78.	Park heavy motor vehicle where prohibited	15.2	30.00	42.00
79.	Stop heavy motor vehicle where prohibited	15.2	30.00	42.00

BY-LAW NO. 09-826

SCHEDULE “U”

**RURAL NEIGHBORHOODS
PARKING BY-LAW SET FINES FOR USE UNDER PART II PROVINCIAL
OFFENCES ACT**

ITEM	COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4
	DESCRIPTION OF OFFENCE	PROVISION CREATING OR DEFINING OFFENCE	VOLUNTARY PAYMENT WITHIN 7 DAYS	SET FINE
1	Parked other than designated space	4.4	70.00	82.00
2	Stopped other than designated space	4.4	70.00	82.00
3	Park – obstruct (laneway or driveway)	6.4	70.00	82.00
4	Park – obstruct parked vehicle leaving	6.5	70.00	82.00
5	Park – to display vehicle for sale	6.6	70.00	82.00
6	Park – greasing vehicle	6.7	70.00	82.00
7	Park – repairing vehicle	6.7	70.00	82.00
8	Park – impede or obstruct flow of traffic	6.10	70.00	82.00
9	Stop within an intersection	7.2	70.00	82.00
10.	Park on bridge	7.7	70.00	82.00
11.	Park adjacent to school when prohibited	8.1	70.00	82.00
12.	Park – interfere with clearing and removing snow	10.1	70.00	82.00
13.	Park – interfere with highway cleaning	10.2	70.00	82.00
14.	Park – interfere with snow removal when prohibited	10.3	70.00	82.00
15.	Park – where prohibited by sign	11	70.00	82.00
16.	Park – obstructing traffic selling from vehicle	12.1	70.00	82.00
17.	Parking on private property without consent	13.5	70.00	82.00
18.	Parking – municipal property without consent	13.7	70.00	82.00

ITEM	COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4
	DESCRIPTION OF OFFENCE	PROVISION CREATING OR DEFINING OFFENCE	VOLUNTARY PAYMENT WITHIN 7 DAYS	SET FINE
19.	Park on municipal property where prohibited	13.7	70.00	82.00
20.	Park on municipal property in reserved area	13.7	70.00	82.00
21.	Park in space reserved for physically disabled – no permit	14.2	300.00	350.00
22.	Stop in space reserved for physically disabled – no permit	14.2	300.00	350.00
23.	Park heavy motor vehicle where prohibited	15.2	70.00	82.00
24.	Stop heavy motor vehicle where prohibited	15.2	70.00	82.00

Municipality of Temagami

Lake Temagami Access Point Paid Parking Rules

This set of rules is to ensure that individuals leasing stalls are able to enjoy the use of the stall but also allowing the Municipality to carry out routine maintenance of the access point. Vehicles parked illegally in the paid parking areas will only be ticketed or towed if a complaint is received from the registered lessee of the stall in question, the complainant will be required to show identification when a complaint is made.

- 1 - Maintenance of the site is the responsibility of the Municipality of Temagami; any one found removing trees and or enlarging a stall will be in contravention of these rules and will forfeit their parking stall.
- 2 - Municipal parking stalls will only be available to Property owners and permanent residents of Lake Temagami and Bear Island.
- 3 - Municipal parking stalls are only for the use of the registered user including their guests and family, and other registered users to whom they have specifically given permission to use the stall.
- 4 - The Municipality of Temagami will reallocate parking stalls that become available.
- 5 - Parking stalls may be transferable with a change in ownership of the lessee's property if there are no names on the waiting list. Parking stalls leased in the name of an operating lodge will be transferred to the new owner if the lodge sells.
- 6 - Payment of parking stall fees is required within 60 days of the invoice date, after this date a \$25 penalty will be added to the invoice, if invoices are not paid within 90 days the parking stall will be considered forfeited.
- 7 - Parking stalls are for the parking of motor vehicles, motorized snow vehicles or ATVs.
- 8 - A maximum of one motor vehicle is permitted to be parked in a parking stall at any one time.
 "motor vehicle" includes an automobile, and any other vehicle propelled or driven otherwise than by muscular power, but does not include a motorized snow vehicle or ATV.
- 9 - The parking of trailers in a stall is not permitted
- 10 - No vehicle shall be parked as to obstruct another parking stall or the flow of traffic on the main road.

11 - For snow removal purposes, except for motorized snow vehicles or ATV's the storage of other material in a parking stall is not permitted Between Oct 31 and April 30 of the following year

12 - Sub-leasing or renting of parking stalls is not permitted.

13 - Every person leasing a parking stall from the Municipality must sign a copy of the rules and return the signed copy to the Municipality.

Any contravention of these rules may result in the forfeiture of the parking stall.

I have read and understand the above rules: Dated this _____ day of _____ 2019

Name _____ Signature _____



Corporation of the Municipality of Temagami

Memorandum to Council

Memo No.
Memo-M-150

☒ **Staff**

☒ **Committee**

Subject: Amendments to the Traffic By-law 09-826

Agenda Date: 09-5-2019

Attachments: Traffic By-law 09-826

RECOMMENDATION

BE IT RESOLVED THAT Council receive Memo 2019-M-150;

BE IT RESOLVED THAT the recommendations of staff are that the Municipality of Temagami adopt a pay and display parking system and that staff be directed to prepare an amendments to the Traffic By-law 09-826, as amended.

INFORMATION

After reviewing the Traffic By-law 09-826, as amended, it was determined that the current by-law has some deficiencies. It requires updating to ensure staff have the appropriate tools to provide the public with enough information and options regarding parking throughout the municipality. The by-law not only sets out the parking regulations but provides the municipality with a tool to offset the economic cost of providing and maintaining short and long term parking throughout the municipality. Setting user fees for parking in the by-law offsets the maintenance cost and reduces the burden on the tax payer.

Staff propose that a pay and display parking system should be implemented at all municipal lots within the municipal boundaries. The cost of implementing a pay and display parking system would be offset by the user fees and would go toward ongoing lot maintenance and staffing. The machines would be the type where a user would input their licence plate and pay a fee which would result in a parking receipt being printed and displayed on the dash of the vehicle. Because the majority of the lots are rural it is recommended that the municipality move toward solar powered machines operated with debit/credit cards and without a coin option to reduce the temptation for break-ins. Staff further recommend that the machines be set up on the access roads entering the lot in an area which has the best possible internet connectivity to reduce the risk of the machines not operating and that each machine be installed with a surveillance camera system and signage as a deterrent to vandalism. Staff suggest that the parking fees be as follows:

Temporary parking, \$1 per hour to a maximum daily limit of \$6;

Short term parking, Weekly- \$40
 Monthly- \$95

The following lots would be locations for the pay and display parking:

Mine and Manitou Landing
The Arena/boat launch parking
Stevens Rd Lot
Medical Centre Lot
Cassel's Lake Launch
Rabbit Lake Launch
Fire Tower and Lookout Platform
Wildflower Dr lot

Parking at the North Temagami playground/beach, the train station and at the Municipal Welcome Centre/waterfront will remain free short term parking but will include a three hour limit. The reason for

including a three hour limit is to ensure that the parking remain available for the visitors and short term users of the public amenities, the local businesses and municipal services to promote and invite people to visit our municipality and enjoy what our municipality has to offer.

Staff further suggest that the long term parking rates for the Mine Landing lot, Manitou lot and the Arena lot be consistent and that the rates which have not been reviewed since 2016 be increased to cover rising maintenance and development cost. The yearly fees for seasonal and permanent residents should increase to \$200 for hydro serviced parking and \$150 for non-hydro parking. The transport parking is hydro serviced parking and should be consistent with the Lake Temagami access parking areas. Staff also recommend incorporating a parking tag/hangar to identify and prove permission to park for the long term parking.

Staff are of the opinion that these amendments to the by-law and the addition of pay and display parking will provide a process which is easier to track, is enforceable and the user fees will offset any cost burden to the tax payers. Furthermore the revenue generated from the parking fees can be used to maintain the parking infrastructure.

Respectfully Submitted:
Daryl Bell,
Municipal Law Enforcement Officer

MUNICIPALITY OF TEMAGAMI

**BY-LAW #09-826
AS AMENDED BY BY-LAW 11-993**

TABLE OF CONTENTS

SECTION	ITEM	PAGE
	Authority	3
1	Definitions	6
2	General Regulations	12
3	Powers to Enforce By-law	13
4	General Stopping or Parking Regulations	14
5	Parking Prohibited with Signs	16
6	Parking Prohibited without Signs	16
7	Stopping Prohibited – Specified Places No Signs	17
8	Parking or Stopping Prohibited with Sign	17
9	Parking Meter Zones	18
10	Parking Regulations – Highway Clearing, Snow Removal and Snow	18
11	Plowing	
11	Parking Prohibited – Specified Times and Places	19
12	Parking or Stopping Prohibited – Vending Vehicles	19
13	Parking Prohibited – Private Property and Property of the Municipality	20
14	Physically Disabled Parking Spaces – Prohibited parking With Signs	21
15	Heavy Motor Vehicle – Parking Prohibited with Signs	21
16	Defacing Signs – Traffic Signals	22
17	Freshly Painted Signs on Roadway	22
18	Parking and Stopping Prohibited – Fire Route with Signs	22
19	Through Highways, Stop Sign and Yield Signs	22
20	Turning Movements	23
21	Designated One-Way Highways	23
22	Rate of Speed & Penalties	23
23	Penalties	24

24	Voluntary Payment	24
25	Authority to Tow	24
26	Charges – re – Towing	24
27	Liability	24
28	Conflict with Other By-laws	25
29	Enactment	25
	Schedule “A” – Through Highways	
	Schedule “B” – Stop Signs at Intersections	
	Schedule “C” – Yield Right of Way at Intersections	
	Schedule “D” – Signal Light Traffic Control Devices	
	Schedule “E” – Turning Restriction on Specified Streets	
	Schedule “F” – “U” Turns Prohibited	
	Schedule “G” – One-Way Streets	
	Schedule “H” – Higher or Lower Rates of Speed Than That Prescribed by the Highway Traffic Act	
	Schedule “I” – Parking Restrictions on Specified Streets	
	Schedule “J” – Angle Parking Permitted on Specified Streets	
	Schedule “K” – Parking Meter Zones	
	Schedule “L” – Designated Municipal parking Lots	
	Schedule “M” – Designated Parking Spaces Rented on an Annual Basis and Metered Zone Fees	
	Schedule “N” – Permits	
	Schedule “O” – Loading Zones	
	Schedule “P” – Pedestrian Crossovers	
	Schedule “Q” – Parking Prohibited – Physically Handicapped by Permit Only	
	Schedule “R” – Designated Parking Spaces for the Physically Disabled	
	Schedule “S” – Designated Fire Routes	
	Schedule “T” – Parking By-law Set Fines - Urban Neighborhoods	
	Schedule “U” – Parking By-Law Set Fines - Rural Neighborhoods	
	Schedule “V” – Map of Urban Neighborhood	

THE CORPORATION OF THE MUNICIPALITY OF TEMAGAMI

**BY-LAW NO. 09-826
AS AMENDED BY BY-LAW 11-993**

BEING a bylaw to provide for the regulating of traffic and vehicle parking, rate of speed, standing and stopping on highways or parts of highways under the jurisdiction of the Corporation of the Municipality of Temagami.

Authority:

WHEREAS according to Section 128 of the Highway Traffic Act, R.S.O. 1990, Chapter H.8 as amended, the Council of a municipality may, for motor vehicles driven on a highway or portion of a highway under its jurisdiction, by by-law prescribe a rate of speed different than the prescribed rate of speed under the Highway Traffic Act, R.S.O. 1990, Chapter H.8.

AND WHEREAS Section 137 of the Highway traffic Act, R.S.O. 1990, Chapter H.8, as amended, permits the Council of a Municipality to provide by-law for the erection of stop signs at intersections on highways under its jurisdiction.

AND WHEREAS according to Section 11(1) Paragraph 8 of the Municipal Act, 2001, S.O., c. 25, as amended, a single-tier municipality may pass by-laws respecting matters within the following spheres of jurisdiction; highways, including parking and traffic on highways and parking, except on highways.

AND WHEREAS according to Section 63 (1) of the Municipal Act, S.O., c. 25, as amended, if a municipality passes a by-law for prohibiting or regulating the placing, stopping, standing or parking of an object or vehicle on a highway, it may provide for the removal and impounding or restraining and immobilizing of any object or vehicle placed, stopped, standing or parked on a highway in contravention of the by-law and subsection 170 (15) of the Highway Traffic Act applies to the by-law.

AND WHEREAS according to Section 63 (2) of the Municipal Act, S.O., c. 25, as amended, any perishable object in the object or vehicle removed from the highway is the property of the municipality upon being moved from the highway and may be destroyed or given to a charitable institution.

