Cape Breton Regional Municipality

Council Meeting

AGENDA

Tuesday, December 17th, 2013

6:00 P.M.

Council Chambers
2nd Floor, Civic Centre
320 Esplanade, Sydney, NS
Cape Breton Regional Municipal Council

Tuesday, December 17th, 2013

6:00 p.m.

AGENDA ITEMS

ROLL CALL

PRAYER (See page 4 )

1) APPROVAL OF MINUTES: (Previously Distributed)

- Council - Regular Monthly Meeting - November 15th, 2013
- Special Council - Youth Issues - November 26th, 2013
- Special Council – December 2nd, 2013

2) PRESENTATION:

2.1 Snow and Ice Control “Who Plows My Road?”:
Louis Ferguson, Manager of Engineering and Public Works North Division (see page 5 )

3) PLANNING ISSUES:

3.1 Final Approval: N/A

3.2 Approval to Advertise:

a) Zoning Amendment Application G-986: New Dawn Enterprises, 39 Sherriff Avenue, Sydney:

Committee recommends approval to advertise notice of a Public Hearing to be held at the January, 2014 meeting of Council to consider the zoning amendment application G-986 made by New Dawn Enterprises to permit the conversion of the 3 unit apartment building into a 5 unit apartment building located at 39 Sherriff Avenue, Sydney. Malcolm Gillis, Acting Director of Planning and Development (see page 7 )

Continued.....
4) **BUSINESS ARISING:**

4.1 **General Committee Meeting December 3rd, 2013:**

a) **Proposal by the Nova Scotia Trails Federation to Designate a “Water Trail” in the Bras d’Or Lake as the Official Route for the Trans Canada Trail Between Whycocomag and North Sydney:**

Committee recommends Council endorse in principle the concept of developing infrastructure related to a water route to connect the Trans Canada Trail from Whycocogmagh to North Sydney. Rick McCready, Planner (see page 11)

5) **REPORTS & PROJECT UPDATES:**

5.1 **Cape Breton Day - November 20th, 2013:** Deputy Mayor Saccary (Presentation to be distributed prior to meeting)

5.2 **Financial Statements to October 31st, 2013:** Marie Walsh, Acting Chief Administrative Officer (see page 17)

6) **BY-LAWS, RESOLUTIONS & MOTIONS:**

6.1 **By-Laws:** N/A

6.2 **Resolutions:**

a) “Temporary Foreign Workers – Work Permits Issued by Federal Government” Councillor Clarence Prince (see page 19)

6.3 **Motions:** N/A

Adjournment
Cape Breton Regional Municipal Council

Tuesday, December 17th, 2013

6:00 p.m.

PRAYER

God Our Creator, bless us as we gather today for this meeting;
You know our most intimate thoughts;
Guide our minds and hearts
so that we will work
for the good of the community,
and help all your people.

Give us today the strengths
and wisdom to carry out our duties
in the most caring and respectful ways.

Teach us to be generous in our outlook,
courageous in the face of difficulty,
and wise in our decisions.

Amen
Who plows my road?

The streets listed below are plowed by CBRM Public Works.

CBRM CENTRAL DIVISION

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- **Albert Bridge**
- **Donkin**
- **Homesville**
- **Marion Bridge**
- **New Victoria**
- **Port Caledonia**
- **Port Morien**
- **River Ryan**
- **Round Island**
- **Scotchtown Area**
- **Tower Road**

For snow removal and ice control on provincial roads and highways and any road or community not listed above, call Nova Scotia Department of Transportation and Infrastructure Renewal 563-2245.

CBRM has a Winter Operations Strategy guiding efficient and cost effective winter maintenance services within the capability of available resources for infrastructure under the operational jurisdiction of the CBRM. This document can be viewed on the CBRM website at www.cbrm.ns.ca

**SafETY**

The CBRM is committed to workplace safety for its employees and contractors. The workplace for many of our staff is the streets and sidewalks in your community.

**EMERGENCIES**

If an emergency arises, resources are allocated to the situation through the 911 protocol.

**YOU CAN HELP**

Do not put snow from your property onto the street or sidewalk. Unexpected piles of snow and ice are extremely dangerous to snow removal activities and it is prohibited by CBRM Traffic By-laws and the Nova Scotia Highways Act.

