

Operations Committee

Wednesday, March 17, 2010, 4:00 p.m.
City Hall - Council Chambers

Committee Members

Councillor G. Beach,
Chair
Councillor H. Noble
Councillor L. Severson
Mayor D.L. Henderson,
Ex-Officio

Areas of Responsibility

Operations	CRCA
Community Services	Airport Board
Fire	Arena Advisory Board
Museum	Visual/Performing Arts
Library Board	Committee
Cemetery Board	PLMG
St. Lawrence Lodge	BMAAC
Mgmt. Board	Brockville Municipal
L,L&G Health Unit	Non-Profit Housing
	Committee

AGENDA

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CORRESPONDENCE

- 5-7 1. Cataraqui Region Conservation Authority
Request for Council Resolution
Ontario Drinking Water Stewardship Program

DELEGATION(S) AND PRESENTATION(S)

- 9-33 1. Mr. Darcy Alkerton, Nuisance Wildlife Control

STAFF REPORTS

- 35-59 1. 2010-037-03
2009-2010 Accessibility Plan
- 61-63 2. 2010-040-03
Waste Electronics Collection Ban
- 65-67 3. 2010-041-03
Extension of Waste Services Inc. Contract
- 69-70 4. 2010-043-03
The Oiling of Canada Goose Eggs
- 71-75 5. 2010-044-03
Request to Make Morgan Lane a Two-way Laneway
- 77-79 6. 2010-046-03
Para Transit Contract

UNFINISHED BUSINESS

UNFINISHED BUSINESS

1. Amendment to Solid Waste By-Law
See Staff Report 2010-040-03
Waste Electronics Collection Ban

NEW BUSINESS

1. Topics for Discussion per Councillor Noble
 - a) Modifying staff report format to remove unnecessary duplications and triplications of the same information in order to save staff time and to improve the communication and save the time of those reading them (as per sample format provided by H. Noble).
 - b) To get maximum economic benefit from the gateway to our downtown. Visitor docking has a far greater impact than seasonal. Hence it is desirable to convert seasonal docking to visitor docking while ideally not adversely affecting existing boats.

Consideration of adopting a policy changing seasonal docking slips to visitor docking whenever an existing boat is not renewed rather than making the slip available to a new boat. The objective would be to gradually convert Tunnel Bay slips from seasonal to visitor docking as slips become available. Discussion of feasibility of reassigning slips whenever this happens so as to congregate visitor slips together and seasonal together as the mix changes.

- c) Discussion of parking downtown and Blockhouse Island regulation and enforcement to ensure it does not interfere with the use of the area by residents and tourists but allows control of those folks not there for the quiet enjoyment of the area who cause problems.
- d) Discussion re parking downtown re taxis and use of complimentary parking by folks working in the area.
- e) Discussion of an idea suggested by some citizens who attended the Olympics pointing out that Vancouver has a by law to help keep its streets clean of cigarette butts and for air quality that does not allow smoking within a designated number of feet from a store or office building.
- f) Marina redesign status of the inner harbour.

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NEW BUSINESS

Mr. Simon Fuller will be in attendance.

CONSENT AGENDA



CATARAQUI REGION CONSERVATION AUTHORITY

1641 Perth Road, P.O. Box 160 Glenburnie, Ontario K0H 1S0

Phone: (613) 546-4228 Fax: (613) 547-6474

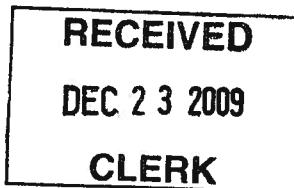
E-mail: crica@cataraquiregion.on.ca Website: www.cataraquiregion.on.ca

OFS-Jan
OFS-MAR

December 18, 2009

File: SPP 9-1

To: Ms. Sandra M. Seale, AMCT
City Clerk, City of Brockville
1 King Street West
PO Box 5000
Brockville ON K6V 7A5



Dear Ms. Seale,

**RE: REQUEST FOR COUNCIL RESOLUTION
ELIGIBLE AREA – ONTARIO DRINKING WATER STEWARDSHIP PROGRAM**

This is to request that the City of Brockville consider passing a resolution to accept the new draft delineation of the Intake Protection Zone-1 around the Brockville drinking water intake as an eligible area for grants under the Ontario Drinking Water Stewardship Program (ODWSP) – Early Actions. The aim of this program is to assist landowners who wish to undertake voluntary stewardship projects on their property to help protect the source water for municipal residential systems.

The initial draft Intake Protection Zones were adopted for use in this program by the City of Brockville on November 25, 2008. In recent months, the new draft delineations for the Intake Protection Zones have been completed and accepted by the Cataraqui Source Protection Committee. These delineations will be included in the forthcoming Assessment Report for the Cataraqui area. A new Council resolution will be required in order to use these delineations in the delivery of the ODWSP.

A sample resolution is provided below for your assistance. The intent of the resolution is solely to allow residents within the delineation of the Intake Protection Zone-1 to be eligible for grants; therefore, providing more opportunities to protect municipal drinking water. Passing the below resolution does not imply that the municipality adopts the intake protection zones for any purpose other than the ODWSP.

Suggested Resolution:

THAT the City of Brockville adopts the draft delineation of Intake Protection Zone 1 around the Brockville intake that has been delineated as part of the Eastern Lake Ontario-Upper St. Lawrence River Intake Protection Zone Study conducted by the Cataraqui Region Conservation Authority in cooperation with the municipality for the purposes of the Ontario Drinking Water Stewardship Program.

As you are aware, the Drinking Water Source Protection initiative is one component of ensuring sustainable and safe municipal drinking water. As part of this provincially funded initiative, the CRCA continues to provide grants to residents around municipal water supplies under the Ontario Drinking Water Stewardship Program (ODWSP).

Projects that are eligible for funding include:

- Well upgrades and decommissions;
- Septic system upgrades and repairs;
- Runoff and erosion measures;
- Pollution prevention reviews;
- Agricultural activities that complement the Environmental Farm Plan program.

Attention to this request at the earliest time will be appreciated. If you or Council have any questions regarding this request, please don't hesitate to contact me directly.

If a resolution is passed, please forward it to my attention.

Sincerely,



Lauren Forrester

Acting Water Quality Specialist
613-546-4228 x 290
lforrester@cataraquieregion.on.ca

Attachment: map

Current Eligible Area for the Ontario Drinking Water Stewardship Program

**DRINKING WATER
SOURCE PROTECTION**

Legend	
●	Brockville Water Treatment Plant
—	Rivers
—	Watercourses
—	Wetlands
—	Wetbarrows
—	Railway
■	Current Eligible Area (20m)

Brockville Water Treatment Plant

Lake Ontario

County Road 2

Centre Street

Sherwood Street

CATARAQUI
Source Protection Area

This map was created by the Ontario Government
and the Ministry of Environment.

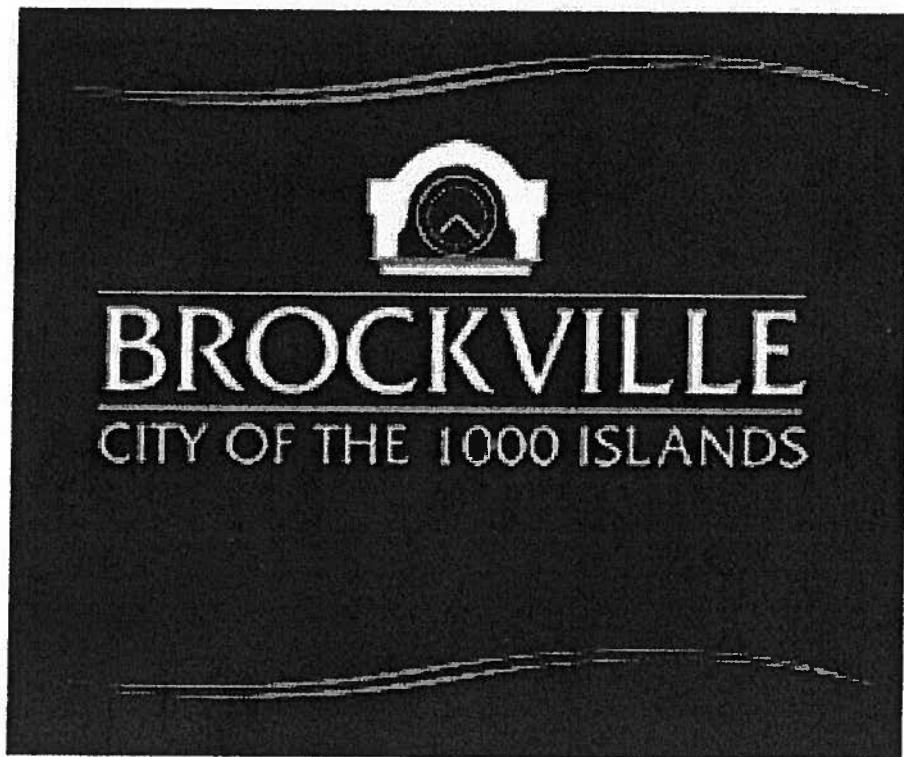
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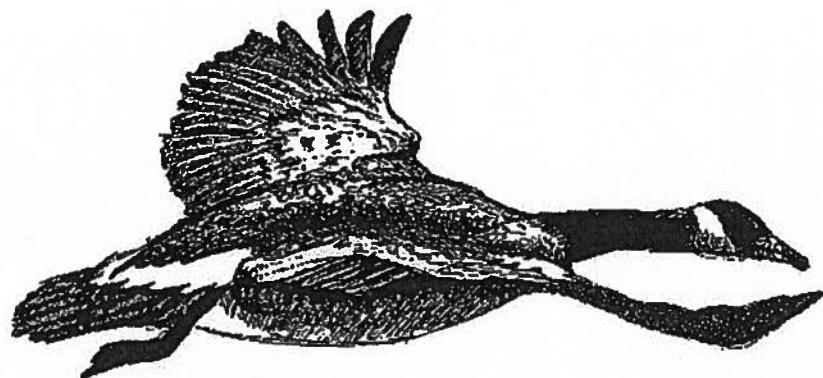
Universal Transverse Mercator Projection
North American Datum 1983

(Item Description)