AND WHEREAS according to Section 63 (3) of the Municipal Act, S.O., c. 25, as amended, subsection (2) does not apply to a perishable object that comes into the possession of a police force in the circumstances described in section 132 of the Police Services Act.

AND WHEREAS Section 137 of the Highway Traffic Act, R.S.O. 1990, Chapter H.8, as amended, permits the Council of a Municipality to provide by-law for the erection of stop signs at intersections on highways under its jurisdiction;

AND WHEREAS according to Section 100 of the Municipal Act, 2001, S.O., 2001, c.25; 2002, c.17, Sch. A, s. 19, as amended, a local municipality may, in respect of land not owned or

occupied by the municipality that is used as a parking lot, regulate or prohibit the parking or leaving of motor vehicles on the land without the consent of the owner of the land or regulate or prohibit traffic on that land if,

- a) the owner or occupant of the land has filed with the clerk of the municipality written consent to the application of the by-law to the land; and
- b) a sign is erected at each entrance to the land clearly indicating the regulation or prohibition.

AND WHEREAS according to Section 100.1 (1) of the Municipal Act, 2001, S.O., 2002, c. 17, Sch. A, s. 20, part, as amended, a local municipality may, in respect of land not owned or occupied by the municipality, regulate or prohibit the parking or leaving of motor vehicles without the consent of the owner of the land.

AND WHEREAS according to Section 100.1 (2) of the Municipal Act, 2001, S.O., 2002, c. 17, Sch. A, s. 20, part, as amended, subsection (1) does not apply to land used as a parking lot.

AND WHEREAS according to Section 101 (1) of the Municipal Act, 2001, S.O., c. 25, s. 101 (1); 2002, c. 17, Sch. A, s. 21, if a municipality passes a by-law under section 100 or 110.1 for regulating or prohibiting the parking or leaving of a motor vehicle on land not owned or occupied by the municipality without consent of the owner, it may provide for the removal and impounding or restraining and immobilizing of any vehicle, at the vehicle owner's expense, parked or left in contravention of the by-law and subsection 170 (15) of the Highway Traffic Act applies to the by-law.

AND WHEREAS according to Section 101 (2) of the Municipal Act, 2001 S.O., c. 25, as amended, if a municipality passes a by-law for regulating or prohibiting the parking or leaving of a motor vehicle on land owned or occupied by the municipality or any of its local boards without the consent of the municipality or local board, as the case may be, it may provide for the removal and impounding or restraining and immobilizing of any vehicle, at the vehicle owner's expense, parked or left in contravention of the by-law and subsection 170 (15) of the Highway Traffic Act applies to the by-law.

AND WHEREAS according to Section 101 (3) of the Municipal Act, 2001, S.O., c. 25, as amended, if signs are erected on land specifying conditions on which a motor vehicle may be parked or left on the land or regulating or prohibiting the parking or leaving of a motor vehicle on the land, a motor vehicle parked or left on the land contrary to the conditions or prohibition shall be deemed to have been parked or left without consent.

AND WHEREAS according to Section 101 (4) of the Municipal Act, 2001, S.O., c. 25, as amended, if it is alleged in a proceeding that a by-law referred to in this section has been contravened, the oral or written evidence of a police officer, police cadet or municipal law enforcement officer is receivable in evidence as proof, in the absence of evidence to the contrary, of the facts stated in it respect of,

- (a) the ownership or occupancy of the land;
- (b) the absence of the consent of the owner or occupant; and
- (c) whether any person is an occupant or is an owner.

AND WHEREAS according to Section 101 (5) of the Municipal Act, 2001, S.O., c. 25, as amended, written evidence under subsection (4) shall be admitted without notice under the Evidence Act.

AND WHEREAS according to Section 102 of the Municipal Act, 2001, S.O., c. 25, as amended, a local municipality may require the owners or operators of parking lots or other parking facilities to which the public has access, whether on payments of a fee or otherwise, to provide designated parking spaces for vehicles displaying a disabled parking permit and if it does so, the local municipality,

- (a) shall prescribe the conditions of use of the disabled parking permit and shall prohibit the improper use of the permit; and
- (b) may provide for removal and impounding of any vehicle, at its owner's expense, parked or left in contrary to the by-law.

AND WHEREAS according to Section 425 (1) of the Municipal Act, 2001, S.O., c. 25, as amended, by-laws may be passed by all municipalities and by police services boards for providing that any person who contravenes any by-law of the municipality or of the board, as the case may be, passed under this Act, is guilty of an offence.

AND WHEREAS according to Section 425 (2) of the Municipal Act, 2002, S.O., c. 17, Sch. A, s. 80, as amended, despite subsection (1), a by-law passed for establishing a system of disabled parking shall provide that every person who contravenes the by-law is guilty of an offence and on conviction is liable to a fine of not less than \$300.

AND WHEREAS according to Section 437 (1) of the Municipal Act, 2001, S.O., c. 25, as amended, except otherwise provided in any Act, every fine imposed for a contravention of a by-law of a municipality or a local board of a municipality belongs to the municipality.

AND WHEREAS according to Section 437 (2) of the Municipal Act, 2001, S.O., c. 25, as amended, the proceeds of any fine imposed in a prosecution conducted by a municipality under section 426 shall be paid to the treasurer of the municipality, and section 2 of the Administration of Justice Act and section 4 of the Fines and Forfeitures Act do not apply in respect to that fine.

AND WHEREAS according to Section 439 (1) of the Municipal Act, 2001, S.O., c. 25; 2002, c. 17, Sch. A, s. 81, as amended, a by-law passed for the purposes of section 425 may provide that, where a vehicle has been left parked, stopped or standing in contravention of a by-law under this Act, the owner of the vehicle, even though the owner was not the driver of the vehicle at the time of the contravention of the by-law, is guilty of an offence unless, at the time of the offence, the vehicle was in the possession of some person other than the owner without the owner's consent.

AND WHEREAS according to Section 439 (2) of the Municipal Act, 2001, S.O., c. 25, as amended, a by-law passed for the purpose of section 425 may provide a procedure for the voluntary payment of penalties out of court in cases where it is alleged that a by-law related to the parking, standing or stopping of vehicles has been contravened.

NOW THEREFORE the Council of the Corporation of the Municipality of Temagami enacts as follows:

1. DEFINITIONS

- 1.1 The meaning ascribed to any term defined in subsection 1 of section 1 of the Highway Traffic Act, R.S.O. 1990, c. H. 8, as amended from time to time, are the meanings of that term as used in this by-law, unless that term is otherwise defined in subsection 2 of this section:
- 1.2 For the purpose of this by-law:
- 1.2.1 “Adjacent” means near, nearby or bordering;
- 1.2.2 “Authorized sign”, means a sign or other device placed or erected on a highway or elsewhere pursuant to the provisions of this by-law and approved by the Ministry;
- 1.2.3 “Boulevard” means all parts of the highway save and except any roadway, shoulder or sidewalk;
- 1.2.4 “Outer Boulevard” means that part of the highway save and except any roadway, shoulder, sidewalk and inner boulevard;
- 1.2.5 “Inner boulevard” means that part of the highway lying between the property line and the edge of the sidewalk nearest to the property line and where there is no sidewalk, it means that part of the highway lying between the property line and the edge of the shoulder furthest from the roadway or where a shoulder does not exist from the edge of the roadway shoulder, where such exists, furthest from the traveled portion of the road;
- 1.2.6 “By-law enforcement officer” mean a Municipal Law Enforcement Officer appointed by Council under the Police Services Act R.S.O. 1990 c. P. 15 of Ontario;
- 1.2.7 “Constable” means a member of a police force appointed for the Province of Ontario in accordance with the Police Services Act R.S.O. 1990 c. P. 15;
- 1.2.8 “Commercial motor vehicle” means any motor vehicle having permanently attached thereto a truck or delivery body licensed as such by the Ministry of Transportation and Communication and without limiting the generality of the foregoing, includes ambulance, hearses, casket wagons, fire apparatus, police patrols, motor buses and tractors use for hauling purposes on highways;
- 1.2.9 “Corporation” means the Corporation of the Municipality of Temagami;

- 1.2.10 “Corner” means the point of intersection of curbs or edges of the portion of the highway used for vehicular traffic;
- 1.2.11 “Council” means the Council of the Corporation of the Municipality of Temagami;
- 1.2.12 “Crosswalk” means that part of a highway at an intersection that is included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measure from the curbs, in the absence of curbs, from the edges of the traveled portion of the roadway; or any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by signs or by lines or other marking on the surface;
- 1.2.13 “Cul-de-sac” means a street or passage closed at one end;
- 1.2.14 “Curb” shall include the edge of the roadway and gutters;
- 1.2.15 “Driver” means every person who drives or is in actual physical control of vehicle;
- 1.2.16 “Driveway” means improved land on highway which provides vehicular access from the roadway to a laneway or a parking area on adjacent land;
- 1.2.17 “Elected officials” means the Mayor and Councillors of the Municipality of Temagami;
- 1.2.18 “Emergency vehicle” includes vehicles of the police department, Fire Department, ambulance and any other emergency vehicle of Federal, Provincial or Municipal Departments or public or private utilities;
- 1.2.19 “Fire route” means a private roadway designated as a fire route by one or more signs erected by or on behalf of the owner or occupant of the private roadway;
- 1.2.20 “Gross weight” means the combined weight of the vehicle and load;
- 1.2.21 “Handicapped person” or “disabled person” means any person suffering from a permanent or temporary disability rendering it difficult or burdensome to walk;
- 1.2.22 “Highway” includes a common and public highway, street, avenue, parkway, square, place, bridge, viaduct or trestle, designed and intended for, or used by the general public for the passage of vehicles, including unopened and unassumed highways;
- 1.2.23 “Highway maintenance” includes snow plowing, snow removal, highway sweeping, grading, sanding and any other such maintenance as required to maintain proper highway conditions;

- 1.2.24 “Highway, one way” means a highway upon which the movement of vehicular traffic is limited to one direction;
- 1.2.25 “Improved land” means land which has been constructed in such a manner using asphalt, concrete, gravel, or any suitable material, so as to permit its use by normal vehicular traffic;
- 1.2.26 “Intersection” means the area embraced with the prolongation or connection of the lateral curb lines or, if none, then of the lateral boundary lines of two or more highways that join one another at an angle, whether or not one highway crosses the other;
- 1.2.27 “Laneway” means an improved land adjacent to the highway, which provides access from the highway to a parking area on adjacent land;
- 1.2.28 “leave or left when prohibited” means the parking of a motor vehicle:
- 1.2.28.1 in excess of any time limit so posted, or
 - 1.2.28.2 where a time limit is not posted in excess of two hours, or
 - 1.2.28.3 for any use other than the normal use intended for the property;
- 1.2.29 “Loading zone” means the space designated by the Corporation for the regular delivery or removal by commercial motor vehicles of goods or merchandise at the location set out in Schedule “O”;
- 1.2.30 “Minister” means the Minister of Transportation and Communications;
- 1.2.31 “Ministry” means the Ministry of Transportation and Communications;
- 1.2.32 “Motor vehicle” includes an automobile, motorcycle, motor assisted bicycle, motorized snow-vehicle, and any other vehicle propelled or driven otherwise than by muscular power, but does not include a street car, or other motor vehicles running only upon rails, traction engine, farm tractor, self-propelled implement of husbandry or roadbuilding machine;
- 1.2.33 “Municipal property” means the property of the Municipality of Temagami;
- 1.2.34 “Municipality” means the Corporation of the Municipality of Temagami;
- 1.2.35 “Officer” means a By-law Enforcement Officer appointed by the Municipality of Temagami for the purposes of carrying out the enforcement of this by-law or as so restricted to parts thereof;
- 1.2.36 “Official sign” means a sign or other device placed or erected on a highway or elsewhere pursuant to the provisions of this by-law and approved by the Ministry of Transportation;

- 1.2.37 “One way highway” means a highway upon which the movement of vehicular traffic is limited to one direction;
- 1.2.38 “Owner” when used with relation to property means the registered owner of the property;
- 1.2.39 “Owner” when used with relation to a vehicle means registered owner of the subject vehicle;
- 1.2.40 “Park” or “parking”, when prohibited, means the standing of a vehicle, whether occupied or not, except when standing temporarily for the purpose of and while actually engaged in loading or unloading;
- 1.2.41 “Parking meter” means a device which shall indicate thereon the length of time during which a vehicle may be parked, which shall have as part thereof a receptacle for receiving and storing coins, a slot or place in which such coins may be deposited, a timing mechanism to indicate the passage of the interval of time during which the parking is permissible and which shall also display when said interval of time shall have elapsed;
- 1.2.42 “Parking space” means a portion of the surface of a street and designated municipal parking lots designated by suitable marking, the use of which is controlled and regulated by a parking meter;
- 1.2.43 “Parking space” means that part of the surface of a roadway designated for the purpose of a parking vehicle;
- 1.2.44 “Pedestrian” means a person on foot or an invalid, child or other person in a wheeled chair or baby carriage;
- 1.2.45 “Pedestrian crossover” means any portion of a roadway, designated by by-law of the Municipality, at an intersection or elsewhere, distinctly indicated for pedestrian crossing by signs on the highway and lines or other marking on the surface of the roadway as prescribed by the regulations under the Highway Traffic Act, R.S.O. 1990, c. H.8;
- 1.2.46 “Person” means any human being, firm, association, partnership, private club, incorporated company, corporation, tenants in common, joint tenants, agent or trustee and the heirs, executors or other legal representatives of a person to whom the context can apply according to law and for the purpose of this by-law including the owner or driver of a vehicle;
- 1.2.47 “Physically challenged parking space” means those parking spaces designated, and so indicated by an official sign, for the use of a vehicle displaying a proper and valid physically challenged permit;