**FOR MORE INFORMATION**

CBRM Winter Operations Strategy

The general operating priority for winter conditions is as follows:

1. Plowing and de-icing of streets

   During a storm, snow plowing efforts will be focused on Arterial Routes. Arterials are major roads carrying approximately 10,000 cars per day, and includes emergency routes for hospitals, police and fire services.

   Divisional Examples - Arterial Routes
   - **CENTRAL**
   - **EAST**
   - **NORTH**
   - **Kings Rd**
   - **Reserve St**
   - **King St**

   As the storm subsides, plowing will begin on Collector Routes, which are larger streets carrying less than 10,000 vehicles per day.

   Divisional Examples - Collector Routes
   - **CENTRAL**
   - **EAST**
   - **NORTH**
   - **Whitney Av**
   - **Beacon St**
   - **Regent St**

   Following the storm, plowing will begin on all remaining Residential Streets, after major Arterial and Collector streets are passable.

   Divisional Examples - Residential Streets
   - **CENTRAL**
   - **EAST**
   - **NORTH**
   - **Henry St**
   - **Lake Rd**
   - **Vickers Ln**

2. Plowing designated sidewalks

   Public Works will maintain designated sidewalks. Priorities will be given to areas with high volumes of traffic or those close to schools, hospitals and commercial districts. You are encouraged to clear the sidewalk around your property.

3. Clearing Hydrants

   Snow clearing around hydrants will take place as quickly as resources can be made available. You can help by clearing the snow away from a hydrant on your street.

4. Snow removal and clearing

   Snow clearing will take place when accumulation warrants and as soon as time, equipment and materials allow. Snow clearing activities are prioritized by safety concerns and high volume intersections and streets in commercial areas.
Snow and Ice Control

Frequently Asked Questions

How much plowing and snow removal is required?

CBRM: Snow and ice control are the responsibility of the winter maintenance of all streets within the former Town of Glace Bay, New Waterford, Dominion, Louisbourg, North Sydney, Sydney Mines and the City of Sydney, as well as designated unlit roads in the former County of Cape Breton (approximately 1500 lane kilometers). In addition, the CBRM public works department manages approximately 110 kilometers of sidewalks region wide.

The Nova Scotia Department of Transportation and Public Works provides winter maintenance for all streets/roads in the former County of Cape Breton except those unlit roads designated as being maintained by the CBRM.

What is the process for plowing streets?

For the most part, the intensity and duration of a storm dictates when the plows are called out. Whenever possible the plows are called out before the storm ends for reasons of efficiency.

Generally, the municipality’s broken up into “plow routes” with a snowplow assigned to each route. Within each route, the priority streets, being those that are considered collector streets that tend to provide access to hospitals, business areas and main roads in and out of any community, are plowed first, followed by residential streets. In the event that a plow assigns itself a “plow route” breaks down, plow units from other areas would provide mutual aid as they become available.

In the case of a storm of extended duration, sufficient plows to maintain priority streets will be engaged initially, until conditions allow for normal “plow routes” to be followed.

Should weather conditions deteriorate to the point that plowing becomes dangerous, plowing may be suspended until conditions improve. A plow and operator may be stationed on standby at an appropriate location within the community, such as a fire station, until conditions allow it to begin plowing again.

Sometimes it seems to take longer to get the streets plowed, why is this?

On occasion snowstorms last for extended periods or are so difficult to clear, that even plows are not able to clear the streets.

A more significant factor is when a storm actually occurs. A storm during the day complicated by heavier traffic, that is the Public Works crews lose the advantage of getting streets plowed when the general public is sleeping and no traffic is present and/or obstructing the operation.

What if there is an emergency?

Every effort will be made to respond to medical and fire emergencies. Requests authorized by appropriate personnel, will be processed through the 911 protocol.

Unfortunately, plow routes cannot be changed to accommodate appointments of any kind.

How much snow does the Cape Breton Regional Municipality receive each winter?

On average the municipality receives approximately 350 centimeters (11 feet) of snow each winter. The SCIP is in a season is in the vicinity of 500 centimeters (20 feet). A major snowfall can produce accumulation exceeding 80 centimeters (24 inches) of snow.

My garbage is buried by the plow. What can be done?

The municipality encourages residents during the winter season to place their bags and bins far enough back on their driveway to avoid being buried.

What happens if the plow damages my property?

