



Minutes

The Blue Mountains, Special Committee of the Whole Meeting

Meeting Date: July 8, 2019
Meeting Time: 1:00 p.m.
Location: Town Hall, Council Chambers
32 Mill Street, Thornbury, ON
Prepared by Corrina Giles, Town Clerk

A. Call to Order

Mayor Alar Soever called the meeting to order with all members in attendance, Councillor Sampson vacated the meeting at 6:30 p.m.

Also in attendance Chief Administrative Officer Shawn Everitt, Acting Director of Community Services Ryan Gibbons, Director of Infrastructure & Public Works, Manager of Solid Waste and Special Projects Jeff Fletcher, Manager of Water & Wastewater Allison Kershaw and Construction Coordinator Mike Campbell.

Committee then paused for a Moment of Reflection.

▪ Approval of Agenda

Moved by: Odette Bartnicki Seconded by: Jim Uram

THAT the Agenda of July 8, 2019 be approved as circulated, including any items added to the Agenda, Carried.

▪ Declaration of Pecuniary Interest and general nature thereof

NOTE: In accordance with the *Municipal Conflict of Interest Act* and the Town Procedural By-law 2018-20, Council Members must file a written statement of the interest and its general nature with the Clerk for inclusion on the Registry.

None

▪ Previous Minutes

None

▪ Adoption of Consent Agenda

All items were removed from the Consent Agenda for separate review and consideration.

B. Staff Reports, Deputations, Correspondence

Finance, Administration, Enforcement and Fire Reports
To be chaired by Councillor Rob Sampson

B.1 Deputations, if any

None

B.2 Public Comment Period (each speaker is allotted three minutes)

NOTE: In accordance with the Town Procedural By-law 2018-20 ten minutes is allotted to receive public comments regarding staff reports included on the Agenda. The speaker shall provide their name and address, and shall address their comments to the Chair. Comments shall not refer to personnel, litigation or potential litigation matters, or regarding matters that are a follow-up to a Public Meeting.

None

B.3 Staff Reports

None

B.4 Finance, Administration, Enforcement and Fire “Information Reports” and correspondence to be considered in the adoption of the Consent Agenda

None

B.5 Correspondence, if any

None

**Community Services and Infrastructure & Public Works Reports
To be chaired by Councillor Rob Potter**

B.6 Deputations, if any

**B.6.1 Presentation: Mike Campbell, Construction Coordinator
Re: Elma Street and Alice Street Area Reconstruction**

Allan Brownridge of Tatham Engineering spoke regarding the Elma and Alice Street Area reconstruction project noting it is part of the Thornbury Road Infrastructure Project (“TRIP”).

Allan noted that TRIP is focused on improving servicing issues in the older section of Thornbury. Allan noted that following the Public Information Centre, that a report will be provided to Council. Allan spoke noting what has been completed to date and what is yet to be completed.

Allan identified the project limits, noting that the project includes portions of Elma Street, Louisa Street, Alice Street, Louisa Street, Park Lane and Lorne Street.

Allan spoke regarding the existing conditions and functionality of the infrastructure. Allan reviewed the existing cross sections and arborist report.

Allan spoke regarding the project consultation and conclusions from the workshops, including sanitary sewer, storm sewer, watermains and street lights, sidewalks, driveway treatments, street section width, road surface and street trees.

Allan spoke regarding project consultation and balancing priorities of storm sewer size and overland flow routes, sidewalk grading and trees, street width and lane allocation and conclusions. Allan noted that we are seeking public comment, and that Council will make the final decision.

Allan spoke regarding the proposal for cross sections, barrier, curb and gutter, sidewalks on one side, sewer, water and that the construction will be in accordance with the Town’s Engineering Standards, that ponding will be eliminated as much as they can.

Allan spoke regarding traffic calming measures and noted that foglines are proposed that provide a passive calming measure.

Allan reviewed the proposed cross-sections of Alice Street, Elma Street, Lorne Street, Park Lane and Louisa Streets and spoke regarding next steps, including design and approvals.

Allan noted that the finalized streetscape report will be provided to Council following the public feedback and that another Public Information Centre will be scheduled to show the final design. Allan noted that tendering is scheduled for as early as December 2019 to allow construction in spring/summer of 2020.

Deputy Mayor Bartnicki spoke regarding sidewalks and questioned if the sidewalks will go to the curb at the corners and if there will be crosswalks, Allan replying yes the sidewalks will go to the intersection that will include tactile AODA indicators. Crosswalks are not proposed at this time, further noting there are legal requirements for crosswalks.

Councillor Sampson questioned if the overland flow rate will be altered, Allan replying yes, further noting that a master drainage plan was completed for the area, and that they understand the overall flows and constraints of the system. Allan noted that their design will increase the water going into the system will reduce overland flow and will ensure that there are no impacts downstream.

