1. Call to Order

2. Declaration of Pecuniary Interest

3. Business Arising from the Minutes

4. Delegations

   11:45 AM Grey County Federation of Agriculture Public Speaking Participants
   Christian Routenburg-Evans, Intermediate Division Winner
   Nate Caughill, Junior Division Winner

   1:15 PM Shari Huber and Ruth Lovell, Owen Sound Housing Company
   Odawa Heights

5. Determination of Items Requiring Separate Discussion

6. Consent Agenda

   That the following Consent Agenda items be received; and

   That staff be authorized to take the actions necessary to give effect to the recommendations in the staff reports; and

   That the correspondence be supported or received for information as recommended in the consent agenda.

   a. Correspondence from the Federation of Canadian Municipalities Advocacy Fund

      That the correspondence from the Federation of Canadian Municipalities Advocacy Fund be received for information.

   b. Economic Development and Planning Advisory Committee minutes dated May 29, 2018

      That the Economic Development and Planning Advisory Committee minutes dated May 29, 2018 be adopted as presented; and
That the following resolutions contained therein be endorsed:

1. That the County of Grey proceed with developing communication and educational materials to create awareness about the need and benefits of affordable and attainable housing; and

That the funds for creating these materials come from existing funds in the Communication, Planning and Economic Development budgets.

2. That Committee Report CAOR-ED-08-18 titled Regional Attraction & Retention Campaign be received; and

That the staff be directed to formally engage campaign partners, lead the development of an RFP for the campaign materials and contribute $10,000 to the project from the 2018 economic development budget.

3. That Report CAOR-ED-07-18 regarding revised Terms of Reference for the Economic Development and Planning Advisory Committee be received; and

That the revised Terms of Reference for the Economic Development and Planning Advisory Committee as attached to Report CAOR-ED-07-18 be endorsed.

c. Addendum to Report TR-CW-28-18 Grey Road 17 Road Widening Acquisitions – Georgian Bluffs

That Report TR-CW-28-18 be received and that the County of Grey enter into Road Widening Acquisition Agreements to acquire properties for Grey Road 17 road widening and construction identified as:

Part 1 of Lot 21 Concession 20 Township of Georgian Bluffs (in the former geographic Township of Keppel) Reference Plan 16R-10973 and

Parts 2, 3 and 5 of Lot 21 Concession 19 Township of Georgian Bluffs (in the former geographic Township of Keppel) Reference Plan 16R-10973 and

Parts 13, 15, 17 and 19 of Lot 22 Concession 19 Township of Georgian Bluffs (in the former geographic Township of Keppel) Reference Plan 16R-10973.

d. FR-CW-16-18 Lease Financing Report as of December 31, 2017

That Report FR-CW-16-18 regarding the 2017 Lease Financing Report be received for information.

7. Items For Direction and Discussion
a. HDR-CW-10-18 Portable Housing Benefit - Special Priority Policy Program

That report HDR-CW-10-18 be received and that a by-law regarding the Portable Housing Benefit- Special Priority Policy Program Transfer Payment Agreement with the Province be brought forward for Council's consideration.

b. HDR-CW-11-18 Green ON Social Housing Program Funds

That report HDR-CW-11-18 be received and the Green ON Social Housing Program Transfer Payment Agreement with Housing Services Corporation be brought forward for Council's consideration.

c. HDR-CW-12-18 10 Year Housing and Homelessness Plan Year in Review

That report HDR-CW-12-18 pertaining to Grey County Housing and Homelessness 10 Year Plan annual report be received.

d. SSR-CW-09-18 Coordinated Rural Transportation Pilot Final Report

That SSR-CW-09-18 regarding an overview of the transportation pilot project from April 1, 2016 – March 31, 2018 be received and;

That the current twice weekly route on Highway 10 between Owen Sound and Shelburne continue pending negotiation of a transfer payment agreement with Ministry of Transportation for the Community Transportation Program grant and;

That the necessary funds, not to exceed $20,000 to support the continuation of the service for an additional 3 months, be provided from the Social Services Caseload Reserve.

e. PSR-CW-07-18 Award of RFT-PS-01-18 Chatsworth Ambulance Base

That Report PSR-CW-07-18 regarding tender award recommendations for RFT-PS-01-18 be received and that the tender be awarded to Thom Construction for $799,315.00 excluding taxes; and

That the self-financed debenture be recalculated when the project is complete to take into account the overall estimated project deficit of $130,023.

f. FR-CW-15-18 Tourism Vehicle

That Report FR-CW-15-18 regarding the Tourism Vehicle be received; and

That the lease buy out option from Honda Financial Services be exercised for cost of $22,768.33 plus HST and buy out costs and the purchase be funded from the Tourism Reserve; and

That an annual contribution to the reserve begins in 2019 to assist with funding a future replacement vehicle.
g. CCR-CW-06-18 Council Conference and Seminar Procedure Update

That Report CCR-CW-06-18 be received and the Conference and Seminar Attendance for County Council Members Procedure G-GEN-007-001, as amended, be endorsed; and

That a by-law be brought forward for Council’s consideration.

h. PDR-CW-21-18 Boulter Estates Re-Submission of Plan of Subdivision 42T-2013-04 – Georgian Bluffs

That Report PDR-CW-21-18 regarding an overview of the resubmitted application 42T-2013-04, to establish a plan of subdivision consisting of twenty-two (22) lots on lands described as Part of Lot 5, Jones Range, (geographic Township of Keppel) in the Township of Georgian Bluffs, be received for information.

i. PDR-CW-22-18 Stonebrook Phase II Plan of Subdivision 42T-2018-02 – Grey Highlands

That Report PDR-CW-22-18 regarding an overview of proposed plan of subdivision application 42T-2018-02, consisting of twenty-four (24) townhouse units on lands described as Part of Lot 98, Concession 1, (geographic Township of Artemesia) in the Municipality of Grey Highlands, be received for information.


That Report PDR-CW-23-18 be received; and

That all written and oral submissions received on plan of subdivision 42T-2017-01 known as Clarksbury were considered; the effect of which helped to make an informed recommendation and decision;

That in consideration of the draft plan of subdivision application 42T-2017-01, for lands described as Part of Lot 28, Concession 7 (geographic Township of Collingwood) in the Town of The Blue Mountains, and the matters to have regard for under Subsection 51 (24) for the Planning Act, the Grey County Committee of the Whole approves this plan of subdivision to create a total of 54 single detached lots, subject to the conditions set out in the Notice of Decision.

k. PDR-CW-24-18 Solar Transmission Line Agreement on the CP Rail Trail – Owen Sound

That Report PDR-CW-24-18 be supported to consider an agreement with Biidaaske Inc. for the purposes of allowing a portion of the County’s CP Rail
Trail to be utilized for a power transmission line crossing along with three (3) associated hydro poles, to support the neighbouring solar power facility;

That Biidaaske Inc. be permitted to / not permitted to proceed with the works following the June 14th, 2018 Committee of the Whole meeting, prior to Council’s consideration of the by-law; and

That a by-law to adopt the Agreement be prepared for consideration by County Council.

1. TR-CW-29-18 Grey Road 18 No Passing Zone – Georgian Bluffs
   
   That Report TR-CW-29-18 regarding a “No Passing Zone” on Grey Road 18 from Rockford to Mennonite Corners be received.

m. TR-CW-33-18 Grey Road 15 Single Source Award – Owen Sound
   
   That Report TR-CW-33-18 regarding 1.5 kilometres of design work on Grey Road 15 in the City of Owen Sound be received and that a single source contract for Grey County’s portion is awarded to WSP Canada Inc. at an amount of $66,230.50, excluding taxes.

8. Administration Building Addition/Renovation Update

9. Other Business
   
   a. Association of Municipalities of Ontario (AMO) Delegation Requests (deadline July 3, 2018)
      
      That the following delegation requests be submitted for the 2018 Association of Municipalities of Ontario (AMO) Conference:

   b. Association of Municipalities of Ontario (AMO) Nomination for Board of Directors
      
      That be nominated for the Board of Directors for the Association of Municipalities of Ontario (AMO) for 2018-2020.