Damage or loss of snow plowing does occur from time to time. Snowplow operators face many challenges in performing their work including limited visibility and poor visibility, pedestrians, parked cars and slippery, icy conditions. Sometimes one or more of these factors could result in damage to lawns, etc.

For the most part, damage is minor and property owners make the necessary repairs themselves. However, in this event you are unable to do so, report the damage to your local Public Works office. A staff member will take your name and address and enter this information into the database for spring restoration work. The repair process begins in the spring and is dependent on the weather, availability of material and priorities set within the database.

CBRM does not replace or repair private items such as garbage containers or shrubbery placed within the street right of way (public property).

Fences, ornamental shrubbery, driveways, edges, driveway curbs, mailboxes and walkways should be placed far enough back from the street right of way so that plow damage is avoided.

I've shoveled my driveway and a day or two later a plow has hit it back in, why?

If shrinking conditions persist after the normal plowing is accomplished, if street become restricted due to snow accumulation, it is sometimes necessary to wing back the snow to further improve safety, reduce maximum traffic flows, create storage for future snow and to clear catch basins for potential storm water runoff.

Unfortunately, this is a necessary procedure in our climate and is only taken when considered essential.

What sidewalks are plowed?

The Municipality provides snowplow winter maintenance. However due to physical constraints, such as the width of some streets and/or the sidewalk itself as well as property limitations, the Municipality cannot plow all or part of all sidewalks. The Municipality therefore maintains only designated sidewalks that service areas with high volumes of traffic or are within areas that have schools, hospitals and commercial districts.

Generally, the sidewalks are cleared utilizing snow blades while effective. However, when the amount of snow becomes so great that plowing is not effective, snow attachments are used. This method takes more time.

Even though every effort is made to do so, the equipment and site conditions do not always allow clearing sidewalks down to a bare surface.

Why do plows push snow into driveways?

This is an ongoing but, unfortunately, the plows operators do not have control over the direction of the snow coming off the blades. For obvious reasons, plows are designed to discharge snow to the side of the street.

Privacy operators do not enjoy plugging driveways, it just can’t be avoided.

When is salt applied?

Deicing of streets and sidewalks is one of the most important tasks of winter maintenance. Furthermore, recent studies have indicated that salt can be harmful to the environment. Therefore it is imperative that the use of salt is managed appropriately.

Not all streets are salted every time there is a snow event, nor can bare pavement be guaranteed.

Generally, Class I streets (high volume collector streets) are given priority followed by the Class II streets with hills, major intersections, etc.

Salt is often applied at the beginning of a snowfall to create “salt brine” which breaks the bond between the street and snow or ice. It is called anti-icing. Sand is used primarily on gravel roads. When temperatures are too low for salt to be effective sand is used in its place.

Can I place snow on the sidewalk or street?

We value that it is often difficult to find a place to shovel snow from your driveway. However, we ask for your cooperation in clearing the snow without placing it on the sidewalk or street, as it is dangerous for the public and our operators. Note: to mention it is contrary to our Traffic Bylaw.

I live on a corner lot, why do I end up with more snow piled at the bottom of my driveway or walkway?

Being within the radius of a turn, corners lots tend to get more snow deposited as a result of street plowing. This is not intentional but the result of the laws of physics. Although unavoidable, snowplow operators make every effort to minimize this problem.

Properly locating driveways and walkways in relation to the intersection will minimize this problem.

Do winter conditions vary across the CBRM?

CBRM is so large that different areas may experience different conditions. For instance, coastal areas may experience more snowfall than inland areas.

The CBRM is also subject to frequent heavy snow storms, which play havoc on the condition of our streets and our maintenance efforts.

Can I park my car on the street in the winter?

Parked vehicles not only impair the snow clearing operation, but also leave large amounts of snow on the road after the car is removed. This is an inconvenience for everyone and in some cases can be quite dangerous.

Regulations specific to winter parking are in place in the Cape Breton Regional Municipality. Failure to comply could result in the vehicle being ticketed and/or towed at the owner’s expense.

Please remove parked vehicles from the street during snow clearing operations.

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PLEASE REMOVE PARKED VEHICLES FROM THE STREET DURING SNOW CLEARING OPERATIONS.