Councillor Uram spoke questioning if the five year storm can be upgraded to a ten year storm, Allan spoke in response that the detailed design of the storm sewer is not yet complete, but this could be considered, further noting that Elma Street has a large “hump” that intersects the street and prevents water from flowing overland into the Town’s right of way. Allan noted that they will look at cutting down the grade at this location to provide an overland flow, if feasible, this will be preferred, however, if not, the sewer size may have to be increased. Allan noted that they will consider the storms that are being used to size the sewers, and will also look at the capacity of the sewers.

Councillor Uram questioned lighting and if the most efficient lighting possible will be used, Allan replying yes.

Councillor Uram noted that this area of town is older with smaller homes, and that there may be an opportunity for an infill development in the future. Councillor Uram questioned if sidewalks on one side of the street will be sufficient, Allan spoke in response noting that they will look at the infill potential when sizing the water and wastewater servicing to ensure that future development can be accommodated.

Councillor Uram questioned speed reductions for safety, Allan spoke in response noting that if Council wants to implement additional measures that this is something they could consider, further noting that these are local residential roads and that it would not be typical to have traffic calming in this area. Reg Russwurm, Director of Infrastructure and Public Works, spoke noting that later this year, the Town will start a comprehensive traffic study.

Councillor Bordignon spoke noting that the sidewalks are to be increased from 1.2 to 1.5 metres in width, and that the tree canopy is a concern for area residents. Councillor Bordignon noted that the extra sidewalk width will cause much disruption for the trees along these streets. Allan spoke in response noting that the arborist report identifies the health of the existing trees and which trees should be saved. Allan noted that a granular base will have to be placed under the sidewalk as well. Allan noted that the unhealthy trees will be removed for the benefit of the residents and the municipality. Allan noted that the tender will include requirements to protect tree roots on the remaining trees to the extent possible. Councillor Bordignon questioned if the remaining trees fail, can the contractor be held liable, Allan replying that this would be difficult to do.

Mayor Soever noted the sidewalks will now be five feet wide, and questioned the width of the Town's sidewalk plow, Reg Russwurm spoke in response that the sidewalk plow is over four feet wide, further noting that five feet width is for accessibility.

Mayor Soever questioned if the sidewalk alignment considers the existing trees, Allan replying no, that the sidewalk will have a straight alignment. Mayor Soever questioned the location of the sidewalks, Allan replying if maintaining the current location, that they will work with existing driveways.

Councillor Potter spoke noting that some areas have no lighting, and that this should be improved. Councillor Potter asked that gooseneck lighting not be used for residential streets, and that lighting that will not shine into houses be used. Allan noted that standard residential dark night lighting will be used.

B.6.2 Presentation: Jeffery Fletcher, Manager of Solid Waste and Special Projects Re: Bridges 2 & 3 and Bridge 13 Improvements

Jeffery Fletcher introduced Project Manager, Emma Wilkinson of Tatham Engineering to speak regarding Bridges 2 and 3, and Bridge 13 Improvements. Emma spoke identifying the location of the bridges.

Emma noted that the Public Information Centre is scheduled for July 9, 2019 and that this is the presentation that will be presented. Emma noted that staff from Tatham Engineering and Town Staff will be present to answer questions and gather input.

Emma noted that the studies being looked at are two separate class environmental studies, further noting that Bridges 2 and 3 are adjacent to each other on the 5th Sideroad and that Bridge 13 is on Main Street in Heathcote.

Emma noted that the purpose of the Public Information Centre will be to share what they have learned so far in the study with the public and to invite public comments to further their evaluation of the available alternatives to deal with these structures. At the meeting they will present the existing conditions and the needs and justification for entertaining the study and moving forward, identify their preliminary solution for public review and comment.

Emma noted that Bridges 2 and 3 are in poor condition, barriers do not meet current crash test standards, are very deteriorated, steel is corroding, and the girders are in poor condition. The bridges are being eroded by the action of the water course. Emma noted that Bridges 2 and 3 have been in place since 1930, and that due to the condition of the structures they are load posted at 10 tonne, noting that the bridges will not accommodate fire trucks, snow plows, or school buses.

Emma spoke regarding Bridge 13 in Heathcote noting that there are no barriers, however the structure is a low volume road. The bridge deck is in fair condition, with a timber deck. Emma noted that the deck is on steel girders, but there is a poor connection to the deck. Emma noted that there is a lot of debris buildup against the abutments because of the action of the watercourse and the stacked stone ballast wall is allowing loss of material and loss of the edge of the shoulder. Emma noted that the bearings are deteriorating on the girders and there is erosion on the opposite embankment. Emma noted that this bridge is load posted so snow plows, fire trucks and school buses will not cross.

Emma spoke regarding the study objective noting it is to look at ways to improve the safety of the bridges and to assess different alternatives to do that. The studies have similar objectives, including improve safety at the bridges and to assess alternative solutions for the improvement or reassignment of the bridge.