- 1.2.48 “Police Officer” means a member of a police force appointed for the Province of Ontario in accordance with the Police Services Act, R.S.O. 1990, c. P.15;
- 1.2.49 “Private roadway” means a roadway or laneway on private property;
- 1.2.50 “Roadway” means that part of the highway that is improved, designed or ordinarily used for vehicular traffic, but does not include the shoulder and. Where a highway includes two or more separate roadways, the term “roadway” refers to any one roadway separately and not to all of the roadways collectively;
- 1.2.51 “Rural neighborhood” means the area of the Municipality outside the urban neighborhood as defined in this bylaw;
- 1.2.52 “safety zone” means the area or space set apart within a roadway for the exclusive use of pedestrians which is protected or is so marked or indicated by adequate signs as to be plainly visible at all times while set apart as a safety zone;
- 1.2.53 “School bus” means a bus that is painted chrome yellow and displays on the front and rear thereof the words “school bus” and on the rear thereof the words “do not pass when signals flashing”;
- 1.2.54 “School bus loading zone” means an area designated for the loading and unloading of passengers from an authorized school bus;
- 1.2.55 “Shoulder” means that part of the highway immediately adjacent to the roadway and having a surface which has been improved with asphalt, concrete or gravel for the use of vehicles;
- 1.2.56 “Sidewalk/footpaths” means that portion of a highway as is set aside by the Municipality for the use of pedestrians;
- 1.2.57 “Sign” means any sign, or any marking placed or made on any roadway, curb, sidewalk or public place, which is authorized by Council, and when required approved by the Ministry;
- 1.2.58 “Signal light traffic control system” means a signal light traffic control system as described in the Highway Traffic Act R.S.O. 1990, c. P15;
- 1.2.59 “Stand or standing” when prohibited, means the halting of a vehicle, even momentarily, whether occupied or not, except for the purpose of and while actually engaged in the receiving or discharging of passengers or, when in obedience to a Police Officer, signal or sign;

- 1.2.60 “Stop” or “stopping” when prohibited, means the halting of a vehicle, even momentarily, whether occupied or not, except when necessary to avoid conflict with other traffic or in compliance with the directions constable or other Police Officer or special constable or of a traffic control sign or signal;
- 1.2.61 “Taxicab stand” means the space for exclusive use by taxicab owner;
- 1.2.62 “Through highway” means a highway or part of a highway designated as such by the Minister of by by-law of a municipality, and even such highway shall be marked by a stop sign or yield right-of-way sign in compliance with the regulations of the Ministry;
- 1.2.63 “Town” means the Corporation of the Municipality of Temagami;
- 1.2.64 “Traffic” includes pedestrians, ridden or herded animals, vehicles, busses and other conveyances, either singly or together while using any street for the purpose of travel;
- 1.2.65 “Traffic control device” means any sign or roadway, curb or sidewalk marking or, other device erected or placed under the authority of Council for the purpose of guiding or directing traffic;
- 1.2.66 “Traffic control officer” means a member of the Ontario Provincial Police or an officer duly authorized by the municipality to regulate or direct traffic;
- 1.2.67 “Traffic signal” means any device manually, electrically, or mechanically operated for the regulation of traffic;
- 1.2.68 “Trailer” means a vehicle that is at any time drawn upon a highway by a motor vehicle, except an implement of husbandry mobile home, another motor vehicle of any device or apparatus not designated to transport person or property, temporarily drawn, propelled or moved upon such highway, and except a side car attached to a motorcycle, and shall be considered a separate vehicle and not part of the motor vehicle by which it is drawn;
- 1.2.69 “Urban neighborhood” means the areas in Strathy Township known as Temagami South and Temagami North see schedule “V”
- 1.2.70 “U-turn” means the turning of a vehicle within a highway so as to proceed in the opposite direction;
- 1.2.71 “Vehicle” includes a motor vehicle, trailer, commercial motor vehicle, and automobile, motorcycle, motor assisted bicycle, a motorized snow vehicle, traction engine, farm tractor, self-propelled implement of husbandry road building machine and any other vehicle propelled or driven otherwise than by muscular power;

1.2.72 “Wheelchair” means a chair mounted on wheels driven by muscular or any other kind of power and used for the carriage of a person who has a physical disability;

1.2.73 “Zone” means an area of land designated for a specific use;

2. GENERAL REGULATIONS

- 2.1 Where any expression of time occurs or where any hour or other periods of time is stated, the time referred shall be standard time, provided however, if what is known as “daylight saving time” has been generally adopted in the Province of Ontario for any period of the year, under any statute, order-in-council, by-law, resolution or proclamation, whether the same is effective in law or not, such time shall be the time referred to during such period in any reference to time in this by-law.
- 2.2 The Public Works Superintendent, or his designate, shall have authority to place or erect signs and to maintain such authorized as are required to give effect to the provisions of this by-law. No person shall place, maintain or display on any highway, any sign, marking or device, which purports to be, or is an imitation of, or resemble an authorized sign or which conceals from view or interferes with the effectiveness of an authorized sign.
- 2.3 The By-law Enforcement Officer and the Public Works Superintendent are authorized to place or erect and to maintain temporary “No Parking” signs and No “Stopping” signs on any highway.
- 2.4 The Schedules to this by-law shall form part of this by-law and each entry in a column of such Schedule shall be read in conjunction with the entry or entries across therefrom and not otherwise.
- 2.5 In the event any section, subsection, clause, paragraph or provision of this by-law, including any part of schedules be declared by a court of competent jurisdiction to be ultra vires, invalid or illegal for any reason, such declaration shall not affect the validity of the by-law as a whole.
- 2.6 A word interpreted in the singular number has a corresponding meaning when used in the plural.
- 2.7 The use of “may” shall be construed as permissive.
- 2.8 The use of “shall” shall be construed as imperative.
- 2.9 Any reference in this by-law to “he” and “she” or “his” or “her” shall be interpreted to be gender neutral and the provisions of this by-law shall be interpreted to apply equally to both male and female persons.

- 2.10 No person shall drive a motor vehicle upon a sidewalk or footpath of a highway except for the purpose of directly crossing the sidewalk or footpath.
- 2.11 No person shall drive a motor vehicle over raised curb except at a place where there is a ramp.
- 2.12 Where a distance is used in this by-law as part of a prohibition of parking or stopping within a specific distance of an object, structure, land or part of a highway, unless such distance shall be measured along the curb or edge of the roadway from a point in such curb or edge of a roadway opposite such object, structure, land or part of a highway, unless the context otherwise requires and, from such object, structure, land or part of a highway in all directions.
- 2.13 No person shall make a U-turn on any highway in the Municipality of Temagami,
- 2.13.1 when upon a curve where traffic approaching the vehicle from either direction cannot be seen by the driver of the vehicle within a distance of 150 metres (150 m)/492.0 feet; or
- 2.13.2 when on a railway crossing or within 30 metres (30 m)/98.4 feet of a railway crossing; or
- 2.13.3 when upon an approach to or near the crest of a grade where the vehicle cannot be seen by the driver of another vehicle approaching from either direction within 150 metres (150 m)/492.0 feet; or
- 2.13.4 when within 150 metres (150 m)/492.0 feet of a bridge, viaduct or tunnel where the driver's view is obstructed within such distance; unless it can be made safely and without interfering with other traffic and provided there are no official signs so erected and displayed which indicates that the making of a U-turn on such highway is prohibited.
- 2.14 This by-law applies only to highways forming part of the road system under the jurisdiction of the municipality.
- 2.15 If compliance therewith be impractical, the provisions of this by-law shall not apply to:
- 2.15.1 ambulances, police, fire department, or public utility emergency vehicles; and
- 2.15.2 vehicles actually engaged in works undertaken for, or on behalf of the municipality.
- 2.16 Elected officials of the Corporation while engaged on Town business and employees of the Municipality, shall be permitted to park in a metered space without the deposit of coins in the parking meter for the said space provided that the employee is parked during regular Municipal office business hours and is physically at work for the Town or while engaged on Municipal business at any other time.
- 2.17 The owner or driver of a vehicle displaying a "Province of Ontario Disabled Persons Parking Permit" shall be permitted to park in a metered space without the deposit of coins in the parking meter for the said space, provided that the vehicle is at that time being used in the transportation of a physically handicapped person, provided that such parking shall not exceed a period of one hour.

3. POWERS TO ENFORCE BY-LAW

- 3.1 The Ontario Provincial Police and By-law Enforcement Officer shall enforce the provisions of this By-law.
- 3.2 Where it is necessary for the preservation of public safety, a Traffic Control Officer may direct and control traffic upon any street within the Municipality and for such purposes may divert, halt or restrain the movement of such traffic.
- 3.3 In addition to the persons authorized to enforce this By-law under clause 3.1, any other person duly appointed by Council shall enforce the parking provisions of this By-law; and within the limits of such appointment have the power of a Traffic Control Officer as provided in this section.
- 3.4 Notwithstanding anything to the contrary contained herein, the Ontario Provincial Police, By-law enforcement Officer or the Public Works Superintendent of the Municipality during any emergency or special circumstances deemed sufficient therefore, may suspend any or all parking on any highway within the area affected by these special circumstances, by authorizing the erection of "No Parking" signs, and the Ontario Provincial Police or the Public Works Superintendent, as the case may be during such emergency, may declare that any vehicle already parked is being parked illegally regardless of the time permitted for parking such vehicle under the provisions of this By-law provided, however, that the owner or driver of such vehicle is personally notified by a Police Officer or By-law Enforcement Officer that parking at such place has been suspended, and that the owner or driver of such vehicles is allowed a reasonable period of time to remove the said vehicle.
- 3.5 Every person shall promptly obey all signals given either by a Police Officer or a Traffic Control Officer or, by a traffic control device or a traffic signal.

4. GENERAL STOPPING OR PARKING REGULATIONS

- 4.1 No person in the urban neighborhood shall park or stop any vehicle on any highway or portion thereof except as follows:
 - 4.1.1 where there is a raised curb on the right side of the roadway having regard to the direction such vehicle was proceeding, with its right front and rear wheels parallel to and not more than fifteen centimetres (15 cm) (5.9 inches) from such curb; or
 - 4.1.2 where there is no curb or a rolled curb, with the right front and rear wheels parallel to and as near the right-hand limit of the highway as is practical without parking or stopping over a sidewalk or footpath or over any part of a highway where grass is grown or which is not intended for use of vehicles.
- 4.2 In the urban neighborhood the driver of a taxicab shall not stop, stand or park upon any street at any place other than at an appropriately signed taxicab stand except that this provision shall not prevent the driver of a taxicab from temporarily stopping in

accordance with this By-law at any place for the purpose of and while actually engaged in receiving or discharging passengers.

- 4.3 Notwithstanding the provisions of subsection 4.1 on designated one-way highways where parking or stopping is permitted on the left side of a highway, no person in the urban neighborhood shall park or stop any vehicle on any highway or portion thereof except as follows:
- 4.3.1 where there is a raised curb on the left side of the roadway having regard to the direction in which the vehicle was travelling, with its left front and rear wheels parallel to, and not more than fifteen centimeters (15 cm) (5.9 inches) away from such curb; or
 - 4.3.2 where there is no curb or rolled curbed, on the left side of the roadway having regard to the direction in which the vehicle was travelling with the left front and rear wheels parallel to as near to the left hand limit of the highway as is practical without parking or stopping over a sidewalk or footpath or over any part of a highway where grass is grown or which is not intended for use of vehicles.
- 4.4 In the urban and rural neighborhoods where parallel parking spaces are designated by lines painted on the roadway, no person shall park or stop any vehicle except within the designated space.
- 4.5 In the urban or rural neighborhood, unless specifically authorized under this by-law, no person, owner or driver shall park his or her vehicle on a highway or part of a highway or on municipal property or private property in such a manner as to obstruct traffic or cause a nuisance. For the purpose of the Lake Temagami Access Road (formerly the “Mine Road”) Point Parking, a vehicle shall be deemed to obstruct traffic and cause a nuisance if the vehicle is parked outside the designated areas for parking as indicated by signs except in the case, where such person, owner or driver is in the process of launching a boat.
- 4.6 The Council may designate parking spaces within the Municipality that can be rented on an annual basis, for which the Municipality issues an annual permit and charges an annual fee for the use of the assigned parking space. Such municipal parking and annual fees are set out in Schedule “M”.