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CBRM
Engineering & Public Works
Public Works North: 794-5692
Public Works East: 841-1171
Public Works Central: 563-5255

For snow removal and ice control on provincial roads and highways, call Nova Scotia Transportation and Infrastructural Renewal: 563-2245
6.2  Approval to Advertise:

i)  **Zoning Amendment Application G-986: New Dawn Enterprises, 39 Sherriff Avenue, Sydney:**

<table>
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<td>Moved by Councillor Keagan, seconded by Councillor Eldon MacDonald, that a recommendation be made to Council for approval to advertise notice of a Public Hearing to be held at the January, 2014 meeting of Council to consider the zoning amendment application G-986 made by New Dawn Enterprises to permit conversion of the 3 unit apartment building into a 5 unit apartment building located at 39 Sherriff Avenue, Sydney.</td>
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<tr>
<td><strong>Motion Carried.</strong></td>
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TO: CBRM Council

FROM: Malcolm Gillis

SUBJECT: ZONING AMENDMENT APPLICATION
New Dawn Enterprises
39 Sherriff Avenue, Sydney

DATE: November 19th, 2013

CBRM is in receipt of a zoning amendment application from New Dawn Enterprises. They are the landlord of a 3 unit apartment building at 39 Sherriff Avenue, in the Ashby neighbourhood of Sydney. New Dawn wants to convert this apartment building into either 4 or (preferably) 5 apartment units. Although the current Zone in effect for this property permits apartment buildings, the maximum density is 1 apartment per 1,500 sq. ft. of land on the property. The area of the lot parcel is 4,000 sq. ft. Either a 4 unit or 5 unit would breach the maximum density threshold of the current Zone. A zoning amendment is their only option.

Sherriff Avenue is a two block long Street intersecting Prince Street to the north directly across from the Big Ben's convenience store and extending to Park Street in the south. There are three developments on its western side; i.e. a party rental business at the corner it shares with Prince Street, a pizza restaurant at the corner it shares with Townsend Street, and along the rest of its length is the Sydney Academy high school complex. On its east side, at the corner it shares with Prince Street is an Esso service station. Along its remaining length towards Park Street there are 13 residential properties.

The site of this zoning amendment application is the 6th of those 13. All of the above mentioned business developments are in a commercial zone. The 13 residential properties on the east side of the Avenue are in a Residential Zone that permits apartment buildings at a density of one apartment per 1,500 sq. ft. of land i.e. 29 apartments per acre.

According to Municipal Planning Strategy policy, zoning in any given neighbourhood should support the prevailing range of existing developments, their densities, and the status of the owner (i.e. absentee landlords generally consider their property an investment, while owner occupied consider them home). 8 of the 13 dwellings (i.e. 61%) along this east side of Sherriff Avenue are either 2 apartment unit dwellings or a higher density. The owners of 7 of the 13 properties (i.e. more than 5) do not reside in their Sherriff Avenue dwelling. It is because of the
combination of these factors the current zoning permits apartment building development along the entire length of the Avenue.

Notices of this zoning amendment application have been mailed to all assessed owners of residential property in the vicinity of 39 Sherriff Avenue sometime during the last week of November. All were encouraged to contact the Planning and Development Department. If the General Committee of Council recommends during its December 3rd meeting and Council subsequently agrees to schedule a Public Hearing, the earliest date for the Public Hearing would be Tuesday, January 21st. Hopefully anyone in receipt of our notice with concerns will have contacted our office well in advance of the Public Hearing date.

Recommendation:

I recommend that Council pass a Motion to schedule a Public Hearing to consider this zoning amendment application to take place during the January 21st meeting of Council. A full and final report from staff will be submitted for the consideration of the General Committee of Council during its January meeting prior to the Council Public Hearing.

Submitted by:

Malcolm Gillis
Planning and Development Department
6) **PLANNING ISSUES:**

6.1 **Business Arising – Council Meeting: November 18th, 2013**

i) **Proposal by the Nova Scotia Trails Federation to Designate a “Water Trail” in the Bras d’Or Lake as the Official Route for the Trans Canada Trail Between Whycocomagh and North Sydney:**

**Motion:**
Moved by Councillor Bruckschwaiger, seconded by Councillor Cormier, that a recommendation be made to Council to endorse in principle the concept of developing infrastructure related to a water route to connect the Trans Canada Trail from Whycocomagh to North Sydney.