Emma noted that Bridge 13 has been identified as having cultural heritage value because of the location and the history so based on this it was identified as a Schedule B Class EA Study Process. Bridges 2 and 3 have no cultural heritage value and therefore reconstruction or alteration of the structures would be a Schedule A Class EA. However, because there are alternatives that would have an impact to the public or the environment, the Town has decided to proceed with the phases in a Class B Assessment so that the public can comment and become informed.

Emma identified the location of Bridges 2 and 3, gravel road, 2 lane road that narrows to one lane on the bridges. The ends of the existing barriers are a hazard and could impact motorists. Emma reviewed the problem statement for Bridges 2 and 3. There are approximately 82 to 95 vehicles per day using this road. Emma reviewed the six alternatives, including do nothing, remove the bridges, repurpose the bridges for non-vehicular use ie. pedestrian use only, rehabilitate the existing bridges as they are, or replace the bridges with two lane bridges. Emma then reviewed the natural environment considered, noted that an archaeological assessment was completed, and spoke regarding cultural/heritage and social environments. Emma noted that at the time this presentation was put together that no comments were received from local residents or anyone that uses these bridges, but noted that one comment was received noting that their farm equipment uses the structure to access portions of their property on either side of Mitchell's Creek so this will have to be taken into consideration.

Emma spoke regarding the preliminary evaluation of alternatives and how each would be affected moving forward. Emma noted the two alternative preferred options including Alternative B, being permanently closing and removing the bridges, and Alternative C being replacement with single lane bridges again. Emma noted that Alternative B estimate cost would be \$525,000, Alternative E being replacement of the bridges with single lane bridges would cost \$1.7 million. Emma then identified the detour route if the bridges were removed.

Deputy Mayor Bartnicki spoke questioning if the farm equipment taken across the bridges exceeds the load restrictions, Emma spoke in response noting that she does not know what type of equipment is being used, but if the equipment exceeds the weight restriction, then yes.

Councillor Matrosovs spoke questioning when the traffic count was completed, noting that she resides in this area and travels this route daily. Emma replying June of this year and in February 2019.

Councillor Matrosovs spoke regarding the suggested detour route noting that this is not a viable detour as there is no winter maintenance on this road. Councillor Matrosovs spoke noting that the alternative route would be through Duncan that is dangerous intersection with old guiderails. Councillor Matrosovs noted that the detour should be reconsidered.

Councillor Matrosovs spoke regarding the bridge wing-walls, and noted she has witnessed two snapping turtles on the bridge and questioned if the sandy gravel sides of the bridge would be paved. Emma noted that this would be considered through the design phase, but at this time they are just determining if the bridges will be replaced or removed. Councillor Matrosovs noted that the snapping turtles are digging to lay their eggs on the bridges so if the bridges were paved, this would stop, further noting she supports the wingwall on the bridge.

Mayor Soever spoke questioning if we could replace the bridge with a steel deck that spans the current abutments, Emma spoke in response noting that there are issues with the abutments as well with erosion at the bottom of the abutments that would require much work as well.

Councillor Matrosovs noted that she has not witnessed large farm equipment using the bridges, further noting that the property owner that uses the bridge for his farm equipment has equipment no larger than that of the Town.

Emma then spoke regarding Bridge 13 in Heathcote, noting it is on Main Street, beyond most of the residences, but noted that this bridge is the only access available to three residences, and that there is farm equipment that uses this structure as well. Emma noted that the problem identification at this structure is that it is a rural local road, ditches on both sides, bridge is posted at 5 tonne which means no emergency vehicles or snow plows are going across the bridge safely. Emma noted that the traffic counts show less than 20 vehicles per day. Emma noted that there are two properties on the east side of the bridge that access their properties over this bridge and that there is a third property on the west side of the watercourse that extends partially to the east side of the watercourse, the structure is identified as having cultural heritage value due to the local area.

Emma reviewed the problem statement that was developed for Bridge 13. Emma reviewed the seven alternatives for this structure, including do nothing, permanently close and remove the bridge, repurpose the bridge to non-vehicular traffic, rehabilitate the existing bridge, replace the bridge with a single lane bridge, replace the bridge with a two lane bridge, or rehabilitate and download the bridge to property owners on the east side of the bridge.

Emma spoke regarding the natural environment, cultural heritage and social environment at Bridge 13. Emma reviewed the preliminary preferred solution being replacement with a single lane bridge. Emma noted this alternative would include documentation of heritage structure and implementation of other heritage mitigation measures, removal of the existing bridge, replacement of the bridge, installation of approach guide rail.

Emma then reviewed the next steps including review and address stakeholder comments, identify the finalized preferred solution and further develop the preferred solution with details for implementation and mitigation of the impacts to the environment, design and implementation.