ANGLE PARKING

- 4.7 In the urban neighborhood when angle parking is permitted with signs, no person shall:
- 4.7.1 when parking spaces are designed by painted lines on the roadway, park any vehicle other than within the designated spaces; or
 - 4.7.2 where parking spaces are not designated by lines painted on the roadway, park or stop any vehicle except at an angle of 45 degrees to the curb or boundary of the roadway.
- 4.8 The provisions of subsection 4.1, 4.2 and 4.3 do not apply on highways where angle parking is permitted.

- 4.9 A Police Officer or By-law Enforcement Officer, upon the discovery of a motor vehicle apparently abandoned on or near a highway or on lands owned by the Corporation of the Municipality of Temagami may take or cause such vehicle to be taken to and stored in a suitable place and all costs and charges for removal, care and storage thereof shall be a lien upon such vehicle and be payable before the surrender of such vehicle, as provided in the Repair and Storage Liens Act R.S.O. 1990, c. R.25.

5. PARKING PROHIBITED WITH SIGNS

When authorized signs have been erected in the urban neighborhood, no person shall park a vehicle or permit a vehicle to remain parked on any highway:

- 5.1 In front of, or within nine metres (9 m) (29.5 feet) on which there is a firehall on the side of the highway on which the firehall is located;
- 5.2 On the opposite side of a highway from that on which a firehall is located and within thirty metres (30 m) (98.4 feet) of the projected lot lines of the lot on which such firehall is located.
- 5.3 Within twenty metres (20 m) (65.6 feet) of an intersection;
- 5.4 Within thirty metres (30 m) (98.4 feet) of an intersection controlled by traffic signals;
- 5.5 In front of the main entrance to, or any emergency exit from any church, hotel, hospital, nursing home, theatre, auditorium or other building or enclosed space in which person may be expected to congregate in large numbers;
- 5.6 Within thirty metres (30 m) (98.4 feet) of the approach side of a cross walk that is not located at an intersection;
- 5.7 Within fifteen (15 m) (49.2 feet) of the departure side of a cross walk that is not located at an intersection.
- 5.8 So as to interfere with the formation of a funeral process; and
- 5.9 Park a vehicle, other than a commercial motor vehicle on pickup or delivery, in a loading zone.

6. PARKING PROHIBITED WITHOUT SIGNS

No person shall park a vehicle or permit a vehicle to remain parked on any highway:

- 6.1 Within nine metres (9m) (29.5 feet) of an intersection in the urban neighborhood;
- 6.2 Within three metres (3 m) (9.8 feet) of a fire hydrant in the urban neighborhood;

- 6.3 In front of or within one and one half metres (1.5 m) (4.9 feet) of a laneway or driveway in the urban neighborhood;
- 6.4 So as to obstruct a vehicle in the use of any laneway or driveway in the urban or rural neighborhood;
- 6.5 In such a position that will prevent the convenient removal of any other vehicle previously parked in the urban or rural neighborhood;
- 6.6 For the purpose of displaying the vehicle for sale in the urban or rural neighborhood;
- 6.7 For the purpose of greasing, or repairing the vehicle except for such repairs as have been necessitated by an emergency in the urban or rural neighborhood;
- 6.8 On the roadway where the width of the roadway is six metres (6 m) (19.6 feet) or less in the urban neighborhood;
- 6.9 On a driveway within one metre (1 m) (3.2 feet) of a sidewalk or footpath, or if there is no sidewalk or footpath within three metres (3 m) (9.8 feet) of the highway in the urban neighborhood; and
- 6.10 On a boulevard in the urban or rural neighborhood.

7. STOPPING PROHIBITED – SPECIFIED PLACES NO SIGNS

No person shall stop or permit a vehicle to remain stopped on any highway:

- 7.1 On, or partly on, or over a sidewalk or footpath in the urban neighborhood;
- 7.2 Within an intersection or crosswalk in the urban or rural neighborhood;
- 7.3 Within thirty metres (30 m) (98.4 feet) of the approach side of a crosswalk that is not located at an intersection in the urban neighborhood;
- 7.4 Within fifteen metres (15 m) (49.2 feet) of a departure side of a crosswalk that is not located at an intersection in the urban neighborhood;
- 7.5 Adjacent to, or across from an excavation or obstruction in the roadway, when the free flow of traffic would thereby be obstructed in the urban neighborhood;
- 7.6 On the roadway side of any stopped or parked vehicle in the urban neighborhood;
- 7.7 Upon any bridge or elevated structure except where parking is otherwise permitted in this by-law in the urban or rural neighborhood;

- 7.8 Within thirty metres (30 m) (98.4 feet) of either end of a bridge or elevated structure in the urban neighborhood;
- 7.9 Within thirty metres (30 m) (98.4 feet) of the approach side of the nearest rail of any level crossing of a railway in the urban neighborhood; and
- 7.10 Within fifteen metres (15 m) (49.2 feet) of the departure side of the nearest rail of any level crossing of a railway in the urban neighborhood.

8. PARKING OR STOPPING PROHIBITED WITH SIGNS

When authorized signs have been erected in the urban neighborhood, no person shall stop or park a vehicle or permit a vehicle to remain stopped or parked;

- 8.1 On either side of a highway adjacent to a school, park or playground between the hours of 7:30 a.m. and 7:00 p.m.; and
- 8.2 Within the turning basin of cul-de-sac;

9. PARKING METER ZONES

- 9.1 Parking meters shall be erected, maintained and operated in Designated Parking Meter Zones for the purpose of controlling and regulating the parking of a vehicles in such Zones and measuring and recording the duration of such parking.
- 9.2 The locations described in Schedule “K” hereto are hereby designated as Parking Meter Zones.
- 9.3 The locations described in Schedule “L” hereto are hereby designated as Municipal Parking Lots.
- 9.4 No person shall park a vehicle in a Parking Meter Zone,
 - 9.4.1 between the hours of 9 o’clock in the forenoon and 6 o’clock in the afternoon on Monday, Tuesday, Wednesday, Thursday, or Saturday; and
 - 9.4.2 between the hours of 9 o’clock in the forenoon and 9 o’clock in the afternoon on Friday, without first having paid for the legal parking time as described in Schedule “M”. this provision does not apply on Sundays, civic and statutory holidays.
- 9.5 No person shall deposit or cause to be deposited in any parking meter any slug device of other substitute for any coin of the Dominion of Canada or United States of America.
- 9.6 Nothing in this By-law shall prevent the driver of a vehicle from using the unexpired time remaining on a parking meter from its previous users without depositing a coin therein.

- 9.7 On the days and between the hours as specified in Section 9.4, it shall be unlawful to permit a vehicle to remain parked in a parking space, in any Designated Parking Meter Zone, while the parking meter for the said space indicated that such a vehicle is unlawfully parked, whether said indication is a result of failure to deposit a coin or the result of mechanical operation of the parking meter following the expiration of the authorized parking time such vehicle is parked. The fact that a vehicle is parked in a metered parking space showing that such parking is in accordance with the provisions of this By-law, shall be prima facie evidence that such vehicle is unlawfully parked.

10. PARKING REGULATIONS – HIGHWAY CLEARING, CLEANING, SNOW REMOVAL AND SNOW PLOWING

When authorized signs have been erected in the urban or rural neighborhood, no person shall park a vehicle or permit a vehicle to remain parked on a highway:

- 10.1 so as to interfere, in any manner, with the work of clearing and/or removing snow or ice therefrom, or
- 10.2 in such a manner so as to interfere with highway cleaning operations, or
- 10.3 between the hours of 12:00 midnight and 7:30 a.m. in the urban neighborhood from the first day of November to the fifteenth day of April in any calendar year (for the purposes of snow removal).
- 10.4 In the event that a vehicle is found in contravention of this section, a Police Officer or a By-law Enforcement Officer may take or cause such vehicle to be taken to and stored in a suitable place and all costs and charges for removal, care and storage thereof shall be alien upon such vehicle and be payable before the surrender of such vehicle, as provided in the Repair and Storage Liens Act R.S.O. 1990, c. R.25.

11. PARKING PROHIBITED – SPECIFIED TIMES AND PLACES

When authorized signs have been erected, in the urban or rural neighborhood no person shall park a vehicle, or permit a vehicle to remain parked on any highway at the side and between the limits set out respectively in columns 3, and 4 of Schedule “I” of this By-law during the times or days set out in column 6 of Schedule “I”.

- 11.1 In the event that a vehicle is found in contravention of this section, a Police Officer of By-law Enforcement Officer may take or cause such vehicles such vehicle to be taken to and stored in a suitable place and all costs and charges for removal, care and storage thereof shall be a lien upon such vehicle and be payable before the surrender of such vehicle, as provided in the Repair and Storage Liens Act R.S.O. 1990 c. R.25.

12. PARKING OR STOPPING PROHIBITED – VENDING VEHICLES

No person shall:

- 12.1 In the urban or rural neighborhood who is selling, or offering for sale of goods or produce from stationary vehicle on a highway, park the vehicle or permit the vehicle to remain parked in such a manner as to obstruct traffic;
- 12.2 In the urban neighborhood offer for sale or sell goods or produce from a vehicle on a highway, except from the side of such vehicle facing inner or outer boulevard;
- 12.3 In the urban neighborhood who is selling or offering for sale goods or produce from a vehicle, for the purpose of carrying on his business, stop the vehicle on any part of the highway for a period of time in excess of ten (10) minutes at any one location.

13. PARKING PROHIBITED – PRIVATE PROPERTY AND PROPERTY OF THE MUNICIPALITY

- 13.1 For the purpose of this section, the following definitions shall apply:
 - 13.1.1 “occupant” when used in relation to property means:
 - 13.1.1.1 the lawful tenant or lessee of the property;
 - 13.1.1.2 the registered tenant or lessee of a condominium unit, whose consent shall extend only to the control of the unit of which he is the tenant or lessee and any parking spaces allotted to him by the condominium corporation or reserved for his exclusive use in the declaration or description of the property;
 - 13.1.1.3 the spouse of a person described in the sub-clause 13.1.1.1 or 13.1.1.2;
 - 13.1.1.4 the board of directors of the condominium corporation;
 - 13.1.1.5 a person authorized, in writing, by the property owner as defined in sub-clause 13.1.1.1, 13.1.1.2, 13.1.1.3 or 13.1.1.4 to act on the owner’s behalf for requesting the enforcement of a by-law passed under this paragraph.
 - 13.1.2 “owner” when used in relation to property means:
 - 13.1.2.1 the registered owner of the property;
 - 13.1.2.2 the registered owner of the condominium unit, whose consent shall extend only to the control of the unit of which he is owner and any parking spaces allotted to him by the condominium corporation or reserved for his exclusive use in the declaration of description of the property;
 - 13.1.2.3 the spouse of a person described in sub-clause 13.1.2.1 or 13.1.2.2;
 - 13.1.3 “private property” means all property except the property described in Section 1.2.33 of this by-law;
 - 13.1.4 “municipal property” means all property owned or occupied by the Corporation of the Municipality of Temagami except municipal roads controlled under the Highway Traffic Act R.S.O. 1990, c. H.8 or a municipal traffic control by-law;

- 13.2 Where an owner or occupant of property has posted signs:
- 13.2.1 stating conditions on which a vehicle may be parked or left on the property, or
 - 13.2.2 prohibiting the parking or leaving of a vehicle on the property; the vehicle shall be deemed to be left without consent.
- 13.3 No person in the urban or rural neighborhood shall park or leave a vehicle on property owned or occupied by the Municipality without first having obtained written consent from the Municipality.
- 13.4 No person shall be charged under Section 13.1.1 of this By-law except where a signed request from the property owner or occupant has been received by the designated person enforcing this By-law.
- 13.5 No person in the urban or rural neighborhood shall park or leave a vehicle on private property without consent of the owner or occupant of the property.
- 13.6 Where a driver of a vehicle, not being the owner, has been charged under Section 13.3 of this By-law and is liable to a penalty, the owner of the vehicle is also liable to such penalty unless, at the time of the offence, the vehicle was being used without the owner's consent.
- 13.7 No person in the urban or rural neighborhood shall park a vehicle or permit a vehicle to remain parked on the property owned by the Municipality or where:
- 13.7.1 an area that is designated by sign as reserved, unless the area is reserved for such person, and
 - 13.7.2 an area designated by sign as an area where parking is prohibited.
- 13.8 The provision of 13.3.2 shall not apply where authorized signs have been posted indicating parking is permitted.