Nuisance Wildlife Control
Darcy Alkerton



City of Brockville Nuisance Geese Assessment



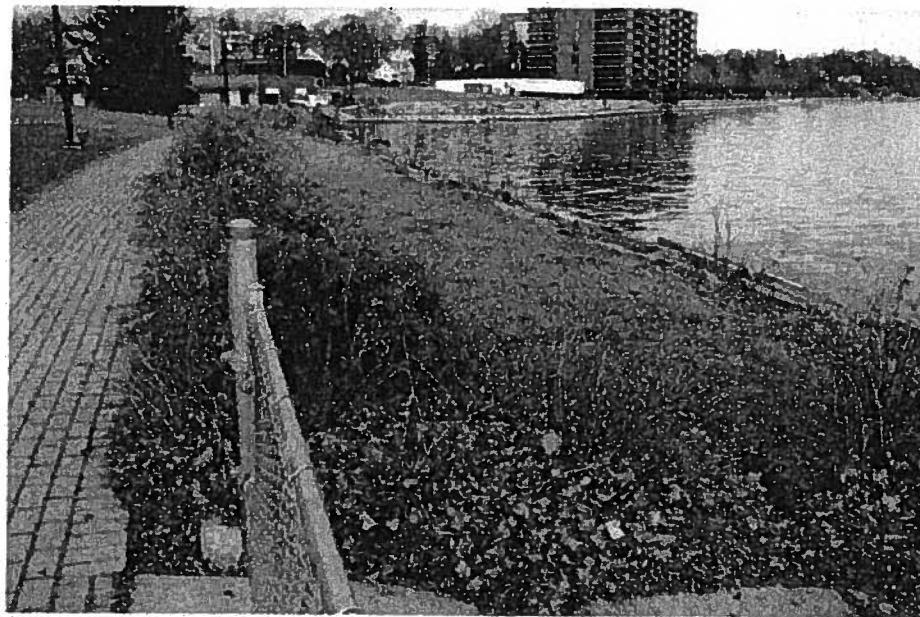
Spencerville, Ontario (613) 658-2223
December 2009

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Darcy Alkerton

Existing Situation



The waterfront gates are 8 inches above the ground which is high enough to allow goslings to pass under and into the park. These gates need to be seasonally adjusted.



Grass on the river side of the barrier shrubs encourages geese to forage in this area. Shrubs planted throughout this grass area will discourage geese from grazing. Geese do not like to climb steep banks or push through dense vegetation.

Nuisance Wildlife Control

Darcy Alkerton



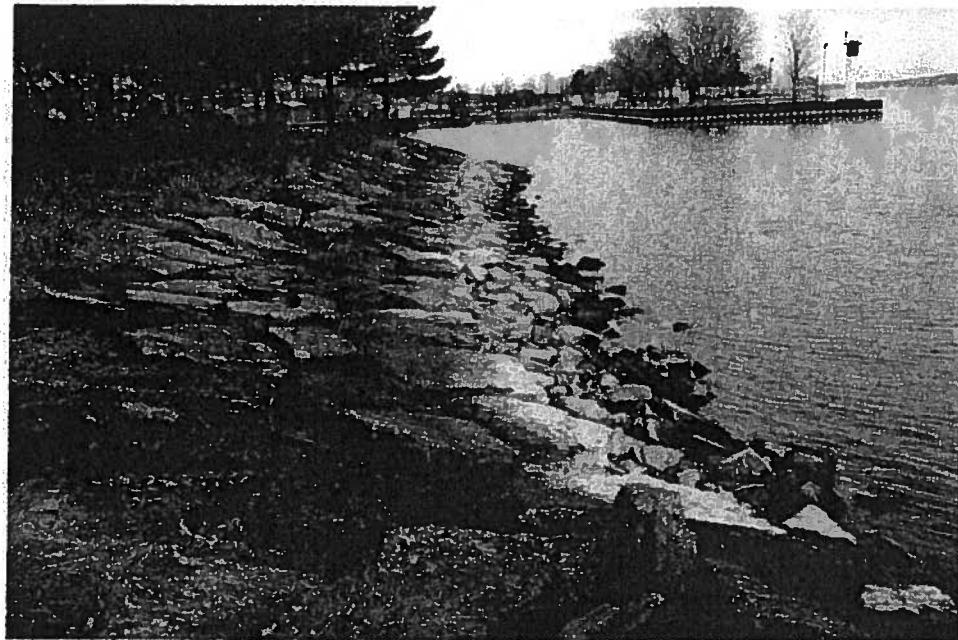
Gaps left in shrubbery allow geese easy access to the park. A dense barrier of shrubs will act like as a natural fence and keep geese out of the park.



The existing stone shoreline barrier provides an obstacle to geese when properly applied. In the left of this picture the rocks are assemble high enough to keep young geese from entering the park. On the right however the rocks are on a gradual slope, which is very easy for geese to climb.

Nuisance Wildlife Control

Darcy Alkerton



Once again another location where access to the park is easy for geese due to the gradual slope of the rocks. In addition the trees and shrubs at the top of the rocks are trimmed allowing geese easy access to the lawns beyond. If these shrubs were densely planted they would create a natural fence that would deter goose entry.



84- The type of shrubs needed to deter goose entry are already in place in the parks, however they are in various locations and not in any density suitable to deter geese from walking around them.

Nuisance Wildlife Control
Darcy Alkerton



Clover is a preferred food source for geese and is found through out the parks. Alternate seeding would be less desirable to geese.

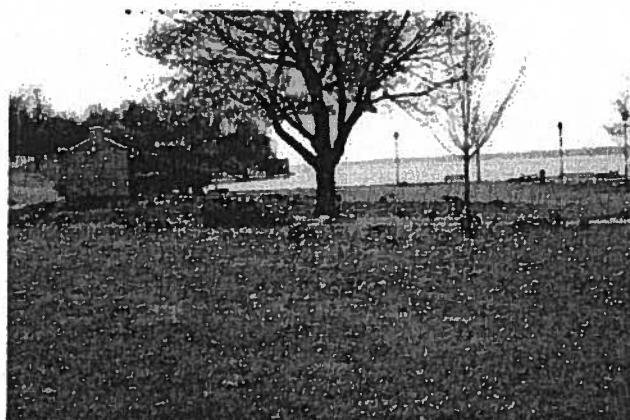
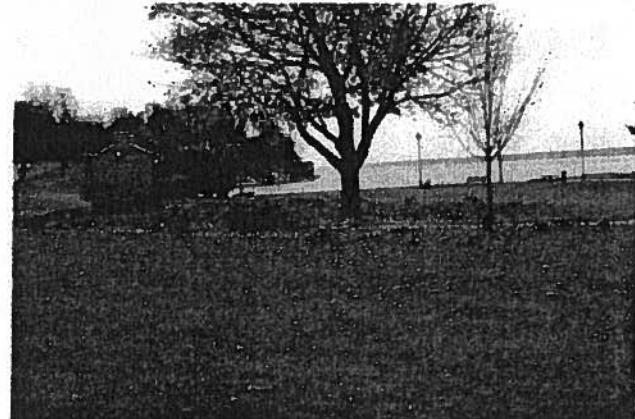
Spencerville, Ontario (613) 658-2223
December 2009

{ItemDescription}

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Nuisance Wildlife Control

Darcy Alkerton



During a site visit in November over 150 geese were feeding on the freshly cut grass. Notice how far the geese are from the shoreline. They have already eaten the preferred grass close to the shoreline and are now venturing farther into the park to eat their preferred grasses. These geese landed in the river and obtained easy access due to the gradual sloped rocks in the top of the first three pictures.

Nuisance Wildlife Control

Darcy Alkerton



Centeen Park gated river access stairway showing the north side with gradual sloping rocks on the shoreline.



Centeen Park gated river access stairway looking south with a substantial vertical height difference in the rocks barrier along the shoreline. This is the preferred application to keep the geese from entering the parks from the waters edge.

Nuisance Wildlife Control
Darcy Alkerton



Notice the browning of the grass along the slop in the top of this picture due to heavy feeding and droppings from the geese. The geese are now feeding on the greener grasses farther from the shoreline.

Nuisance Wildlife Control

Darcy Alkerton



Photos of a goose feeding comfortably within a few feet of the photographer; an indication that geese have been habituated to humans. We also observed people feeding which only encourages the geese to enter and stay in the parks. There were no signs posted "Do not Feed the Wildlife" at this time of year. Posting of such signs throughout the year and developing an education package for the public is needed to prevent the continuation of this activity. Enforcement of existing bylaws may be needed to discourage feeding of wildlife. This plan has been adopted by other municipalities which have had the same problem in regards to feeding wildlife.

Nuisance Wildlife Control

Darcy Alkerton



These photos show goose excretions found through out the parks. An education program is needed to inform the public of the health hazards these droppings present as well as their unsightliness.

Realities

- There is no one solution to solving the goose problems presently taking place in the City of Brockville.
- Not very many years ago there was an absence of Canada geese in the Brockville area. With a significant decrease in predation; the available of wastes crops such as corn and soybean; and the almost year round availability of open water for roosting, the population has expanded beyond the expectation of wildlife managers on both sides of the border.
- Many municipalities along the great lakes are experiencing similar issues; however there is no reason why public safety and health concerns should be ignored because of nature's "infringement" on human habitats.
- Staff and the public may not be aware of the issues and the repercussions of feeding, attracting, accommodating or the negative health risks associated with geese and the droppings.
- Brockville's proximity to water and the continuance of warm weather will mean that Canada geese are here to stay.
- Canada geese typically roost in the water at night and feed and rest on land during the day.
- Many Canada geese (*Branta canadensis maxima*) do not migrate very far or very long away from eastern Ontario
- Existing hunting pressure is not affecting the reproduction potential of Canada geese. The population is still expanding at a rate of about 17% per year.

Options

DISCONTINUANCE OF FEEDING

1. The City of Brockville should consider developing an education package for both the public and staff to familiarize them with Canada geese and the issues associated with these abundant birds.
2. These education efforts should be supplemented with the erection of No Feeding Wildlife signs throughout all parks in the city, particularly those along the St. Lawrence River.
3. Bylaw enforcement of the No Feeding Wildlife would encourage compliance with the city's efforts to address the goose issues
4. The City should consider re-establishing the ground cover along the waterfront parks with species other than clover. This work could be done in the early spring ahead of the goose nesting period

The education plan should be developed and implemented this winter in order have staff and the public aware of the geese issues before the geese return in the spring. It may be advisable to consider a media release as a supplement to the education package. The signage should also be up and ready before the geese return.

HABITAT MODIFICATION

5. Physical barriers, such as the rock wall along the waterfront should be enhanced to a height which will make it difficult for geese to walk up the embankments to access the grasses in the parks.
6. Shrubs should be established or re-established immediately along the shoreline to create not only a physical barrier to access but also a visual one for the birds swimming along the shoreline.
7. Gates located at shoreline ramps should be lowered to prevent gosling in particular from accessing the parks. A simulated green covering applied to the chain link will create both a visual and physical barrier to the geese.
8. A physical harassment program could be developed using proper pyrotechniques, remote controlled boats and lasers would make the waterfront less desirable for geese.