**Motion Carried.**
November 26, 2013

ISSUE PAPER

TO: Mayor and Council (General Committee)

FROM: Rick McCready, Planner and Fred Brooks, Senior Recreation Manager

RE: Proposal by the Nova Scotia Trails Federation to designate a "water trail" in the Bras d'or Lake as the official route for the Trans Canada Trail between Whycocomagh and North Sydney

Background Information

At the November 18 Council meeting officials from the Nova Scotia Trails Federation (NSTF) made a presentation on the Trans Canada Trail (TCT). The TCT is an ambitious project linking all provinces and territories together by means of a continuous trail network. The trail takes many forms across the country including hiking trails, cycling paths and canoe routes. The Trans Canada Trail Foundation is planning to complete the entire trail by 2017, to coincide with the 150th anniversary of Confederation. Over the next two years the Foundation will be providing 50% cost sharing to organizations undertaking projects to complete the trail. 28% of the trail remains to be completed, but that percentage rises to 60% in Nova Scotia. The NSTF is coordinating the trail implementation in Nova Scotia, although the NSTF does not actually build trail...that role is performed by other organizations (community groups, municipalities, trail clubs, etc.)

On Cape Breton Island, the trail is mostly completed in Inverness County, and it is expected that all work will be done before 2017. However, the route that was designated more than a decade ago to link Inverness County to the Marine Atlantic ferry terminal in North Sydney is not finished except for a small section just outside North Sydney known as the Old Branch Road (just off the Johnson Road). The plan for this route (refer to map) was to develop a trail that would be shared by walkers, cyclists, ATV users, ORM (off-road motorcycle) users and snowmobiles.
Instead of recommending a stepped up effort to complete the trail along the route that has already been designated in the CBRM between North Sydney and Grand Narrows, the NSTF is requesting that consideration be given to a completely different concept for the trail: A **“water trail” that would connect the terminus of the land-based trail in Whycocomagh to North Sydney by means of a canoe/sea kayaking route through the Bras d’Or Lake.**

**Potential benefits and disbenefits of the “water trail” concept**

As referenced above, the Trans Canada Trail already takes the form of a water trail in some parts of the country. For example, in northern Ontario, west of Thunder Bay, the TCT follows historic canoe routes that were used by First Nations people and early French explorers heading west towards the Prairies.

**Benefits**

- The water route would showcase Canada’s inland sea, the Bras d’Or Lake, one of the most scenic and ecologically significant sites in Canada. The Bras d’Or watershed has recently been recognized by UNESCO as a world biosphere reserve. The original land based route is mostly inland and offers very few views of the lake.
- The water route potentially connects the four First Nations communities around the lake, and could be routed to follow historic trading routes used by First Nations dating back to long before Europeans settled in the area.
- By including Richmond County, the water route would include all four counties on Cape Breton Island. (Richmond was excluded from the land-based route that was originally designated)
- The water route would be much cheaper to establish than a land based trail. Some costs could be incurred improving wharves, marinas, and other facilities along the lakeshore, and there will likely be some land based connections to the water trail, but overall the cost should be minimal in comparison to the original land based route.
- Difficulties associated with land ownership will be largely avoided. The original route designated for the Trans Canada Trail between North Sydney and Grand Narrows involves multiple land owners, many of whom have never consented to trail development. It is my understanding that similar difficulties exist in Victoria County. Establishing a water route should be much less problematic.
- The water route provides a realistic opportunity to complete the Trans Canada Trail through CBRM before 2017. Given the costs involved and the land ownership challenges noted above, the reality is that it simply may not be possible to complete the trail through CBRM by 2017 unless the water route is chosen. If communities on the Island cannot develop a plan to complete the trail before 2017, it is possible that the TCT Foundation will simply designate the Trans Canada Highway as the official route for the trail. That would mean that the
Trans Canada Trail legacy in CBRM would consist of the road shoulders of the highway between Millville and the ferry terminal in North Sydney.

- The water route, by connecting to East Bay, creates an opportunity to eventually connect the Trans Canada Trail to the heart of our largest community, Sydney, using corridors already identified in our Active Transportation Plan. There are also some AT connections in the Northside area that could be linked to the water route.

**Disbenefits**

There are two major disadvantages to the water route:

- A water route obviously cannot be used by cyclists and walkers. Persons using these two modes of travel who arrive at the trail terminus in Whycocomagh will either have to continue on by kayak or canoe, or follow the Trans Canada Highway. There may be land based linkages to the water route that can be used by cyclists and walkers, but the main route itself obviously will not be useable by them.