14. PHYSICALLY DISABLED PARKING SPACES – PROHIBITED PARKING WITH SIGNS

- 14.1 For the purpose of this Section:
- 14.1.1 “authorized sign” means a sign thirty centimetres (30 cm) (11.8 inches) in width and forty-five centimetres (45 cm) (17.7 inches) in height displaying the symbols and colours shown in Schedule “Q” of this By-law, but one (1) or both of the arrows may be deleted.
- 14.2 When authorized signs have been erected, no person in the urban or rural neighborhood shall park or stop a vehicle or allow a vehicle to remain parked or stopped in a public parking area in a parking space reserved for physically disabled unless a valid physically disabled permit is openly displayed on the dashboard of the vehicle or licence plates issued for the physically disabled are properly attached to the front and rear of the vehicle.

- 14.3 Enforcement of this Section on the property other than property owned by the municipality will only be carried out upon written request by the owner.
- 14.4 Designated parking spaces shall be located as set out in Schedule “R” attached hereto and forming part of this by-law.

15. HEAVY MOTOR VEHICLE – PARKING PROHIBITED WITH SIGNS

- 15.1 For the purposes of this Section, the following definition shall apply:
 - 15.1.1 “heavy motor vehicle” means a commercial vehicle, including tractor trailers, or other vehicles having a weight when unloaded of three tons (2.7 metric tonnes) or more, or when loaded 5 tons (4.5 metric tonnes), but does not include an ambulance, police, fire, or emergency utility vehicle.
- 15.2 Except as provided in Section 15.3 of this Section, when authorized signs to that effect are displayed, no person in the urban or rural neighborhood shall park or stop a heavy motor vehicle or permit a heavy motor vehicle to remain parked or stopped on any highway or parts of highways within the limits of the Corporation of the Municipality of Temagami.
- 15.3 Section 15.2 shall not apply to any vehicle actually engaged in making a delivery to, or collection from, premises which cannot be reached except by way of a highway or a portion of a highway referred to in the said section, or to prohibit the collection, the said highway or portion of a highway is traveled only in so far as is unavoidable in getting to and from such premises.

16. DEFACING SIGNS – TRAFFIC SIGNALS

No person shall move, remove, deface or in any manner interfere with any sign, traffic control signal, marking, or other traffic control device placed, erected or maintained under this By-law.

17. FRESHLY PAINTED SIGNS ON ROADWAY

No person shall drive any vehicle over any marking of the roadway where markers are in place to indicate that the marking material has been freshly applied.

18. PARKING AND STOPPING PROHIBITED – FIRE ROUTE WITH SIGNS

- 18.1 When authorized signs have been erected, no person shall park or stop a vehicle or permit a vehicle from being stopped or parked in a designated fire route
- 18.2 Fire route locations shall be as set out in Schedule “S” attached hereto and forming part of this By-law.

- 18.3 Where a fire route has been designated as such by this By-law, the owner of the land shall erect along such fire routes one (1) or more authorized signs in such manner and such a number as required by the Municipality of Temagami as to reasonably inform the users of such fire route that the lands concerned have been designated a fire route and parking is prohibited thereon.

19. THROUGH HIGHWAYS, STOP SIGNS AND YIELD SIGNS

19.1 THROUGH HIGHWAYS

19.1.1 The highways set out in Schedule “A” attached hereto and forming part of this By-law, between the limits set out of the said Schedule are, except as provided in subsection 19.1.2 of this By-law, hereby designated as through highways.

19.1.2 The designation in subsection 19.1.1 of this By-law of a highway or part of a highway shall not include any intersection thereon where the road intersected is a King’s Highway or where traffic control signals are installed.

19.2 STOP SIGNS

19.2.1 The intersection set in Schedule “B” attached hereto and forming part of this By-law are designated as intersections where stop signs shall be erected at the locations shown in the said Schedule “B”.

19.2.2 Each designation made by subsection 19.2.1 shall not become effective until stop signs have been erected in accordance with the regulations of the Highway Traffic Act R.S.O. 1990, c. H.8.

20. TURNING MOVEMENTS

Where official signs in accordance with the regulations of the Highway Traffic Act R.S.O. 1990, c. H.8 are erected and are on display, no vehicle in any intersections of portion of highways set out in Schedule “E” attached hereto and forming part of this by-law, proceeding in the direction or emerging from a property set out in the said Schedule , shall be turned in the direction set out in the said Schedule, during the times or days set out in Column 4 of the said Schedule “E”.

21. DESIGNATED ONE-WAY HIGHWAYS

21.1 The highways set out in Schedule “G” attached hereto and forming part of this By-law, between the limits set out in the said Schedule, are hereby designated for one-way traffic only in the direction set out in the said Schedule “G”.

21.2 Each designation made by subsection 21.1 shall be effective upon erection of official signs.

22. RATE OF SPEED & PENALTIES

In accordance with Section 128 of the Highway Traffic Act, R.S.O. 1990, Chapter H.8 as amended, the highways or portions of a highway under the Municipality's jurisdiction as set out under Schedule "H", shall have the maximum rate of speed as prescribed by this By-law under Schedule "H". No person shall drive a motor vehicle at a rate of speed greater than the maximum rate of speed prescribed under Schedule "H" for the specified highways. Every person who contravenes this Section of the By-law is guilty of an offence and on conviction is liable to a fine, as per the penalties set forth in section 128 (14) of the Highway Traffic Act, R.S.O. 1990, Chapter H.8.

23. PENALTIES

Every person who contravenes any provision of this By-law is guilty of an offence and on conviction is liable to a fine as provided in the Provincial Offences Act.

The Set Fines for offences or contraventions other than speeding are found in the attached Schedules "T" and "U" under Column 4.

24. VOLUNTARY PAYMENT

Notwithstanding the provisions of Section 23 of this By-law, any person may, upon presentation of Parking Infraction Notice, pay early payment in the manner shown in option 1 or 2 on the reverse side of the certificate of parking infraction, if such notice:

- 24.1 is issued by an officer, constable, or by-law enforcement officer;
- 24.2 indicates the commission of an offence as set out in Sections 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14 and 18 of this By-law, and
- 24.3 indicates the voluntary payment payable within 7 days, as set out in Column 3 of the attached Schedule "T".

25. AUTHORITY TO TOW

Notwithstanding any other penalty imposed by this By-law, the officer, constable, or by-law enforcement officer so appointed by the Municipality of Temagami may have the vehicle towed away and impounded at the owner's expense.

26. CHARGES – RE – TOWING

All towing and impounding charges incurred under Section 25 shall become a lien against the vehicle and are collectible under the Repair and Storage Liens Act R.S.O. 1990, c. R.25.

27. LIABILITY

The Corporation of the Municipality of Temagami will not be liable for any damage done by highway maintenance equipment to vehicles parked on Municipal highways or for any damage caused to a vehicle due to Towing away and impounding of same.

28. CONFLICT WITH OTHER BY-LAWS

Any by-laws or parts of any by-laws passed by the Corporation of the Municipality of Temagami which are in conflict with the provisions of this By-law are hereby repealed.

29. ENACTMENT

This By-law shall take effect on the final passing thereof.

READ A FIRST TIME this 8th day of January 2009.

READ A SECOND TIME this 22nd day of January 2009.

READ A THIRD TIME AND FINALLY PASSED this 26th day of February 2009.

Mayor

CAO/Clerk

**BY-LAW NO. 09-826
SCHEDULE "A"**

THROUGH HIGHWAYS

HIGHWAY FROM TO

There are no through signs.

BY-LAW NO. 09-826

SCHEDULE “B”

STOP SIGNS AT INTERSECTIONS

	STREET	DIRECTION OF TRAVEL	INTERSECTION	NUMBER OF SIGNS
1.	Ojibway Lane	W	Highway #11	1
2.	Mountainview Avenue	W	Highway #11	2
3.	Village Lane	W	Highway #11	1
4.	Springgarden Avenue	W	Highway #11	1
5.	Wildflower Avenue	W	Highway #11	1
6.	O’Connor Drive	E	Highway #11	1
7.	Sunset Crescent	E	Highway #11	2
8.	Harmony Avenue	E	Highway #11	1
9.	Parkwood Lane	E	Highway #11	1
10.	Railway Road	W	Highway #11	1
11.	Memory Lane	E	Highway #11	1
12.	Lakeshore Drive	E	Highway #11	1
13.	Lakeshore Drive	W	Wildflower Avenue	1
14.	Stevens Road	S	O’Connor Drive	1
15.	Jack Guppy Way	N	O’Connor Drive	1
16.	Old Dump Road	W	Highway #11	1
17.	Milne Sherman Road	E	Highway #11	1
18.	Spruce Drive	E	Birch Crescent	1
19.	Spruce Drive	W	Highway #11	1
20.	Goward Avenue	N	Spruce Drive	1
21.	Hillcrest Drive	W	Goward Avenue	1
22.	Birch Crescent	S	Spruce Drive	2
23.	Hazel Circle	E	Spruce Drive	1
24.	Cedar Avenue	N	Spruce Drive	1
25.	Poplar Drive	E	Cedar Avenue	1
26.	Lake Temagami Access Road	E	Highway #11	1
27.	Wilson Lake Road	E	Highway #11	1
28.	Lowell Lake Road	W	Highway #11	1
29.	Tonomo Road	E	Highway #11	1
30.	Stevens Road	E	Causeway	1
31.	Fox Run	W	Causeway	1

BY-LAW NO. 09-826

SCHEDULE “C”

YIELD RIGHT-OF-WAY AT INTERSECTIONS

	STREET	DIRECTION OF TRAVEL	INTERSECTION	NUMBER OF SIGNS
1.	Stevens Road	S	Stevens Road and Fox Run	1
2.	Mountainview Avenue	E	Mountainview Avenue and Railway Road	1
3.				
4.				
5.				

BY-LAW NO. 09-826

SCHEDULE “D”

SIGNAL LIGHT TRAFFIC CONTROL DEVICE

	STREET	DIRECTION OF TRAVEL	INTERSECTION	NUMBER OF SIGNS
1.	NIL	NIL	NIL	NIL
2.				
3.				
4.				
5.				

BY-LAW NO. 09-826

SCHEDULE “E”

TURNING RESTRICTION ON SPECIFIED STREETS

	STREET	DIRECTION OF TRAVEL	DIRECTION	TIMES AND/OR DAY
1.	NIL	NIL	NIL	NIL
2.				
3.				
4.				

BY-LAW NO. 09-826

SCHEDULE “F”

“U” TURNS PROHIBITED

INTERSECTION

NIL

BY-LAW NO. 09-826

SCHEDULE “G”

ONE-WAY STREETS

	STREET	FROM	TO	DIRECTION
1.	NIL	NIL	NIL	NIL
2.				
3.				
4.				

BY-LAW NO. 09-826

SCHEDULE “H”

**HIGHER OR LOWER RATES OF SPEED THAN THAT PRESCRIBED IN THE
HIGHWAY TRAFFIC ACT**

	STREET	FROM	TO	MAXIMUM RATE OF SPEED IN KM / HOUR
1.	Ojibway Lane	Ojibway Lane	Highway #11	30 km
2.	Sunset Crescent	Highway #11	Highway #11	30 km
3.	Harmony Avenue	Harmony Avenue	Highway #11	30 km
4.	O’Connor Drive	O’Connor Drive	Highway #11	30 km
5.	Mountainview Avenue	Mountainview Avenue	Highway #11	30 km
6.	Village Lane	Village Lane	Highway #11	30 km
7.	Springgarden Avenue	Springgarden Avenue	Highway #11	30 km
8.	Parkwood Lane	Parkwood Lane	Highway #11	30 km
9.	Railway Road	Railway Road	Highway #11	30 km
10.	Memory Lane	Memory Lane	Highway #11	30 km
11.	Lakeshore Drive	Lakeshore Drive	Highway #11	30 km
12.	Wildflower Avenue	Lakeshore Drive	Highway #11	30 km
13.	Stevens Road	Stevens Road	O’Connor Drive	40 km
14.	Fox Run	Fox Run	Stevens Road	40 km
15.	Jack Guppy Way	Jack Guppy Way	O’Connor Drive	40 km
16.	Old Dump Road	Old Dump Road	Highway #11	50 km
17.	Milne-Sherman Road	Milne-Sherman Road	Highway #11	70 km
18.	Spruce Drive	Spruce Drive	Highway #11	30 km
19.	Goward Avenue	Goward Avenue	Spruce Drive	30 km
20.	Hillcrest Drive	Hillcrest Drive	Goward Avenue	30 km
21.	Alder Lane	Alder Lane	Goward Avenue	30 km
22.	Birch Crescent	Spruce Drive	Spruce Drive	30 km
22.	Hazel Circle	Hazel Circle	Spruce Drive	30 km
23.	Cedar Avenue	Cedar Avenue	Spruce Drive	30 km
24.	Poplar Crescent	Poplar Crescent	Cedar Avenue	30 km
25.	Lake Temagami Access Rd	Lake Temagami Access Rd	Highway #11	50 km
26.	Wilson Lake Road	Wilson Lake Road	Highway #11	40 km
27.	Lowell Lake Road	Lowell Lake Road	Highway #11	50 km
28.	Tonomo Road	Tonomo Road	Highway #11	40 km
29.	Marten River Dump Road	Marten River Dump Rd	Highway #11	30 km
30.	Bayview Lane	Wildflower	Highway #11	30 km
31.	School Road	School Road	Ojibway Lane	30 km
32.	Woodcrest Street	Woodcrest Street	Lakeshore Dr.	30 km
33.	Shoreline Road	Shoreline Road	Woodcrest St.	30 km
34.	Ridgeway Lane	Ridgeway Lane	Woodcrest St.	30 km
35.	Temagami Marine Road	Temagami Marine Road	Highway #11	50 km