10. Notice of Motion

11. Adjournment

   Tour of Grey County Housing buildings to follow the meeting
**Special Advocacy Fund**

24, rue Clarence Street  
Ottawa, Ontario K1N 5P3  
T. 613-241-5221  
F. 613-241-7440

Wingrove, Kim  
Grey County  
595-9th. Avenue East  
Owen Sound, Ontario N4K 3E3  
Canada

INVOICE/FACTURE: ORD-18220-D8T7S2  
DATE: 05/04/2018  
ACCOUNT/COMPTÉ: 17599  
HST # / No. de TVH: 11891 3938 RT0001  
QST # / No. de TVQ: 1202728231 TQ 0001

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**SUBTOTAL/SOUS-TOTAL:** $6,800.00
**HST/TVH:** $884.00  
**TOTAL:** $7,684.00

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**Learn all about FCM’s Special Advocacy Fund and your voluntary contribution:**  
[http://fcm.ca/advocacyfund](http://fcm.ca/advocacyfund)

**PAYMENT / PAIEMENT**  
By cheque payable to / Par chèque à l’ordre de  
Federation of Canadian Municipalities  
Fédération canadienne des municipalités

By Electronic Funds Transfer /  
Par transfert de fonds électronique  
Royal Bank of Canada (RBC)  
90 Sparks St, Ottawa, ON K1P 5T7  
Transit Number/Numéro de transit: 00006  
Account Number/Numéro de compte: 1008063  
accountsreceivable@fcm.ca

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Choose your preferred payment option below / Veuillez choisir votre option de paiement:  

Option 1 - Full payment / Paiement complet  
Option 2 - Partial payment / paiement partiel  

Due immediately - Year 1 - contribution /  
Échéance immediate - contribution – année 1  
Due April 1st, 2019 - Year 2 - contribution /  
Échéance le 1er avril 2019 - contribution – année 2
Seizing Our Moment, Securing Our Future

FCM's Special Advocacy Fund
Dear Members

Your FCM Board of Directors is taking steps to propel local governments to new heights through Federal Election 2019, and the crucial months following. This needs to be our biggest effort ever. That's why, in March, your Board approved a Special Advocacy Fund to help make that happen.

As you know, FCM has a long track-record of delivering gains for municipalities, like the permanent Gas Tax Fund. Starting with Election 2015, we've shaped game-changing investments in local priorities like never before, and we've achieved new levels of influence for local governments. Now more than ever, all federal parties understand that local solutions tackle national challenges.

Our Election 2015 breakthrough has created new opportunities, and new expectations. To seize this moment — and to build on our historic gains — we need the right tools. We can't risk seeing federal parties move on from local priorities. Election 2019 is our vital opportunity to make municipal progress "the new normal," and to keep our priorities front-and-centre for years to come.

Enclosed you'll find more information about the Special Advocacy Fund, as well as your municipality's voluntary invoice. As the order of government closest to daily life, Canadians count on us to build more vibrant and livable communities. This is our moment. With your support, we can continue to deliver.

JENNY GERBASI
FCM President
FCM delivers for municipalities

Starting with our Election 2015 breakthrough, FCM’s hard work and influence has significantly shaped historic gains for local governments, including:

- The **Investing in Canada infrastructure plan** — a 12-year, $180 billion federal investment in local infrastructure, from public transit to wastewater system upgrades.

- Canada’s first-ever **national housing strategy**, including key commitments to repair and build affordable housing across the country.

- A strengthened **seat at the table**, including through unprecedented engagement with federal, provincial and territorial ministers, as well as with opposition leaders and the Prime Minister.

- A **predictable federal allocation model** for transit expansions that puts municipalities in the driver’s seat.

- A **$2 billion rural and northern infrastructure fund** — the biggest investment of its kind in a generation.

- Better access to **high-speed broadband** through the federal Connect to Innovate program and the CRTC decision to mandate universal broadband access.

- New **capacity-building programs** on asset management and climate change — led by FCM — as well as a new $125 million capital investment in FCM’s Green Municipal Fund.
Now we need to take the next step

What is the Special Advocacy Fund?

The last federal election was a turning point that propelled municipal priorities onto the national agenda like never before. The next election is a vital opportunity to build on those gains. To ensure we have the right tools to seize this moment, FCM’s Board of Directors has approved a 2-year Special Advocacy Fund. This fund is supported by FCM members using a fee structure similar to how membership fees are determined.

What will the fund be used for?

The Special Advocacy Fund will drive FCM’s largest and most ambitious campaign ever, reaching out to every federal party. It means an intensive, multi-faceted strategy that integrates polling, detailed platform development, sustained outreach, and an innovative communications and media plan. It means an extended campaign that keeps municipal priorities front-and-centre heading into Election 2019, as well as in the crucial first months of a new government.

Is the fund mandatory?

The Special Advocacy Fund is voluntary, and not tied to FCM membership. However, it’s a vital opportunity for municipalities to take our historic progress to new heights and to continue to deliver for Canadians the same way we always have — together.
"Our choice in the next federal election is simple: either we continue to move forward as local governments, or we fall back. If we get this right, we’ll see federal parties competing to support municipal priorities. We’ll see a federal government that understands why full partnership with municipalities is the only way forward. Election 2019 is our opportunity to make that happen. We can’t leave anything to chance.”

Don Iveson  
*Mayor, Edmonton, AB*

"FCM has proven that it can deliver for communities of all sizes. We saw this in the last election, when our work put local issues on the federal map. We’ve seen it since then through the unprecedented federal investments that FCM has helped secure. Now we need to take this advocacy to the next level, to build our local priorities into the heart of the next government’s mandate.”

Ray Orb  
*Reeve, Rural Municipality of Cupar No. 218, SK*

To learn more about FCM’s Special Advocacy Fund, visit fcm.ca/advocacyfund
Seizing our moment: FCM’s Special Advocacy Fund

This week, you’ll be receiving a package in the mail about FCM’s Special Advocacy Fund. I’d like to take a moment to fill you in on what it’s all about.

In March, your FCM Board of Directors approved a 2-year Special Advocacy Fund. This fund will drive FCM’s largest effort ever leading up to Election 2019, and in the crucial first months of a new government. It’ll fuel an ambitious, multi-faceted campaign targeting every federal party. Our goal is simple: to keep local priorities on the national agenda for years to come.

FCM has a long track-record of success when it comes to delivering results for members. Election 2015 took our progress to a new level, sparking unprecedented investments in municipal priorities. Election 2019 is a vital opportunity to build on those gains. To seize it, we need the right tools.

When your package arrives, it will include more information about FCM’s Special Advocacy Fund, as well as your municipality’s voluntary invoice. We can’t risk seeing federal parties move on from local priorities. With your support, we can make municipal progress the “new normal” in Canada. And with your support, we can continue to build strong, more vibrant communities — and a better Canada.

For more information on FCM’s Special Advocacy Fund, check out our website.

Jenny Gerbasi
FCM President
The Economic Development and Planning Advisory Committee met on the above date at the County Administration Building with the following members in attendance:

Present: Chair Brian Davenport; Don Lewis; Fred Varkaris; Lance Thurston; Courtney Miller; Karen Ferri; Councillors Barb Clumpus and John Bell; and Warden Stewart Halliday

Staff Present: Kim Wingrove, Chief Administrative Officer; Randy Scherzer, Director of Planning; Savanna Myers, Manager of Economic Development; Steve Furness and Philly Markowitz, Economic Development Officers; Jacinda Rudolph, Outreach Coordinator; Taylor Corfield, Economic Development Summer Student; and Jacquelyn Morrison, Deputy Clerk/ Legislative Coordinator.

Call to Order

Brian Davenport called the meeting to order at 7:31 AM.

Declaration of Pecuniary Interest

There were no declarations of pecuniary interest.

Reports – Planning

Update on Recolour Grey

Recolour Grey Presentation

Randy Scherzer provided an update on Recolour Grey. The draft official plan has gathered numerous comments, which have been reviewed and posted on the County’s website.

Mr. Scherzer provided a summary of the revisions that have been made to the draft official plan. The updated draft official plan has been posted to the County website.

Mr. Scherzer advised the Committee of the next steps. Comments on the revised draft
official plan are to be received by June 29th. The revised draft plan will be presented to County Council in June. In July, any further comments will be reviewed and a final version of the official plan will be presented to County Council. Once the official plan is approved by County Council, it will be sent to the Province for review and approval.

Mr. Scherzer spoke to the conflict resolution process in place regarding the official plan. Mr. Scherzer encourages individuals to contact the Planning Department early and often prior to purchasing a property for future development purposes or when considering developing a property.