- Users of ATVs, ORMs, and snowmobiles will also obviously not be able to use the water route unless they switch to another mode of transportation. This is unfortunate for those users who do already have access both to the TCT in Inverness County and to the “Trailway” between Port aux Basques and St. John’s once they cross the Cabot Strait from North Sydney. However, it must be noted that these sections of the TCT have been “grandfathered” for off-highway vehicle (OHV) use. If a land based route (with OHVs as a permitted use) between Whycocomagh and North Sydney were to be developed as originally planned, the TCT Foundation would not be offering 50% cost sharing for construction, as OHV use does not fit with the TCT “Greenway” vision. This decision by the TCT was not supported by the NSTF, but regardless of the suitability or fairness of this policy to OHV users this is in fact TCT policy and it is unlikely to change. The original land based route between North Sydney and Grand Narrows could still be built, but it will not be funded by TCT.

**Recommendation**

The NSTF and TCT boards, in order to endorse the idea of the water route for the TCT on Cape Breton Island between Whycocomagh and North Sydney, need evidence of support for the concept from local municipalities and community organizations. If the concept is eventually endorsed, municipalities or community groups who wish to develop infrastructure related to the water route (such as signage or wharf improvements) will be eligible for TCT funding. Richmond County Council endorsed the concept at its November 25 meeting.
Staff recommends that Council endorse the water route concept in principle, as outlined above, on the understanding that this endorsement does not commit the CBRM to providing funding for any part of the project.

Yours very truly,

Rick McCready, MCIP
Planner

Fred Brooks
Senior Recreation Manager
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<td>Engineering &amp; Public Works</td>
<td>25,940,040.65</td>
<td>26,818,477.00</td>
<td>878,436.35</td>
<td>46,876,958.00</td>
<td>20,936,917.35</td>
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<tr>
<td>Planning</td>
<td>565,028.10</td>
<td>662,441.13</td>
<td>97,413.03</td>
<td>1,118,537.00</td>
<td>553,508.90</td>
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<tr>
<td>Recreation</td>
<td>2,252,262.79</td>
<td>2,320,550.85</td>
<td>72,270.03</td>
<td>2,880,129.00</td>
<td>640,186.64</td>
</tr>
</tbody>
</table>

Total expended to date $79,244,524.74 $82,590,374.52 $3,350,281.75 $140,101,876.72 $60,869,672.41