Councillor Bordignon referenced the option to download the bridge and questioned if the residents have expressed that they do not want ownership of the bridge, Emma spoke in response noting that if downloaded, the ongoing maintenance of the bridge would be the responsibility of the owners, further noting this would be difficult. Councillor Bordignon questioned if there are cost estimates of what would provide 10 to 20 years of life, Emma spoke in response noting that 10 – 15 years could be achieved with a retrofit, but that the load restriction would not be increased.

Deputy Mayor Bart+nicki spoke questioning if access could be gained from the land to the north to the three properties and if it would cost less, Emma spoke in response that a watercourse would still have to be crossed, further noted that they considered an access that could be gained that would not require a water crossing but it would involve seven properties and a new 2.5 km road.

Councillor Sampson spoke questioning if the affected property owners have been canvassed to see if they may have another less expensive solution. Jeff Fletcher spoke in response noting that multiple other land owners, other than the three property owners that gain access to their property from Bridge 13, would be impacted. Councillor Sampson noted that taxes will go up to pay for the bridge, and expressed concern with the proposed cost. Reg Russwurm, Director of Infrastructure and Public Works, spoke noting that they can get the property owners together to get their comments, and will speak about downloading the bridge to them as well. Reg noted that if the bridge is privately owned, they can deal with it as they wish. Reg noted that the Town would have to provide some incentive to the landowners to download the Bridge to the three property owners.

Councillor Potter questioned what the cultural heritage is, Emma spoke in response noting that Bridge 13 is a landmark for the area, as well as the visual appearance of the bridge. Reg noted that this Bridge 13 is part of the Old Mail Road and this is part of the cultural heritage as well. Councillor Potter noted that the three property owners are entitled to have access to their properties, further noting that the Town will have to work with them to find the best solution.

Deputy Mayor Bartnicki spoke questioning if the Town can pass on the cost of Bridge 13 to impacted property owners, and questioned if there are funds to help the effected residents. Reg spoke in response noting that the Town can utilize the local improvement regulation of the *Municipal Act* noting that this is a complicated process. Reg noted that the level of service must be considered, noting that replacing Bridge 13 with “like for like” would not be permitted under the Act. Reg noted that the Bridge crossing must be, at a minimum, at the municipal level for safety, including railings, barriers, etc. Reg noted that Council can provide direction to staff.

Councillor Uram then spoke noting that anything considered should be sent to the Town’s insurer for comment.

Councillor Potter thanked Emma for her presentation.

**B.6.3 Presentation: Mike Campbell, Construction Coordinator
Re: Peel Street Reconstruction**

Vince Pugliese, Project Manager, with MTE Consultants (“MTE”) spoke noting that MTE was retained by the Town to undertake the preliminary engineering and consultation for the reconstruction of Peel Street from Highway 26 to Bay Street and Bay Street West to the Little Beaver River. Vince noted that the main objectives of the project are to improve the horizontal and vertical alignment so that the road can be navigated safely, as well as presenting design alternatives and working with the Town to select a preferred alternative that meets the long term planning objectives of the Town.

Vince spoke regarding the project objective and background, existing conditions and concerns on the road, design (level of service) alternatives, preferred alternative, project timing and next steps.

Vince noted that the area surrounding Peel Street has been sufficiently developed to warrant the reconstruction of Peel Street as a local urban road. Vince noted that the Town has collected Development Charges from the developers so that Peel Street can be reconstructed when development is complete. Vince noted that development charges are collected and used to pay for municipal infrastructure that the Town provides to support development. Vince noted that the new road should support the development and planned build-out indicated in the Town’s Official Plan, and that the current road does not meet the transportation needs of the Official Plan.

Vince reviewed the background of Peel Street, noting it is a two lane gravel road, with a semi-rural cross section and noted that the cross-section does not meet any Town standard, with partially functioning roadside ditches. Vince noted that the area development will increase vehicular, pedestrian and cycling volumes.

Vince then spoke regarding the existing conditions and concerns of the road, noting that the centre line of the current roadway is not centred within the Town’s Right of Way, the substandard profile creates poor sight lines, existing ditches are deficient, road gravel is contaminated by winter sanding, and the existing road does not meet the needs of the Town’s Official Plan. Vince displayed the existing road profile.

Vince then reviewed the design alternatives including do nothing, pave existing road only, rural cross section, rural cross section with paved shoulders, standard cross section with a 8.5 m road. Vince reviewed the natural environment and cost estimates for each alternative, including lifecycle costs. Vince then reviewed the preferred alternative, being Alternative No. 5 – Local Urban Road noting that this alternative meets the transportation needs resulting from growth outlined in the Town’s Official Plan, it is the highest cost option, reduced lifecycle (maintenance costs), least amount of impact to adjacent properties, sidewalk will provide desired pedestrian connectivity and provides highest level of public safety and level of service expected for a growth area.