Additions to the existing rock wall could be implemented over the winter while the supplemental planting of additional shrubs should take place in the early spring. Modification to the gates should take place before the goslings are mobile (early June).

The City's project using students to harass the geese work well and should be included in next year's budget. However the students should use more effective and proven techniques such as lasers, water guns, and pyrotechniques.

Nuisance Wildlife Control
Darcy Alkerton

REDUCTION IN LOCAL POPULATION

If geese are nesting on City owned lands (the three sister islands or parks) an application to oil eggs in establish nests will no doubt reduce the amount of geese in the area.

9. The City should consider asking the federal/provincial governments to increase the allowable harvest during the waterfowl season along the St. Lawrence River.
10. A trap and relocation program can be developed to move a number of geese to other suitable location.

The City should consider making application to the Canadian Wildlife Service to oil the geese eggs this winter in order to be prepared for next springs nesting season.

In the past the City has taken a number of haphazard approaches to controlling the goose issues along the waterfront. The results have been sporadic at best. Should a comprehensive approach be implemented using effective and proven techniques it is suggested that the results would be much more successful. Control of the goose population along the City's waterfront will not only make the parks a more pleasurable experience but a safer one as well considering the potential health and safety issues associated with the amount of goose dropping that presently exists.

Options

DISCONTINUANCE OF FEEDING

1. The City of Brockville should consider developing an education package for both the public and staff to familiarize them with Canada geese and the issues associated with these abundant birds.

Pros

Better informed staff and public will understand the issues with feeding geese and other wildlife as well as the methods being implemented to keep the geese away from the waterfront parks.

Cons

People who presently feed the geese will look upon the efforts as an affront to their activities. They believe they are doing the animals a favour by feeding them.

2. These education efforts should be supplemented with the erection on No Feeding Wildlife signs throughout all parks in the city, particularly those along the St. Lawrence River.

Pros

Public will have obvious instructions in not feeding geese in the parks. May encourage those who feed geese not to do so via peer pressure.

Cons

Once again this option may be viewed as a restriction to a perceived right. As with other signs, they may be the target of vandalism.

3. Bylaw enforcement of the No Feeding Wildlife would encourage compliance with the city's efforts to address the goose issues

Pros

Enforcement would assist in achieving the goal of not feeding geese which in turn does not encourage them to stay at the waterfront parks.

Cons

May be viewed as heavy handed enforcement. An education program will clarify the City's intent.

Nuisance Wildlife Control
Darcy Alkerton

4. The City should consider re-establishing the ground cover along the waterfront parks with species other than clover.

Pros

Wildlife are motivated by few things however food is a principal factor in their survival. By not indirectly feeding the geese a preferred food source like clover their attraction to the waterfront parks would diminish.

Cons

The costs associated with eradicating the clover and replacing it with other ground cover.

HABITAT MODIFICATION

5. Physical barriers, such as the rock wall along the waterfront should be enhanced to a height which we make it difficult for geese to walk up the embankments easily accesses the grasses in the parks.

Pros

It would appear that the original intent of placing these large stones was to protect the shoreline from erosion using a natural material. The stones not only accomplish this objective but are aesthetically pleasing as well. If more stone were added it would not detract from the original objective and it would also create an effective and natural barrier to geese. Presently these stones offer park visitors access to the water as well. In the previous photos it is noted that many of the flatter stone are covered with slippery aquatic vegetation creating a human hazard due to potential of slipping and falling either onto the rocks themselves or into the river.

Cons



Costs of placing more stones along the shoreline. Access to the river would be restricted to areas where present walkways exists.

Nuisance Wildlife Control
Darcy Alkerton

6. Shrubs should be established or re-established immediately along the shoreline to create not only a physical barrier to access but also a visual one for the birds swimming along the shoreline.

Pros

Relatively low costs and a natural, aesthetic physical/visual barrier to geese. Many of the shrubs already exist, all that is needed is infilling in location that are absent or where geese are using to get into the parks.

Cons

Costs of shrubs and planting – maintaining them.

7. Gates located at shoreline ramps should be lowered to prevent gosling in particular from accessing the parks. A simulated green covering applied to the chain link will create both a visual and physical barrier to the geese.

Pros

The existing gates present a barrier to humans but not geese. By lowering them and covering them with a solid material and will not encourage geese to use these sites to access the parks

Cons

Seasonal maintenance and cost of materials

8. A physical harassment program could be developed using proper pyrotechniques, remote controlled boats and lasers would make the waterfront less desirable for geese.

Pros

Like guard dogs on golf courses, airports and farms harassments techniques do keep geese away. The techniques suggested are specific to geese control. There are many areas, both natural and man made, along the river which geese can access once they have been discouraged from using the City's parks.

Cons

The costs of implementing these techniques. Likely would need an outside contractor to carryout the work on behalf of the City. Some residents may view the techniques as unnatural.

Nuisance Wildlife Control
Darcy Alkerton

REDUCTION IN LOCAL POPULATION

9. The City should consider asking the federal/provincial governments to increase the allowable harvest during the waterfowl season along the St. Lawrence River.

Pros

Both the province and federal governments control the hunting of geese as the birds are migratory and subject to the Migratory Bird Convention Act. An increase in harvest by hunters can help control the number of birds along the river.

Cons

No immediate and direct benefit for the City as there is no hunting along the waterfront of the City. Geese may actually see the City's waterfront as a sanctuary and stay where it's safe. However if the other options are implemented the geese will roosts along the waterfront but feed elsewhere.

10. A trap and relocation program can be developed to move a number of geese to other suitable location.

Pros

This option has been implemented in other jurisdiction in the U.S. with success. The local geese populations were drastically reduced without killing any animals.

Cons

The costs of capturing and transporting geese to other suitable locations. Finding an area that will accept the addition of more geese.

Canada Goose Trivia

- Scientific name of the Canada Goose – *Branta Canadensis*
- The average weight of a Canada Goose is approx. 4.5 - 6.8 kg (10-15 pounds)
- Giant Canada goose (*Branta Canadensis maxima*) can weigh up to 24 pounds
- The average wingspan of a Canada Goose is approx. 45.7 – 55.9 cm (18 – 22 inches)
- Giant Canada geese can inflict serious harm to even adult humans
- Grass and grains make up the major portion of a Canada gooses diet
- Nesting season for the Canada goose in between March and June
- Geese incubate their eggs for about 28 days
- On average the female lays between 4 and 7 eggs, however the “giant Canada goose (*Branta Canadensis maxima*) can lay up to 12 eggs
- Goslings, young Canada geese, leave the nests within 24 hours of hatching
- Goslings cannot fly until they are about 70 days old.
- About 30 days after the gosling have hatched the adult birds undergo their annual molt which renders them flightless for about 4 weeks
- Average lifespan of a goose is 7 – 25 years
- Geese mate for life
- Canada geese eat up to 1.8 kg (4 lbs) per day of succulent grasses
- The average Canada goose can pass .45 - .68 kg (1 to 1 ½ lbs) of droppings per day. Considering a conservative flock of 100 Canada geese would result in:

45 – 68 kg per day (100 – 150 lbs per day)
315 – 476 kg per week (700 – 1050 lbs per week)
9450 – 14280 kg per month (21,000 – 31,500 lbs per month)

or over a 9 months period 85,050 – 128,520 kg or 85.5 – 128.52 metric tons
or (189,000 – 283,500 lbs or 94.499 - 141.75 tons)

CANADA GEESE

(*Branta Canadensis*)



Identification

Their long black neck and head with an obvious white cheek patch makes Canada Geese easily recognizable. Their body is grayish-coloured with a long black legs and feet.

The Giant Canada goose which is the largest member of the Canada goose family inhabitates much of southern Ontario, particularly the areas bordering the great lakes. This heavily weight of the goose family can weight as much as 8 kilograms and have a wingspan of 2 meters.

Range

Canada Geese breed throughout North America, except in the high Arctic and in the extreme southern parts of the United States and Mexico.

Habitat

You can find Canada Geese on almost any type of wetland, from small ponds to large lakes and rivers. However, Canada Geese spend as much or more time on land as they do in water.

In terms of habitat, Canada geese use different habitats for different reasons. They tend to like low areas with lots of open water, which provides them with safety from predators. For nesting, Canada geese like upland areas near water. Quite often, they will nest on an island.



In southern Ontario nesting Canada Geese are at home in many places, from sheltered streams, lakes, ponds to golf courses and urban parks.

During fall and winter, Canada Geese favour agricultural land where vast fields of cereal grains and other crops provide abundant food and relative safety from predators.



Predators

Several animals prey upon the eggs and young of Canada Geese. The large birds use their size and aggressive behaviour to dissuade most predators, including foxes, from approaching too close. They open their wings widely to make themselves seem as big as possible, and they hiss loudly. They are also capable of delivering a hard blow with their wings.



Red foxes, coyotes, wolves, and bald eagles may kill adult Canada Geese either on the nesting grounds or at staging or wintering areas. Nevertheless, once a goose survives its first year, the experience it has gained makes it much less vulnerable to predators, and most individuals live for 10 or more years to a maximum of about 24.

General Biology

Canada geese eat a lot. Usually they will spend up to 12 hours a day feeding to take in the nutrition that they need. They usually graze on grasses, roots, leaves and other plant materials, but they also spend time in fields feeding on waste crops and grain.

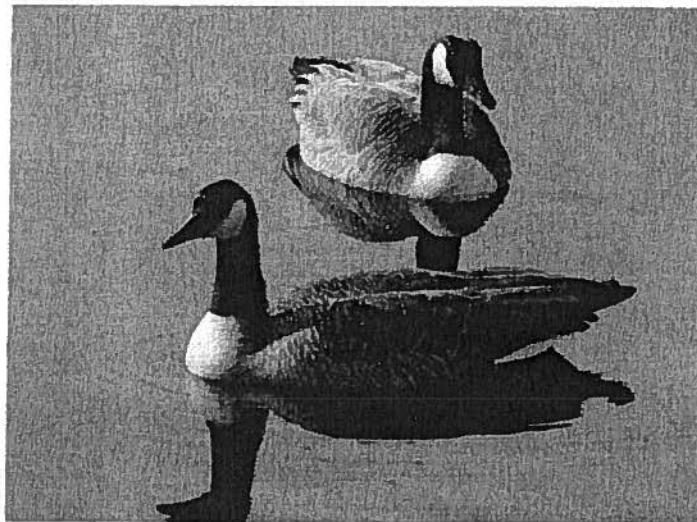


Before the spring and fall migrations, Canada geese will eat even more to build up the fat reserves they need to make the long trips. This is especially true for females in the spring, as they need enough fat to make the migration, produce a clutch of eggs and survive the incubation period with little food.