**Affordable/ Attainable Housing Update**

Randy Scherzer provided an update on Affordable/ Attainable Housing.

Affordable and attainable housing concerns were heard through the Recolour Grey process. There is a need for a mix of affordable and attainable housing options to support all age groups. There is also a need to provide transportation options to facilitate affordable and attainable housing.

Mr. Scherzer noted proposed housing policies in the draft official plan, including inclusionary zoning, housing first policies, age-friendly options, policies to support second units, county-wide transportation policies, and tiny home policies. He noted a target of 30% new housing or conversion of units for each municipality to be affordable.

Mr. Scherzer noted steps that have been undertaken regarding affordable and attainable housing, including holding the Mayor’s Attainable Housing Forum in Meaford, a housing project study by University of Guelph Masters’ students, the Labour Task Force Housing Project, and commencing research for the Community Improvement Plan program.

Fred Varkaris noted the need for attainable short term housing for Georgian College’s international students.

Steve Furness encouraged members to look at the South Georgian Bay Labour Task Force attainable housing program.

**ED05-18**

Moved by: Councillor Clumpus  
Seconded by: Warden Halliday

That the County of Grey proceed with developing communication and educational materials to create awareness about the need and benefits of affordable and attainable housing; and

That the funds for creating these materials come from existing funds in the Communication, Planning and Economic Development budgets.

Carried
Reports – CAO

CAOR-ED-08-18 Regional Attraction & Retention Campaign

Savanna Myers addressed the above report. Grey County would like to take the lead to attract and retain employees through the development of a Regional Attraction and Retention Campaign (“the Campaign”).

Ms. Myers noted the high turnover rate within the County. She advised that the Campaign will target students, young professionals, and newcomers. She referenced the work already undertaken, including a Tri-County Partnership, a South Georgian Bay Labour Task Force, a stakeholder session, a New to Grey campaign, a Regional Job Fair, and a Young Professionals Mixer.

Kim Wingrove spoke to the importance of employee retention.

Lance Thurston noted that the hospital is interested in, and supports, this initiative.

ED06-18 Moved by: Councillor Bell Seconded by: Councillor Clumpus

That Committee Report CAOR-ED-08-18 titled Regional Attraction & Retention Campaign be received; and

That the staff be directed to formally engage campaign partners, lead the development of an RFP for the campaign materials and contribute $10,000 to the project from the 2018 economic development budget.

Carried

Lance Thurston left the meeting.

CAOR-ED-07-18 Economic Development and Planning Advisory Committee Terms of Reference

Savanna Myers addressed the above report regarding an update to the Committee’s Terms of Reference.

ED07-18 Moved by: Fred Varkaris Seconded by: Warden Halliday

That Report CAOR-ED-07-18 regarding revised Terms of Reference for the Economic Development and Planning Advisory Committee be received; and

That the revised Terms of Reference for the Economic Development and Planning Advisory Committee as attached to Report CAOR-ED-07-18 be endorsed.

Carried
Think Canada – Foreign Direct Investment

Steve Furness advised the Committee about the Think Canada meeting that he attended regarding Foreign Direct Investment.

There is an interest from foreign investors in investment opportunities. Moving forward Grey County will have to be specific on what investment opportunities they have to offer. Mr. Furness noted that discussions are ongoing.

Business Enterprise Centre Introduction

Ms. Myers introduced Courtney Miller from the Business Enterprise Centre. The Business Enterprise Centre relocated to the Grey County Administration Building in April of 2018.

Ms. Miller provided an update on the Business Enterprise Centre. There is currently a satellite office in Hanover.

Dates to Remember

The following dates and upcoming events were highlighted:

- June 8, 2018: Warden’s Breakfast & Grey County Administration Building Open House;
- June 13, 2018: Hawk’s Nest Event;

Other Business

EmployerOne Survey Results

Ms. Myers provided the Committee with the EmployerOne Survey Results.

Roundtable Updates

Philly Markowitz advised that in the Business Retention Survey she is hearing similar comments regarding retention and attraction of employees in the agriculture and food sector.

Ms. Markowitz also noted that the Grey County Argi-Food map data will be updated and that she is working on the Ag 4.0 Conference for November.

Barb Clumpus provided an update on Meaford’s Housing Forum. Meaford is projecting a growth in housing units over the next 6-7 years. She noted that Meaford will be
receiving a Post-Traumatic Stress Disorder clinic, which will be a positive addition to the area.

Warden Halliday congratulated staff on all initiatives. He advised that Grey Highlands will be implementing similar policies.

Karen Ferri noted the great bloom this year for agriculture.

Taylor Corfield, the Economic Development Summer Student, noted that she is updating the business directory.

Fred Varkaris noted that Georgian College is offering business programs again. Georgian College will be adding more new programs in the future. Mr. Varkaris noted that Georgian College’s recruitment for staff is going well.

Don Lewis noted a renewed interest in agriculture. The Holstein Agro Expo will be held on July 6th and 7th, 2018. He noted that Councillor Bell will be participating in the Agro Expo.

**Next Meeting Dates**

The next meeting will be determined at the call of the Chair.

On motion by Warden Halliday, the meeting adjourned at 9:00 AM.

Brian Davenport, Chair
Recommendation

1. That Addendum to Report TR-CW-28-18 be received and that the County of Grey enter into Road Widening Acquisition Agreements to acquire additional lands for Grey Road 17 road widening and construction identified as:

   Part 4 of Lot 21 Concession 19 Township of Georgian Bluffs (in the former geographic Township of Keppel) Reference Plan 16R-10973; and

   Parts 14, 16 & 18 of Lot 22 Concession 19 Township of Georgian Bluffs (in the former geographic Township of Keppel) Reference Plan 16R-10973.

Executive Summary

Additional lands that were not identified in Report TR-CW-28-18 are required from two landowners on Grey Road 17 to accommodate road widening for construction.

Background and Discussion

Report TR-CW-28-18 was presented at the May 10, 2018 Committee of the Whole meeting regarding the acquisition of land adjacent to Grey Road 17 located in Georgian Bluffs. At the May 10, 2018 meeting, Council resolved to enter into Road Widening Acquisition Agreements to acquire properties identified as:
Part 1 of Lot 21 Concession 20 Township of Georgian Bluffs (in the former geographic Township of Keppel) Reference Plan 16R-10973, and;

Parts 2, 3 and 5 of Lot 21 Concession 19 Township of Georgian Bluffs (in the former geographic Township of Keppel) Reference Plan 16R-10973, and;

Parts 13, 15, 17 and 19 of Lot 22 Concession 19 Township of Georgian Bluffs (in the former geographic Township of Keppel) Reference Plan 16R-10973.

As indicated in the original report, a portion of Grey Road 17 was not constructed within the legally defined road right-of-way.

Since the original report was presented, Staff discovered that the initial engineering review of lands to be acquired did not include the parcels that are currently occupied by the existing travelled road, which are in the name of the adjacent landowners.

Section 65 of the Municipal Act states that:

(1) If, before January 1, 2003, a municipality by mistake opened a highway not wholly upon the original road allowance, the land occupied by the highway shall be deemed to have been expropriated by the municipality and no person on whose land the highway was opened may bring an action in respect of the opening of the highway or to recover possession of the land.

The additional lands are being transferred to the County for no consideration as the abutting landowners did not own the lands at the time the road was built.

Legal and Legislated Requirements

The property transfers and associated land plans will be deposited at the Registry Office.

The agreements follow the County’s standard land acquisition agreement and policy.

Financial and Resource Implications

The additional lands will be added to the transfer of the purchased lands outlined in the original report TR-CW-28-18 presented at the May 10, 2018 Committee of the Whole meeting. The financial implications set out in the original report will not be affected by the addition of these lands.
Relevant Consultation

☒ Internal
Grey County Committee of the Whole by way of this Report
Clerks Department

☒ External
Property 2 Owners
Property 3 Owners

Appendices and Attachments

TR-CW-28-18 Road Widening Acquisitions Grey Road 17
Property 2 Reference Plan 16R-10973 Additional Lands
Property 3 Reference Plan 16R-10973 Additional Lands
Property 2 Reference Plan 16R-10973 Additional Lands
Committee Report

To: Warden Halliday and Members of Grey County Council

Committee Date: June 14, 2018

Subject / Report No: FR-CW-16-18

Title: Lease Financing Report as of December 31, 2017

Prepared by: Kevin Weppler, Director of Corporate Services

Reviewed by: Kim Wingrove

Lower Tier(s) Affected: 

Status:

Recommendation


Executive Summary

This report is provided in accordance with the Municipal Act, 2001, O.Reg. 653/05 (as amended by O.Reg. 604/06 and O.Reg 291/090. The intent of the Act and regulation is to impose a level of due diligence on financing leases for municipal capital facilities.

