



Clarence-Rockland

**CORPORATION OF THE CITY OF
CLARENCE-ROCKLAND
COMMITTEE OF THE WHOLE**

November 19, 2018, 8:00 pm
Council Chambers
415 rue Lemay Street, Clarence Creek, Ont.

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6. Notice of Motion	
7. Comment/Question Period	
Note: Members of the public may come forward to the podium and after seeking permission from the Presiding Officer, shall state their name and direct their question/comment on any matter which is related to any item included in this agenda to the Presiding Officer.	
The maximum time allowed in all circumstances for a question/comment shall be three (3) minutes per person per meeting. There shall be a maximum of 30 minutes dedicated to the question/comment period. Any unasked questions/comments due to the time restriction may be submitted in writing to the Clerk.	
At no time shall this question period be taken by members of the audience to make speeches or accusations.	
8. Report from the United Counties of Prescott and Russell	
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11.	Adjournment	



Clarence-Rockland

**CORPORATION DE LA CITÉ DE
CLARENCE-ROCKLAND
COMITÉ PLÉNIER**

le 19 novembre 2018, 20 h 00

Salle du Conseil
415 rue Lemay Street, Clarence Creek, Ont.

Pages

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Note: Les membres du public sont invités à se rendre au podium et après avoir reçu la permission du président de l'assemblée, doivent se nommer et adresser leur question et/ou commentaire sur tout sujet qui est relié à n'importe quel item qui figure à l'ordre du jour au président de réunion.	
Le temps maximal accordé pour une question/commentaire dans toutes circonstances est de trois (3) minutes par personne par réunion. Il y aura un maximum de 30 minutes consacrés à la période de questions/ commentaires. Toutes questions et/ou commentaires qui n'ont pas été adressés par faute de temps peuvent être soumis par écrit à la greffière.	
En aucun cas, cette période de questions/ commentaires ne peut être utilisée par les membres du public pour faire des discours ou porter des accusations.	
8. Rapport des Comtés unis de Prescott et Russell	
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11.	Ajournement	



Clarence-Rockland

Declaration of pecuniary interest Déclaration d'intérêt pécuniaire

Date of meeting Date de la réunion:	
Item Number Numéro de l'item:	
Subject of the item: Sujet de l'item :	
Name of Council Member Nom du membre du conseil	

I, _____, hereby declare a pecuniary interest in the matter identified above for the following reason :

Je, _____, déclare un intérêt pécuniaire en ce qui concerne l'article ci-haut mentionné, pour la raison suivante :

Name (print)	Signature	Date

This declaration is filed in accordance with the *Municipal Conflict of Interest Act* and will be recorded in the meeting minutes and will be made available in a public registry. / Cette déclaration est soumise sous la *Loi sur les conflits d'intérêt municipaux* et sera enregistrée dans le procès-verbal de la réunion et sera disponible dans un registre public.

Excerpt from the Municipal Conflict of Interest Act, R.S.O. 1990, c. M.50

DUTY OF MEMBER

When present at meeting at which matter considered

5 (1) Where a member, either on his or her own behalf or while acting for, by, with or through another, has any pecuniary interest, direct or indirect, in any matter and is present at a meeting of the council or local board at which the matter is the subject of consideration, the member,

- (a) shall, prior to any consideration of the matter at the meeting, disclose the interest and the general nature thereof;
- (b) shall not take part in the discussion of, or vote on any question in respect of the matter; and
- (c) shall not attempt in any way whether before, during or after the meeting to influence the voting on any such question. R.S.O. 1990, c. M.50, s. 5 (1).

Where member to leave closed meeting

(2) Where the meeting referred to in subsection (1) is not open to the public, in addition to complying with the requirements of that subsection, the member shall forthwith leave the meeting or the part of the meeting during which the matter is under consideration. R.S.O. 1990, c. M.50, s. 5 (2).

Extrait de la Loi sur les conflits d'intérêts municipaux, L.R.O. 1990, chap. M.50

OBLIGATIONS DU MEMBRE

Participation à une réunion où l'affaire est discutée

5 (1) Le membre qui, soit pour son propre compte soit pour le compte d'autrui ou par personne interposée, seul ou avec d'autres, a un intérêt pécuniaire direct ou indirect dans une affaire et participe à une réunion du conseil ou du conseil local où l'affaire est discutée, est tenu aux obligations suivantes :

- a) avant toute discussion de l'affaire, déclarer son intérêt et en préciser la nature en termes généraux;
- b) ne pas prendre part à la discussion ni voter sur une question relative à l'affaire;
- c) ne pas tenter, avant, pendant ni après la réunion, d'influencer de quelque façon le vote sur une question relative à l'affaire. L.R.O. 1990, chap. M.50, par. 5 (1).

Exclusion de la réunion à huis clos

(2) Si la réunion visée au paragraphe (1) se tient à huis clos, outre les obligations que lui impose ce paragraphe, le membre est tenu de quitter immédiatement la réunion ou la partie de la réunion où l'affaire est discutée. L.R.O. 1990, chap. M.50, par. 5 (2).

Le 15 octobre 2018

La Cité de Clarence-Rockland
1560 rue Laurier
Rockland, ON K4K 1P7

Sujet: demande de dérogation pour le règlement de clôture

Bonjour chers conseillers/conseillères,

Je, Pierre Lafontaine, ainsi que ma conjointe Line Denis habitons le 19 Clarence Court dans la belle communauté de Clarence-Rockland depuis 1998. La campagne, un grand terrain dans un rond points, quoi de mieux pour fonder notre famille.

Depuis plus d'un an, nous n'avons plus d'intimité dû au voisin du 25 Clarence Court. Des regards constants à travers leurs fenêtres, ainsi que de leur stationnement, envahi notre intimité. Ces actes sont très déplaisants. À plusieurs reprises, nous avons reçus des remarques désobligeantes et blessantes. Aucun savoir vivre. L'installation d'une clôture de 6 pieds de haut entre les deux propriétés à partir du coin du garage jusqu'au poteau d'hydro, nous permettrait de retrouver notre intimité. La distance de 20 pieds entre le bout de la clôture (poteau d'hydro) et la rue Clarence Court permettrait au voisin de reculer de son stationnement en toute sécurité.

Le règlement de la Cité de Clarence-Rockland sur l'installation de nouvelle clôture à l'avant de la maison stipule qu'elle ne doit pas excéder 32 pouces de haut. Je demande de prendre en considération notre situation et de considérer ma demande de dérogation.

Je vous remercie à l'avance.


Pierre Lafontaine
613.446.2287 / 613.222.4415

RECEIVED
17 OCT 2018

Je n'ai aucune objection à l'installation d'une clôture du coin du garage jusqu'au poteau d'électricité sur la propriété du 19 Clarence Court.

I have no objection with the installation of a fence in front of the garage from the corner to the hydro post on the property of 19 Clarence Court.

Josée Labelle JOSEE LABELLE oct 15/18
1 Clarence Court

JIM NARBONNE Jim oct 15/18
2 Clarence Court

ALEXANDRE BRAZIER Alex oct 15/2018
7 Clarence Court

CAROLE CLÉMENT Carole oct 15/18
8 Clarence Court

PETER O'REILLY 613 295 7360 PARC EN VACANCE
13 Clarence Court

Ian Thompson Ian oct 15/2018
14 Clarence Court

ERIC ROUSSEL Eric oct 15/2018
20 Clarence Court

SECTION
50M - 151
50M - 151

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

JULY 8 1987
J. Payette
J.G. PAYETTE
ONTARIO LAND SURVEYOR

PLAN 50R-5489

RECEIVED AND DEPOSITED

July 21 1987

J. M. St. John, F. D. P.
LAND REGISTRAR FOR THE LAND
TITLES DIVISION OF

RUSSELL No. 50

"CAUTION" THIS PLAN IS NOT A PLAN OF SUBDIVISION WITHIN THE
MEANING OF THE PLANNING ACT

SURVEYOR'S CERTIFICATE

I hereby certify that

This plan is an accurate compilation based on
data derived from plan 50M-151.