Vince then reviewed the next steps to be completed in 2019, including public feedback collected at the Public Information Centre scheduled for August 9, 2019, further noting that the project team will evaluate feedback and assess impacts of each alternative, reevaluate the preferred alternative based on public feedback, and complete the preliminary design (30%) based on the preferred alternative. Vince noted that the final design will be completed in 2020 with construction to be completed in 2021/2022.

Councillor Uram spoke noting that the lots that access this road will be significant and that it should be a full urban standard road, further noting that the road should include bicycle and pedestrian access. Councillor Uram noted that he appreciates the preferred alternative, being Alternative No. 5.

Councillor Sampson then spoke regarding the vehicular traffic count, current and estimated, and questioned if any feedback has been received so far. Councillor Sampson questioned what the original plan was for the road when the plan of subdivision was approved and how the road has become off-centre. Councillor Sampson also questioned the staff report included on this agenda that states that there is a problem with the infrastructure that does not meet the as-built drawings. Reg Russwurm, Director of Infrastructure and Public Works spoke noting that the Town thought that one thing was installed but that something else was installed by the developer. Reg noted that he and Mike always go through the daylighting critical infrastructure to ensure that the watermain is in the right location, this is when they found that it was not. Reg noted that staff have discovered the most critical infrastructure issues to mitigate the future of the area, further noting there may be some issues at the north end of the road where there are some encroachments of private works. Reg noted that back in the day, this road was a cottage lane that was built around whatever obstacle was in the way and that over the years the road has grown. Reg noted that there have been occasions when old roads are reconstructed where property must be purchased to get the road back on the road allowance. Reg noted that the traffic count will be done again, though noted that it is the level of service that we wish to offer those residents out there, and the big issue is having a paved road with safe pedestrian and cycling access. Reg noted that this area is very busy and that it will get busier as it builds out.

Councillor Sampson questioned if the as-built issue is built into the estimated cost, Vince replying yes noting that the watermain is not where it is supposed to be and moving it when the road is reconstructed makes it cheaper to move.

Deputy Mayor Bartnicki spoke questioning if the lifecycle costs are using current costs, Vince replying yes using current costs, and those are net present value calculations so that we can make a comparison, further noting they are very preliminary at this point.

Councillor Bordignon spoke noting that there are hundreds of homes in this area, and that we need to consider what the residents want.

Mayor Soever spoke questioning if the public input is working towards a Class EA process, Reg spoke noting it is a Class A+ which is within the EA process, that requires a notification of works, but noted there is a significant amount of interest in this area. Reg noted that we are following the consultation process.

Mayor Soever noted that we are changing the class of the road and questioned if this will trigger an EA, Reg spoke in response noting that the trigger is changing the capacity of the road. Reg noted that we have a two lane road that we are replacing with a two lane road.

Mayor Soever spoke regarding the as-built drawings, noting they are important, and noted that this seems to be a recurring theme and questioned how the Town can hold engineers accountable that have signed off on as-built drawings, Reg spoke in response noting that the record drawings are the most valuable to the Town. Reg noted that there is a nuance difference between the as-built, as-constructed or record drawings. Reg noted that the record drawings require a P. Eng stamp on the drawings that the engineer has taken responsibility for the information. Reg noted that in the last five years the Town has started demanding that the Town be provided with record drawings, further noting that we are pushing consultants to take responsibility for this information.

Councillor Potter spoke questioning ditches as referenced in Alternative 3 and questioned if the ditches will go beyond the Town right of way, Vince, in some areas, yes.

Councillor Uram spoke noting that the Ontario Municipal Board approved a subdivision in this area and that most of the roads in the area pre-existed any engineering requirements in place now.

B.7 Public Comment Period (each speaker is allotted three minutes)

NOTE: In accordance with the Town Procedural By-law 2018-20 ten minutes is allotted to receive public comments regarding staff reports included on the Agenda. The speaker shall provide their name and address, and shall address their comments to the Chair. Comments shall not refer to personnel, litigation or potential litigation matters, or regarding matters that are a follow-up to a Public Meeting.

B.7.1 Bill Abbotts, 40 Elma Street, spoke noting that a group of residents provided the previous Council with a deputation where it was requested that mountable curbs, sidewalks on both sides of the street from Alice Street to the highway as this is the service that is in place right now, and that increased traffic calming be included in the Elma and Alice Street reconstruction. Mr. Abbotts noted that he agrees with the recommended foglines, and noted that more trees should be planted, and that any lighting should be aimed downward. Mr. Abbotts noted that the street should be lowered in front of 40 and 44 Elma Street to reduce the amount of water directed to their homes. Mr. Abbotts noted that mountable curbs allow parking and gives cyclists an escape route, while definite curbs protect pedestrians. Mr. Abbotts noted that parked cars slow traffic, further noting that the sidewalk users are protected by trees. Mr. Abbotts noted that Beaver Street has mountable curbs, and that he observed that there was very little damage from the snow plow to the mountable curbs after the winter. Mr. Abbotts noted that cyclists need mountable curbs and that sidewalks on both sides are a service level that they have right now. Mr. Abbotts requested painted cross-walks at Louisa and Elma Street to assist pedestrians to get across the street.