A list of the County's lease arrangements as of December 31, 2017 is provided on the attached schedule.

Background and Discussion

This report is being prepared in order to provide a list of the total financing arrangements of the County that have been undertaken through lease financing arrangements.

These existing lease arrangements are considered to be low-risk to the County’s long-term financial health.

Legal and Legislated Requirements

This report is submitted in accordance with the Municipal Act, 2001, O.Reg. 653/05.

Financial and Resource Implications
The County’s 2018 annual budget has been developed based on the current lease financing arrangements.

Relevant Consultation

☑ Internal – Finance Staff

☐ External (list)

Appendices and Attachments

Attachment to FR-CW-16-18 Lease Financing Report 2017
# Lease and Rental Commitments as of December 31, 2017

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<td>automatic successive 5 year renewals</td>
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<tr>
<td></td>
<td></td>
<td>Pitney Bowes</td>
<td>Postage Machine (60 month lease)</td>
<td>$4,174</td>
<td>October 28, 2012</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Honda Financial Services</td>
<td>Tourism Vehicle (24 month lease)</td>
<td>$8,165</td>
<td>April 14, 2018</td>
<td></td>
</tr>
<tr>
<td></td>
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<td>Total Net Annual Lease Cost - 2017</td>
<td>$350,982</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>Total Amount of Capital Lease Principal Outstanding</td>
<td>$</td>
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<td></td>
</tr>
<tr>
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<td></td>
<td>Total Long-Term Debt of Grey County</td>
<td>$1,600,000</td>
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<tr>
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<td>Proportion of Long-Term Debt Outstanding belonging to Capital Leases:</td>
<td>0.00%</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Other Lease Agreements - no ongoing costs</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>The Blue Mountains (land)</td>
<td>Paramedic Services Station Craigleith (60 years)</td>
<td>$0.00</td>
<td>January 31, 2111</td>
<td></td>
</tr>
</tbody>
</table>
Recommendation

1. That report HDR-CW-10-18 be received and that a by-law regarding the Portable Housing Benefit - Special Priority Policy Program Transfer Payment Agreement with the Province be brought forward for Council’s consideration.

Executive Summary

Ontario is launching the Portable Housing Benefit - Special Priority Policy program to provide rental assistance to households who qualify for the Special Priority Policy (victims of domestic violence) under the Housing Services Act, 2011. A transfer payment agreement with the Province is required to assist in the delivery of this program with the Ministry of Finance.

Background and Discussion

The Portable Housing Benefit - Special Priority Policy (PHB-SPP) program provides rental assistance to households who qualify for the Special Priority Policy category according to the Housing Services Act, 2011.

Eligible applicants who would prefer to live in private rental housing rather than wait for social housing are able to apply for monthly portable housing benefit payments under this program.

Recently, amendments were made to the SPP to expand the policy to include survivors of human trafficking, improve the application process for households, and better ensure the policy is culturally inclusive to Indigenous groups and reflective of the complex cycle of abuse experienced by some households.
What is a Portable Benefit?

A portable housing benefit (PHB) is a monthly subsidy (housing allowance) provided to a low-income household to assist with housing costs. Unlike other forms of housing assistance, the benefit is tied to the household and not a physical housing unit, allowing the benefit to move with the household to any Service Manager area in Ontario. Households will have more flexibility to choose where they live to be closer to family, social support networks, schools and employment opportunities. For this reason the program and subsidy is administered by the Ministry of Finance.

Eligibility

Applicants must meet the following criteria to be eligible to begin receiving a PHB-SPP benefit:

- Reside in Ontario;
- Be on a social housing waiting list and eligible for the SPP category set out in Ontario Regulation 367/11 under the Housing Services Act, 2011;
- Be a renter household or fleeing an abusive situation;
- Not be in receipt of, or part of a household in receipt of, RGI assistance, a PHB-SPP benefit, or any other government-funded housing benefit, with the exception of social assistance shelter payments; and
- Consent to being removed from the social housing waiting list of the Service Manager that designated the household under the SPP, once a PHB-SPP benefit is received.

Service Manager Role

The Service Manager role will be to provide information about the program to eligible households, assist in the completion of the application, calculate the subsidy based on the latest Canada Revenue Agency notice of assessment and provide first and last month’s rent. Grey County does not provide the funds for the actual subsidy. The subsidy is provided by the province.

The Service Manager will receive a $250 administration fee for each application that receives funding and a reimbursement of the first and last month’s rent provided to the eligible applicant.

Pilot Project

The province launched a pilot Portable Housing Benefit Pilot for Survivors of Domestic Violence in 22 communities in September 2016. Key findings and lessons learned from the pilot project highlighted the significant and immediate positive impact this program had on the ability of households to quickly find safe, stable and affordable housing, and the strong support of participants to recommend the program to other households.

Funding 2018-20

Households transitioning from the pilot project to this program will be given priority for the funds. Up to $10 million in 2018-19 and up to $15 million in 2019-20 is available for eligible applicants approved for the program. Due to the PHB-SPP program budget, the ministry cannot guarantee funding of all eligible applicants.
Legal and Legislated Requirements
Grey County is required to enter into a transfer payment agreement with the Province by June 30, 2018.

Financial and Resource Implications
Administration costs and first and last month’s rent reimbursed from the Province for each applicant that received funding from the Province.
The subsidy amount is provided directly from the Province to the participant.

Relevant Consultation
☐ Internal:
☐ External:

Appendices and Attachments

Portable Housing Benefit Transfer Payment Agreement
Committee Report

To: Warden Halliday and Members of Grey County Council
Committee Date: June 14, 2018
Subject / Report No: HDR-CW-11-18 Green ON Social Housing Program Funds
Title: Green ON Social Housing Program Funds
Prepared by: Anne Marie Shaw, Director of Housing
Reviewed by: Kim Wingrove
Lower Tier(s) Affected:
Status: 

Recommendation

1. That report HDR-CW-11-18 be received and the Green ON Social Housing Program Transfer Payment Agreement with Housing Services Corporation be brought forward for Council’s consideration.

Executive Summary

Green ON Social Housing program provides funds for social housing apartment buildings for retrofits to support projects that reduce greenhouse gas emissions. The program is delivered by the non-profit Housing Services Corporation. Grey County received $125,000 in funding. A transfer payment agreement with the Housing Services Corporation is required for the delivery of this program.

Background and Discussion

Funded through proceeds from the province’s carbon market, the Green Ontario Fund is a not-for-profit provincial agency tasked with reducing greenhouse gas pollution in buildings. On February 9, 2018, the Green Ontario Fund (Green ON) announced the Green ON Social Housing program for eligible social housing apartment buildings across Ontario. Buildings are responsible for 25% of greenhouse gas emissions. Like many apartment buildings social housing buildings were built at a time when there was little focus on energy efficiency and many are at an age where retrofits are required. Grey County was allotted $125,000 for projects that will reduce energy use.

Proposed Projects

Grey County staff identified two projects for the funds. Air make up replacement and patio door replacement at the 24-unit apartment building located at 85 Lemon Street in Thornbury which
was built in 1977. The current air make up system is inefficient, aging and in need of replacement. The patio doors are original, wood, warped and not air tight. The projects are to be completed in 2019.

<table>
<thead>
<tr>
<th>Project</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Make Up</td>
<td>$60,000</td>
</tr>
<tr>
<td>Patio Door Replacement</td>
<td>$50,750</td>
</tr>
<tr>
<td>Energy Audits</td>
<td>$8,000</td>
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<tr>
<td>Administration Funds</td>
<td>$6,250</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>$125,000</strong></td>
</tr>
</tbody>
</table>

**Legal and Legislated Requirements**

Enter into Transfer Payment Agreement with Housing Services Corporation

**Financial and Resource Implications**

Administration costs reimbursed through the program

**Relevant Consultation**

- [X] Internal:
- [X] External:

**Appendices and Attachments**

[GreenON TPA](#)
Recommendation

1. That report HDR-CW-12-18 pertaining to Grey County Housing and Homelessness 10 Year Plan annual report be received.

Executive Summary

Each year an annual report on Grey County’s 10 Year Housing and Homelessness Plan is provided to the province, council and the public. This report details the progress and work towards the four identified strategic areas: sustain and create affordable housing, homelessness prevention, transitional housing, service coordination and collaboration.