Reproduction

The Canada Goose finds a mate during its second year and once paired, the geese remain together for life. Contrary to popular belief, however, if one member of the pair is killed, the other will find a new mate.



Canada Geese breed earlier in the season than many birds. Nesting begins as soon as conditions are favourable in spring, in some cases as early as mid-March.

Usually five to seven eggs are laid, with older birds producing more eggs than birds nesting for the first time. The female incubates the eggs for 25 to 28 days while the male stands guard nearby. During the incubation period the female leaves the nest only briefly each day to feed and drink and bathe.

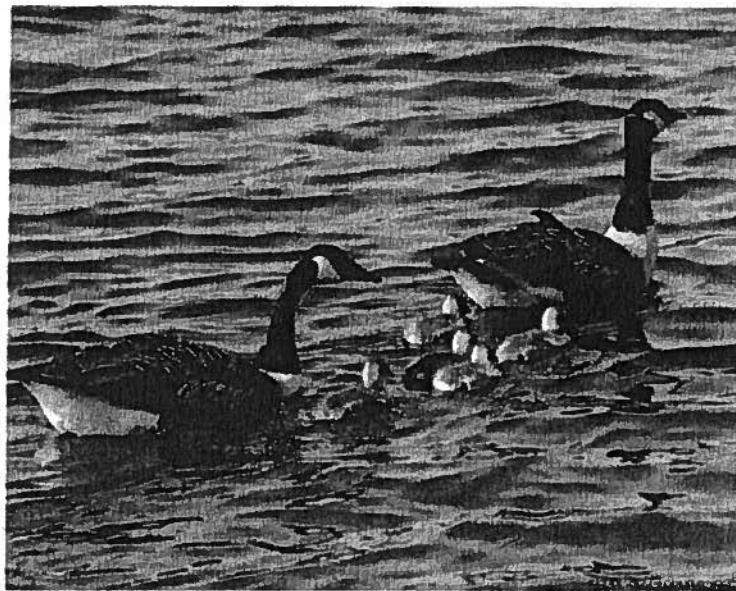
Most nest sites are located near water and often on islands. Nest sites are chosen to offer some protection from exposure to wind while giving the incubating female a clear line of sight to detect approaching predators. Female Canada Geese always return to nest in the same area where their parents nested and often use the same nest site year after year.



Soon after the young have hatched, families leave their nests, sometimes walking several kilometres in a few days to reach their brood-rearing area. From the moment they leave the nest, goslings feed on grasses and sedges in meadows and along shorelines.

Behaviour

An adult pair and its goslings are an almost inseparable troupe, acting in unison. Usually the female leads the way, followed by the young, with the gander, or male, bringing up the rear. When another goose family ventures too close, both the parents and young assume threatening postures and make a lot of noise. Numbers and not the size or weight of the adults seems to be decisive—large families almost always defeat small families, which in turn defeat pairs without young. Most encounters are settled without physical contact, and prolonged fights are rare.



From six to nine weeks after hatching, depending on the race, the birds are ready to take to the air as a family unit. By this time, only about half of the goslings that hatched still survive. In the north, Canada Geese feed on berries and put on a layer of fat before their southward migration. Prior to migration, the families come together into groups of a few to several dozen families, often in coastal areas. The last of the Canada Geese linger along northern shores until early October. Then suddenly in a few days they are gone.

Signs and sounds

Flocks of migrating Canada Geese are readily recognized by their irregular “V” formation as they pass overhead in spring and fall. They can often be heard as well, since there is usually a steady chorus of honking.

Damage

Canada Geese appear to be everywhere. Golf Courses, beachfront property owners and community parks have been fouled with goose droppings. A Canadian Goose, while a majestic bird, can deposit about a half a pound of fecal material on your grass each and every day. The problem of course is how to get rid of them.



Canada Geese have become a nuisance in many areas. The birds thrive under the close protection and feeding opportunities they find in parks, near suburban wetlands, and on lawns or golf courses. Because no hunting takes place in these areas, there are few natural factors working to limit population growth and disperse the birds. Populations of urban Canada Geese are still growing, and the range of these birds is still expanding. Problems associated with geese include droppings on lawns and beaches, which may contaminate drinking water sources, aggressive behaviour toward humans, and collisions with aircraft.



Legal Status

The Canada goose is a migratory bird, protected federally by the Migratory Birds Convention Act.

The Canadian Wildlife Service uses the following measures to manage the population:

- Periodic surveys to monitor the population size and range;
- Leg banding to track individual survival, movements and number harvested;
- Advice and permits to landowners to mitigate conflicts with Canada Geese;
- Hunting regulations to provide harvest opportunities and limit population growth.

It is illegal to disturb, damage or destroy the nest or eggs of Canada Geese. However, special permits may be obtained from the Canadian Wildlife Service to use acceptable deterrent techniques.

**23 February 2010
REPORT TO OPERATIONS COMMITTEE – March 17, 2010**

**2010-037-03
2009-2010 ACCESSIBILITY PLAN**

**S.M. SEALE
CITY CLERK
R. BILLING
CHAIR, BMAAC**

RECOMMENDATION

THAT Council receive the City of Brockville 2009-2010 Accessibility Plan dated February, 2010, as endorsed by the Brockville Municipal Accessibility Advisory Committee (Attachment "A" to this report); and

THAT the Clerk be directed to forward each of the recommendations contained in the 2009-2010 Accessibility Plan to the appropriate standing committee in April for review and direction; and

THAT a copy of the 2009-2010 Accessibility Plan be sent to the Ministry of Citizenship and Immigration, Accessibility Directorate of Ontario; and

THAT copies of the 2009-2010 Accessibility Plan be made available to the public via the City of Brockville's website, the Brockville Public Library and City Hall.

ORIGIN

Under the Ontarians with Disabilities Act, 2001, each year, the Council of every municipality shall prepare an accessibility plan. The plan shall be prepared from advice and consultation with persons with disabilities. Further, as the City of Brockville has a population of not less than 10,000, the Act prescribes that the City shall have an accessibility advisory committee. The committee shall advise Council about the preparation, implementation and effectiveness of the accessibility plan. This report is an undertaking of the Brockville Municipal Accessibility Advisory Committee as per the direction set out by Council.

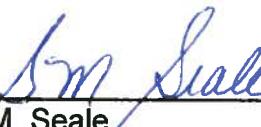
ANALYSIS

The work of the Brockville Municipal Accessibility Advisory Committee (BMAAC) and the undertakings of the City of Brockville for the period of October 2008 to September 2009, have been summarized in the attached Plan. The plan also includes BMAAC's recommendations for removal of barriers, including adjustments to service, for the period of 2009-2010.

The 2009-2010 recommendations will be forwarded to the appropriate standing committee in April for review and direction.

FINANCIAL CONSIDERATIONS

This report does not have any direct financial implications. Any financial considerations related to the removal of barriers are reported to the appropriate standing committee and then forwarded to Council for consideration.


S.M. Seale
City Clerk


B. Casselman
City Manager



The Corporation of the City of Brockville

2009 – 2010 Accessibility Plan

February 2010

Our Goal: Accessibility A Reality

Note: This document is available in large print upon request

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EXECUTIVE SUMMARY

Accessibility planning puts into action Ontario's commitment, and specifically the City of Brockville's commitment, to improve independence and opportunity for people with disabilities. Consulting with people with disabilities ensures that local needs, concerns and priorities are reflected within the plan.

The accessibility plan examines all aspects of the City of Brockville's operations, including City by-laws, practices, facilities, programs and services. The plan identifies steps the committee suggests be taken, over time, to remove identified barriers and to prevent new ones. The plan also reviews accessibility accomplishments the City has benefited from.

Accessibility planning encourages municipalities to think strategically about removing and preventing barriers. Accessibility planning is a great way to tap new markets, attract and retain effective employees, improve service delivery, enhance customer service and increase efficiency.

Accessibility planning will help the City recruit and retain more employees who have skills to compete in the marketplace. Accessibility planning will help ensure that City services, policies, procedures and practices meet the needs of everyone, including staff and members of the public with disabilities.

MUNICIPAL JURISDICTION(S) PARTICIPATING IN THIS PLAN

Municipality

The Corporation of the City of Brockville

Mailing Address

City Hall
1 King Street West
P.O. Box 5000
Brockville, Ontario
K6V 7A5

Accessibility Advisory Committee

The Ontarians with Disabilities Act, 2005 (AODA) requires that all Municipalities with a population over 10,000 appoint an Accessibility Advisory Committee. The Brockville Municipal Accessibility Advisory Committee is comprised of the following members:

Ryan Billing
Janet Jones
Mary Ann Greenwood
Thomas Dixon
Mark Earle
Mathew Wilson
Shannon Cody

The Accessibility Advisory Committee is managed through the Clerk's Department and reports to the Operations Committee of Council.

INTRODUCTION

There are 1.9 million people in Ontario with disabilities. This number is expected to increase as the population ages because the incidence of disability increases with age.

On December 14, 2001, the Ontarians with Disabilities Act 2001 (ODA) was passed to improve access opportunities for people with disabilities.

The ODA was designed so that cities, towns, and other municipalities, hospitals, school boards, colleges and universities, public transportation providers, government ministries and agencies, the private sector, and people with disabilities could take part in making Ontario a more accessible province.

Sections of the Ontarians with Disabilities Act, 2001 (ODA) became law early in 2002. At that time the Accessibility Directorate of Ontario and the Accessibility Advisory Council (AAC) of Ontario was established.

The Directorate was formed to manage the implementation of the ODA and to provide guidance, tools and resources to obligated sectors – government ministries, municipalities, hospitals, school boards, colleges, universities and public transportation organizations – that are required to prepare annual accessibility plans under the ODA. In addition, the Directorate supports the Accessibility Advisory Council and works with partner organizations to develop voluntary accessibility standards and provide public education and community-based accessibility programs that demonstrate the social and economic benefits of improving accessibility.

The AAC which is largely composed of people with disabilities was established to advise the Minister of Citizenship on the implementation of the ODA and accessibility of government services and to provide information programs.

Each year, the council of every municipality shall prepare an accessibility plan and either seeks advice from the accessibility advisory committee that it establishes or consults with persons with disabilities and others, if the council did not establish an accessibility advisory committee.

In June 2005, the Province of Ontario furthered its commitment to accessibility by expanding previous legislation to improve Ontario's infrastructure for persons with disabilities. The Accessibility for Ontarians with Disabilities Act (AODA) contains a series of standards and time lines to remove barriers for people with disabilities. Each standard sets out measures, policies and practices to eliminate barriers within each municipality. The AODA describes standards for both public and private sectors as follows:

- Customer Service

- Built Environment
- Employment
- Information and Communication
- Transportation

The AODA Customer Service Standard is the first standard which was approved in July 2007 which states that municipalities must comply by January 2010. Compliance of the AODA Customer Service Standard requires municipalities to complete an accessible customer service policy and establish procedures and practices including staff training, a feedback method and alternate communication methods and notice of service disruption.