B.8 Staff Reports

B.8.1 Request for Engineering Services Agreement Increase – Thornbury Wastewater Treatment Headworks Upgrade, CSPW.19.036

Moved by: Jim Uram Seconded by: Alar Soever

THAT Council receive Staff Report CSPW.19.036 entitled “Request for Engineering Services Agreement Increase – Thornbury Wastewater Treatment Headworks Upgrade”;

AND THAT Council approve increasing the Engineering Services Agreement to J. L. Richards & Associates Ltd. for the Thornbury Wastewater Treatment Plant Headworks Expansion by an upset limit of \$140,000 from \$211,755.75 to \$351,755.75 for the expansion of the Headworks Building to house the headworks equipment per the terms and conditions outlined in Staff Report CSPW.19.036

The Committee then considered the following amendment to the Main Motion:

Moved by: Rob Sampson Seconded by: Andrea Matrosovs

THAT the second paragraph of the main motion be revised to read as follows:

AND THAT Council approve increasing the Engineering Services Agreement to J. L. Richards & Associates Ltd. for the Thornbury Wastewater Treatment Plant Headworks Expansion by an upset limit of \$100,000 from \$211,755.75 to \$311,755.75 for the expansion of the Headworks Building to house the headworks equipment per the terms and conditions outlined in Staff Report CSPW.19.036, Carried.

The Committee then voted on the Main Motion, as amended, as follows:

THAT Council receive Staff Report CSPW.19.036 entitled “Request for Engineering Services Agreement Increase – Thornbury Wastewater Treatment Headworks Upgrade”;

AND THAT Council approve increasing the Engineering Services Agreement to J. L. Richards & Associates Ltd. for the Thornbury Wastewater Treatment Plant Headworks Expansion by an upset limit of \$100,000 from \$211,755.75 to \$311,755.75 for the expansion of the Headworks Building to house the headworks equipment per the terms and conditions outlined in Staff Report CSPW.19.036, Carried.

B.8.2 Hidden Lake Road Area Class Environmental Assessment – Consideration of Scope Change, CSPW.19.053

Moved by: Odette Bartnicki Seconded by: Alar Soever

THAT Council receive Staff Report CSPW.19.053, entitled “Hidden Lake Road Area Class Environmental Assessment – Consideration of Scope Change”;

AND THAT Council approve increasing the Hidden Lake Road Area Class Environmental Assessment project budget by \$60,055 from \$165,000 to \$225,055 funded from the Roads and Related Development Charges;

AND THAT Council approve increasing the Engineering Services Agreement to Tatham Engineering for the Hidden Lake Road Area Class Environmental Assessment by the upset limit of \$60,055 from \$163,715 to \$223,770, Carried.

B.8.3 Leachate Management Quarterly Update – July 2019, CSPW.19.057

Moved by: Andrea Matrosovs Seconded by: Peter Bordignon

THAT Council receive Staff Report CSPW.19.057, entitled “Leachate Management Quarterly Update – July 2019”;

AND THAT Council endorse proceeding with a sole source negotiated procurement of the Odomatic System from Environmental & Power Solutions Inc. for treatment of leachate odours and based on the successful trials;

AND THAT Council approve the creation of a \$50,000 capital budget for the installation of an electrical service extension at the Landfill Site to be funded from 2019 taxation.

The Committee then considered the following amendment to the Main Motion:

Moved by: Rob Sampson Seconded by: Andrea Matrosovs

THAT the third paragraph of the main motion be revised to read as follows:

AND THAT Council approve the creation of a \$50,000 capital budget for the installation of an electrical service extension at the Landfill Site to be funded from 2019 Gas Tax, Carried.

The Committee then voted on the Main Motion, as amended:

THAT Council receive Staff Report CSPW.19.057, entitled “Leachate Management Quarterly Update – July 2019”;

AND THAT Council endorse proceeding with a sole source negotiated procurement of the Odomatic System from Environmental & Power Solutions Inc. for treatment of leachate odours and based on the successful trials;

AND THAT Council approve the creation of a \$50,000 capital budget for the installation of an electrical service extension at the Landfill Site to be funded from 2019 Gas Tax, Carried.

B.8.4 Creation of Senior Infrastructure Project Coordinator Position, CSPW.19.058

Moved by: Alar Soever Seconded by: Peter Bordignon

THAT Council receive Staff Report CSPW.19.058, entitled “Creation of Senior Infrastructure Capital Project Coordinator Position”;

AND THAT Council approve the revision of an existing Infrastructure Capital Project Coordinator position to a Senior Infrastructure Capital Project Coordinator position as outlined in Staff Report CSPW.19.058, Carried.