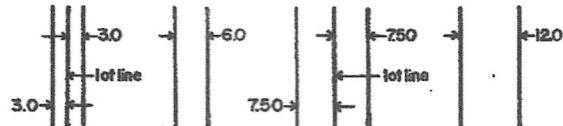
JULY 8 1987

J. Payette

NOTES

METRIC Distances shown on this plan are in
metres and can be converted to feet by
dividing by 0.3048

1. All parts lie wholly within the limits of lots have
perpendicular widths of 3.00, 6.00, 7.50 and
12.00 respectively shown thus

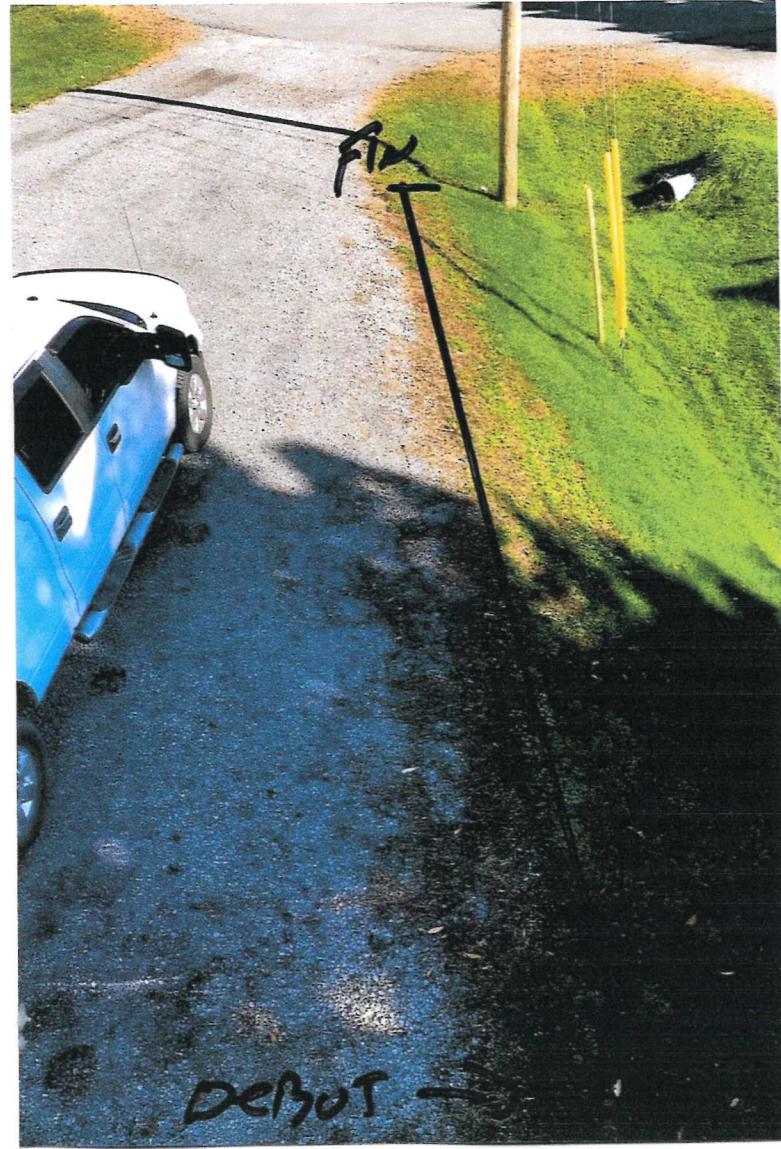


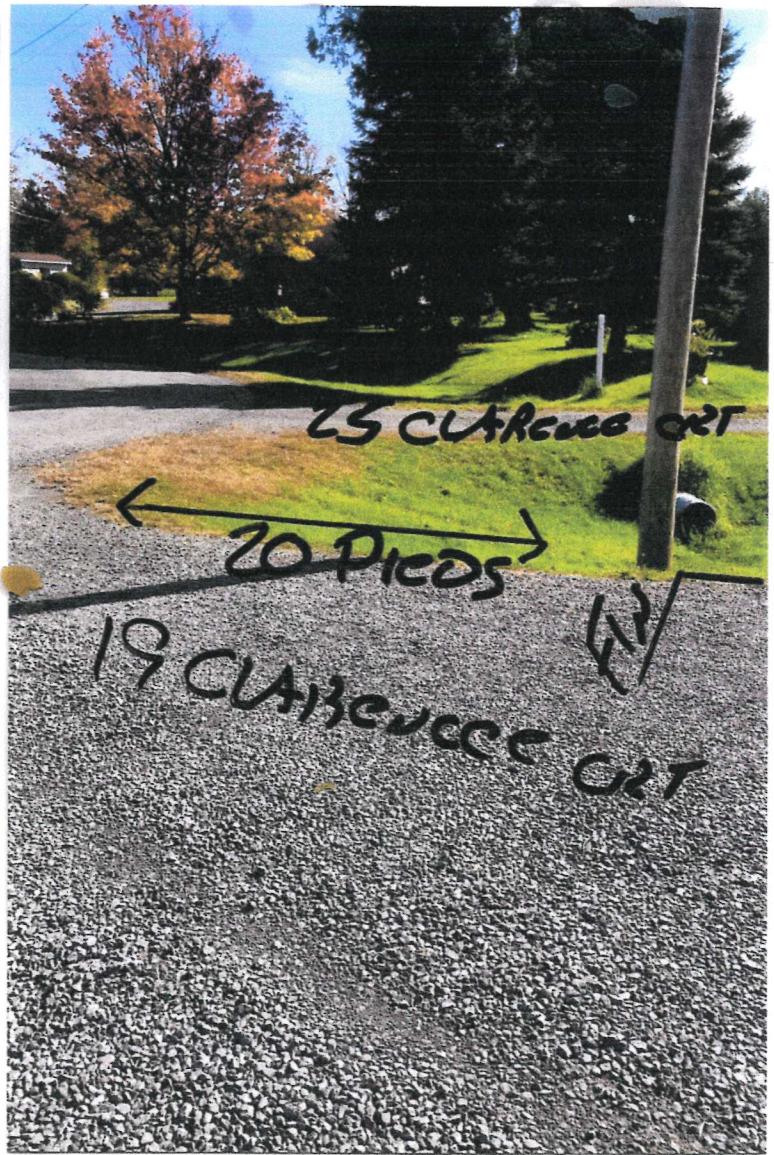
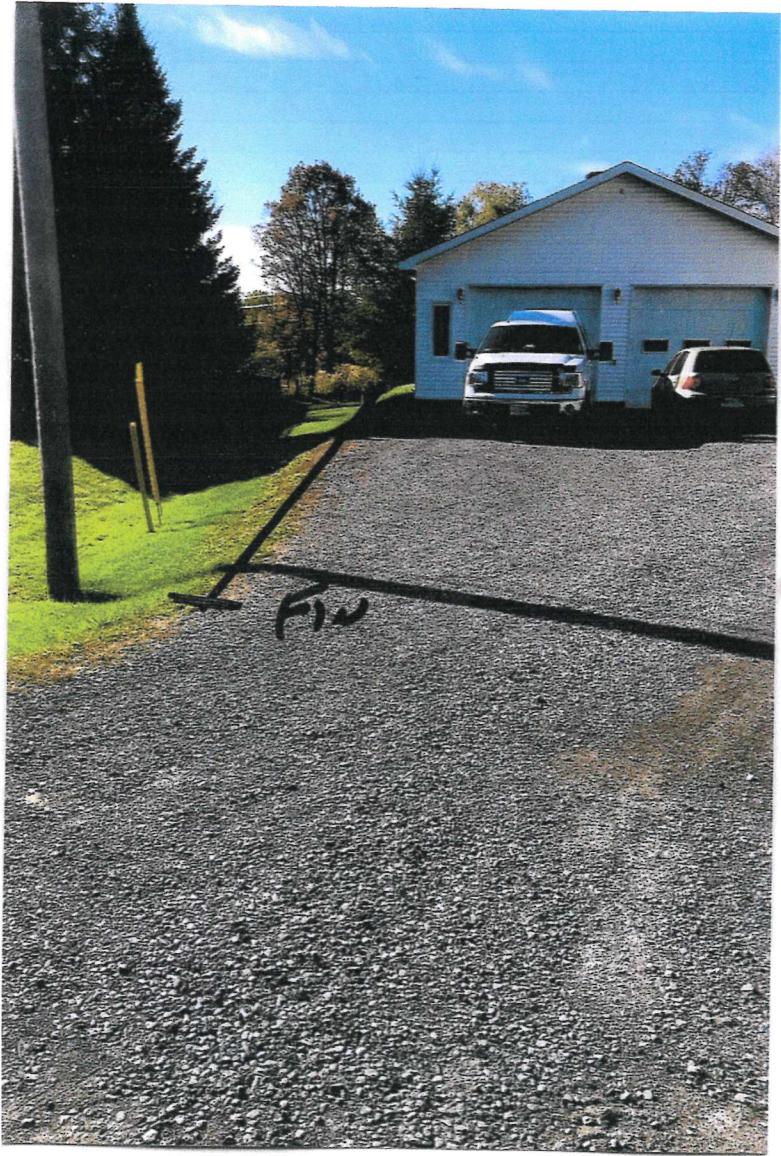
2. All previously undefined limits are parallel to
existing limits and are productions thereof
and intersect at common points.