Departmental

Reviewed

Dana Durham

Nancy Lee
<table>
<thead>
<tr>
<th>Revenue</th>
<th>Year To Date Assigned</th>
<th>7 Month Budget</th>
<th>7 Month Budget Variance</th>
<th>Annual Budget</th>
<th>Annual Budget Remaining</th>
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</thead>
<tbody>
<tr>
<td>Total Taxes</td>
<td>$56,522,858.09</td>
<td>$55,797,032.09</td>
<td>$(725,826.00)</td>
<td>$95,652,055.00</td>
<td>$39,129,196.91</td>
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<td>Total Federal Government</td>
<td>1,642,783.94</td>
<td>1,642,783.91</td>
<td>(0.03)</td>
<td>2,816,201.00</td>
<td>1,173,417.06</td>
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<tr>
<td>Total Federal Government Agencies</td>
<td>614,286.19</td>
<td>614,286.27</td>
<td>0.08</td>
<td>1,053,062.00</td>
<td>438,775.81</td>
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<tr>
<td>Total Provincial Government</td>
<td>461,907.25</td>
<td>461,907.25</td>
<td>-</td>
<td>791,841.00</td>
<td>329,933.75</td>
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<tr>
<td>Total Provincial Government Agencies</td>
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<td>1,708,107.92</td>
<td>0.05</td>
<td>2,928,185.00</td>
<td>1,220,077.13</td>
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<td>Total Services to Other Local Government</td>
<td>199,165.75</td>
<td>199,165.76</td>
<td>0.01</td>
<td>341,427.00</td>
<td>142,261.25</td>
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<td>Total Transit</td>
<td>431,426.73</td>
<td>396,958.29</td>
<td>(34,468.44)</td>
<td>680,500.00</td>
<td>249,073.27</td>
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<td>Total Environmental Development Services</td>
<td>193,172.78</td>
<td>224,291.67</td>
<td>31,118.89</td>
<td>384,500.00</td>
<td>191,327.22</td>
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<td>Total Center 200</td>
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<td>447,108.23</td>
<td>1,943.64</td>
<td>1,183,500.00</td>
<td>738,335.41</td>
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<tr>
<td>Total Arena - Centennial</td>
<td>21,308.65</td>
<td>14,772.23</td>
<td>(6,536.42)</td>
<td>210,500.00</td>
<td>189,191.35</td>
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<td>Total Arena - County</td>
<td>82,781.42</td>
<td>37,528.29</td>
<td>(45,253.13)</td>
<td>335,500.00</td>
<td>252,718.58</td>
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<td>Total Licenses &amp; Permits</td>
<td>103,314.00</td>
<td>126,291.61</td>
<td>22,977.61</td>
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<td>113,186.00</td>
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<td>Total Fines &amp; Fees</td>
<td>1,456,269.36</td>
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<td>(29,020.68)</td>
<td>2,446,712.00</td>
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<td>Total Rentals</td>
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<td>37,511.68</td>
<td>657,320.00</td>
<td>311,395.02</td>
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<td>Total Concessions &amp; Franchises</td>
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<td>(31,599.02)</td>
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<td>Total Return on Investments/Interest on Taxes</td>
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<td>699,999.99</td>
<td>(11,782.52)</td>
<td>1,250,500.00</td>
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<td>Total Finance Revenue</td>
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<td>15,749.99</td>
<td>(4,010.01)</td>
<td>27,000.00</td>
<td>7,240.00</td>
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<td>Total Solid Waste Revenue</td>
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<td>1,516,666.67</td>
<td>(140,827.46)</td>
<td>2,600,000.00</td>
<td>942,505.87</td>
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<td>Total Recreation &amp; Cultural Service Programs</td>
<td>65,521.75</td>
<td>93,919.58</td>
<td>28,397.83</td>
<td>130,605.00</td>
<td>65,083.25</td>
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<td>Total Water Utility Charges</td>
<td>2,888,380.81</td>
<td>2,888,380.83</td>
<td>0.00</td>
<td>4,951,510.00</td>
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<td>Total Unconditional Transfers</td>
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<td>9,478,117.84</td>
<td>(213.56)</td>
<td>16,248,202.00</td>
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<td>Total Conditional Transfers</td>
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<td>2,829,899.92</td>
<td>-</td>
<td>4,851,257.00</td>
<td>2,021,357.08</td>
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</tbody>
</table>

Year To Date Assigned $ 821,124,911.5 $ 81,204,903.69 $(907,587.46) $140,101,877.00 $ 57,989,385.85

Departmental

Reviewed

Tara Durham

OCTOBER 31, 2013
Resolution
Temporary Foreign Workers – Work Permits
Issued by Federal Government

Whereas: In the October 3rd, 2013 Fort McMurray Today newspaper depicted a photograph of a Cape Breton Flag flying above a makeshift flag that read “Laid off so Temporary Foreign Workers can have my job”;

And Whereas: Nearly 300 unionized Canadian tradespersons that included Red Seal steamfitters/pipefitters and welders lost the jobs they were doing to Temporary Foreign Workers on work permits issued by the federal government;

And Whereas: Under our Charter of Rights and Freedoms, every Canadian has the right to travel across Canada to acquire gainful employment;

And Whereas: In 2009 the Prime Minister and the Premiers endorsed the amendments to Chapter 7 of the Charter of Rights and Freedoms of the Agreement on Internal Trade, in order to help resolve the labor mobility challenges that continue to confront specified regulated occupations such as the construction trades;

And Whereas: Those amendments were to protect the workers in specified regulated occupation fields so that the certification they received in their home province will be accepted in other provinces without having to go through further training, examination and assessment such as the construction trades under the Red Seal Program;

And Whereas: On January 16th, 2009 Prime Minister Harper released a statement stating that he was very pleased and the premiers and territorial leaders are to be commended for taking action to ensure all Canadian workers have the freedom to be able to work in their fields anywhere in Canada;

And Whereas: One of the requirements of the Labor Mobility Chapter was for workers to be proficient in one of Canada’s official languages in order to ensure the proper communications between a qualified worker and people involved in the practice of the occupation;

And Whereas: The idea of the Temporary Foreign Workers program was to enable employers to fill temporary labor and skills shortages;

Be It Therefore Resolved: That CBRM Mayor and Council instruct administrative staff to write to the Honorable Stephen Harper, Prime Minister of Canada and local Members of Parliament Rodger Cuzner and Mark Eyking urging them to address the loss of Canadian jobs to Temporary Foreign Workers on work permits issued by the Federal Government and re-hire the nearly 300 Canadian unionized workers who lost their jobs to those Foreign Workers.