B.8.5 Request for Municipally Significant Event Designation and Exemption from the Noise By-law for Beaver Valley Fall Fair, CSPW.19.055

Moved by: Andrea Matrosovs Seconded by: Jim Uram

THAT Council receive Staff Report CSPW.19.055, entitled “Request for Municipally Significant Event Designation and Exemption from the Noise By-law for Beaver Valley Fall Fair”;

AND THAT Council designate the “Beaver Valley Fall Fair” a municipally significant event;

AND THAT Council approve the request for relief from the provisions of the Town’s Noise By-law, as outlined in the report, subject to approval through the Special Event Notification process, Carried.

B.9 Community Services and Infrastructure and Public Works “Information Reports” and correspondence to be considered in the adoption of the Consent Agenda

B.9.1 2nd Quarter 2019 Capital Project Status Report, CSPW.19.029

Staff Report CSPW.19.029 was pulled from the Agenda. This report will be included on the July 15 Special Committee of the Whole Agenda.

B.10 Correspondence, if any

**B.10.1 David Finbow, Land Development, Planning & Building Code Consulting
Re: Hidden Lake Road Class Environmental Assessment – Consideration of Scope Change**

Moved by: Odette Bartnicki Seconded by: Peter Bordignon

THAT Council receive correspondence dated July 2, 2019 from David Finbow, Land Development, Planning and Building Code Consulting, regarding Hidden Lake Road Class Environmental Assessment for information, Carried.

**Planning & Development Services Reports
To be chaired by Councillor Jim Uram**

B.11 Deputations, if any

None

B.12 Public Comment Period (each speaker is allotted three minutes)

NOTE: In accordance with the Town Procedural By-law 2018-20 ten minutes is allotted to receive public comments regarding staff reports included on the Agenda. The speaker shall provide their name and address, and shall address their comments to the Chair. Comments shall not refer to personnel, litigation or potential litigation matters, or regarding matters that are a follow-up to a Public Meeting. Each speaker is allotted three minutes.

None

Mayor Soever noted the Plan of Subdivision Application is proposing to create a total of 34 single detached dwellings. Mayor Soever noted a new private/condominium road is also proposed, which would be constructed shown on the proposed plan as 'Lane A'. Mayor Soever noted an open space block has been proposed along the entire south end of the property. This new subdivision application replaces Condominium Application 42-CDM-2010-01 (Camperdown East 1) which has been withdrawn by the Applicant and the condominium file has been officially closed.

Mayor Soever noted the public meeting is an opportunity for members of the public to learn more about the proposed development. Mayor Soever noted attendees have the opportunity to hear a brief presentation about the development, ask questions, and/or make statements either in favour of, or in opposition to the development.

Mayor Soever noted within Ontario the planning and development process is an open and transparent process, where opinions from all individuals and groups are welcomed. Mayor Soever noted by law a municipality must hold a public meeting, and this meeting is just one of your chances to learn about the development proposal and offer your opinions. Mayor Soever noted under the legislation governing this development process, which is section 51 of the Planning Act, you have the following rights:

1. Any persons may attend the public meeting and/or make written or verbal either in support of or in opposition to the proposed Plan of Subdivision.
2. If a person or public body does not make oral submissions at a public meeting or make written submissions to the County of Grey before the Plan of Subdivision is approved or refused, the person or public body is not entitled to appeal the decision of the County of Grey to the Local Planning Appeal Tribunal.
3. If a person or public body does not make oral submissions at a public meeting or make written submissions to the County of Grey before the Plan of Subdivision is approved or refused, the person or public body may not be added as a party to the hearing of an appeal before the Local Planning Appeal Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to do so.
4. If you wish to be notified of the decision by the County of Grey in respect to the approval or refusal of the Plan of Subdivision, you must make a written request to the County, at the addresses noted on the previous page. Please note Plan of Subdivision Application 42T-2018-06 when directing comments to the County.

The Town Clerk spoke noting that the Notice of the Public Meeting was given in accordance with the Planning Act, and in response, comments were received from Canada Post, Historic Saugeen Metis, Union Gas, Grey Sauble Conservation Authority, Niagara Escarpment Commission, John and Susan Stacey, Bruce Robertson, Andrew Baughn, Craig Goodman, Faisal and Allison Ahamed, Mark Stein, Lucille and Urban Joseph, Henry Haiduk.

As no one further wished to speak, the Mayor declared the Public Meeting to be closed.

**C.1.2 Public Meeting: Sale of Surplus Land Block 29, Plan 16M-14
Re: Vacant Land at High Bluff Land and Peel Street**

Councillor Sampson vacated the meeting at 6:30 pm

Mayor Alar Soever read the Notice of Public Meeting regarding the sale of surplus land Block 29, Plan 16M-14.