The City of Brockville has successfully completed the AODA Customer Service Standard.

The City of Brockville looks forward to meeting future challenges and opportunities to eliminate accessibility barriers within the City.

THE CITY

Brockville is a loyalist community first settled in 1785. The City's original name was Buell's Bay, named after the founder William Buell. In 1812, in honour of a war hero, Sir Issac Brock, the settlement changed its name to Brockville. Brockville was Ontario's first incorporated community and has the distinction of possessing an authentic coat of arms. Brockville is one of the very few North American Cities with its own flag.

In the first half of the 19th Century, Brockville grew rapidly mainly due to its location on the St. Lawrence River and the Grand Trunk Railway line. The River and Rail allowed the area to export rather easily for business purposes. Today, Brockville is able to offer many amenities of a large City while keeping a relaxed demeanour.

The City of Brockville is located in the United Counties of Leeds and Grenville. The City of Brockville has a population of approximately 22,957 residents (from the 2006 census information). Brockville, City of the 1000 Islands, is located on the shores of the St. Lawrence River. The City was established on the north bank of the St. Lawrence and initially expanded east and west from the river north to the CNR. The CNR mainline and spur lines pass through the city and provide excellent service for the area. Brockville is located on VIA's main corridor for Montreal, Ottawa and Toronto.

Brockville was chosen as a designated safe community worldwide by the World Health Organization. The City's educational facilities are known for their high standards in a variety of subjects. Public and separate schools are spaced

throughout the community. There are a number of educational support programs available for upgrading and training as well as a college of applied arts and technology.

Brockville is able to offer excellent health care services due to its location, within a one hour drive of some of the best research clinics and institutions in Canada. The City provides acute care, active and long-term facilities as well as a psychiatric treatment hospital. The City of Brockville and the United Counties of Leeds & Grenville operate under the 911 emergency services for fire, police and ambulance.

The City of Brockville provides many services to its residents as well as the surrounding communities. The City maintains approximately 350 acres of parkland, greenbelts, islands and roadside. The City of Brockville manages sixteen islands, a campground, athletic fields, including soccer fields and ball parks, as well as the City's Harbour at Tunnel Bay.

The City offers a number of services for its residents. These services include Animal Control, Economic Development, City Transit, Fire Services and Police Services. In addition to these services, the City is responsible for a number of City facilities. These facilities are located throughout the City and include City Hall – Victoria Building, Gord Watts Municipal Centre, Marina and Park Facilities, Memorial Centre, Youth Arena, Brockville Arts Centre, Fire Stations 1 and 2, Police Station and the Water and Wastewater Treatment Facility.

Many people who have visited the City are attracted to its beauty, size and location as well as the quality of life the City offers its residents. There are numerous services for those who have special needs as well as programs for the elderly.

“Brockville is a community that cherishes its heritage and will compete for its future”

COUNCIL COMMITMENT

The Council of the Corporation of the City of Brockville is committed to:

- ensuring the participation of people with disabilities in the identification and



- review of barriers;
 - maintaining an Accessibility Advisory Committee to identify barriers and obstacles to accessibility; and

- considering recommendations from the Committee with respect to the accessibility of municipal buildings, facilities, operations and services.

City Council has demonstrated its commitment to accessibility since the mid 1990's when they joined with Education for Quality Accessibility (EQA) to review the physical accessibility of City owned facilities. EQA offers advice and education for groups so that physical barriers may be removed to enable people with physical disabilities to function as normally as possible. The EQA rates and awards quality accessibility based on a five star rating.

City Council and Staff continue to show their commitment to creating a barrier free community for residents, businesses, and tourists by developing and implementing policies, procedures and practices to provide service to persons with disabilities. In 2009, City Council, staff and volunteers participated in training sessions that provided the tools and knowledge to be able to provide flexible customer service to meet the needs of a variety of customers and clients.

COMMITTEE OBJECTIVES

Through careful analysis of barriers facing disabled persons in the City of Brockville, the Brockville Municipal Accessibility Advisory Committee (BMAAC) has developed a list of objectives to ensure an accessible city.

Brockville Municipal Accessibility Advisory Committee objectives are as follows:

- Describe the process by which the Committee will identify, remove and prevent barriers to people with disabilities.
- Review earlier efforts to remove and prevent barriers to people with disabilities.
- Identify the facilities, policies, programs, practices and services that the Committee will review in the coming year to eliminate barriers to people with disabilities.
- Recommend to City Council the ways that this accessibility plan should be made available to the public.

BARRIER IDENTIFICATION METHODOLOGY

The Committee continues to consult with people with disabilities and other stakeholder groups for advice and recommendations. They strive to identify the barriers, the priority of the removal of the barrier and recommend to Council the projects that BMAAC agrees are of the utmost importance to complete.

REVIEW AND MONITORING OF THE PROCESS

The Brockville Municipal Accessibility Advisory Committee will continue to review and monitor the process by:

- Conducting research as may be required to enable the Accessibility Plan to be updated and revised as necessary to reflect the needs and intent of the Accessibility for Ontarians with Disabilities Act, (2005) (AODA);
- Meeting as necessary with members of the public and other stakeholders to identify barriers and receive advice on improvements to the plan with regard to achieving the principles of the AODA and the Plan;
- Reporting periodically on the success of the City in meeting its obligations set out in the Accessibility Plan;
- Auditing City of Brockville Facilities and Services.

CONVENTIONAL AND PARA TRANSIT

Brockville's conventional transit system was implemented in 1982. City Council was aware of the need to provide transportation for individuals with disabilities and in response, through consultation with an advisory committee comprised of representatives from various organizations in the community who require specialized transit services, established the City's Para Transit System in 1989.

The special transit services provided by the municipality are intended for persons who are unable to use the conventional transit system and who meet medically identifiable criteria. In 2004, the criteria to use the Para Transit System have been expanded to also include persons with cognitive disabilities who could not use the Conventional Transit System. As of 2006 the City implemented a new fare system equalizing fares on both the conventional and para transit systems. This new system includes a single fare for a person traveling with a medical escort. Since their establishment in 1982 and 1989, both the Conventional and Para Transit systems have provided services to the community.

It is estimated that 20% of our population will have disabilities within the next two decades. As a result, reliance upon public transportation will grow as more and more people stop driving or driving less, and demand other forms of transportation due to their disabilities.

The conventional transit system is a 1 hour 3 bus system comprised of a fleet of 4 buses that are all accessible. In July 2005, 2 conventional transit buses were replaced and the new buses were accessible with lifts and wheelchair positions. A third conventional transit bus was replaced in 2007 and this new bus is a low floor accessible vehicle with wheelchair positions and the forth accessible bus with a lift was put into service in 2009.

Currently, residents of Brockville that are eligible to use the Para Transit System are registered and the operator uses a roster to identify passengers at the time of booking their trip. Advanced booking and a roster does not exist for the conventional transit system. Some disabilities are invisible and not readily apparent. Passengers identify themselves to the bus driver as a person with a disability requiring the use of the accessible lift.

Brockville's conventional and para transit systems will grow to be even bigger and more indispensable components to the health of our community. Our community will directly benefit by the ability of all people to use the services of Brockville's transit systems to travel to work and school, to attend medical appointments, to run errands, to attend cultural and recreational events and to socialize.

Brockville's transit systems are committed to:

- the continual improvement of access to public transportation premises, facilities and services for passengers and employees with disabilities.
- the inclusion of people with disabilities in the development and review of its annual accessibility plans.
- the provisions of quality service to all passengers and employees.
- the maximization of investment in accessible conventional transit to encourage a shift from specialized to conventional public transit.

REVIEW/RESULTS FROM THE 2008-2009 ACCESSIBILITY PLAN

At the City of Brockville, we believe that a barrier free community offers a greater quality of life for all residents of the City. In preparation of the 2008-2009 Accessibility Plan the Brockville Municipal Accessibility Advisory Committee submitted recommendations to Council for consideration to improve accessibility to services, facilities and information.

Brockville's Accessibility Committee has made great strides in the past year towards increasing accessibility to City residents and visitors. On-going consultation with City Departments has increased the number of accessible accomplishments. Below is a list of specific accomplishments realized by the City of Brockville in the past year.

Transportation

- Discussions with all local taxi cab companies respecting the feasibility of accessible taxis. All three companies now have taxi vans.
- Increased hours of operation have been implemented for both the Conventional and Para Transit System.

Physical Accessibility

- Ongoing review of Site Plans to identify accessibility issues and provide comments and suggestions.
- In partnership with May Court, BMAAC installed the first Accessible Playground in Hardy Park
- Installation of accessible seating in the theatre of the Brockville Arts Centre.
- Successful completion of the Brockville Memorial Centre, including:
 - additional 6 Disabled Persons Parking Spaces,
 - clearer identification of Disabled Persons Parking Spaces,
 - accessible signage on the interior of the building.
 - installation of accessible doors
 - ongoing discussion of the implementation of a lift to the stage area in the Civic Auditorium
- Commitment from BMAAC and Project Encore provided for the installation of a lifting device at the Brockville Arts Centre to enable persons with disabilities to get to the stage and orchestra pit.

Communication

- There have been on going consultation regarding patios in downtown Brockville with the Chair of the Operations Committee, Downtown Brockville, Engineering Department and Clerk's Department.
- BMAAC has developed a Patio Policy Brochure with respect to recommendations to assist restaurant owners in creating accessible patios. BMAAC is committed to its continuing involvement in sidewalk patios.
- Assistance/Discussions with individuals to assist in obtaining barrier free access at their condominium buildings.
- Ongoing consultation has taken place between the Committee and the Administrator of the Brockville Arts Centre respecting an accessible emergency exit in the theatre itself.
- Ongoing Review of accessible parking spaces in the City as well as providing input for additional parking locations, including
 - 2 additional accessible parking spaces on Strowger Blvd.