Background and Discussion

The Grey County 10 Year Housing and Homelessness Plan outlines the vision and direction that forms a 10 year strategy to improve the housing and homelessness system in Grey County. The plan is based on four strategic areas identified during public consultations:

- Sustain and create affordable housing
- Homelessness prevention
- Transitional housing
- Service coordination and collaboration

The plan builds on past successes, enhances current programs, and promotes and strengthens community networks. The plan describes how this will be achieved through a list of recommendations aimed at creating positive outcomes.
Each year an evaluation of the implementation of the plan is reported on. The following is an evaluation of 2017, the fourth year of the 10 Year Housing and Homelessness Plan for Grey County. Highlights from the year include:

**Sustain and Create Affordable Housing**

Grey County has 888 units of rent geared to income housing. Building condition assessments and a 10 year capital plan assist staff in identifying and prioritizing capital repairs and renovations. The County also applied and received funds for the Social Housing Improvement Program for non-profit housing providers and Grey County Housing Units. Capital projects such as windows, roofs and doors were completed through this program.

The last phase of the Alpha Street regeneration was completed. The County has free Wi-Fi and computers available at the resource centre.

All tenants of Grey County housing can access the connected for success program through Rogers that offers low cost Wi-Fi.

Owen Sound Housing Company is creating 28 new rental units in Owen Sound. 22 of the units are at affordable rents and 6 are market rent units.

Family housing in Owen Sound has been identified for a regeneration plan. As tenants move out houses will be sold and new rental housing will be built.

Homeownership Program provides a 5% down payment program towards homeownership. In 2017 the program assisted 22 households purchase a home with a total of $198,950 in funding.

**Homelessness Prevention and Transitional Housing**

Grey County entered into a pilot project with Hope Grey Bruce to provide outreach services to tenants of Grey County Housing to maintain and enhance their housing.

Sustainable Housing Benefit provides funding to residents of Grey County to assist in maintaining or finding affordable housing. In 2017 $457,248 was provided to residents of Grey County on items such as last month’s rent, utility arrears and rental arrears.

Ontario Renovates program allows residents to stay in their homes by providing a forgivable loan for repairs and renovations. In 2017 $212,789 in funding was used for items such as roofs, windows and doors and heating systems.

Community Enhancement Fund provides small grants to community programs to provide resources for people at risk of homelessness. In 2017 funds were provided to community partners to provide meals, transportation and other items and supports.

Grey County supports on average 70 residents a month with transitional housing through the Housing with Related Supports Program.

Y Emergency Housing Program provides services and supports to residents of Grey County in immediate need or a risk of losing their housing.

**Service Coordination and Community Partners**

The County continues to partner with agencies to provide services and resources for tenants and residents.
**CP@clinic** is a drop in community based health promotion program within the Grey County Housing buildings. The clinic focuses on the prevention of cardiovascular disease, diabetes and falls and provides assessments and health education. The clinic links participants to community resources and reports results to the participant’s family physician.

**The Good Food Box** program makes purchasing vegetables and fruits easy and affordable. The box contains 10-15 different types of fresh fruits and vegetables to your door and is available September to June each year.

**VON in House Service Program** provides homemaking, personal support, meal preparation and or attendant services to elderly individuals who sometimes need help to continue to live independently.

**Family Resources Centres** are available in Owen Sound and Meaford family housing. The centres provide resources and programs according to tenant needs and improve community development on the two sites.

**Community Relations Workers** are available to all Grey County tenants and Non-Profit Housing Providers. Community Relations Works link tenants to support services based on needs identified by the tenant. Currently over 20 community agencies partner with Grey County Housing.

**Next Steps**

Proceed with transportation project to determine most effective ways to link Grey County communities.

Work with CMHC to develop partnerships to build affordable housing through the co-investment fund.

Continue to promote the development of affordable housing and supports.

Westmount regeneration plan.

Work with community partners to improve on existing emergency housing system.

Grey County will begin consultation sessions in the fall to gather community input as to the next five years of the plan. Consultation will continue into the spring with a report of an updated 10 year housing and homelessness plan in spring 2019.

**Legal and Legislated Requirements**

Annual public report required

**Financial and Resource Implications**

Program funding is from the Community Homelessness Prevention Program and the Investment in Affordable Housing Program.

**Relevant Consultation**

☐ Internal: HDR-CW-12-18 34 Date: June 14, 2018
Appendices and Attachments

Housing and Homelessness 2017 Report

Homeless Prevention

Sustainable Housing Benefit 2017
Total of $54,056.38 Provided

- Monthly Expenses $2,589.98
- Rent Control $2,275
- Insurance of Equipment $1,617.27
- Repairs/Applications $1,120.60
- Rent Arrears $71,322.48
- Utility Assistance $150,756.68
- Last Month’s Rent $211,769

Investment in Affordable Housing Ontario Renovates: This program allows homeowners to stay housed by providing a forgivable loan for repairs and renovations.

<table>
<thead>
<tr>
<th>Categories</th>
<th>Number of Households Assisted</th>
</tr>
</thead>
<tbody>
<tr>
<td>Windows and Doors</td>
<td>5</td>
</tr>
<tr>
<td>Roof</td>
<td>6</td>
</tr>
<tr>
<td>Heating Systems</td>
<td>6</td>
</tr>
<tr>
<td>Insulation &amp; Electrical</td>
<td>2</td>
</tr>
<tr>
<td>Fire Safety Systems</td>
<td>1</td>
</tr>
<tr>
<td>Total Funds Distributed</td>
<td>$212,769</td>
</tr>
</tbody>
</table>

Service Coordination and Community Partners

Partnership enables us to deliver our measures so we can do even more throughout our buildings and community. The County continues to partner with agencies to help improve the lifestyle of tenants and residents.

CPHedonic: CPHedonic is a drop-in community-based health promotion program within the Grey County Housing buildings. CPHedonic focuses on the prevention of cardiovascular disease, diabetes, and falls by providing assessments and health education, linking participants to community resources, and reporting results to the participant’s family physician.

Hope Grey Bruce: The Grey Bruce Hope Grey Bruce program provides one-on-one support to residents living in Grey County. This pilot project helps tenants maintain tenancy and enhance their tenancy.

Good Food Box: The Good Food Box program makes purchasing vegetables and fruits easy and affordable for everyone in the community. The box contains 10-15 different types of fresh fruits and vegetables each month. The price is included or vary by season. It operates September - June each year.

VON In-Home Service: VON In-Home Services supports programs to elderly individuals. Sometimes one might need help to continue to live independently. VON staff assist with personal care, light housekeeping, meal preparation, and laundry.

Family Resource Centres: Grey County Housing operates two Family Resource Centres in Owen Sound located on Alexander Street and one in Wiarton located on Victoria Street. These have been many benefits for the residents of housing, and improvements to the community since these were developed.

Community Relations: Grey County Housing’s Community Relations Workers link tenants to services based on the needs identified by the tenant. Currently over 20 community agencies are partners with Grey County Housing.

Y Housing: Y Housing provides services and supports to residents of Grey County in immediate need or at risk of losing their housing.

Highlights of Grey County Housing and Homelessness Plan

This annual report highlights the progress made on goals of the Grey County 10-Year Housing and Homelessness Plan 2017.

Grey County has identified four key strategic areas:
- Sustain and Create Affordable Housing
- Homelessness Prevention
- Transitional Housing
- Service Coordination and Collaboration

Services & Programs Provided by Grey County:
- Providing households affordable housing, services and supports in Grey County and 10 Non-Profit Housing Providers
- Running Provincial Programs such as Ontario Renovates, Homeownership, Rent Supplement, www.grey.ca/affordable-housing for more information
- Providing supports to people experiencing homelessness or at risk of homelessness
- Providing 70 people transitional housing
- Working with many community partners to provide supports to residents in need in Grey County.