BY-LAW NO. 09-826

SCHEDULE “I”

PARKING RESTRICTIONS ON SPECIFIED STREETS

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
No.	LOCATION	FROM	TO	SIDE	TIME
1.	Ojibway Lane	Highway #11	Dead End	N & S	Any Time
2.	Village Lane	Highway #11	Dead End	N & S	Any Time
3.	Sunset Crescent	Highway #11	Lot 128, Plan M-66, Pcl 14938	N & S	Any Time
4.	Parkwood Lane	Highway #11	Dead End	N & S	Any Time
5.	Wildflower Avenue	Lot 253, Plan M-66, Pcl 21158	Lot 252, Plan M-66	N & S	Any Time
6.	Bayview Lane	Wildflower Avenue	Lakeshore Drive	E & W	Any Time
7.	Memory Lane	Highway #11	Lots 364 & 365, Plan M-66 (Don Miller’s)	West	Any Time
8.	Lakeshore Drive	Lot 419, Plan M-66 (West End of Ronnoco House)	NR 1178, Part 3 (OPP Laneway)	N & S	Any Time
9.	Lakeshore Drive	Third Street (West End of Pumphouse)	Lot 356, Plan M-66 (Old Town Office)	N & S	Any Time
10.	O’Connor Drive	Highway #11	Stevens Road	East	Any Time
11.	Lakeshore Drive	West end Pt. Lots 418 & 419 Plan M-66 (6 Lakeshore Drive)	East end Pt. Lots 418 & 419 Plan M-66 (6 Lakeshore Drive)	N	Any Time
12.	Lake Temagami Access Road	Tetapaga Creek Bridge	West for four hundred (400) feet	N & S	Any Time

BY-LAW NO. 09-826

SCHEDULE “J”

ANGLE PARKING PERMITTED ON SPECIFIED STREETS

	STREET	FROM	TO	SIDE
1.	NIL	NIL	NIL	NIL
2.				
3.				
4.				
5.				

BY-LAW NO. 09-826

SCHEDULE “K”

PARKING METER ZONES

There are no Parking Meter Zones.

BY-LAW NO. 09-826

SCHEDULE “L”

DESIGNATED MUNICIPAL PARKING LOTS

The following locations in the Municipality of Temagami are designated as **overnight** Municipal Parking Lots as signed:

1. Townsite Railroad Bridge Parking Area
2. O’Connor Drive Public Parking Lot.
3. Steven’s Road Public Parking Lot (across from the ambulance station)
4. Cassels Lake Boat Launch area Public Parking Lot.
5. Public Parking Lot at the west end of Memory Lane.
6. Temagami Marine Road Boat Launch.
7. Temagami North Arena Parking Lot.
8. Lake Temagami Access Road Mine and Manitou Landings (LUP #LTE 397)

The following locations in the Municipality of Temagami are designated as **day use only** Municipal Parking Lots as signed:

1. Temagami Waterfront **Municipal Office/Library** Parking Lots.
2. **The West of the** Wildflower Avenue and Lakeshore Drive intersection. **Parking Lots.**
3. Stevens Road Parking Lot by the Ball Diamond.
4. Temagami Train Station Parking Lot.

The following location in the Municipality of Temagami is designated as a Municipal Parking Lot, as signed, with transport truck overnight parking permitted from 10:00 p.m. to 6:00 a.m. **ONLY** and a daytime transport truck parking limit of **ONE HOUR** only.

BY-LAW NO. 09-826

SCHEDULE “M”

DESIGNATED PARKING SPACES RENTED ON AN ANNUAL BASIS AND METERED ZONE FEES

There are designated and signed parking spaces at the Lake Temagami Mine Landing (LUP #LTE 397) that the Municipality charges an annual fee as per the current fee by-law.

There are no metered zones, metered zones fees and time periods in effect for metered zones. The following locations in the Municipality of Temagami have designated and signed parking stalls that the Municipality charges an annual fees for as per the current user fee by-law.

1. The Lake Temagami Access Road Mine Landing (LUP # LTE 397).
2. The Temagami North Arena Parking lot.
3. The West side of the Wildflower Avenue and Lakeshore Drive Intersection .

BY-LAW NO. 09-826

SCHEDULE “N”

PERMITS

1. Permits may be issued to authorized vehicles Parking for those vehicles charged an annual fee at the Lake Temagami Mine Landing (LUP # LTE 397). designated signed parking stalls.
2. The authorized vehicle shall display in the window of the vehicle a sign issued by the Municipality of Temagami.

BY-LAW NO. 09-826

SCHEDULE “O”

LOADING ZONES

The area in the Temagami Train Station parking lot between O’Connor Drive and the south side of the Temagami Train Station is designated as a “School Bus Loading Zone”. No parking is permitted in this area during the hours of 7:00 a.m. to 9:00 a.m. and between the hours of 3:00 p.m. to 5:00 p.m. Monday to Friday, September to June.

BY-LAW NO. 09-826

SCHEDULE “P”

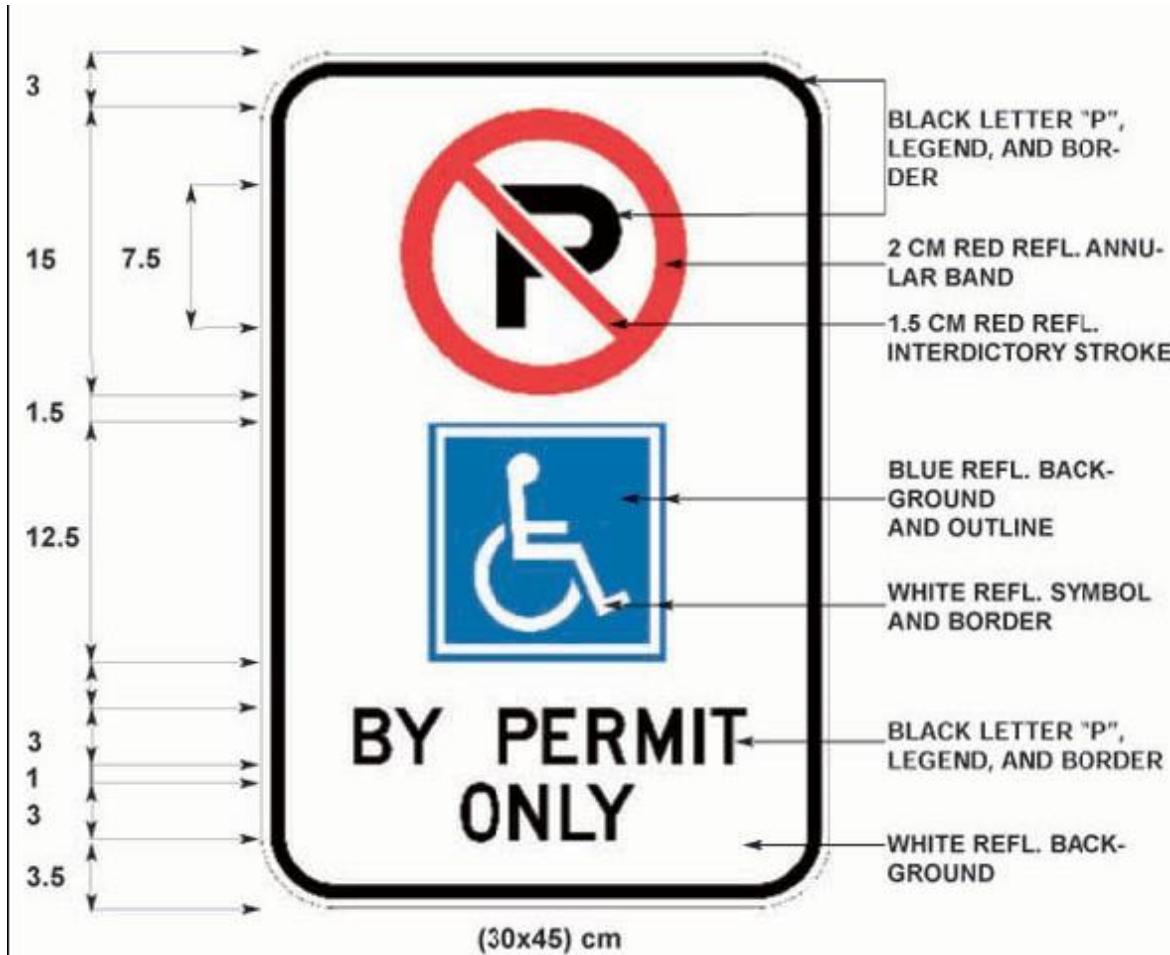
PEDESTRIAN CROSSOVERS

There are no designated Pedestrian Crossovers.

BY-LAW NO. 09-826

SCHEDULE "Q"

PARKING PROHIBITED



BY-LAW NO. 09-826

SCHEDULE “R”

DESIGNATED PARKING SPACES FOR THE PHYSICALLY DISABLED

1. All designated disabled persons parking areas shall be identified by the official sign required by the Highway Traffic Act, Regulations. The signs shall be permanently mounted with the base of the sign a minimum of 1.7 metres above ground level, and at a maximum height of 2.5 metres. Signs shall be placed on both sides of the parking area to denote the area within which parking, other than the designated parking, is prohibited.
2. Disabled persons parking areas within a parking lot or other parking facilities are located at the following locations:
 - a) Lake Temagami Mine Landing (LUP #LTE 397).
 - b) Lake Temagami Manitou Landing (LUP #LTE 397).
 - c) Municipal Office Parking Lot at 7 Lakeshore Drive.
 - d) Temagami Boat Launch at 15 Lakeshore Drive.
 - d) Temagami North Arena – 100A Spruce Drive
 - e) Temagami Family Health Team and Medical Centre Building – O’Connor Drive
 - f) # 3 Wildflower Avenue

BY-LAW NO. 09-826

SCHEDULE “S”

DESIGNATED FIRE ROUTES

There are no designated fire routes.

BY-LAW NO. 09-826 as amended
The Municipality of Temagami
Part II Provincial Offences Act
Parking By-law
SCHEDULE "T"
Urban Neighbourhood

ITEM	COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4
	SHORT FORM WORDING	PROVISION CREATING OR DEFINING OFFENCE	VOLUNTARY PAYMENT WITHIN 7 DAYS	SET FINE
1.	Parked facing wrong way	4.1.1	30.00	42.00
2.	Stop facing wrong way	4.1.1	30.00	42.00
3.	Parked too far from curb	4.1.1	30.00	42.00
4.	Stop too far from curb	4.1.1	30.00	42.00
5.	Parked too far from right limit of highway	4.1.2	30.00	42.00
6.	Stopped too far from right limit of highway	4.1.2	30.00	42.00
7.	Taxi-cab illegally stopped, standing or parked	4.2	30.00	42.00
8.	Parked facing wrong way on one-way-traffic	4.3.1	30.00	42.00
9.	Stopped facing wrong way on one-way-traffic	4.3.1	30.00	42.00
10.	Parked too far from left limit of highway	4.3.2	30.00	42.00
11.	Stopped too far from right limit of highway	4.3.2	30.00	42.00
12.	Parked other than designated space	4.4	30.00	42.00
13.	Stopped other than designated space	4.4	30.00	42.00
14.	Parked other than in (angle) designated space (parking)	4.7.1	30.00	42.00
15.	Parked not at 45 degree angle	4.7.2	30.00	42.00
16.	Stopped not at 45 degree angle	4.7.2	30.00	42.00
17.	Park within (9 m) of firehall same side	5.1	30.00	42.00
18.	Park within (30 m) of firehall opposite side	5.2	30.00	42.00
19.	Park within (20 m) of intersection	5.3	30.00	42.00