Housing

Nil

RECOMMENDATIONS FOR 2009-2010

Barrier	Description	Time Frame/Implementation	Costing Estimate (if applicable)
Transportation	<p>Creation of a Transit User Do's /Don't List to be posted on both the conventional and Para-transit systems</p> <p><i>Would assist in ensuring driver, passenger, and city expectations are met and that safety is a top priority for all users</i></p>	2010 - Priority A BMAAC is willing to create with City staff	
Transportation	<p>The Winter Controls Operations Policy in regards to snow removal at the city operated transit stop/transfer point at Court House be prioritized for snow removal.</p> <p>BMAAC has met in the past with city officials and understand restraints of our system BMAAC would like to meet with private ownership groups at the other transfer points to create a solution that benefits all users of our system</p> <p><i>Transfer points at the Power Centre, the Brockville Shopping Centre</i></p> <p><i>Customer service standards and accessibility to building standards could force such issues to be addressed and BMAAC wants to be proactive in this area</i></p> <p><i>Item has been a on accessibility plan since 2005</i></p>	2010 - Priority A Meet with city officials and private ownership to discuss issue and create solution	

Barrier	Description	Time Frame/Implementation	Costing Estimate (if applicable)
Transportation	<p>A telephone information system be in place for individuals to receive information as to changes in routes/ maintenance of buses on the conventional bus system, and this system be updated as needed.</p> <p><i>BMAAC understands that changes have and will occur as a result of maintenance schedules etc. but realize how important this information will be to the users of the system. This will assist in the process of having users feel more comfortable in using the conventional system</i></p>	<p>2010 - Priority A</p> <p>Meet with City transit officials to create effective system</p>	
Physical	<p>All Municipal washroom facilities are made accessible.</p> <p>BMAAC recommends accessibility upgrades to the facility at the Rotary Field House</p> <p><i>BMAAC continue to work with Senior Management Team of the City of Brockville to develop and implement an audit process of all city buildings and that BMAAC continue to provide recommendations as to the priorities for accessibility</i></p>	<p>2010 - Priority B</p> <p>Rotary Field House: \$8000</p> <p><i>Item has been on accessibility plan since 2007</i></p>	

Barrier	Description	Time Frame/Implementation	Costing Estimate (if applicable)
Physical	<p>BMAAC continue working with city officials to work on the projects at the James Auld building and the access throughout Blockhouse Island</p> <p>BMAAC recommends that Blockhouse Island be made accessible by:</p> <ul style="list-style-type: none"> • Installing accessible signage • Creating accessible curb cuts to the picnic area and playground area • Accessible doors to facility and upgrades to washrooms • Accessible Picnic Tables be put in parks especially in terms of replacement of existing tables • Repair the existing trip hazards along the pathways that are prevalent 	2010 - Priority A Met with city officials to go over audit checklist, and created detailed listing of items to be completed	Signage: \$1000
Physical	<p>BMAAC provide the city with an Audit with a detailed list of priorities</p> <p>BMAAC recommends the following improvements to the Brockville Arts Centre:</p>	2010 - Priority A Examine fire/emergency exit procedures and ensure in new seating chart that the exit routes and plans are clearly defined and explore possible alternatives for exits	

Barrier	Description	Time Frame/Implementation	Costing Estimate (if applicable)
Physical	<p>That the City of Brockville create a door replacement program so that all exterior doors be replaced with automatic doors</p> <p><i>Legislation for building will be made by approximately 2015, and BMAAC feels that being proactive in this area will benefit the city in the long run</i></p> <p><i>Item has been on accessibility plan since 2008</i></p>	2010-2015 - Priority B	Accessible Doors-\$15,000-\$25,000
Physical	<p>The band shell at Hardy Park be made accessible for individuals who use wheelchairs, scooters, or have mobility issues</p> <p><i>BMAAC would request that an estimated cost of this project be completed by the City. Should this entail the hiring of an engineering firm, this money could be taken from the BMAAC capital account</i></p> <p><i>BMAAC will explore other alternatives such as involving schools to develop the project</i></p> <p><i>Item has been on accessibility plan since 2007</i></p>	2010-2011 - Priority B	
Physical	<p>BMAAC recommends to the City that the following accessibility concerns with respect to the Brockville Youth Arena:</p> <ul style="list-style-type: none"> • Accessible doors (possibly already funded through Enabling Accessibility Fund) • Accessible parking spaces at the front of building 	2010-2011 - Priority C	Accessible Doors: \$15,000

Barrier	Description	Time Frame/Implementation	Costing Estimate (if applicable)
Physical	<ul style="list-style-type: none"> An accessible seating area at the southwest corner of the arena <p>BMAAC recommends the completion of existing projects at the Brockville Memorial Centre which have not been completed</p> <ul style="list-style-type: none"> Curb Cuts for the main entrance of the building Curb Cuts/Ramp at the fire exits on the North side of the building <p><i>Item has been on accessibility plan since 2005</i></p>	2010 - Priority A	
Physical	<p>That all city buildings have visual alarm system with flashing lights, with the priorities being the Brockville Public Library, the Brockville Arts Centre, and the Brockville Memorial Civic Centre</p> <p><i>Item has been on accessibility plan since 2005</i></p> <p><i>BMAAC would be willing to work with these facilities to ensure this project is completed</i></p>	2010 - Priority A	Memorial Centre estimate: \$4-5,000
Physical	<p>Install audio and time signals to assist the hearing impaired, mobility challenged, and our large senior's demographic in being able to navigate our city intersections in a safe manner</p> <p><i>Item has been on accessibility plan since 2005</i></p> <p><i>BMAAC has created a prioritized listing of traffic intersections within the city that are critical access points to various locations, and are heavily used by</i></p>	2010 - Priority A	Approx. cost of \$10,000 per intersection

Barrier	Description	Time Frame/Implementation	Costing Estimate (if applicable)
Environmental	<p><i>pedestrians.</i></p> <p><i>BMAAC has created a prioritized list for city officials to review.</i></p>	2010 - Priority A	
Environmental	<p>All City buildings are cleaned with non-scented products due to allergies as a result of chemical sensitivity. BMAAC would be willing to work with each building's purchasing people to assist in creating a positive outcome.</p> <p><i>Currently the Brockville Memorial Centre uses such products at a similar cost to other products used at different facilities.</i></p> <p><i>BMAAC would be willing to assist staff in the costing of these products</i></p>	<p>2010 - Priority A</p> <p><i>Items have been on accessibility plan since 2004</i></p>	

Barrier	Description	Time Frame/Implementation	Costing Estimate (if applicable)
Transportation	Recognize the change in operation of the Para-transit system will be taking place in the coming year. BMAAC would be willing to assist in any capacity to ensure the levels of service are continued for the coming years	2009-2010 - Priority A	
Transportation	BMAAC would like to work with city officials to create a bus stop at the Via Train Station, ensuring the bus stop is placed appropriately to future upgrades that are made to that facility. Ease of access to all transportation modes is critical to making a city accessible.	2010 - Priority A	

ACCESSIBILITY HIGHLIGHTED

2008-2009 proved to be a hallmark year for the Brockville Municipal Accessibility Committee. A \$130,000 joint initiative with the May Court Club of Brockville, BMAAC, and the City of Brockville was set forth to create an accessible family area at Hardy Park complete with a fully accessible playground. A major project both in its financial circumstances and vision, the joint venture proved to fruitful for all parties. The May Court Club wanted to give back to the community in recognition for fifty years of community service, and the partnership flourished from this point. The ability to have community partnership in a project of this size allowed BMAAC's vision of the playground structure to come to fulfillment. The working committee is continuing to work with the city to bring other amenities to the area such as seating areas, accessible picnic tables, and a fully accessible pergola for a beautiful shaded area. This project is a true example of what partnership should mean; a joint vision that equally benefits all parties in creating something that both the community will enjoy and benefit from for years to come.



Brockville's Accessible Playground Structure

"Making Brockville accessible to all children"

March 05 2010

REPORT TO OPERATIONS COMMITTEE – MARCH 17 2010

**2010 -040-03
WASTE ELECTRONICS
COLLECTION BAN**

**C.J. COSGROVE, P.ENG.
DIRECTOR OF OPERATIONS
V.B. HARVEY
SUPERVISOR SOLID WASTE/TRANSIT**

RECOMMENDATION

THAT effective September 1, 2010 Council ban PHASE 1 and 2 Waste Electrical and Electronic Equipment from curbside refuse collection subject to Leeds & Grenville Technology Centre at no cost to the City implementing an acceptable curbside collection program for the banned material, and;

THAT By-Law 94-2000 be amended accordingly

ORIGIN/BACKGROUND

The Ontario Waste Diversion Act, 2002 (WDA) empowered the Minister of the Environment to designate materials for which waste diversion programs were to be established. The Minister designated Waste Electrical and Electronic Equipment (WEEE) which required Waste Diversion Ontario (WDO) to develop a Waste Diversion Plan for WEEE in cooperation with an Industry Funding Organization (IFO).

The IFO that was formed is Ontario Electronic Stewardship (OES) which is a not-for-profit organization formed by leading retail, information technology and consumer electronic companies. OES developed the Waste Electrical and Electronic Equipment (WEEE) Program Plan under the Waste Diversion Act. The plan requires brand owners, first importers, franchisors, and assemblers to pay fees for electrical and electronic equipment supplied to Ontario. Collected fees are used by OES to operate the WEEE program.

The program includes multiple phases. The Phase 1 Plan addressed desktop and portable computers, computer peripherals, monitors, printers, fax machines and televisions, which came into effect on April 1, 2009. An approved Revised (Phase 1 and 2) Plan addresses additional materials such as phones, cameras and audiovisual equipment, and will commence on April 1, 2010. Note attached Schedule A.

WEEE materials are collected through a network of municipal and non-municipal sites run by public and not-for-profit organizations. The local firm Leeds & Grenville Technology Centre has been designated as a collection site for this area.

ANALYSIS

At the present time WEEE is not banned by provincial legislation from curbside refuse collection or disposal. Currently residents have the ability of placing the material out for curbside refuse collection with the appropriate refuse tags. However, since the launch of the Phase 1 Plan residents have had the more preferred recycling option of dropping off the WEEE at no charge at Leeds & Grenville Technology Centre collection site.

With the new approved Revised (Phase 1 and 2) Plan coming into effect on April 1, 2010 Leeds & Grenville Technology Centre is in the process of applying to OES to expand their operation from a collection to processing site as well. The firm has proposed that the City ban WEEE from curbside refuse collection to divert the material from the landfill to a recycling/refurbishing process. Staff raised the issue of the lack of service for residents without vehicles as they would not have the ability to drop off WEEE at the collection site. In consultation with staff, the Leeds & Grenville Technology Centre has agreed to establish prior to the ban on September 1, 2010 an acceptable user pay collection service at no expense to the City. This would allow residents the ability of dropping off their WEEE or having it collected curbside.

POLICY IMPLICATIONS

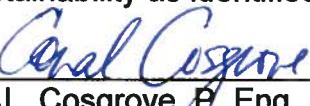
At the discretion of Council.

FINANCIAL CONSIDERATIONS

There would be no direct expense to the City. Advertising costs to promote the program would be expensed from current budget allocations.