Sustain and Create Affordable Housing & Transitional Housing

New affordable units: Owen Sound Housing Company building
- 28 units of housing
- 22 affordable units
- 6 market rate

Homeownership: provides a 5% down payment for households to purchase a home

- Households Assisted: 22
- Average Purchase Price: $181,736
- Average Down Payment Assistance: $20,483
- Total Funds Distributed: $196,209

Rent Supplement: Grey County supports 75 rent supplements paid to private landlords to assist households by lowering their monthly rental cost making housing accommodations more affordable.

Transitional Housing: Grey County supports on average 70 units of transitional housing and transitional housing with related supports Program.

Consultation

Grey County wants to hear from you at the halfway mark of our 10 year housing and homelessness plan. Consultation sessions, surveys and focus groups will start in fall of 2018. Your feedback will help shape the direction and services provided for the next five years of our plan.

Housing & Homelessness Mission Statement

To collaborate with community partners and private enterprise to develop a coordinated system of services needed by residents of the Grey County to obtain, maintain and sustain safe, affordable and accessible housing.

Resources

- Resources can be found online at www.grey.ca/affordable-housing.
- National Housing Strategy - (www.canada.ca/eng/hp-ohp/national-housing-strategy.html)
- Ontario Long Term Affordable Housing Strategy - (www.gov.on.ca/Page38017.aspx)
- Grey County 10-Year Housing and Homelessness Plan - (www.grey.ca/10-year-plan/)

Stay tuned for more information
# Committee Report

<table>
<thead>
<tr>
<th>To:</th>
<th>Warden Halliday and Members of Grey County Council</th>
</tr>
</thead>
<tbody>
<tr>
<td>Committee Date:</td>
<td>June 14, 2018</td>
</tr>
<tr>
<td>Subject / Report No:</td>
<td>SSR-CW-09-18</td>
</tr>
<tr>
<td>Title:</td>
<td>Coordinated Rural Transportation Pilot Final Report</td>
</tr>
<tr>
<td>Prepared by:</td>
<td>Barb Fedy, Director of Social Services</td>
</tr>
<tr>
<td>Reviewed by:</td>
<td>Kim Wingrove</td>
</tr>
<tr>
<td>Lower Tier(s) Affected:</td>
<td>County wide initiative</td>
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<tr>
<td>Status:</td>
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## Recommendation

1. That SSR-CW-09-18 regarding an overview of the transportation pilot project from April 1, 2016 – March 31, 2018 be received and;

2. That the current twice weekly route on Highway 10 between Owen Sound and Shelburne continue pending negotiation of a transfer payment agreement with Ministry of Transportation for the Community Transportation Program grant and;

3. That the necessary funds, not to exceed $20,000 to support the continuation of the service for an additional 3 months, be provided from the Social Services Caseload Reserve.

## Executive Summary

Grey County, with support from the provincial Coordinated Rural Transportation Pilot Program, has been partnered with Home and Community Support Services to provide transportation options for vulnerable residents since 2016. Most recently, through Report SSR-CW-07-18 Council approved an extension to the pilot program operating between Owen Sound and Shelburne, pending a decision regarding the February 2018 submission to the Ministry of Transportation’s Community Transportation Grant Program – Municipal Stream.

In late April, Grey County was advised by Ministry of Transportation of a grant of $1,850,000 over 5 years to support four transportation services. The work of the pilot highlighted the needs in Grey County and was used to inform the grant application. A transfer payment agreement for the new funding is expected to be negotiated over the coming months. Until that agreement is complete, staff recommend that the pilot program continue to operate, at a cost of $5000 per month, funded from the Social Services Caseload Reserve.
Pilot Overview

Beginning in 2014, staff sought to identify challenges and barriers of existing limited transportation options. Providers were brought together to examine mandates and collaboratively review the challenges of serving the large geographical area. This work led to the successful application for funding under the original Community Transportation Pilot Grant Program. An allocation of $99,790.00 was provided to Grey County under this pilot program for the period of April 1/16 – March 31/17. Following up on the initial work of the pilot, Grey County received an extension and a further funding allocation of $50,000.00 for the period of April 1/17- March 31/18.

Through the development of the phased projects it was important to acknowledge the need for all of the partners to be at the table as they are all key to the delivery of service. A shared scheduling tool was initially identified as a means for efficiencies for all providers and improved access and customer service for residents in need of this service. Home and Community Support Services Grey-Bruce (HCSS / Movin’GB) was selected as the lead organization as they already had the technology (TRIPSPARK) and they were servicing most of Grey and Bruce Counties for accessible transportation needs. Their support services have been providing community with non-emergency medical appointments, shopping, banking, and various social activities and programs for many years. Movin’GB is also used for long distance medical appointments to out of county medical centres. With support from Lough Barnes, plans were developed and a communication/engagement plan was rolled out for other partners to access the scheduling technology through a license purchased via this pilot program. However given the fact it was a pilot without commitment for longer term support, this shared booking system was not a successful initiative.

Successful Outcomes

There were many positive outcomes that reflected the goals of the program, to improve the lives of county residents who did not have access to adequate and reliable transportation options. Beaver Valley Outreach has provided transportation services to their community for many years through their volunteer program and rather than improve services with their volunteers through access to a license for the scheduling technology, they developed an agreement with HCSS for all of their transportation needs to be directly referred to Movin’GB. This change in service has been positive as residents are receiving services in an improved and efficient manner.

There are now TRIPSPARK licenses in operation with the Ontario Works van service as well, linking them to HCSS and Movin’GB for optimal coverage. If there is room on the Ontario Works (OW) van already scheduled for a specific area, a booking will be scheduled to save the HCSS vehicle from non-required travel. This is working only in cases where the resident is ambulatory and not in need of accessible transit but it is creating efficiencies in the system. This is also working vice versa, if an Ontario Works client is in need of transit and there is an HCSS vehicle already scheduled in the area, the trip will be booked through them. The administration and payment is managed monthly back to the original ride to avoid the confusion on the rider’s end.

A trial relationship with Salvation Army in Wiarton to serve a vulnerable population that needed access into Owen Sound for services took place during the pilot. This phase of the project ended when Bruce Peninsula Transit Company established and to avoid duplicity, the Movin’GB
program shifted to serve a vulnerable population along the Highway 10 corridor south from Owen Sound and the Highway 26 corridor east of Owen Sound. Discussions were held with the key partners along both of these routes to determine feasibility, however due to time restrictions and logistics the pilot only permitted implementation of the Highway 10 corridor route from Owen Sound to Shelburne.

Background and Discussion

The Highway 10 point to point route has been in operation since early February 2018 as a result of discussions with health providers in centre Grey County confirming concerns for vulnerable residents. These concerns were that seniors, persons living in low income and others were not accessing medical care and other services due to a lack of transportation options and there were serious impacts to quality of life and health care needs.

A twice daily route on Mondays and Thursdays was developed to take riders to appointments and to meet other service needs including social and shopping trips. The route starts in Owen Sound and travels to Shelburne, with scheduled stops at various points in between. The route concludes in Shelburne as riders who may live in the Dundalk area have service providers in Shelburne and as well they access shopping and social opportunities in that area. Having the ability to travel north or south with two routes per day is very effective for planning activities and appointments. This is also meeting the needs for appointments in Owen Sound for residents living in the southern part of the county. Given the target group includes persons living with low income, seniors as well as persons with disabilities, the ridership fees have been waived during the pilot phase. To date the ridership has steadily increased as awareness of the program has improved. A brief radio campaign took place but staff have been cautious about building expectation pending the outcome of the newest grant opportunity. At this point there are 5-7 riders averaging on each trip and the heaviest demand is for the morning routes. There have been riders turned away unfortunately as well, indicating the strong need in this area of the county for this type of service. Home and Community Support Services (HCSS) staff report general inquiries to the Movin’ GB phone line continue to increase and adjustments are made to the schedule as the ridership develops. The scheduled stops and times have been widely circulated via social media as well as through community partners. To support additional riders, collapsible seating has been added to the vehicle to allow for it to be removed if a rider in need of accessible transit is scheduled onto the vehicle. When this space is not required, the driver can re-install the seating for 3 additional riders, making the vehicle more functional.