AN OF

COUNTY ROAD









REPORT N° INF2018-051

Date	19/11/2018
Submitted by	Philippe Cormier
Subject	Landfill Site – Annual Report
File N°	INF2018-051

1) **NATURE/GOAL :**

The purpose of this report is to present to Council the Clarence-Rockland Landfill Site Annual Monitoring and Operations report as required under the site's Environmental Compliance Approval (ECA).

2) **DIRECTIVE/PREVIOUS POLICY :**

N/A

3) **DEPARTMENT'S RECOMMENDATION :**

THAT the 2017 Clarence-Rockland Landfill Site Annual Monitoring and Operations report be received as information.

QUE le rapport annuel intitulé "2017 City of Clarence-Rockland Landfill Site Monitoring and Operations Report soit reçu à titre d'information.

4) **BACKGROUND :**

The City of Clarence-Rockland owns and operates a 50 hectares landfill site (12 hectares waste footprint) located at 2335 Lalonde Road. In 2001, the Ministry of the Environment issued an amended provisional ECA for the expansion of the landfill for an additional 740,000 m³ of waste to be accepted. In 2009, this ECA was amended to correct the Municipal Hazardous & Special Waste (MHSW) depot closing date (October 31st closing date was incorrectly shown as October 1st in 2001 ECA issuance). The City also operates a Leaf and Yard (L&Y) waste transfer station and its activities are included in this report

This annual report must be prepared and submitted to the Ministry of the Environment / Conservation and Parks (MOECP) by March 31st of each year. A copy of the report has been submitted to MOECP by JP2G on the City's behalf

Council, as custodian of the landfill site, must be aware of the annual report's contents including results, recommendations and action items so that it may direct resources to make all necessary corrections. Approval of the report is not required.

In 2016, Jp2g have taken over the monitoring of the site and the editing of the report, which used to be completed by Stantec for the previous 15 years. The previous *Annual Report* has been divided into two distinctive reports, the *Annual Operations Monitoring Report* and the *Annual Monitoring Report*.

The *Annual Monitoring Report* describes and discusses the impact of leachate and contaminants on associated sampling locations (surface water, landfill gas and groundwater) to provide a snapshot of the impact of the landfill site on the nearby environment. Trends of these impacts are analyzed to ensure that they respect designated standards at the boundaries of the site. Exceedance of standards at those locations would trigger the need for contingency measures, and require the owner of the site to take appropriate measures to limit the spread of contaminants on surrounding private properties.

The *Operations Report* endeavours to portray the operations that transpired during the reporting year. Best practices in terms of landfill site operations could be summarized in the three following points:

- Maximize waste diversion at the site in order to limit the amount of waste landfilled, and;
- To limit the spread of leachate and contaminants in the environment, and;
- To limit or avoid negative impacts of site operations on nearby properties.

The *Monitoring Report* will point to any deficiencies in terms of site operations and recommended the appropriate measures to be taken.

5) **DISCUSSION :**

The *Annual Operations Monitoring Report* has not pointed to any flaws and recommends continuing the majority of our current practices. Recommended new steps in terms of site operations include:

- Continue groundwater, surface water and gas monitoring programs to demonstrate continued compliance with regulatory requirements.
- Installing a monitoring well near the new weigh scale to assess landfill gas migration,
- Take appropriate steps to allow seamless transition of waste placement,
- Proceed with completion of entrance reconfiguration project.

The *Annual Monitoring Report* determined that due to contaminants level on the eastern and western boundaries, the following mitigation

measures should be undertaken:

- Increasing the attenuation zone on the west side of the landfill site.
- Removing the snow disposal site on the east area of the site property.

The monitoring of the property should also be modified to better assess migration of the contaminants on site, with the reinstatement of some monitoring wells in the program.

Migration of contaminants on the west side of the landfill site is attributed to waste disposal and snow disposal activities that occurred from the late 1970s to the mid-2000s. No disposal activities are currently occurring near this area. Increasing the attenuation zone on the west side of the site can be done through two mechanisms: purchase of adjacent land or purchase of groundwater rights through an easement.

Following the 2017 MOECP site inspection, they recommend that measures be taken to extend the contaminant attenuation zone (CAZ) on the west site of the site. Staff has requested JP2G to provide a quote for a study delimitating the area to be included in the CAZ, the preferred type of CAZ and a cost estimate for the extension of the CAZ.

The presence of a snow disposal site on the east part of the property is currently releasing contaminants near the boundary of the site, and is causing the misinterpretation of leachate migration towards the east boundary. Disposal of snow is associated with discharge of contaminants to the environment as the snow melts, in particular chloride (salt), heavy metals and residues of automotive fluids. Currently, some indicators on the east boundary of the site are above reasonable expectations; this is attributed to the presence of snow disposal activities at this location.

Municipal Operations Staff is in constant communication with the MOECP to address the ground contamination form the snow disposal site. Options and recommendations will be presented to the MOECP in 2018.

6) CONSULTATION:

n/a

7) RECOMMENDATIONS OR COMMENTS FROM COMMITTEE/ OTHER DEPARTMENTS :

n/a

8) FINANCIAL IMPACT (expenses/material/etc.):

Accurate financial impacts of the recommendations of both the *Annual Operations Monitoring Report - 2017* and the *Annual Monitoring Report* are not available at this moment. Once costs are known, they will be assessed to be budgeted in the next few years, at the appropriate moment.

9) LEGAL IMPLICATIONS :

The Bourget Landfill Site is subject to an Environmental Compliance Approval (ECA) that is under the jurisdiction of the Ministry of Environment / Conservation and Parks (MOECP). Should the municipality default on its obligations from the ECA, the MOECP would be in its right to put an order on the activities conducted at this site. The requests from the MOECP could have significant impacts on day-to-day operations and be effective immediately.

The MOECP will also revise both reports and provide the City of Clarence-Rockland with requirements for the monitoring program in due time.

10) RISK MANAGEMENT :

The purpose of both reports presented is to assess the acceptability of operations and contaminants migration of the landfill site. The largest risk is inaction in regards to the recommendations discussed in the report. To avoid challenging and costly situations, it is recommended that the City tackles the recommendations within a reasonable time frame.

11) STRATEGIC IMPLICATIONS :

n/a

12) SUPPORTING DOCUMENTS:

Attachment 1 - Annual Operations Monitoring Report
Attachment 2 – Annual Monitoring Report



RAPPORT N° LOI2018-11-02

Date	17/11/2018
Soumis par	Pierre Boucher
Objet	Rapport d'information- Fosse septique aréna de Clarence Creek
# du dossier	Cliquez ici pour entrer du texte.

1) **NATURE / OBJECTIF :**

Le but de ce rapport est d'informer le conseil municipal au sujet d'un bris des pompes de fosse septique à l'aréna de Clarence Creek.

2) **DIRECTIVE/POLITIQUE ANTÉCÉDENTE :**

N/A

3) **RECOMMANDATION DU SERVICE:**

Que le rapport LOI2018-11-02 soit reçu à titre d'information

That report LOI2018-11-02 be received as information.

4) **HISTORIQUE :**

Le système de fosse septique de l'aréna de Clarence Creek date du début des années 1970. Au courant des années il y a eu quelques modifications mineures (réparations de flottes de pompes et autre) afin de s'assurer du bon fonctionnement de celui-ci.

5) **DISCUSSION :**

Dimanche le 4 novembre 2018, l'opérateur en devoir remarque un petit reflux du système septique dans les drains de plancher des chambres de joueurs. Nous avons contacté l'entreprise de plomberie sur appel afin de faire vidanger les réservoirs des fosses septiques et d'investiguer la problématique.

Le reflux fut géré très rapidement ce qui a permis d'éviter un dégât et par le fait même d'éviter la fermeture temporaire de l'aréna.

Une solution temporaire fut mise en place afin de terminer la journée selon l'horaire régulier de location.

L'entreprise de plomberie est revenu sur les lieux le lundi 5 novembre afin d'évaluer l'ampleur du problème et a constaté que les deux pompes situés au fond des réservoirs ne fonctionnent plus et doivent être changé.

Les réparations devraient être effectuées dans les 4 à 6 prochaines semaines. Une solution temporaire fut mise en place jusqu'à ce que les réparations soient effectuées.

6) **CONSULTATION :**

N/A

7) **RECOMMANDATION OU COMMENTAIRES DU COMITÉ :**

N/A

8) **IMPACT FINANCIER (monétaire/matériaux/etc.):**

Les coûts de réparation temporaire sont évalués à environ 3 000\$ (p.ex., réservoir vidangé à 4 reprises, frais des plombiers pour plusieurs heures, temps supplémentaires dû aux travaux de fin de semaine, etc.)

Les coûts d'installation d'un nouveau système de pompes sont évalués à environ 10 000\$.