CONCLUSION

Banning WEEE from curbside refuse collection will enhance the Leeds & Grenville Technology Centre application to become a WEEE processing facility. More importantly it will benefit the City if a processing facility is located here as it will create jobs. It will also position Brockville as an environmental leader as one of the first municipalities to ban WEEE from curbside refuses collection and support Council's vision of sustainability as identified in the Corporate Strategic Plan.


C. J. Cosgrove, P. Eng.
Director of Operations


D. Cyr
Director of Finance


B. Casselman
City Manager


V. Harvey
Acting Director of Parks & Recreation

Table 1.1: Materials Obligated under the Revised Phase 1 and 2 WEEE Program

Program Plan Material Categories	Phase 1 and 2 Materials Included Ontario Regulation 393/04
Display Devices	<u>Schedule 2</u> 15. Monitor (CRT) 16. Monitor (LCD) 17. Monitor (Plasma) <u>Schedule 4</u> 15. Television (CRT) 16. Television (LCD) 17. Television (Plasma) 18. Television (Rear Projection)
Desktop Computers	<u>Schedule 2</u> 9. Computer terminal 13. Microcomputer 14. Minicomputer 18. Personal computer (Desktop)
Portable Computers	<u>Schedule 2</u> 20. Personal computer (Laptop) 21. Personal computer (Notebook) 22. Personal computer (Notepad)
Computer Peripherals	<u>Schedule 2</u> 5. CD-ROM drive 6. Computer disk drive 7. Computer keyboard 8. Computer mouse <u>Schedule 3</u> 11. Modem
Printing, Copying and Multi-Function Devices	<u>Schedule 2</u> 10. Copier 25. Printer 27. Computer flatbed scanner 29. Typewriter <u>Schedule 3</u> 6. Fax machine
Telephones and Telephone Answering Machines	<u>Schedule 3</u> 17. Telephone (Cordless) 18. Telephone (Wire line) 20. Telephone Answering Machine
Cellular Devices and Pagers	<u>Schedule 2</u> 23. Personal Digital Assistant (cell-enabled) <u>Schedule 3</u> 12. Pager 16. Telephone (Cellular)
Image, Audio and Video Devices	<u>Schedule 2</u> 19. Personal Handheld Computer 23. Personal Digital Assistant (Non-cell-enabled) <u>Schedule 4</u> 1. Amplifier 2. Audio Player (tape, disk, digital) 3. Audio Recorder (tape, disk, digital) 4. Camera (film, tape, disk, digital) 5. Equalizer 10. Preamplifier 12. Radio 13. Receiver 14. Speaker 19. Tuner 20. Turntable 21. Video player or projector (tape, disk, digital) 22. Video recorder (tape, disk, digital)

March 03 2010

REPORT TO OPERATIONS COMMITTEE – MARCH 17 2010

2010 –041-03

**EXTENSION OF WASTE SERVICES INC
CONTRACT**

**C.J. COSGROVE, P.ENG.
DIRECTOR OF OPERATIONS
V.B. HARVEY
SUPERVISOR SOLID WASTE/TRANSIT**

RECOMMENDATION

THAT Council extends the contract for waste management collection and disposal services with Waste Services Inc. for one year commencing January 1, 2011 and terminating December 31, 2011 at the following rates:

- Curbside Refuse Collection \$70.88/tonne
- Export and Disposal of Curbside Refuse and Corporation Waste Delivered to the Transfer Station \$76.00/tonne
- Curbside Recycling Collection \$117.26/tonne
- Curbside Collection and Debugging of Leaves \$40.93/tonne
- Curbside Collection of Christmas Trees \$229.66/tonne
- Transfer Station Residential Waste Drop Off 2010 rate plus CPI adjustment
- Transfer Station White Goods Drop Off 2010 rate plus CPI adjustment
- Collection Service Fuel Surcharge of the difference of the monthly Ontario average cost of diesel fuel posted on the Ontario Ministry of Energy website and 75¢/litre

ORIGIN/BACKGROUND

In November 2009 TROW Associates were retained to complete a Sustainable Waste Management Plan. This plan will establish a long-term strategy to ensure that the waste management needs of the community are addressed for the next 20 to 25 years and meet the future requirement by the Ministry of the Environment of having a formal plan in place. It will also identify waste management systems to be included in the future contracts. This will be achieved through reviewing the current waste management system and evaluating alternative methods of sustainable and practical waste management service delivery, ensuring that the community is aware, engaged and motivated to participate through the process. The expected completion date plan is July

of 2010. The report to Council also suggested that an extension to the existing waste management contract be sought in order to ease time pressures on the process of transitioning to the new contract. Six months will not provide sufficient time from when the plan is completed and new contracts/equipment purchases will have to be in place.

ANALYSIS

The current WSI contract with the City is for a 10 year term commencing on January 1, 2001 and it will terminate on December 31, 2010. The original contract had provisions in it for annual CPI adjustments for curbside collection services and included a flat rate with no increase for the term of the contract for refuse export and disposal fees. In 2006 the contract was amended to include a fuel surcharge for curbside collection services. Attached to this report as Schedule A is an analysis of the 2009, 2010 and proposed 2011 rates.

POLICY IMPLICATIONS

None

FINANCIAL CONSIDERATIONS

There are no financial implications to the 2010 budget. Approved contract rates will be incorporated into the 2011 budget.

CONCLUSION

Council should approve the extension of the WSI contract for 2011.



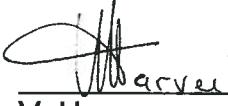
C. J. Cosgrove, P. Eng.
Director of Operations



B. Casselman
City Manager



D. Cyr
Director of Finance



V. Harvey
Acting Director of Parks & Recreation

{ItemDescription}

WASTE SERVICES INC.
WASTE MANAGEMENT CONTRACT

Schedule A

Service	2009 Statistics tonnes	2009 Rates per tonne	2009 Net Expense	2010 Rates per tonne	Proposed 2011 Rates per tonne
Curbside Refuse Collection and Collection Service Fuel Surcharge	3,578.56 N/A	\$68.80 > 75¢/litre	\$246,205 \$3,117	\$69.69 > 75¢/litre	\$70.88 > 75¢/litre
Export and Disposal of Curbside Refuse and Drop Off of Corporation Waste at the Transfer Station	3,578.56 curbside collection only	\$68.00 \$68.00/tonne with no CPI increase or fuel surcharge during 10 year term of the contract	\$243,342 \$68.00		\$76.00
Curbside Recycling Collection and Collection Service Fuel Surcharge	1,583.62 N/A	\$112.71 > 75¢/litre	\$178,490 \$3,397	\$114.17 > 75¢/litre	\$117.26 > 75¢/litre
Curbside Collection/Debagging Leaves Collection Service Fuel Surcharge	241.50 N/A	\$39.15 > 75¢/litre	\$9,455 \$267	\$39.66 > 75¢/litre	\$40.93 > 75¢/litre
Curbside Collection of Christmas Trees Collection Service Fuel Surcharge	7.11 N/A	\$221.84 > 75¢/litre	\$1,577 \$45	\$224.72 > 75¢/litre	\$229.66 > 75¢/litre
Residential Waste Drop Off at the Transfer Station	N/A	\$79.85 N/A	N/A	\$81.45 N/A	2010 rate plus CPI
White Goods Drop Off at the Transfer Station	N/A	\$17.50 N/A	N/A	\$17.86 N/A	2010 rate plus CPI

March 8, 2010

REPORT TO OPERATIONS COMMITTEE – MARCH 16, 2010

**2010-043-03
THE OILING OF CANADA
GOOSE EGGS**

**V. HARVEY, ACTING DIRECTOR
PARKS & RECREATION
P. AMO, SUPERVISOR
PARKS DIVISION**

RECOMMENDATION

THAT Council authorize the inclusion of Canada Goose eggs in the 2010 tender for the oiling of Ringed Billed Gull eggs on City-owned islands as a population control measure.

PURPOSE

To seek Council's approval to include Canada Goose eggs in the 2010 tender for oiling of Ringed Billed Gull eggs on City of Brockville islands.

BACKGROUND

Since the 1990's the City of Brockville has obtained permits from the Canadian Wildlife Service to oil Ring Billed Gull eggs on McNair and Murray Islands to assist in the reduction of the overall population growth of the gulls. Annually the City tenders out for the service to be completed during early May. The City's 2010 permit for gull eggs has been granted and is in our possession.

Canada Goose populations are growing at a rate of 17% per year with a local flock of more than 150 geese. The geese are grazing on grass in City waterfront parks and their droppings are a nuisance to residents using the park and create health risks. With the average goose passing between .45 to .68 kg (1 to 1 ½ lbs) of droppings per day the impact to our waterfront parks is significant.

ANALYSIS

The oiling of Canada Goose eggs will be one step towards reducing the population growth of the local flock. If approved, staff will apply to the Canadian Wildlife Service for an oiling permit. Once the permit is received, staff will conduct a visual count of the nests on all City islands and waterfront property. The count will be utilized to draft the gull and goose egg oiling tender and the City will remit payment accordingly. In accepting bids for the tender, the City's Purchasing By-law will be adhered to and if required, a report will be brought back to Council for ratification.

POLICY IMPLICATIONS

None.

FINANCIAL CONSIDERATIONS

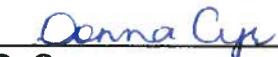
None at this time.

CONCLUSION

Council is urged to approve the oiling of Canada Goose eggs in 2010 to help reduce population growth and impacts to waterfront parks.



V. Harvey
Acting Director of Parks & Recreation



D. Cyr
Director of Finance



B. Casselman
City Manager



P. Amo
Supervisor

March 04, 2010

REPORT TO OPERATIONS COMMITTEE – March 17, 2010

2010-044-03

**REQUEST TO MAKE MORGAN LANE
A TWO-WAY LANeway**

**C. J. COSGROVE, P. ENG.
DIRECTOR OF OPERATIONS
P. E. RAABE, P. ENG.
MUNICIPAL ENGINEER**

RECOMMENDED

THAT the “One-way Street” designation of Morgan Lane in the southerly direction from Chaffey Street to Chislett Street be removed and;

THAT a Stop Sign be installed on Morgan Lane in the northbound direction at its intersection with Chaffey Street and;

THAT Schedules “I” and “X” of By-law 21-93 be amended accordingly.

PURPOSE

The purpose of this report is to obtain Council’s approval to remove the one-way designation from Morgan Lane and permit vehicle traffic to travel in both directions.