Although the Highway 10 route was developed during the pilot phase to test the usage and establish the need in advance of the new grant opportunity, it has already reflected the demand for the need in that community. Ridership data in the short period of operation demonstrates the need for the service and the positive impacts for this project. Below is a synopsis of who is using the service and for what purpose. Social and medical are the reasons provided by the riders but a more robust survey is underway to determine more detail. The riders are a mix of both male and female and although social has been declared the purpose, drivers are reporting that includes shopping, visits to friends and family, banking, bill payments, and even trips for laundry services.

Staff continue to meet with Home and Community Support Services regularly regarding oversight of the pilot route so as to provide stability for the vulnerable residents who are making
use of this service. HCSS report that the rapid growth of this route far exceeds their expectations based on previous transportation programs, evidence of the deep need and barriers people face. Recognizing the social determinants of health and the commitment for access to services and inclusion for all residents of Grey County, staff are recommending the continuation of the pilot Highway 10 route. This twice weekly route offers opportunity to plan for those that can access it. There remain a number of limitations and it certainly isn’t a fulsome option to solve transportation barriers but currently this route does meet some of the vast need for a vulnerable population. As the scope of the new grant funding is developed and operationalized, having this route continue to build will ensure there is a connection to the additional route that the Municipality of Southgate has planned with grant funding secured through the same Ministry of Transportation (MTO) five year program.
## Highway 10 Ridership

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<tr>
<th>2018 Date</th>
<th>Total Riders</th>
<th>Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td>Feb 5</td>
<td>3 in am, 0 in pm</td>
<td>3 Social, 1 Medical</td>
</tr>
<tr>
<td>Feb 8</td>
<td>1 in am, 0 in pm</td>
<td>1 Social</td>
</tr>
<tr>
<td>Feb 12</td>
<td>3 in am, 1 in pm</td>
<td>2 Social, 1 Medical</td>
</tr>
<tr>
<td>Feb 15</td>
<td>1 in am, 0 in pm</td>
<td>1 Social</td>
</tr>
<tr>
<td>Feb 22</td>
<td>2 in am, 1 in pm</td>
<td>2 Social</td>
</tr>
<tr>
<td>Mar 1</td>
<td>9 in am, 5 in pm</td>
<td>9 Social</td>
</tr>
<tr>
<td>Mar 5</td>
<td>2 in am, 1 in pm</td>
<td>2 Social, 1 Medical</td>
</tr>
<tr>
<td>Mar 8</td>
<td>5 in am, 3 in pm</td>
<td>5 Social</td>
</tr>
<tr>
<td>Mar 12</td>
<td>6 in am, 3 in pm</td>
<td>4 Social, 2 Medical</td>
</tr>
<tr>
<td>Mar 15</td>
<td>3 in am, 0 in pm</td>
<td>3 Social</td>
</tr>
<tr>
<td>Mar 19</td>
<td>3 in am, 0 in pm</td>
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<tr>
<td>Mar 22</td>
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<tr>
<td>Mar 26</td>
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<tr>
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<td>Apr 5</td>
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<td>Apr 9</td>
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<td>5 Social</td>
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<td>Apr 12</td>
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<td>Apr 23</td>
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<tr>
<td>Apr 26</td>
<td>10 in am, 9 in pm</td>
<td>10 Social</td>
</tr>
<tr>
<td>Apr 30</td>
<td>5 in am, 2 in pm</td>
<td>5 Social, 1 Medical</td>
</tr>
<tr>
<td>May 3</td>
<td>8 in am, 3 in pm</td>
<td>8 Social</td>
</tr>
<tr>
<td>May 7</td>
<td>4 in am, 1 in pm</td>
<td>4 Social</td>
</tr>
</tbody>
</table>
Legal and Legislated Requirements

If approved, the service contract and funding contract with Home and Community Support Services Grey Bruce will be amended to reflect the additional duration and funding support.

Financial and Resource Implications

Actual operating costs for the extension for April and May are reflective of the estimates provided previously. They continue to be under $5,000 per month, although fuel has been a variable this spring.
Daily Operating Costs for two runs per day:

$1.53 per km including fuel, administration costs, driver wages, insurance and repairs. Given the twice daily point to point route from Owen Sound to Shelburne and return is 360 kms, the daily operating costs are calculated as $553.13.

Monthly Operation Cost for twice weekly service:

$553.13 x 2 days/week x 4.33 weeks/month = $4790.11.

Annual Tripspark transportation software fees of $4,520 have been incurred and this annual fee has been included in the costs for continuing this service. Staff are working with Ministry of Transportation to determine if the costs for this service could be eligible under the Ministry of Transportation’s Community Transportation Grant Program – Municipal Stream and if so will be claimed and therefore would reduce the amount of County reserve funding required.

Staff are requesting that Council approve the continuation of the twice weekly Highway 10 Route, and that the additional $20,000 in funding required, to fund this service to the end of August, be funded from the Social Services Caseload Reserve.

Relevant Consultation

☒ Internal
Finance Department Staff

☒ External
Home and Community Support Services Grey Bruce
Ministry of Transportation

Appendices and Attachments
Movin’GB Highway 10 Schedule

Respectfully submitted by,

Barb Fedy,
Director of Social Services
NEED A RIDE?

Movin’ GB continues with the pilot transit route on highway 10 between Owen Sound and Shelburne. This pilot has been extended until the results of a funding grant are known. The Highway 10 route is a free service running twice daily on Mondays and Thursdays and uses a wheelchair-accessible vehicle. Travelers must be 18 years old or older and independent with all aspects of mobility, personal care and communication. Riders must be at the pickup locations at the arrival and departure times.

Questions? Contact Movin’GB at 519-370-0558 or 1-888-660-6048.
# SCHEDULE

## MORNING SCHEDULE
### OWN SOUND TO SHELBURNE

<table>
<thead>
<tr>
<th>LOCATIONS</th>
<th>ARRIVAL (A) &amp; DEPARTURE (D)</th>
</tr>
</thead>
<tbody>
<tr>
<td>OWEN SOUND</td>
<td>D 8:00 a.m. A 8:10 a.m. D 8:12 a.m.</td>
</tr>
<tr>
<td>Stone Tree Apartments</td>
<td></td>
</tr>
<tr>
<td>CHATSWORTH</td>
<td>A 8:20 a.m. D 8:25 a.m.</td>
</tr>
<tr>
<td>Pleasant View Apartments, 50 McNab St.</td>
<td></td>
</tr>
<tr>
<td>HOLLAND CENTRE</td>
<td>A 8:35 a.m. D 8:37 a.m.</td>
</tr>
<tr>
<td>Community Centre</td>
<td></td>
</tr>
<tr>
<td>BERKELEY - Post Office</td>
<td>A 8:50 a.m. D 8:52 a.m.</td>
</tr>
<tr>
<td>MARKDALE</td>
<td></td>
</tr>
<tr>
<td>Community Health Centre</td>
<td>A 9:05 a.m. D 9:07 a.m.</td>
</tr>
<tr>
<td>55 Victoria St.</td>
<td></td>
</tr>
<tr>
<td>Markdale Hospital, 55 Isla St.</td>
<td>A 9:10 a.m. D 9:12 a.m.</td>
</tr>
<tr>
<td>Community Health Center</td>
<td>A 9:14 a.m. D 9:30 a.m.</td>
</tr>
<tr>
<td>FLESHERTON</td>
<td></td>
</tr>
<tr>
<td>RE/MAX Building, 1 Toronto Rd.</td>
<td>A 9:40 a.m. D 9:42 a.m.</td>
</tr>
<tr>
<td>DUNDALK</td>
<td></td>
</tr>
<tr>
<td>Community Health Centre</td>
<td>A 9:55 a.m. D 9:57 a.m.</td>
</tr>
<tr>
<td>Dundalk Library</td>
<td>A 10:00 a.m. D 10:02 a.m.</td>
</tr>
<tr>
<td>SHELBURNE</td>
<td></td>
</tr>
<tr>
<td>Foodland – Giant Tiger</td>
<td>A 10:22 a.m. D 10:24 a.m.</td>
</tr>
<tr>
<td>Dufferin Area Family Health</td>
<td>A 10:26 a.m. D 10:28 a.m.</td>
</tr>
<tr>
<td>Team - 167 Centre St.</td>
<td>A 10:35 a.m.</td>
</tr>
<tr>
<td>No Frills</td>
<td></td>
</tr>
</tbody>
</table>