Les Services communautaires tenteront d'absorber ce déficit, évalué à environ 13 000\$, à l'intérieur de leur budget d'opération.

9) **IMPLICATIONS LÉGALES :**

N/A

10) **GESTION DU RISQUE (RISK MANAGEMENT) :**

N/A

11) **IMPLICATIONS STRATÉGIQUES :**

N/A

12) **DOCUMENTS D'APPUI:**

N/A



REPORT N° INF2018-049

Date	19/11/2018
Submitted by	Yves Rousselle
Subject	Snow Bank Removal Contract Extension
File N°	L04 BAN

1) **NATURE/GOAL :**

The purpose of this report is to sign a one (1) year contract extension with Synex Construction Limited for snow removal operations on Laurier Street. (City's commercial core)

2) **DIRECTIVE/PREVIOUS POLICY :**

By-Law 2017-12 was adopted on January 23, 2017 to secure a 2 year contrat for snow bank removal in the commercial core area as per the amended Winter Control Policy.

3) **DEPARTMENT'S RECOMMENDATION :**

BE IT RESOLVED that the Municipal Council hereby approves By-Law 2018-151, being a By-Law to authorize the Mayor and the Clerk to sign a one (1) year contract extension agreement with Synex Construction Limited for the removal of snow banks in the Commercial Core area on Laurier Street between Simoneau Street and Heritage Street at a rate of \$8,460 (excluding HST) per removal event;

QU'IL SOIT RÉSOLU que le Conseil municipal adopte le règlement 2018-151, visant à autoriser le Maire et la greffière à signer une entente pour l'extension de 1 an au contrat avec Synex Construction Ltd. pour effectuer l'enlèvement des bancs de neiges dans le secteur commercial centre-ville sur la rue Laurier de la rue Simoneau à la rue Héritage pour une somme de 8,460\$ par évènement. (Excluant la T.V.H.)

4) **BACKGROUND :**

In November 2017 Council approved an amendment to the existing Winter Control Policy. The amendment was to implement a new level of service for snow bank removal in the City's commercial core area. The commercial core affected area is on Laurier Street from Simoneau Street to Heritage Street. The change in the Winter Control Policy was to remove the snow banks in the commercial core area once it reaches 0.7m m wide and 0.4m high instead of 1.0m by 1.0m.

The commercial core area is identified in Schedule "A" of the Official Plan (Copy attached)

5) DISCUSSION :

The original contract was for a period of two (2) years with the possibility of extending the contract with two (2) 1 (one) year extension.

Synex Construction Limited has been carrying out the snow banks removal in the commercial core area for the last two (2) winter seasons. The department is satisfied with their work.

Synex Construction Limited confirmed that they will carry out the snow bank removal contract as per their first year rate of \$8,460 per event. They will not apply the inflation rates as indicated in the original contract.

6) CONSULTATION:

N/A

7) RECOMMENDATIONS OR COMMENTS FROM COMMITTEE/ OTHER DEPARTMENTS :

N/A

8) FINANCIAL IMPACT (expenses/material/etc.):

The proposed 2019 snow removal operational budget took into consideration that the level of service was to remain the same as the last two (2) winter seasons.

9) LEGAL IMPLICATIONS :

N/A

10) RISK MANAGEMENT :

In order to minimize the risk of claims from patrons in the commercial core area, it is important that the snow banks be removed as soon as it meets the size identified in the Winter Control Policy.

11) STRATEGIC IMPLICATIONS :

Snow bank removal program meets the City's mission and commitment in delivering a responsible sustainable quality of life to our ratepayers and our local merchants.

12) SUPPORTING DOCUMENTS:

- Schedule 'A' of the Official Plan
- Award letter
- By-Law 2018-151



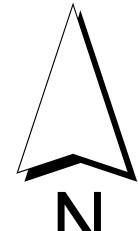
Clarence Rockland

PLAN OFFICIEL / OFFICIAL PLAN
de l'aire urbaine de la / of the Urban Area of the
Cité de Clarence-Rockland / City of Clarence-Rockland

Cédule
Schedule "A" Affectations du sol
et Contraintes
Land Use & Constraints

Échelle / Scale 1:7,500

550 275 0 550 1,100 Metres



ÉLÉMENTS DU PATRIMOINE NATUREL / NATURAL HERITAGE FEATURES

ZONE D'INTÉRÊT NATUREL ET SCIENTIFIQUE (ZINS) AREAS OF NATURAL AND SCIENTIFIC INTEREST (ANSI)
HABITAT DE POISSON FISH HABITAT

INFRASTRUCTURES / INFRASTRUCTURE

STATION DE POMPAGE PUMPING STATION
USINE D'ÉPURATION DES EAUX USEES SEWAGE TREATMENT PLANT

CONSTRAINTES D'AMÉNAGEMENT / DEVELOPMENT CONSTRAINTS

PLAINE INONDABLE FLOOD PLAIN
PENTES INSTABLES UNSTABLE SLOPES
ANCIENS DÉPOTOIRS FORMER DUMPS
LIMITE DU SECTEUR URBAIN URBAN AREA BOUNDARY

AFFECTATIONS DES SOLS / LAND USE DESIGNATIONS

SECTEUR COMMERCIAL CENTRE-VILLE COMMERCIAL CORE AREA
COMMERCE DE SERVICES SERVICE COMMERCIAL
PARC D'AFFAIRES BUSINESS PARK
INSTALLATIONS COMMUNAUTAIRES COMMUNITY FACILITIES
COMMERCE RÉCRÉOTOURISTIQUE TOURIST RECREATION COMMERCIAL
RÉSIDENTIELLE À FAIBLE DENSITÉ LOW DENSITY RESIDENTIAL
RÉSIDENTIELLE À MOYENNE DENSITÉ MEDIUM DENSITY RESIDENTIAL
TERRES HUMIDES WETLANDS
ESPACE OUVERT DE GRANDE ÉTENDUE MAJOR OPEN SPACE

SECTEUR D'ÉTUDE SPÉCIAL / SPECIAL STUDY AREA

SECTEUR D'ÉTUDE SPÉCIAL SSA SPECIAL STUDY AREA

SSA1

NOTE:
The Base map information on this Schedule was provided courtesy of the United Counties of Prescott-Russell.
The City of Clarence-Rockland and J.L. Richards & Associates Limited take no responsibility for inaccuracies
relating to the Base map including parcel fabric and location of streets.

CORPORATION OF THE CITY OF CLARENCE-ROCKLAND

BY-LAW NO. 2018-151

BEING A BY-LAW TO AUTHORIZE THE CORPORATION OF THE CITY OF CLARENCE-ROCKLAND TO AWARD A CONTRACT TO SYNEX CONSTRUCTION LIMITED FOR THE REMOVAL OF SNOWBANKS.

WHEREAS Sections 8, 9, and 11 of the Municipal Act, 2001, S.O. 2001, Chapter 25 and amendments thereto provides that every municipal Corporation may pass by-laws for the purpose of governing its affairs as it considers appropriate;

WHEREAS the Council of the Corporation of the City of Clarence-Rockland deems it expedient to award a contract to Synex Construction Limited for the removal of snowbanks on Laurier Street, between Simoneau Street and Heritage Drive;

WHEREAS the contract was awarded to Synex Construction Limited for the 2017-2018 winter season as per by-law 2017-12;

WHEREAS it is deemed necessary to extend the agreement as per clause 5 of section 2 of the original document;

NOW THEREFORE, the Council of the Corporation of the City of Clarence-Rockland enacts as follows:

- 1. THAT** Municipal council authorizes the Mayor and the Clerk to sign a contract extension agreement with Synex Construction Limited in the amount of \$8,460 per removal event, excluding HST;
- 2. THAT** the agreement be in the form hereto annexed and marked as Schedule "A" to this by-law;
- 3. THAT** this by-law shall come into force on the day of its adoption.

**READ, PASSED AND ADOPTED BY COUNCIL THIS ____ DAY OF
____ 2018.**

GUY DESJARDINS, MAYOR

MONIQUE OUELLET, CLERK



**CORPORATION
de la Cité de/ of the City of
CLARENCE-ROCKLAND**

Award Letter

Synex Construction Limited
1280 Poupart Road
Rockland, Ontario
K4K 1K9

November 8th, 2018

Attention: **Mr. Benoit Serurier**

SUBJECT: **Notice of Contract Extension Agreement (Snow Bank Removal- Rockland Business Core)**
Original Contract F18-INF-2016-030 (Snow Bank Removal)

We thank you for your Tender submitted on November 15th, 2017 and the subsequent discussions in connection with the above contract.

Thanks you for agreeing to the renewal condition of Item 5 of section 2 regarding contract term extension.

The contract extension agreement shall be for an additional one year term starting December 1st, 2018 to December 1st, 2019 on the same terms and conditions as the original contract terms and conditions.