Councillor Clarence Prince – District #1 – CBRM

December 17th, 2013
Nearly 300 contractors replaced with temporary foreign workers

By Vincent McDermott

Tuesday, October 8, 2013 1:40:15 MDT AM

A makeshift flag flies at Husky Energy's Sunrise site north of Fort McMurray. Approximately 270 welders and pipefitters were replaced in late September by temporary foreign workers. Many workers were told about the change on Labour Day. SUPPLIED PHOTO

It was unlike any Labour Day Ryan Louis had experienced.
As hundreds of pipefitters and welders arrived at Husky Energy’s Sunrise project for their weeks-long shifts, a company spokesperson told the crew of approximately 270 this would be their last.

Their replacements?

An equal number of temporary foreign workers brought in by Saipem, a non-union Italian company specializing in oil and gas construction projects.

Over the next 30 days, dozens of temporary foreign workers from Mexico, Ireland, Portugal and Italy were arriving at the site 60 kilometres north of Fort McMurray, waiting for turnover.

By Sept. 27, the original workers — all contractors with Toronto-based Black & MacDonald — were gone.

“Layoffs are pretty standard when there’s no work to be done, but there was plenty of work for us to do out there,” said Louis, a commuter from Napanee, Ont. and an active member of Pipefitters Local 488 in Edmonton. “Plain and simple, a bunch of qualified Canadian citizens who needed work were replaced.”

According to Husky Energy spokesperson Mel Duvall, Saipem Canada is the general contractor for construction of the site’s Central Processing Facility.

Saipem had given Black & MacDonald contracts to complete the project’s first phase, and with construction finishing, Duvall says Black & MacDonald reduced their workforce.

However, several Black & MacDonald contractors dispute these claims. Over a dozen employees that were interviewed all alleged Saipem and Black & MacDonald were involved in payment disputes, and as a result, Black & MacDonald withdrew.

One Black & MacDonald contractor, who could not give his name for seniority reasons, says Saipem let the workers go because unionized labour was too costly.

Both Saipem and Black & MacDonald did not answer repeated calls for comment about the issue, and these claims could not be verified. Duvall did not comment on the use of temporary foreign workers at Sunrise.

Louis says many contractors he worked with at Sunrise have already found work elsewhere in Alberta, Saskatchewan and Newfoundland. However, some are still struggling.

“We were told when I started around April, just after Easter, that we would be good until September or October,” said Reg Fougere, a Nova Scotian pipefitter who was working at the site.

“There was a lot of work there, some of us thought we’d get an extension or new contract there, or they’d at least bring in other Canadians who need work,” he said. “Well thanks to Saipem, we’re Canadians who need some work.”

Fougere also witnessed several foreign workers operate equipment unsafely or wander into restricted areas without protective gear. Fougere says many did not understand the Alberta labour code or basic warning labels on hazardous materials.

When he brought his concerns about the qualifications of the temporary foreign workers to Husky, Fougere says they fell on deaf ears.

“Just to get through the door, we need certificates and licences up the ying-yang like Red Seal certification. It let’s them know that as Canadians, we’re all qualified to the standards.” he says. “These guys coming in, how the hell can they get in without our qualifications? Or how do we know how good their qualifications from other countries are?”

**Temporary Foreign Worker program constant ire of Alberta’s labour movement**

According to Citizenship and Immigration Canada, there were 338,189 temporary foreign workers living in Canada as of Dec. 1, 2012, with nearly 70,000 living in Alberta.

To compare, approximately 257,515 immigrants were welcomed into Canada in 2012 as residents. CIC figures show there were only 101,098 temporary foreign workers in Canada in 2002.

The program’s supporters in the federal and provincial government argue the legislation is intended for employers to fill short-term labour or skill gaps. Legislation says they must prove they are unable to find skilled Canadians or permanent residents to do those jobs.

However, groups such as the Alberta Federation of Labour argue the program is being abused and poorly enforced, particularly in the construction industry.

vincent.modermott@sunmedia.ca

Note: This story was edited at 4:59 p.m. MT to include additional background about the Temporary Foreign Worker Program.