ITEM	COLUMN 1 SHORT FORM WORDING	COLUMN 2 PROVISION CREATING OR DEFINING OFFENCE	COLUMN 3 VOLUNTARY PAYMENT WITHIN 7 DAYS	COLUMN 4 SET FINE
20.	Park within (30 m) of intersection controlled traffic signal	5.4	30.00	42.00
21.	Park in front of main entrance to or exit from (hotel, hospital, nursing home, theatre, auditorium or public building)	5.5	30.00	42.00
22.	Park within (30 m) approach side of crosswalk not located at intersection	5.6	30.00	42.00
23.	Park within (15 m) departure side of crosswalk not located at intersection	5.7	30.00	42.00
24.	Park – interfere with forming of funeral procession	5.8	30.00	42.00
25.	Park within (9 m) of intersection	6.1	30.00	42.00
26.	Park within (3 m) of fire hydrant	6.2	30.00	42.00
27.	Park in front of (laneway or driveway)	6.3	30.00	42.00
28.	Park within (1.5 m) of (laneway or driveway)	6.3	30.00	42.00
29.	Park – obstruct (laneway or driveway)	6.4	30.00	42.00
30.	Park – obstruct parked vehicle leaving	6.5	30.00	42.00
31.	Park – to display vehicle for sale	6.6	30.00	42.00
32.	Park – greasing vehicle	6.7	30.00	42.00
33.	Park – repairing vehicle	6.7	30.00	42.00
34.	Park – on roadway (6 m) or less in width	6.8	30.00	42.00
35.	Park on driveway within (1 m) of sidewalk	6.9	30.00	42.00
36.	Park on driveway within (1 m) of footpath	6.9	30.00	42.00
37.	Park on driveway within (3 m) of roadway	6.9	30.00	42.00
38.	Park – on any boulevard	6.10	30.00	42.00
39.	Stop on, partly on, or over sidewalk	7.1	30.00	42.00
40.	Stop within an intersection	7.2	30.00	42.00

ITEM	COLUMN 1 SHORT FORM WORDING	COLUMN 2 PROVISION CREATING OR DEFINING OFFENCE	COLUMN 3 VOLUNTARY PAYMENT WITHIN 7 DAYS	COLUMN 4 SET FINE
41.	Stop within a crosswalk	7.2	30.00	42.00
42.	Stop within (30 m) of approach side of crosswalk (not located at intersection)	7.3	30.00	42.00
43.	Stop within (15 m) of departure side of crosswalk (not located at an intersection)	7.4	30.00	42.00
44.	Stop adjacent to excavation	7.5	30.00	42.00
45.	Stop adjacent to obstruction	7.5	30.00	42.00
46.	Stop – double stopping	7.6	30.00	42.00
47.	Stop beside parked vehicle	7.6	30.00	42.00
48.	Stop on bridge	7.7	30.00	42.00
49.	Stop on elevated structure	7.7	30.00	42.00
50.	Stop within (30 m) of bridge	7.8	30.00	42.00
51.	Stop within (30 m) of elevated structure	7.8	30.00	42.00
52.	Stop within (30 m) approach side of railway	7.9	30.00	42.00
53.	Stop within (15 m) departure side of railway	7.10	30.00	42.00
54.	Stop adjacent to school when prohibited	8.1	30.00	42.00
55.	Stop adjacent to park when prohibited	8.1	30.00	42.00
56.	Stop adjacent to playground when prohibited	8.1	30.00	42.00
57.	Park adjacent to school when prohibited	8.1	30.00	42.00
58.	Park adjacent to park when prohibited	8.1	30.00	42.00
59.	Park adjacent to playground when prohibited	8.1	30.00	42.00
60.	Park within turning basin of cul-de-sac	8.2	30.00	42.00
61.	Stop within turning basin of cul-de-sac	8.2	30.00	42.00
62.	Park – interfere with clearing and removing snow	10.1	30.00	42.00
63.	Park – interfere with highway cleaning	10.2	30.00	42.00

ITEM	COLUMN 1 SHORT FORM WORDING	COLUMN 2 PROVISION CREATING OR DEFINING OFFENCE	COLUMN 3 VOLUNTARY PAYMENT WITHIN 7 DAYS	COLUMN 4 SET FINE
64.	Park – interfere with snow removal when prohibited	10.3	30.00	42.00
65.	Park – where prohibited by sign	11	30.00	42.00
66.	Park – obstructing traffic selling from vehicle	12.1	30.00	42.00
67.	Stop in excess of 10 minutes (selling or offering for sale of goods)	12.3	30.00	42.00
68.	Parking on private property without consent	13.5	30.00	42.00
69.	Parking – municipal property without consent	13.3	30.00	42.00
70.	Park on municipal property where prohibited	13.7.1	30.00	42.00
71.	Park on municipal property in reserved area	13.7.2	30.00	42.00
72.	Park in space reserved for physically disabled – no permit	14.2	300.00	350.00
73.	Stop in space reserved for physically disabled – no permit	14.2	300.00	350.00
74.	Park heavy motor vehicle where prohibited	15.2	30.00	42.00
75.	Stop heavy motor vehicle where prohibited	15.2	30.00	42.00

The general penalty provision for the offences listed above is section 23 of by-law no. 09-826, as amended, a certified copy of which has been filed.

BY-LAW NO. 09-826 as amended
The Municipality of Temagami
Part II Provincial Offences Act
Parking By-law
SCHEDULE “U”
Rural Neighbourhood

ITEM	COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4
	SHORT FORM WORDING	PROVISION CREATING OR DEFINING OFFENCE	VOLUNTARY PAYMENT WITHIN 7 DAYS	SET FINE
1	Parked other than designated space	4.4	70.00	82.00
2	Stopped other than designated space	4.4	70.00	82.00
3	Park – obstruct (laneway or driveway)	6.4	70.00	82.00
4	Park – obstruct parked vehicle leaving	6.5	70.00	82.00
5	Park – to display vehicle for sale	6.6	70.00	82.00
6	Park – greasing vehicle	6.7	70.00	82.00
7	Park – repairing vehicle	6.7	70.00	82.00
8	Stop within an intersection	7.2	70.00	82.00
9	Park on bridge	7.7	70.00	82.00
10.	Park adjacent to school when prohibited	8.1	70.00	82.00
11.	Park – interfere with clearing and removing snow	10.1	70.00	82.00
12.	Park – interfere with highway cleaning	10.2	70.00	82.00
13.	Park – interfere with snow removal when prohibited	10.3	70.00	82.00
14.	Park – where prohibited by sign	11	70.00	82.00
15.	Park – obstructing traffic selling from vehicle	12.1	70.00	82.00
16.	Parking on private property without consent	13.5	70.00	82.00
17.	Parking – municipal property without consent	13.3	70.00	82.00

ITEM	COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4
	SHORT FORM WORDING	PROVISION CREATING OR DEFINING OFFENCE	VOLUNTARY PAYMENT WITHIN 7 DAYS	SET FINE
18.	Park on municipal property where prohibited	13.7	70.00	82.00
19.	Park on municipal property in reserved area	13.7	70.00	82.00
20.	Park in space reserved for physically disabled – no permit	14.2	300.00	350.00
21.	Stop in space reserved for physically disabled – no permit	14.2	300.00	350.00
22.	Park heavy motor vehicle where prohibited	15.2	70.00	82.00
23.	Stop heavy motor vehicle where prohibited	15.2	70.00	82.00

The general penalty provision for the offences listed above is section 23 of by-law no. 09-826, as amended, a certified copy of which has been filed.

BY-LAW NO. 09-826

SCHEDULE "V"

URBAN NEIGHBORHOOD MAP





Corporation of the Municipality of Temagami

Memorandum to Council

Memo No.
2019-M-151

☒ Staff
☐ Committee

Subject:	Public Sector Partners for Progress – Asset Management Proposal
Agenda Date:	September 5, 2019
Attachments:	Letter

RECOMMENDATION

BE IT RESOLVED THAT Council receive Memo 2019-M-151;

AND FURTHER THAT Council direct Staff to confirm pricing and review methodology with Public Sector Partners for Progress as the Asset Management Plan is being updated.

INFORMATION

A letter was received from the Public Sector Partners for Progress advertising their approach to Municipal Asset Management. Part of the correspondence notes that their cost is \$1/resident which, if it is full time residents only, would cost the Municipality around \$800.

At worse, we could be afforded with a different point of view towards asset management assessment and prioritization than we presently have which would provide more options as we update our Plan.

Respectfully Submitted:
Craig Davidson
Treasurer/Administrator



July 8th, 2019

Dear Mayor O'Mara,

Public Sector Partners for Progress is a non-profit organization specializing in asset management as it applies to allocation of public funds in the provision of societal infrastructure. This includes but is not limited to Roads, Sidewalks, Bridges, Culverts, Sanitary Networks, Water Distribution Network, Storm Network, Storm Water Management, Buildings, Parks, Forestry, Fleet, Fire Services, Equipment, and Cemeteries.

Unlike an age-based approach, that has no scientific backing; Public Sector Partners applies a commonsense approach to forecasting infrastructure spending and performance (levels of service) according to unique characteristics of each community. After eight years of intensive research on the topic at the University of Waterloo, and its successful application at the City of Waterloo, and other municipalities across Canada, we are happy to offer your administration the following:

1. Analysis of existing infrastructure,
2. Development of infrastructure modelling parameters; and,
3. Forecasting of current and future asset performance (level of service) and expenditure.

Our asset management approach is uniquely Canadian in that its theory and application were developed at a Canadian University in close collaboration with Canadian municipalities. The forecasting capabilities account for significantly more decision-factors than just age or condition of an asset. They incorporate unique characteristics of each community, such as economies of scale, citizen defined levels of service, funding capacity, project delivery capacity, grant funding accommodation, cost-sharing potential, new design standards' accommodation, and asset data maturity and timeliness.

As we are a non-profit specializing in infrastructure asset management, the cost to your community for our services is only \$1/resident. That is, a total fee which is directly proportional to the population of your community.

This is an opportunity to ensure the benefits of latest capabilities in the field, reach your citizens in a timely manner. Improved infrastructure planning allows for a higher standard of living and socioeconomic growth of the community.

Please contact us so that we may discuss the benefits of becoming our partner as we strive to make infrastructure sustainable for all Canadians.

Kind regards,

Chris Gibson
CTO, Public Sector Partners for Progress (Non-Profit)
226-978-3513
<https://publicsectorpartners.ca/>
Chris.Gibson@publicsectorpartners.ca



Corporation of the Municipality of Temagami

Memorandum to Council

Memo No.
2019-M-152

☒ Staff
☐ Committee

Subject: Bridging the Digital Divide - Conference

Agenda Date: September 5, 2019

Attachments: Conference Communication

RECOMMENDATION

BE IT RESOLVED THAT Council receive Memo 2019-M-152;

AND FURTHER THAT Council authorize the following to attend the Bridging the Digital Divide Conference being held in North Bay in November.

INFORMATION

November 12-14, Bridging the Digital Divide will be held in North Bay highlighting the concern and possible solutions to Canada's Rural and Remote Broadband Service. The earlybird price for the conference is \$449 and is in effect until the end of September. In addition to the conference fee, hotel and mileage would be costs associated with attending this conference bringing the total cost of attendance to approximately \$900 per attendee.

Presently, there is still roughly \$4,000 in each of the Council Travel/Training and Administration Travel/Training budget lines and \$5,000 in the Development Travel/Training budget lines. While Mayor O' Mara has expressed interest in attending the present budget availability would allow for two to three other Members of Council Sabrina Pandolfo, and one person from the Administration Staff to attend.

Respectfully Submitted:
Craig Davidson
Treasurer/Administrator

Source: Amedeo Bernardi Consulting Inc.

August 15, 2019 09:15 ET

New Conference Will Help Bridge the Digital Divide

NORTH BAY, Ontario, Aug. 15, 2019 (GLOBE NEWSWIRE) -- Delivering broadband to rural and remote regions in Canada faces unique, complex challenges as compared to broadband deployments in urban settings.

And since the majority of telecom conferences (also held mostly in big cities) normally try to address all of those issues in perhaps a single session, a brand new conference intends to dedicate itself entirely to the challenges faced by communities, carriers, vendors, government and consumers when it comes to rural broadband.

The first annual **Canadian Rural and Remote Broadband Conference** will take place this November 12-14 in beautiful North Bay, Ontario and will provide a tremendous information sharing forum for community leaders, rural advocates, service providers and government.

This summit will provide a unique opportunity for stakeholders to come together and share their knowledge, experiences, lessons learned and advice via a gathering focused on the challenges and realities of creating a sustainable and ubiquitous digital economy for the rural and remote regions of our country.

The agenda, [available here](#), is focused on educating and informing community leaders and related stakeholders about the challenges and options surrounding the implementation of broadband solutions in their regions and the evolving technological landscape, specifically in rural and remote areas.

"I want this conference to set the tone for broader collaboration across all stakeholders – communities, regions, service providers, vendors and all levels of government across the country," said Amedeo Bernardi, the conference organizer.

Amedeo has a long history in rural connectivity himself having spent many years in wired and wireless communications across Canada working for the likes of Clearnet, Bell Mobility, Ontera, and Bruce Telecom. He knows the rural broadband challenges, partnering with his clients to improve connectivity to their rural and remote homes and businesses every day.