I have been duly authorized by the City of Clarence-Rockland (hereafter referred to as the City), to award to you the contract extension agreement for the captioned works.

The price for the Works shall be in the amount of \$8,460.00 Canadian dollars excluding taxes. The price is deemed to include the cost of all works necessary for the timely and satisfactory completion of the works in their entirety.

The following letters and documents shall constitute integral parts of the contract hereby Awarded;

- Request for Tender Document dated, October 26th, 2016
- Contractor Tender Response, dated November 15th, 2017
- Email dated November 7, 2018 to Yves Rousselle, Subject: 16083 - F18-INF-2016-030 - Snow Bank Removal Services

When all of the Works are properly completed or when each stage of the work described is properly completed, the Contractor shall give the City an invoice for the amount due. The works or each stage of works shall be considered as being properly completed only when they are free from obvious defects.

**THE CORPORATION OF THE CITY OF
CLARENCE ROCKLAND**

Per: _____

Guy Desjardins – Mayor

Date: _____

Per: _____

Monique Ouellet – Clerk

Date: _____

We have authority to bind the Corporation

Please signify your acceptance of the terms and conditions of this award by signing and returning a duplicate copy to us immediately. The original of this Letter of Award is for your retention.

Signed for and on behalf of:

_____ Signature

_____ Print Name (Director/Authorized Signatory*)

_____ (date) _____ (place of signing)



REPORT N°INF2018-050 Stop Signs Henri Circle and St-Jacques

Date	22/10/2018
Submitted by	Yves Rousselle
Subject	New Stop Sign Installation Henri Circle, west end of Crescent and the intersection of Albert and St-Jacques
File N°	T07 Signs and Signals

1) **NATURE/GOAL :**

The purpose of this report is to present the warrant analysis and staff recommendation with respect to the request to install a stop sign on the south-east corner of Henri Circle and Henri Circle (west end of crescent) and one on the south east corner of St-Jacques Street at the intersection of St-Jacques Street and Albert Street.

2) **DIRECTIVE/PREVIOUS POLICY :**

The Committee of the Whole, on August 13th, 2018 mandated the Infrastructure and Planning Department to assess the traffic volume and to prepare a report on the need to install a stop sign at the intersection of Henri Circle and Henri Circle (west end of crescent, south east corner) and at the intersection of St-Jacques street and Albert street. (south-east corner)

3) **DEPARTMENT'S RECOMMENDATION :**

THAT the Municipal Council adopts By-Law number 2018-153 being a By-Law to approve the installation of one (1) stop sign on the south-east corner of Henri Circle and Henri Circle (west end of crescent) (Annex A), as well as one (1) stop sign on the south-east corner of St-Jacques Street at the intersection of St-Jacques Street and Albert Street (Annex B), based on a warrant analysis performed by the Department of Infrastructure and Planning.

QUE le conseil municipal adopte le règlement 2018-153 étant un règlement pour autorisé l'installation d'un (1) panneau d'arrêt au coin sud-est de l'intersection de Cercle Henri et Cercle Henri (limite ouest du croissant) voir l'annexe A, ainsi qu'un (1) panneau d'arrêt au coin sud-est de l'intersection de la rue Albert et la rue St-Jacques (voir l'annexe B), basé sur l'analyse performée par le département d'infrastructures et aménagement du territoire.

4) **BACKGROUND :**

In response to municipal Council's request, the department of Infrastructure and Planning initiated traffic counts at the intersection of Henri Circle and Henri Circle (west crescent) and at the intersection of Albert Street and St-Jacques Street. The traffic counters were on site for a period of seven (7) consecutive days. A warrant analysis was subsequently performed to confirm if the installation of the stop signs were warranted.

5) DISCUSSION :

Annex "A" and "B" identifies the criteria performed to assess the warrants for stop controls on the two intersections. The assessment addresses; similar volumes on all approach roads in the intersection, visibility issues, collision frequency, intersection volumes and volume split. A stop control would be warranted if one or more of the criteria are satisfied.

As noted in Annex "A" and "B", staff's analysis confirms that the stop control is warranted at both intersections.

6) CONSULTATION:

N/A

7) RECOMMENDATIONS OR COMMENTS FROM COMMITTEE/ OTHER DEPARTMENTS :

N/A

8) FINANCIAL IMPACT (expenses/material/etc.):

Financial impacts are very minimal. The value of two (2) stop sign, complete with all accessories and line painting is approximately \$300.

9) LEGAL IMPLICATIONS :

The installation of a stop sign must be warranted according to the Ontario Traffic Manual Book 5 to be enforceable.

10) RISK MANAGEMENT :

To minimise the risk of accident at these two (2) intersections, it is important that these two (2) stop signs be warranted according to the Ontario Traffic Manual Book 5.

11) STRATEGIC IMPLICATIONS :

The installation of both stop signs meets the City's mission and commitment in delivering a responsible sustainable quality of life to our ratepayers.

12) SUPPORTING DOCUMENTS:

- Annex "A" Intersection Henri Circle and Henri Circle (west crescent)
- Annex "B" Intersection Albert Street and St-Jacques Street
- By-Law 2018-153

CORPORATION OF THE CITY OF CLARENCE-ROCKLAND

BY-LAW NO. 2018-153

**BEING A BY-LAW TO REGULATE THE ERECTION OF STOP SIGNS AT
INTERSECTIONS ON HIGHWAYS WITHIN THE LIMITS OF THE CITY OF
CLARENCE-ROCKLAND.**

WHEREAS Sections 137 a) of the Highway Traffic act, R.S.O. 1990, c.H. 8 provides that municipality may by provide by-laws for the erection of stop signs at intersections on highways under its jurisdiction;

NOW THEREFORE, the Council of the Corporation of the City of Clarence-Rockland enacts as follows:

- 1. THAT** a stop sign be installed on the south east corner of the intersection of Henri Circle and Henri Circle (west crescent).
- 2. THAT** a stop sign be installed on the south east corner of the intersection of St-Jacques and Albert.
- 3. THAT** this by-law shall come into effect on the day it is adopted by Council.

**READ, PASSED AND ADOPTED BY COUNCIL THIS _____ DAY OF
2018.**

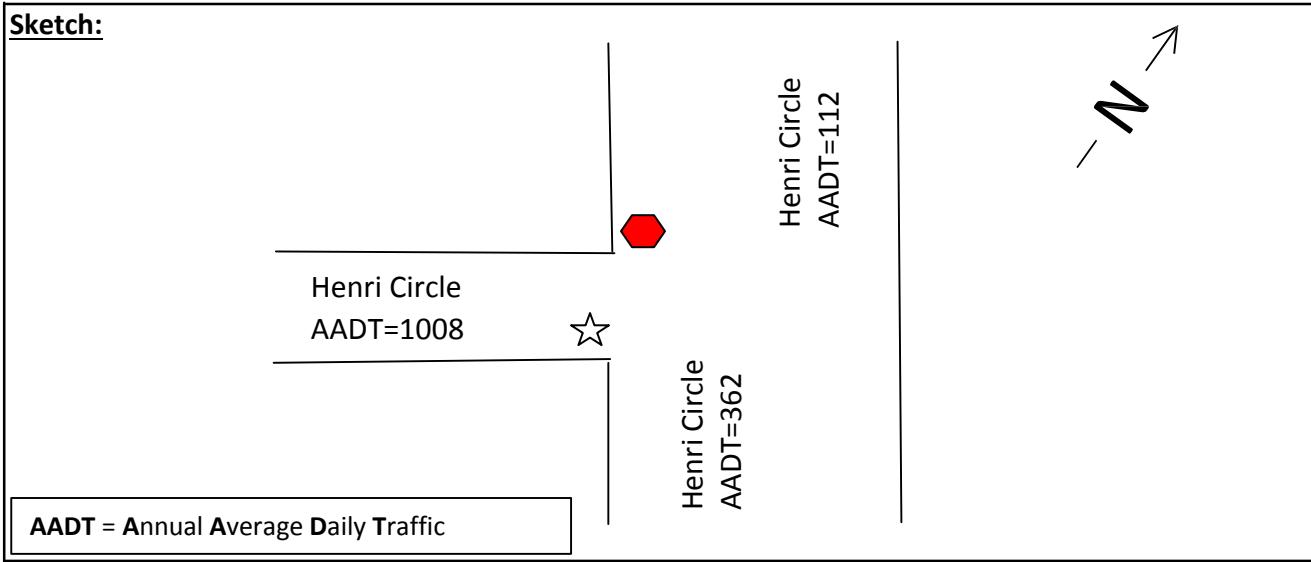
GUY DESJARDINS, MAYOR

MONIQUE OUELLET, CLERK

Stop Warrant Analysis

Henri Circle and Henri Circle (West
Crescent)