BACKGROUND

City staff was approached by Councillor Kalivas, representing the Hellenic Community Church located on the east side of Morgan Lane. The congregation has expressed some concern about leaving the church and traveling southbound on Morgan Lane. In the winter, when Morgan Lane is snow or ice covered, it can be difficult to stop or control a vehicle when approaching Chislett Street due to the steep gradient. In order to avoid this situation, the congregation would prefer to travel in a northbound direction on the flatter grade of Morgan Lane where they feel it is easier to maneuver a vehicle.

ANALYSIS/OPTIONS

Engineering staff have reviewed the site and noted the following. Morgan Lane is currently a narrow (3.6 meter wide), southbound, one-way laneway connecting Chaffey Street in the north to Chislett Street in the south. The northern 2/3rds of the laneway slopes southerly at a fairly consistent grade to south of the church entrance where the grade increases significantly. There are three entrances off Morgan Lane, one to the City’s overhead water tower (east side), one to the residence of 27 Chaffey Street (west side), and the third to the Hellenic Community Church. There is also a parking area on the east side of the laneway used by the tenants of the apartment building which is on the east side of the laneway road allowance. There are no parking restrictions on Morgan Lane but due to its width, and surrounding uses, it is unlikely that vehicles are parking along the laneway. There are no

sidewalks along either side of Morgan Lane and the grassed boulevards on both sides abut the paved portion of the laneway. Traffic volumes are unknown but estimated at less than fifty (50) per day. There have been no reported collisions on Morgan Lane in the last 10 years.

City staff delivered a letter to the residents on Morgan Lane and to the resident of 27 Chaffey Street asking for their comments on making Morgan Lane a two-way laneway. Of the nine letters that were delivered, the City received 4 responses. None of the responses were against the proposal and one thought it would be a great idea. Although the other 3 responses were not against the proposal, they did have some concerns about widening the laneway (which is not being proposed) and vehicles scraping their under carriages at the intersection of Morgan Lane and Chislett Street (which will not be changed).

Although Morgan Lane is very narrow (3.6 meters), due to its low vehicular speeds, low traffic volumes and location, City staff recommend that it be converted to a two-way street. It is anticipated that on the rare occasion it may be necessary for one vehicle to move over to the side of the laneway and allow the other to pass or to reverse out of the way. Good sight lines in both directions from all entrances should minimize these occurrences.

POLICY IMPLICATIONS

Amendment to the City's Traffic By-Law 21-93 requires Council's authorization.

FINANCIAL CONSIDERATIONS

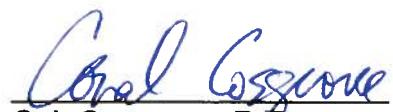
City staff will need to remove and install a number of street signs in order to accommodate the proposed changes. Annually Public Works budgets for the installation of a variety of signs throughout the City including; stop, yield, parking, directional, and more. There are sufficient funds in the Public Works 2010 proposed Operating Budget in account 3390-3620 to accommodate the estimated cost of \$500 to supply, install and remove the necessary signs.

CONCLUSION

It is recommended that Morgan Lane be changed to a two-way laneway.

**Report 2010-044-03
Request To Make Morgan Lane
A Two-way Laneway**

Page 3



C.J. Cosgrove, P.Eng.
Director of Operations



P.E. Raabe, P.Eng.
Municipal Engineer



D. Cyr
Director of Finance



B. Casselman
City Manager

ATTACHMENT #1
REPORT 2010-044-03



ATTACHMENT #2
REPORT 2010-044-03



March 08 2010

REPORT TO OPERATIONS COMMITTEE – MARCH 17 2010

**2010 -046-03
PARA TRANSIT
CONTRACT**

**C.J. COSGROVE, P.ENG.
DIRECTOR OF OPERATIONS
V.B. HARVEY
SUPERVISOR SOLID WASTE/TRANSIT**

RECOMMENDATION

THAT Council enter into a five (5) year agreement with Synfast Corporation Inc. for the annual amount of Two Hundred and Seventy Eight Thousand and Seventy Dollars and Seventy One Cents (\$278,070.71) plus applicable taxes, with annual CPI increases for the provision of a Para Transit Service commencing May 1, 2010 and terminating April 30, 2015.

ORIGIN/BACKGROUND

The Conventional Transit System is operated by City staff and the Para Transit System is operated under contract by Synfast Corporation Inc. (Synfast). During Service Delivery Reviews staff was directed to investigate potential cost savings through contracting out both the Conventional and the Para Transit Systems. The Para Transit contract had a termination date of December 31, 2009. Prior to that date, tenders were released with the provision that a contractor could bid on either the Para Transit System or the combined Para Transit and Conventional Transit Systems. Included in the tender document was the supply of City owned buses and the City providing maintenance and fuel for both systems. Although numerous tender documents were sent out to various companies no tender submissions were received. Since the termination of the Para Transit Contract on December 31, 2009 the contractor Synfast has been providing the service in 2010 on a month to month basis. In the meantime staff has directly contacted several companies to discuss our transit systems and determine their interest in submitting bids and two companies did respond.

ANALYSIS

The following bids have been received:

	Para Transit excluding taxes	Para and Conventional Transit excluding taxes
McCoy Bus Services	\$379,401.47	\$931,991.70
Synfast Corporation Inc.	\$278,071.71	N/A

The 2010 Net Budget as currently drafted for the Conventional and the Para Transit Systems is \$398,986 and with the McCoy bid price for both services the annual net budget would be \$779,387. As such the McCoy bids were not be considered.

Attached to this report as Schedule A is a spreadsheet with various analyses for Para Transit including the cost if the City were to take over the operation of Para Transit.

The supply of Para Transit buses to the contractor is a new component of the contract. The allocation of Provincial Gas Tax dollars to the capital fleet budget provided the City the opportunity of purchasing the 3 buses at no cost or impact to the tax rate. It does mean that Synfast will modify the level of service to accommodate scheduling on a two bus system with the third bus rotated into service for both routine and unscheduled maintenance and repairs. In addition the third bus can be brought into service for the Conventional Transit System in the event of multiple buses being off the road. This will reduce operating costs of renting back-up school buses and will also allow the City to provide fully accessible buses on both systems.

POLICY IMPLICATIONS

At the discretion of Council.

FINANCIAL CONSIDERATIONS

The 2010 budget as currently drafted for the Para Transit System has a net cost of \$192,902. Acceptance of the contract with Synfast will results in a 2010 net expense of \$242,995.

CONCLUSION

Council should enter into the agreement with Synfast for the provision of the Para Transit Service to ensure that all residents of the City have access to public transportation.



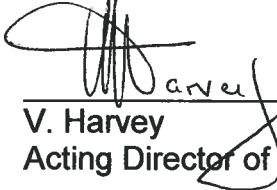
C. J. Cosgrove, P. Eng.
Director of Operations



D. Cyr
Director of Finance



B. Casselman
City Manager



V. Harvey
Acting Director of Parks & Recreation

Para Transit

Schedule A

	2009 budget	2010 as drafted	2010 City operated 2 bus system	2010 Synfast entire year 2 bus system	2010		2010 Total 2 bus para	2011 2% CPI excluding HST
					Current Sysystem	New 2 bus System		
					Jan to April	May to Dec		
Administration								
Administration Full Time	\$5,035	\$8,267	\$8,267	\$8,267		\$2,756	\$5,511	\$8,267
Administratio Omers	\$379	\$656	\$656	\$656		\$219	\$437	\$656
Administration Benefit Burden	\$762	\$1,138	\$1,138	\$1,138		\$379	\$759	\$1,138
Human Resources								
Training & Professional Development	\$1,500	\$2,000	\$4,000	\$2,000		\$667	\$1,333	\$2,000
Business Travel	\$358	\$500	\$800	\$500		\$167	\$333	\$500
Fees and Subscriptions	\$425	\$425	\$622	\$425		\$142	\$283	\$425
Office Expense								
Dispatch/Secretery PT			\$41,533					
OMERS								
Benefits			\$4,636					
Purchases of Materials & Supplies	\$300	\$300	\$500	\$300		\$100	\$200	\$300
Printing, Postage & Stationary	\$800	\$800	\$1,500	\$800		\$267	\$533	\$800
Telephone & Fax	\$97	\$90	\$90	\$90		\$30	\$60	\$90
Modem and Computer Lines	\$34	\$36	\$36	\$36		\$12	\$24	\$36
Auditing								
Actuarial								
North Augusta Rd Centre Burden								
Wages & Benefits Drivers								
Full Time			\$110,793					
Part Time			\$34,373					
Non- Standard Hour Costs			\$3,500					
Lost Time Costs			\$13,434					
OMERS			\$8,050					
Benefits			\$35,415					
Uniforms								
Uniform & Saftey Shoes			\$3,844					
Building Maintenance								
North Augusta Rd Centre Burden								
Vehicle Maintenance								
PT W&B bus cleaning			\$19,058					
OMERS								
Benefits			\$2,127					
Purchase of materials and supplies			\$2,292					
Licences			\$660					
General Contracted Service	\$304,468	\$237,080		\$278,071		\$101,489	\$185,381	\$286,870
Outside Equipment Rental								
Insurance			\$1,100					
Fleet Maintenance (Repairs & Fuel)	\$10,548		\$40,180	\$40,180		\$3,516	\$26,787	\$30,303
Promotion								
General Advertising	\$521	\$600	\$600	\$600		\$200	\$400	\$600
								\$612
Gross Expense	\$325,227	\$251,892	\$339,204	\$333,063		\$109,944	\$222,041	\$331,985
								\$337,870
Revenues								
Donations	(\$22,000)	(\$20,811)	(\$20,811)	(\$20,811)		(\$6,937)	(\$13,874)	(\$20,811)
Cash Fares	(\$13,813)	(\$11,880)	(\$11,880)	(\$11,880)		(\$3,960)	(\$7,920)	(\$11,880)
Tickets	(\$2,580)	(\$2,340)	(\$2,340)	(\$2,340)		(\$780)	(\$1,560)	(\$2,340)
Monthly Pass	\$0							
40 Ride Pass	(\$11,880)	(\$10,395)	(\$10,395)	(\$10,395)		(\$3,465)	(\$6,930)	(\$10,395)
Allocation of Provincial Gas Tax Fund	(\$13,564)	(\$13,564)	(\$13,564)	(\$13,564)		(\$14,521)	(\$29,043)	(\$43,564)
Gross Revenue	(\$63,837)	(\$58,990)	(\$58,990)	(\$58,990)		(\$29,663)	(\$59,327)	(\$88,990)
								(\$58,990)
Net Para Transit Budget	\$261,390	\$192,902	\$280,214	\$274,073		\$80,281	\$162,714	\$242,995
								\$278,880
			Capital Costs scheduling software	\$10,000				

Excel 2010 Budget Para Transit Analysis
contract vs municipal March 10 2010