"As it states in the Competition Bureau's recent study on the Canadian broadband market, 'There is a significant difference between broadband internet options available to consumers in the more densely populated areas of Canada and those in more rural and remote settings. In the more sparsely populated parts of the country, where companies are less likely to earn a comparable level of revenues to repay their investments, it is difficult for a company to justify making the very large investments necessary to provide modern networks. The real world effect of this is that networks in rural and remote areas are generally slower, and served by fewer companies, than those in more urban areas'," says Bernardi.

"We are excited to support Amedeo and be a Founding Sponsor of the first annual Canadian Rural and Remote Broadband Conference," said Alan Lief, Vice President, Americas International for Calix. "Rural broadband is an established passion of ours, and supporting this conference is just another way we are working to bridge the digital divide. Calix has helped connect more than 150 previously underserved communities in North America by partnering with nontraditional service providers such as Municipalities and Electric Utilities as they step up to ensure their communities will not be left behind. We applaud Amedeo and his mission to see to it that all Canadians have access to broadband, regardless of their proximity to a major city. Calix has seen so many successful Municipal networks and the benefits they bring to their residents that we are excited to share our experience with attendees of this conference."

This conference will be essential for anyone who wants to better understand rural and remote broadband challenges, engage with other stakeholders to learn about their experiences, and explore the options to collaborate so to deliver effective solutions.

The forum will be held at the North Bay Best Western Hotel and Conference Centre beginning with a welcome reception on Tuesday, November 12, followed by two days of information sharing. Please [click here](#) for registration packages and details. Early Bird registration is available for Public Sector and Community Leaders until September 30th.

For more information, or if you wish to be a sponsor of this important event, please contact Amedeo Bernardi at amedeo@amedeobernardi.ca.

Canada's Rural & Remote Broadband Conference Agenda

Tuesday, November 12, 2019

5:00pm - Registration
7:00pm

7:00pm - Welcome Reception
9:00pm *We invite you to mingle with conference delegates, enjoy some finger foods and refreshments from the bar.*

Wednesday, November 13, 2019

7:00am - Registration and Breakfast
8:30am

8:30am - Conference Introductions
8:45am

8:45am - Keynote #1 – Why the Rural Digital Divide Matters
9:15am More than Ever
This session will explore the rural digital divide and how investment in Broadband is a key factor in addressing economic development, rural outmigration and community well-being.

9:15am - Broadband Technological Solutions for Rural and
10:00am Remote Communities – PART 1:
The Evolution of Broadband Technologies, Speeds and Capacity Challenges in Rural and Remote Areas.

10:00am - Break
10:15am

10:15am - Broadband Technological Solutions for Rural and
11:15am Remote Communities – PART 2:
What is the "Last Mile" and will 5G Solve our Rural Connectivity Challenges? What are the Options?

11:15am - Broadband Technology Solutions for Rural and
noon Remote Communities – PART 3:
Managing the User Experience – What Happens Inside your Institution, Business or Residence?

noon - Lunch and Keynote - Mobilizing Your Community for
1:15pm Solving the Broadband Connectivity Puzzle.

1:15pm - 2:00pm	Funding Programs: <i>What are the Current Government Programs Available and their Requirements?</i>
2:00pm - 3:00pm	Panel Discussion: First Nations Broadband Connectivity <i>The Opportunities and Challenges of New Models, Partnerships and Duty to Consult Obligations.</i>
3:00pm - 3:15pm	Break
3:15pm - 4:00pm	Community Models for Addressing Connectivity Challenges. <i>Brief overview of the various community models – open networks to private networks, rev sharing, municipal and utility-led deployments.</i>
4:00pm - 5:00pm	Panel Discussion: Collaborating to Build a Stronger Rural and Remote Broadband Ecosystem. <i>Discussion between various “regional” groups that have established or are in the process of establishing Broadband projects.</i>
5:00pm - 5:15pm	Day Wrap-up
6:30pm - 8:30pm	Dinner and Keynote TBD

Thursday, November 14, 2019

7:00am - 8:00am	Breakfast
8:00am - 8:15am	Introduction to the Day <i>Summary of the remainder of the conference and updates.</i>
8:15am - 9:00am	Project Lifecycle: <i>Options for Effectively Deploying and Operating a Broadband Network</i>
9:00am - 9:30am	Smart Cities & Intelligent Communities: <i>How Rural and Remote Communities can Participate.</i>

9:30am - 10:15am	Q&A #1 <i>British Columbia's Connected Coast Project</i>
10:15am - 10:30am	Break
10:30am - 11:15am	Q&A #2 <i>Ontario's Northeast Superior Region Broadband Network</i>
11:15am - noon	Q&A #3 <i>TBD</i>
noon to 1:00pm	Luncheon and Conference Closing Remarks

Founding Sponsor



Media Sponsor



Topics and times subject to change.

Suzie Fournier

From: Pratte, John (MTO) <John.Pratte@ontario.ca>
Sent: Monday, August 26, 2019 1:29 PM
To: Suzie Fournier
Cc: craig.d
Subject: Temagami Speed Limit
Attachments: Temagami - Speed Limit August 15, 2019.pdf

Hello Suzie,

Thank you for your letter regarding traffic operations in your community, I am pleased to respond.

Our review considered the traffic operation, collision history and existing posted speed limits. The school crossing location was also reviewed with consideration of the issues raised. The result of our study indicated that the that the current posted speed limits for southbound motorists are appropriately placed and have good compliance and the school crossing is operating effectively. It was noted during our review that a pedestrian ahead sign was in place for the northbound direction but requires relocation to provide advance warning for the southbound traffic entering Temagami. Arrangements have been made to relocate the pedestrian crossing sign.

With regard to the boulevard that is used by pedestrians on the south side of Highway 11 north of the school crossing there was concern with the ability for the municipality to clear the snow. To help address this concern the ministry will be taking steps to relocate the signs off the boulevard adjacent to it to allow for ease of clearing.

Additional items noted for improvement include the northbound approach to Temagami. The ministry will be taking the appropriate measures to revise the existing 80km/h posted speed limit to provide a transition speed of 70km/h between the existing posted 90km/h zone and the existing posted 50/km/h zone. This process can take from 3 to 6 months for regulations to be revised.

I hope this information was of assistance.

Regards,

John Pratte
Traffic Analyst

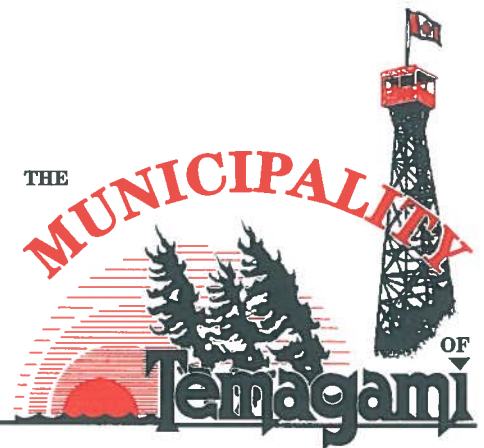
Traffic Section – MTO Northeastern Region
Tel. 705-497-6834 | Fax. 705-497-6926 |
E. John.Pratte@ontario.ca

From: Suzie Fournier <Suzie.f@temagami.ca>
Sent: Thursday, August 15, 2019 9:37 AM
To: Pratte, John (MTO) <John.Pratte@ontario.ca>
Subject: Temagami Speed Limit

Dear Mr. Pratte,

Please see attached letter regarding to proposed speed limit.

THE CORPORATION OF THE
MUNICIPALITY OF TEMAGAMI
P.O. BOX 220
TEMAGAMI, ONTARIO P0H 2H0
(705) 569-3421
FAX: (705) 569-2834
E-MAIL: visit@temagami.ca
WEBSITE: www.temagami.ca



August 15, 2019

Ministry of Transportation

Att: John Pratte
Provincial Highways Management
Northeastern Region
Traffic Section
447McKeown Avenue
North Bay, ON P1B 9S9

Dear Mr. Pratte:

This letter is to advise you that your correspondence dated of July 17, 2019 regarding the proposed speed limit was received by Council at the August 8, 2019 Regular Council meeting.

At the meeting, Council requested that the request to adjust the speed limits be reconsidered. While the reduction of the speed limit to the south of the hamlet is appreciated, Council would like the speed limit reductions to start further south due to entrances with limited sight lines. To the north, Council would like a study on the speed limit entering the hamlet with respect to the school zone at the bottom of a significant hill.

If you have any questions or concerns regarding this matter, please feel to contact the undersigned.

Sincerely,

Suzie Fournier
Municipal Clerk
Municipality of Temagami



Marten River Volunteer Fire Department

Fire Chief Paul Elliott

Craig Davidson

Treasure/Administrator

Municipality of Temagami

As of January 1, 2019 the following members have agreed to stand as officers for the Marten River Fire Department:

Fire Chief Paul Elliott

Deputy Chief Anne Siegner

Captain Mary Jane Elliott

Captain Charles McDougal

Captain David Smetana

Captain Rachel Cantin

Please have the office adjust payroll honorariums accordingly.

Thank you

Paul Elliott

THE CORPORATION OF THE MUNICIPALITY OF TEMAGAMI

BY-LAW NO. 19-1480

Being a by-law to appoint a Deputy Fire Chief for the Martin River Fire Department.

WHEREAS under Section 8 (1) of the Municipal Act, 2001, S.O., 2001, c.25, as amended, the powers of a municipality under this or any other Act shall be interpreted broadly so as to confer broad authority on the municipality to enable the municipality to govern its affairs as it considers appropriate and to enhance the municipality's ability to respond to municipal issues;

AND WHEREAS under Subsection 10 (1) (2) of the Municipal Act, 2001, S.O., 2001, c. 25, as amended, a single-tier municipality may pass by-laws respecting the governance structure of the municipality and its local boards; and section 227 provides for the appointment of officers and employees of the municipality;

AND WHEREAS the Fire Protection and Prevention Act, 1997 S.O. 1997 , c4. as amended, permits the Council to appoint officers;

AND WHEREAS the Municipality of Temagami has enacted bylaw 99-460 establishing a Fire Department;

NOW THEREFORE the Council of the Corporation of the Municipality of Temagami hereby enacts as follows:

1. That in this by-law, "Deputy Fire Chief" means the one person who has been appointed by the Council of the Municipality to act as the Deputy Fire Chief of the Martin River Fire Department.
2. That Anne Seigner is hereby appointed Deputy Fire Chief of the Marten River Fire Department.
3. That this appointment shall take effect on the date of the final passing of this by-law.
4. That the remuneration for this position shall be determined from time to time by the Council.
5. That the Clerk of the Municipality of Temagami is hereby authorized to make minor modifications or corrections of a grammatical or typographical nature to this by-law, after the passage of the by-law, where such modifications or corrections do not alter the intent of the by-law.

TAKEN AS READ A FIRST time on this 5th day of September, 2019.

READ A SECOND AND THIRD time and finally passed 5th day of September, 2019.

Mayor

Clerk

THE CORPORATION OF THE MUNICIPALITY OF TEMAGAMI

BY-LAW NO. 19-1481

Being a By-Law to confirm the proceedings of Council of the Corporation of the Municipality of Temagami

WHEREAS pursuant to Section 5(1) of the Municipal Act, 2001, S.O. 2001, c. 25 as amended, the powers of a municipality shall be exercised by its Council; and

WHEREAS pursuant to Section 5(3) of the Municipal Act, 2001, S.O. 2001, c. 25 as amended, a municipal power, including a municipality's capacity rights, powers and privileges under Section 8 of the Municipal Act, 2001, S.O. 2001, c. 25 as amended, shall be exercised by By-Law unless the municipality is specifically authorized to do otherwise; and

WHEREAS it is deemed expedient that the proceedings of the Council of the Corporation of the Municipality of Temagami at this Session be confirmed and adopted by By-Law.

NOW THEREFORE the Council of the Corporation of the Municipality of Temagami hereby enacts as follows:

1. **THAT** the actions of the Council of The Corporation of the Municipality of Temagami in respect of all recommendations in reports and minutes of committees, all motions and resolutions and all actions passed and taken by the Council of the Corporation of the Municipality of Temagami, documents and transactions entered into during the September 5, 2019 Regular meeting of Council are hereby adopted and confirmed, as if the same were expressly embodied in this By-Law.
2. **THAT** the Mayor and proper officials of The Corporation of the Municipality of Temagami are hereby authorized and directed to do all the things necessary to give effect to the action of the Council of The Corporation of the Municipality of Temagami during the said meetings referred to in paragraph 1 of this By-Law.
3. **THAT** the Mayor and the Treasurer/Administrator or Clerk are hereby authorized and directed to execute all documents necessary to the action taken by this Council as described in Section 1 of this By-Law and to affix the Corporate Seal of The Corporation of the Municipality of Temagami to all documents referred to in said paragraph 1.

Read a first, second and third time and finally passed this 5th day of September, 2019.

Mayor

Clerk