Sketch:



Allway Stop controls should be considered only under the following conditions

- ◆ Existing Stop
- ★ Recommended Stop Sign

	Requirements	Actual Data	Warrant
Intersection Volume	Total volume on all approaches to be greater than 350 vehicles per hour .	Peak hour volume is at 112 per hour.	NO
Volume Split	Volume split must not exceed a 75-25 (%) split on either direction (three way intersection).	Henri Circle 65- 35 (%)	YES
High collision	Where three (3) or more right angle or collisions per year have occurred over the last three (3) years.	No data	N/A
Distance from an existing permanent traffic controlling device	Minimum distance between two (2) permanent traffic controlling devices shall not be less than 250m. <i>Distance over 250m doesn't automatically warrant the erection of a stop sign.</i>	75m to Laurier Street	NO
Visibility	Where there is a visibility restriction from either of the approaches.	No issues	NO

Note:

1- The MTO guidelines clearly cite: "**Stop signs are not intended to be used as speed control devices.**

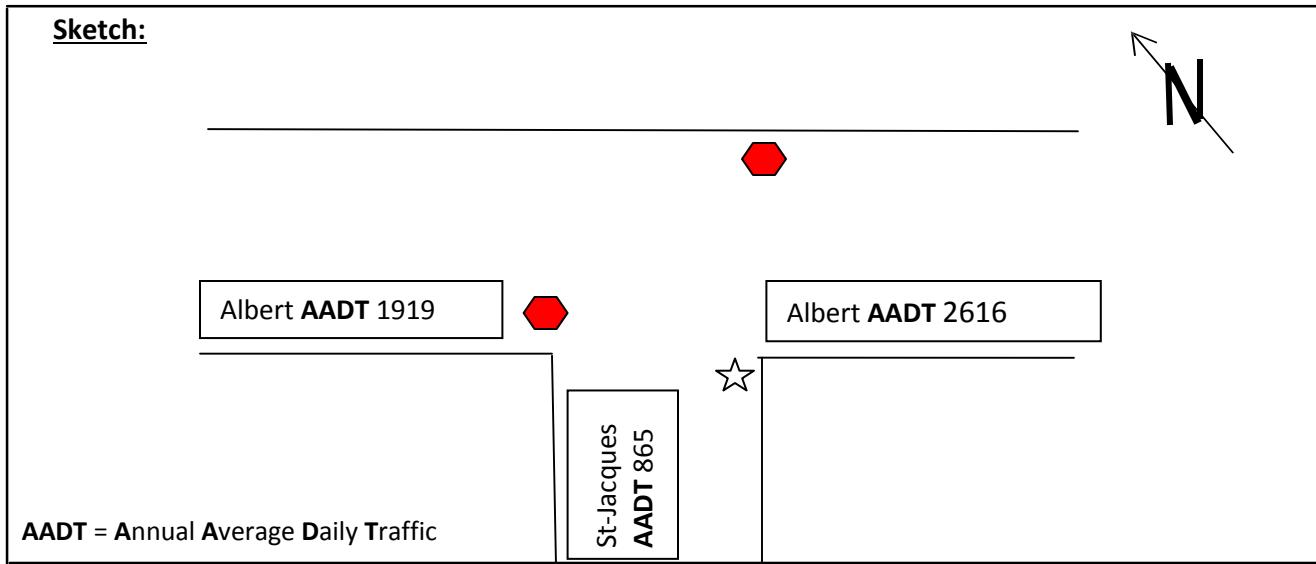
Their usage should be limited to the control of right-of-way conflicts."

2- Stop Signs should not be erected as means of deterring the movement of through traffic in residential areas

3- Volume is defined as vehicular traffic only. Pedestrians are not considered in this analysis.

Stop Warrant Analysis

St-Jacques and Albert



Allway Stop controls should be considered only under the following conditions



Existing Stop



Recommended Stop Sign

	Requirements	Actual Data	Warrant
Intersection Volume	Total volume on all approaches to be greater than 350 vehicles per hour .	Peak hour volume is at 455 per hour.	YES
Volume Split	Volume split must not exceed a 75-25 (%) split on either direction (three way intersection).	Henri Circle 67- 33 (%)	YES
High collision	Where three (3) or more right angle or collisions per year have occurred over the last three (3) years.	No data	N/A
Distance from an existing permanent traffic controlling device	Minimum distance between two (2) permanent traffic controlling devices shall not be less than 250m. <i>Distance over 250m doesn't automatically warrant the erection of a stop sign.</i>	207m to Laurier Street	NO
Visibility	Where there are visibility restrictions from either of the approaches.	Minor visibility issues	YES

Note:

1- The MTO guidelines clearly cite: "***Stop signs are not intended to be used as speed control devices. Their usage should be limited to the control of right-of-way conflicts.***"

2- Stop Signs should not be erected as means of deterring the movement of through traffic in residential areas.

3- Volume is defined as vehicular traffic only. Pedestrians are not considered in this analysis.



RAPPORT N° LOI2018-11-05

Date	17 Novembre 2018
Soumis par	Pierre Boucher
Objet	Futur sur le Service du transport en commun
# du dossier	T03 Public transit

1) **NATURE / OBJECTIF :**

Le but de ce rapport est d'informer le conseil municipal au sujet du service futur du transport en commun de la Cité (CRTTranspo).

2) **DIRECTIVE/POLITIQUE ANTÉCÉDENTE :**

N/A

3) **RECOMMANDATION DU SERVICE:**

QUE le rapport LOI2018-11-05 soit reçu à titre d'information.

THAT the report LOI2018-11-05 be received as information.

4) **HISTORIQUE :**

Le Service du transport en commun a débuté en 2003. Depuis plusieurs années l'achalandage est à la baisse, peu importe les campagnes de publicité et de recrutement que nous effectuons.

Nous avons connu des années avec un taux d'achalandage de plus de 692 utilisateurs par mois (en 2008) et maintenant la moyenne se situe à d'environ 330 utilisateurs mensuels.

5) **DISCUSSION :**

Dû au mode de transport changeant et à la baisse d'achalandage, le Service en collaboration avec le comité consultatif du transport en commun ont du faire des changements sur une base régulière dans les dernières années afin de minimiser l'impact budgétaire de la part municipal.

Le 8 novembre 2018, la directrice générale ainsi les Services communautaires ont rencontrés deux représentants d'OCTranspo afin d'adresser plusieurs préoccupations que nous avons au sujet du futur service de CRTranspo.

Avec la venue du train léger à Ottawa, des explications et précisions étaient requises au niveau du fonctionnement avec les partenaires ruraux. Plusieurs composantes de notre service devront être modifiés tel que; les changements de routes, les arrêts, les voies réservés aux autobus et autre.

Le service de transport en commun sera grandement affecté par l'arrivée du (OTrain) que ça soit au niveau de la logistique et où budgétaire.

Les représentants d'OCTranspo nous ont avisés qu'il n'y aura plus d'intégration des tarifs avec les partenaires ruraux.

- Tous les gens qui utilisent notre service et ont besoin d'un transfert sur le OTrain ou OCTranspo devront payer le plein tarif en vigueur.
- Il n'y aura plus de voies réservées pour les autobus.
- Les trajets devront changer de route.
- Les arrêts d'autobus seront réduits.
- Nous allons devoir faire imprimer nos propres passes.

Les décisions à prendre pour le futur du transport en commun dans la Cité de Clarence-Rockland devront être étudiées en profondeur.

Vous trouverez en pièce jointe la présentation (Ready for rail OTrain)

6) CONSULTATION :

N/A

7) RECOMMANDATION OU COMMENTAIRES DU COMITÉ :

N/A

8) IMPACT FINANCIER (monétaire/matériaux/etc.):

Pour l'instant il est trop tôt dans le processus d'évaluation afin d'identifier un montant relié aux futurs changements.

9) IMPLICATIONS LÉGALES :

N/A

10) GESTION DU RISQUE (RISK MANAGEMENT) :

N/A

11) IMPLICATIONS STRATÉGIQUES :

Les Services communautaires en collaboration avec le Comité consultatif du transport en commun devront mettre en place dans les prochaines semaines un plan d'action et les étapes appropriées afin d'adresser tous les aspects ou avenues futures, en autre ;

- Service combiné tel que; CRTranspo jusqu'à Blair et transfert sur le OTrain
- Continuer le service actuel avec les modifications requises...
- Évaluation stratégique
- Présentations des résultats au conseil
- Consultations publiques

Afin d'établir un budget adéquat et réaliste pour le futur du transport en commun nous nous devons de faire cet exercice au complet.

Nous allons travailler en fonction d'être en mesure de prendre les décisions appropriées pour le Service au début de l'année 2019.