Mayor Soever noted the legal description is High Bluff Land at Peel Street.

Mayor Soever noted the Town will be reconstructing Peel Street and the existing hill will be lowered to improve sight lines. The existing entrance to 189 Peel Street will be difficult to accommodate in the construction. It is proposed to sell the block of land to 189 Peel Street to allow a new entrance for the merged lands to improve the Town road system and support the goals of the Official Plan.

Mayor Soever noted the public meeting is your chance to hear about the proposal and make your views known. Mayor Soever noted you may also speak at the meeting or submit written comments. Information from the public will help Council in their decision-making process, please have your say.

Mayor Soever noted any person or agency may attend the Public Meeting and/or make verbal or written comments in support or opposition to the proposal.

Mayor Soever noted a decision on the sale of the land has not been made and will not be made at this public meeting.

Mayor Soever noted after reviewing the proposal to sell the land and comments from the public, Staff will make a recommendation to council at a future council meeting.

The Town Clerk spoke noting that the Notice of the Public Meeting was given in accordance with the Town's Public Meeting Notice Policy, and in response, comments were received from Veronique Ponce, Greg Roberts, Diane and Terry Tarr, Ken Hale and Robert Tokio.

Reg Russwurm, Director of Infrastructure and Public Works spoke noting that the reconstruction of Peel Street will require a significant grade alteration to produce a safe road for the mix of road users expected. Reg noted that the Town cuts the grass on Block 29, but does not do anything else with the property. Reg noted that the existing entrance for 189 Peel Street is located at the crest of the hill which will need to be lowered to achieve safe sight lines. Reg noted that lowering the road will require the Town to reconstruct the entrance to the lot, and that the relocation of a small garage and garden shed will be required.

Reg noted that Peel Street is a Development Charges Road that is expected to be reconstructed to accommodate the increased traffic, both vehicular and active transportation associated with development build out. Reg noted that elimination of the existing entrance to 189 Peel Street would result in one less entrance onto what will be a busier road and improve the Town's road system. Reg noted that the proposed sale would have restrictions including that the properties will merge and the land would remain as a single family residential registered on title, in keeping with the nature of High Bluff Lane, a 300 mm reserve would run the length of the land along Peel Street to preclude a future access to Peel Street, the land would be serviced by water and sanitary services that exist on High Bluff Lane.

Reg noted that the advantages to the Town include the improved road system, support the long term goals of the Official Plan by removing a septic system from the

development area, utilize dormant water and sanitary services and remove an old service under a new road, added user rate and property taxes from the site.

Reg noted that the advantages to 189 Peel Street include increased lot size, ability to redevelop the lot without restriction associated with an old septic system, access to a municipal sanitary system, entrance to a lower tier road with expected lower traffic count, eliminate entrance encroachment onto Block 29. Reg confirmed that the owner of 189 Peel Street has been consulted.

Councillor Bordignon spoke confirming that the property would be merged into one property with one roll number and questioned who would be responsible for the construction of the driveway. Reg spoke in response that yes the property would be merged into one lot, and that the Town will have to enter into discussions with the owner on the construction of the driveway as there are benefits to the Town as well. Reg confirmed that the owner is consenting to the sale. Reg confirmed that the Block 29 property is too small to be built on. Reg confirmed that a legal survey has been prepared.

Councillor Potter questioned if there were plans for a parkette on Block 29, Shawn Everitt, CAO, spoke in response noting that no there were no plans for a parkette in this location, Block 29 was an entrance feature into High Bluff Lane on Town land, and that the Parks Department currently cuts the grass on this property.

Councillor Uram questioned if a by-law will come back to Council for approval, Reg replying yes that a report will come back to Council for consideration.

Deputy Mayor Bartnicki questioned if there will be negotiations on value and a sale price and if there was an appraisal completed. Reg replying that we have done some work on this already.

As no one further wished to speak, the Mayor declared the Public Meeting to be closed.

C.2 Deputation

None

D. New and Unfinished Business

D.1 Notice of Motion (Council)

None

D.2 Additions to the Agenda

None

E. Notice of Meeting Dates

Special Committee of the Whole Meeting, July 15, 2019, 11:00 a.m.
Town Hall, Council Chambers

Council Meeting, July 15, 2019
Town Hall, Council Chambers

Special Council Meeting, July 16, 2019, 7:00 p.m.
Town Hall, Council Chambers

F. Adjournment

Moved by: Rob Potter

Seconded by: Jim Uram

THAT this Committee of the Whole does now adjourn at 7:10 p.m. to meet again, August 26, 2019, Town Hall, Council Chambers, or at the call of the Chair, Carried.

Alar Soever, Mayor

Corrina Giles, Town Clerk