12) DOCUMENTS D'APPUI:

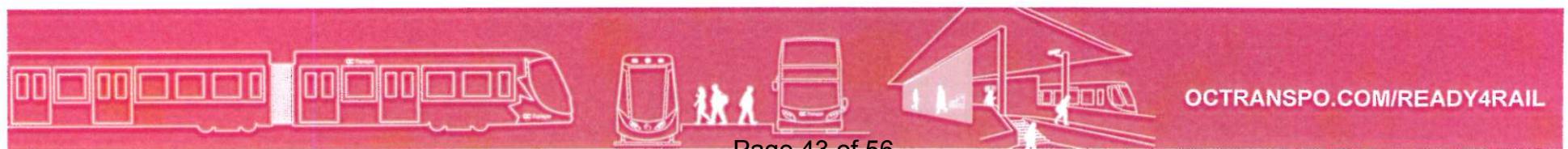
- Présentation de OCTranspo (Ready for rail OTrain)



Regional Partners

Clarence-Rockland

November 2018



Current operations

- Since 2002, City has agreements with surrounding rural municipalities and transportation providers to integrate services with OC Transpo system;
- Integration includes fares, schedules, and public information;
- Regional partner providers are permitted to operate on Transitway and in bus-only lanes;
- Most customers travel from origin to destination on regional partner route, without using OC Transpo or STO service.



Support for Regional Partners

- City will continue to promote and support regional partners;
- Regional partners will be able to drop off and pick up customers at designated bus stops and locations at stations;
- We will continue to provide regional partner access to OC Transpo public information resources (website, system mapping, timetables, etc.);
- Regional partners will continue to have access to existing Transitway and bus-only lanes on City roads.

In preparation for Line 1 launch

- Fare integration will be discontinued;
- Regional partners can choose to continue downtown, or to service a Line 1 station:
 - If regional partners choose to continue downtown, there will be designated bus stops and station locations where they can drop off and pick up customers; and
 - If regional partners choose to service a Line 1 station, within a fare paid zone, they will be required to pay full cost of appropriate OC Transpo fare product.



Current operations – Clarence Rockland

- **Route 530 – Clarence Creek, Rockland <>> Place du Portage**
 - Serves the Transitway at Place d'Orléans, Blair, Hurdman, Laurier, Mackenzie King, and Albert & Slater Streets
 - Can use bus lanes on Highways 174 and 417
- **Route 535 – St.Pascal-Bourget-Hammond-Cheney <>> Place du Portage**
 - Serves the Transitway at Hurdman, Laurier, Mackenzie King, and Albert & Slater Streets
 - Can use bus lanes on Highways 417

Future operations – Clarence Rockland

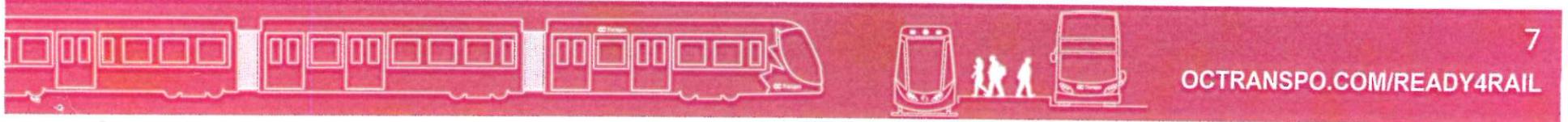
- Bus lanes on Highway 174 continue to be available;
- Bus lanes on Highway 417 no longer available, will be repurposed by MTO;
- Transitway on downtown streets no longer available – Regional Partners encouraged to use Mackenzie King Bridge or Rideau Street for pick up/drop off;
- Can continue to serve the Transitway at Place d'Orléans or Blair;
- Can serve Hurdman only with a new integrated fare agreement.



Fare integration

- Currently, regional partners are charged \$6 per monthly pass, and customers have been charged for photo ID cards;
- We will discontinue fare integration for regional partner customers;
- Regional partners can choose to enter into a fare agreement, which will require covering the full cost of appropriate OC Transpo fare.

Questions?





REPORT N° PRO2018-025

Date	19/11/2018
Submitted by	Brian Wilson
Subject	Protective Services – Monthly Report (October 2018)
File N°	Click here to enter text.

1) **NATURE/GOAL :**

To advise council on the activities performed by the Protective Services Department.

2) **DIRECTIVE/PREVIOUS POLICY :**

None.

3) **DEPARTMENT'S RECOMMENDATION :**

THAT Report No. PRO2018-025 in regards to monthly statistics, be received as information.

QUE le rapport No. PRO2018-025 au sujet des statistiques mensuel, soit reçu à titre d'information.

4) **MONTHLY STATISTICS :**

For the month of October 2018, the Protective Services Department did perform the following:

Fire Department

Incidents:

Call Type	# of Calls (Oct)	YTD
Fire – Residential	3	14
Fire – Commercial		2
Fire – Outdoor		11
Fire – Chimney		1
Fire – Vehicle	1	7
Fire – Outbuilding		1
Fire – Other (e.g. steam)		2
Burning Complaint		16
Fire Alarms (Cooking)	1	10
Fire Alarms (Malicious)	1	5
Fire Alarms (Accidental)	5	25
Fire Alarms (Faulty Eq.)	1	30
Fire Alarms (Other)		3
CO Alarm (CO found)		6
CO Alarm (No CO found)	1	21

MVC – extrication		4
MVC – no extrication	5	43
Medical – VSA	1	23
Medical - Unconscious	3	17
Medical – Other	2	39
Cancelled On Route		5
Other	1	53
TOTAL	25	338

Fire department response times are detailed in the attached report, and are summarized below:

October – Weekday Incidents			
District	# of P1 Calls	Avg. First Arriving Unit	# of P2 Calls
1A Bourget Rural			
1B Bourget Urban			
1C Bourget Rural			
2A Clarence-Creek Rural	2	5:46 mins	
2B Clarence-Creek Urban			
2C Clarence-Creek Rural			
3A Rockland Rural			
3B Rockland Urban	4	4:06 mins	
(P1 = priority one, lights & sirens / P2 = priority two, no lights/sirens)			

October – Evening/Weekend/Holiday Incidents				
District	# of P1 Calls	Avg. First Arriving Unit	Avg. Vol. Response Time	# of P2 Calls
1A Bourget Rural	3	9:08 mins	9:08 mins	
1B Bourget Urban	1	8:43 mins	8:43 mins	
1C Bourget Rural				
2A Clarence-Creek Rural	1	11:36 mins	11:36 mins	
2B Clarence-Creek Urban				
2C Clarence-Creek Rural				
3A Rockland Rural	4	10:00 mins	10:02 mins	
3B Rockland Urban	10	9:50 mins	11:40 mins	
(P1 = priority one, lights & sirens / P2 = priority two, no lights/sirens)				

Prevention / Public Education:

- The Division Chief attended the Fire Prevention Seminar at the Ontario Fire College

	Oct	YTD
Fire Inspections Completed	5	112
Follow-up Inspections	5	40
Fire Drills in Vulnerable Occ.	2	2
Fire Safety Plan Reviews	2	2
School Fire Drills Attended	6	6
Tickets Issued		6
Public Education Events		32
Permanent Fire Permit Insp.		25

Training:

	Oct	YTD
Training Courses Offered	9	68
Training Hours Worked (incl. prep)	642	5948

- The following topics were covered during training in October:
 - Nutrition and Fitness
 - Personal Protective Equipment, Self-Contained Breathing Apparatus, and Rescue Belt Training
 - Driver Training
 - Driver Testing
 - Blue Card Command On-line Training
 - ResourceOne Firefighter II Online Training
 - Marine Vessel Training (Theory)
 - Marine Vessel Training (Practical)
 - Forest Fire Fighting Training (UCPR)

Meetings (evening meetings / committee meetings):

- The Chief attended and presented at the Disaster and Emergency Management Conference (DEMCON)

	Oct (Hours)	YTD (Hours)
County Fire Chiefs Meetings	3	11
Regional Training Centre		10
CRFD Executive Meetings	3	19
Operational Guideline Committee		3
Training Committee		5
Station Committee	2	6
Personal Protective Equipment Committee		2
Labour Relations Committee (CRPFFA)		1

CEMC Meeting		2.5
Fire Departments Instructor Conference		16
Cdn. Association of Fire Chiefs Conf.		24
Ontario Association of Fire Chiefs Conf.		24
OAFC Zone Meeting	3	8
Disaster and Emergency Mgmt. Conf.	12	12
2018 Mutual Aid Assoc. Gala Meeting		3
Meetings with Staff re: Concerns	1	3
Meeting with Health Canada (EM)	2	2
Meetings with UCPR Paramedics		2
CPAC Meeting		1.5
Emergency Management Planning	3	6
Emergency Management Exercises	6	14
Ottawa Fire Dispatch Meeting		1

Municipal Enforcement

	October	YTD
Officers hours worked	855	7689.5
OT hours worked (1.5)	17	278.5
OT hours for On Call (1.0)	8	125
Hours on snow enforcement	0	22.5
OT hours on snow enforcement	0	32.5
Hours on Taxi Administration	3	153
Hours on Civic Addressing	3	378
# of parking tickets issued	23	258
# of hours on Business Licensing	2	38
# of parking warnings issued	31	458
# of Part I tickets issued	8	41
# of Part III summons issued	0	2
# of dogs caught at large	12	153
# of complaints handled	182	2061

October 2018

#	Incident Date	Incident Type	District	Apparatus			Staffing	PRIORITY 1/2	Dispatch Time	Responding Time	Arrival Time	Total Response Time	Overall Response Time					
Bourget Rural																		
18-329	October 7, 2018	Medical - Unconscious	1A (Bourget Rural)	Primary	Squad 1 (Bourget)	4 FF (Vol)	1	8:49:34 AM	8:55:53 AM	9:02:22 AM	0:12:48	0:12:48						
				First Arriving														
18-330	October 7, 2018	Vehicle Collision - Traffic Control	1A (Bourget Rural)	Primary	Pumper 1 (Bourget)		1	5:57:03 PM	6:03:47 PM	6:08:33 PM	0:11:30	0:11:30						
				First Arriving														
18-339	October 24, 2018	Vehicle Collision - No Action	1A (Bourget Rural)	Primary	Squad 1 (Bourget)		1	7:25:38 PM	7:26:17 PM	7:28:43 PM	0:03:05	0:03:05						
				First Arriving														
Bourget -Village																		
18-333	October 14, 2018	Alarms - Accidental	1B (Bourget Village)	Primary	Pumper 1 (Bourget)	4 FF (Vol)	1	1:16:46 PM	1:16:59 PM	1:25:29 PM	0:08:43	0:08:43						
				First Arriving														
Bourget -Rural																		
Clarence-Creek Rural																		
18-327	October 3, 2018	Alarms - Accidental	2A (Clarence Rural)	Primary	Tanker 2 (Clarence)	2 FF (Vol)	1	8:26:06 PM	8:26:27 PM	8:31:27 PM	0:05:21	0:05:21						
				First Arriving														
18-341	October 25, 2018	Fire - Vehicle	2A (Clarence Rural)	Primary	Pumper 2 (Clarence)			9:55:23 AM	9:57:02 AM	10:02:23 AM	0:07:00	0:06:11						
				First Arriving	Car 1 (Chief)	1 FF (FT)	1		9:55:27 AM	10:01:34 AM	0:06:11							
18-342	October 27, 2018	Vehicle Collision - Traffic Control	2A (Clarence Rural)	Primary	Pumper 2 (Clarence)		1	3:51:02 PM	3:56:34 PM	4:02:38 PM	0:11:36	0:11:36						
				First Arriving														
Clarence-Creek Village																		
Clarence-Creek Rural																		
Rockland Rural																		
18-323	October 1, 2018	Medical - Other	3A (Rockland Rural)	Primary	Pumper 3 (Rockland)		1	7:18:52 PM	cancelled		cancelled	0:10:38						
				First Arriving	Squad 1 (Bourget)	3 FF (Vol)	1		7:20:50 PM	7:29:30 PM	0:10:38							
18-326	October 3, 2018	Vehicle Collision - Medical	3A (Rockland Rural)	Primary	Squad 3 (Rockland)	3 FF (Vol)	1	7:57:51 PM	8:00:19 PM	8:07:10 PM	0:09:19	0:09:19						
				First Arriving														
18-331	October 8, 2018	Carbon Monoxide - False	3A (Rockland Rural)	Primary	Pumper 3 (Rockland)	4 FF (Vol)	1	4:01:52 PM	4:08:43 PM	4:12:00 PM	0:10:08	0:10:08						
				First Arriving														
18-345	October 30, 2018	Alarms - Cooking Incident	3A (Rockland Rural)	Primary	Pumper 2 (Clarence)			7:11:35 PM				0:09:56						
				First Arriving	Car 1 (Chief)	1 FF (FT)	1		7:13:53 PM	7:21:31 PM	0:09:56							
Rockland Urban																		
18-322	October 1, 2018	Fire - Residence	3B (Rockland Urban)	Primary	Pumper 3 (Rockland)		1	6:41:42 PM	6:47:14 PM	6:52:03 PM	0:10:21	0:04:32						
				First Arriving	Car 1 (Chief)	1 FF (FT)	1		6:44:32 PM	6:46:14 PM	0:04:32							
18-324	October 2, 2018	Fire - Residence	3B (Rockland Urban)	Primary	Pumper 3 (Rockland)	4 FF (Vol)	1	4:38:52 AM	4:50:10 AM	4:57:36 AM	0:18:44	0:06:52						
				First Arriving	Car 1 (Chief)	1 FF (FT)	1		4:42:55 AM	4:45:44 AM	0:06:52							
18-325	October 2, 2018	Medical - Unconscious	3B (Rockland Urban)	Primary	Pumper 3 (Rockland)			12:46:29 PM	12:48:16	12:55:00 PM	0:08:31	0:02:29						
				First Arriving	Car 1 (Chief)	1 FF (FT)	1		12:47:33 PM	12:48:58 PM	0:02:29							
18-328	October 5, 2018	Medical - VSA	3B (Rockland Urban)	Primary	Squad 3 (Rockland)	2 FF (Vol)	1	5:01:12 AM	5:09:33 AM	5:11:27 AM	0:10:15	0:10:15						
				First Arriving														
18-332	October 9, 2018	Medical - Unconscious	3B (Rockland Urban)	Primary	Squad 3 (Rockland)	3 FF (Vol)	1	11:02:32 PM	11:07:52 PM	11:10:21 PM	0:07:49	0:07:14						
				First Arriving	Car 1 (Chief)	1 FF (FT)	1		11:05:59 PM	11:09:46 PM	0:07:14							
18-334	October 17, 2018	Alarms - Malfunction	3B (Rockland Urban)	Primary	Pumper 3 (Rockland)	4 FF (Vol)	1	5:09:26 AM	5:18:19 AM	5:20:51 AM	0:11:25	0:11:25						
				First Arriving	Car 2 (Deputy)	1 FF (FT)	1		5:16:51 AM	5:20:51 AM	0:11:25							
18-335	October 18, 2018	Vehicle Collision - Spills/Cleanup	3B (Rockland Urban)	Primary	Pumper 3 (Rockland)	2 FF (Vol)	1	2:31:37 PM	2:33:03 PM	3:05:57 PM	0:34:20	0:09:04						
				First Arriving	Car 1 (Chief)	1 FF (FT)	1		2:33:45 PM	2:40:41 PM	0:09:04							
18-336	October 19, 2018	Medical - Other	3B (Rockland Urban)	Primary	Squad 3 (Rockland)	4 FF (Vol)	1	7:47:44 PM	7:55:40 PM	7:58:51 PM	0:11:07	0:11:07						
				First Arriving														
18-337	October 21, 2018	Fire - Residence	3B (Rockland Urban)	Primary	Pumper 3 (Rockland)	5 FF (Vol)	1	3:44:33 PM	3:51:13 PM	3:54:57 PM	0:10:24	0:10:24						
				First Arriving														
18-338	October 21, 2018	Other	3B (Rockland Urban)	Primary	Pumper 3 (Rockland)	5 FF (Vol)	1	9:37:31 PM	9:37:43 PM</td									

18-340	October 24, 2018	Alarms - Accidental	3B (Rockland Urban)	Primary First Arriving	Pumper 3 (Rockland)	2 FF (Vol)	1	19:12:35	7:15:33 PM	7:27:28 PM	0:14:53	0:14:53
18-343	October 29, 2018	Alarms - Accidental	3B (Rockland Urban)	Primary First Arriving	Pumper 3 (Rockland) Car 2 (Deputy)	1 FF (FT)	1	8:06:19 AM	cancelled	cancelled	cancelled	0:01:20
18-344	October 29, 2018	Alarms - Accidental	3B (Rockland Urban)	Primary First Arriving	Pumper 3 (Rockland)	3 FF (Vol)	1	11:25:37 PM	11:35:32 PM	11:40:30 PM	0:14:53	0:14:53
18-346	October 31, 2018	Alarms - Malicious	3B (Rockland Urban)	Primary First Arriving	Pumper 3 (Rockland)	2 FF (Vol)	1	2:40:10 PM	2:42:50 PM	2:43:41 PM	0:03:31	0:03:31
												Highlighted cells indicate weekday calls