## RETURN FROM SHELBURNE TO OWN SOUND

<table>
<thead>
<tr>
<th>LOCATIONS</th>
<th>ARRIVAL (A) &amp; DEPARTURE (D)</th>
</tr>
</thead>
<tbody>
<tr>
<td>SHELBURNE</td>
<td>D 11:15 a.m. A 11:20 a.m. D 11:22 a.m.</td>
</tr>
<tr>
<td>No Frills</td>
<td></td>
</tr>
<tr>
<td>Dufferin Area Family Health</td>
<td>A 11:25 a.m. D 11:27 a.m.</td>
</tr>
<tr>
<td>Team - 167 Centre St.</td>
<td></td>
</tr>
<tr>
<td>Foodland – Giant Tiger</td>
<td></td>
</tr>
<tr>
<td>DUNDALK</td>
<td>A 11:50 a.m. D 11:52 a.m.</td>
</tr>
<tr>
<td>Community Health Centre</td>
<td>A 11:55 a.m. D 11:57 a.m.</td>
</tr>
<tr>
<td>Dundalk Library</td>
<td></td>
</tr>
<tr>
<td>FLESHERTON</td>
<td></td>
</tr>
<tr>
<td>RE/MAX Building, 1 Toronto Rd.</td>
<td>A 12:10 p.m. D 12:02 p.m.</td>
</tr>
<tr>
<td>MARKDALE</td>
<td></td>
</tr>
<tr>
<td>Community Health Centre</td>
<td>A 12:15 p.m. D 12:17 p.m.</td>
</tr>
<tr>
<td>55 Victoria St.</td>
<td>A 12:19 p.m. D 12:21 p.m.</td>
</tr>
<tr>
<td>Markdale Hospital, 55 Isla St.</td>
<td></td>
</tr>
<tr>
<td>BERKELEY - Post Office</td>
<td>A 12:31 p.m. D 12:33 p.m.</td>
</tr>
<tr>
<td>Community Centre</td>
<td></td>
</tr>
<tr>
<td>CHATSWORTH</td>
<td>A 12:43 p.m. D 12:46 p.m.</td>
</tr>
<tr>
<td>Pleasant View Apartments, 50 McNab St.</td>
<td></td>
</tr>
<tr>
<td>OWEN SOUND</td>
<td>A 12:55 p.m. D 1:00 p.m.</td>
</tr>
<tr>
<td>Stone Tree Apartments</td>
<td></td>
</tr>
<tr>
<td>Owen Sound Transit Terminal, (North Side)</td>
<td></td>
</tr>
<tr>
<td>A 1:15 p.m.</td>
<td>D 1:17 p.m.</td>
</tr>
<tr>
<td>A 1:27 p.m.</td>
<td></td>
</tr>
</tbody>
</table>

## AFTERNOON SCHEDULE
### OWN SOUND TO SHELBURNE

<table>
<thead>
<tr>
<th>LOCATIONS</th>
<th>ARRIVAL (A) &amp; DEPARTURE (D)</th>
</tr>
</thead>
<tbody>
<tr>
<td>OWEN SOUND</td>
<td>D 3:30 p.m. A 3:40 p.m. D 3:42 p.m.</td>
</tr>
<tr>
<td>Stone Tree Apartments</td>
<td></td>
</tr>
<tr>
<td>CHATSWORTH</td>
<td>A 3:55 p.m. D 4:00 p.m.</td>
</tr>
<tr>
<td>Pleasant View Apartments, 50 McNab St.</td>
<td></td>
</tr>
<tr>
<td>HOLLAND CENTRE</td>
<td>A 4:10 p.m. D 4:12 p.m.</td>
</tr>
<tr>
<td>Community Centre</td>
<td></td>
</tr>
<tr>
<td>BERKELEY - Post Office</td>
<td>A 4:22 p.m. D 4:24 p.m.</td>
</tr>
<tr>
<td>MARKDALE</td>
<td></td>
</tr>
<tr>
<td>Community Health Centre</td>
<td>A 4:35 p.m. D 4:37 p.m.</td>
</tr>
<tr>
<td>55 Victoria St.</td>
<td>A 4:40 p.m. D 4:42 p.m.</td>
</tr>
<tr>
<td>Markdale Hospital, 55 Isla St.</td>
<td></td>
</tr>
<tr>
<td>FLESHERTON</td>
<td></td>
</tr>
<tr>
<td>RE/MAX Building, 1 Toronto Rd.</td>
<td>A 4:55 p.m. D 4:57 p.m.</td>
</tr>
<tr>
<td>DUNDALK</td>
<td></td>
</tr>
<tr>
<td>Community Health Centre</td>
<td>A 5:15 p.m. D 5:17 p.m.</td>
</tr>
<tr>
<td>Dundalk Library</td>
<td>A 5:19 p.m. D 5:21 p.m.</td>
</tr>
<tr>
<td>SHELBURNE</td>
<td></td>
</tr>
<tr>
<td>Foodland – Giant Tiger</td>
<td>A 5:40 p.m. D 5:42 p.m.</td>
</tr>
<tr>
<td>Dufferin Area Family Health</td>
<td>A 5:45 p.m.</td>
</tr>
<tr>
<td>Team - 167 Centre St.</td>
<td>No pick up. Office is closed.</td>
</tr>
<tr>
<td>No Frills</td>
<td></td>
</tr>
</tbody>
</table>

## RETURN FROM SHELBURNE TO OWN SOUND

<table>
<thead>
<tr>
<th>LOCATIONS</th>
<th>ARRIVAL (A) &amp; DEPARTURE (D)</th>
</tr>
</thead>
<tbody>
<tr>
<td>SHELBURNE</td>
<td>D 6:15 p.m. No pick up. Office is closed.</td>
</tr>
<tr>
<td>No Frills</td>
<td>A 6:18 p.m. D 6:20 p.m.</td>
</tr>
<tr>
<td>Dufferin Area Family Health</td>
<td>A 6:30 p.m.</td>
</tr>
<tr>
<td>Team - 167 Centre St.</td>
<td></td>
</tr>
<tr>
<td>Foodland – Giant Tiger</td>
<td>A 6:40 p.m. D 6:42 p.m.</td>
</tr>
<tr>
<td>DUNDALK</td>
<td></td>
</tr>
<tr>
<td>Community Health Centre</td>
<td>No pick up. Office is closed.</td>
</tr>
<tr>
<td>Dundalk Library</td>
<td></td>
</tr>
<tr>
<td>FLESHERTON</td>
<td></td>
</tr>
<tr>
<td>RE/MAX Building, 1 Toronto Rd.</td>
<td>A 7:00 p.m. D 7:02 p.m.</td>
</tr>
<tr>
<td>MARKDALE</td>
<td>No pick up. Office is closed.</td>
</tr>
<tr>
<td>Community Health Centre</td>
<td></td>
</tr>
<tr>
<td>55 Victoria St.</td>
<td>A 7:12 p.m. D 7:15 p.m.</td>
</tr>
<tr>
<td>Markdale Hospital, 55 Isla St.</td>
<td></td>
</tr>
<tr>
<td>BERKELEY - Post Office</td>
<td>A 7:25 p.m. D 7:27 p.m.</td>
</tr>
<tr>
<td>Community Centre</td>
<td>A 7:35 p.m. D 7:37 p.m.</td>
</tr>
<tr>
<td>CHATSWORTH</td>
<td>A 7:47 p.m. D 7:50 p.m.</td>
</tr>
<tr>
<td>Pleasant View Apartments, 50 McNab St.</td>
<td></td>
</tr>
<tr>
<td>OWEN SOUND</td>
<td>A 8:00 p.m. D 8:02 p.m.</td>
</tr>
<tr>
<td>Stone Tree Apartments</td>
<td>A 8:15 p.m.</td>
</tr>
<tr>
<td>Owen Sound Transit Terminal, (North Side)</td>
<td></td>
</tr>
</tbody>
</table>
To: Warden Halliday and Members of Grey County Council
Committee Date: June 14, 2018
Subject / Report No: PSR-CW-07-18
Title: Award of RFT-PS-01-18 Chatsworth Ambulance Base
Prepared by: Kevin McNab, Director of Paramedic Services
Pat Hoy, Director of Transportation
Mike Alguire, Purchasing and Materials Manager
Reviewed by: Kim Wingrove, Chief Administrative Officer
Lower Tier(s) Affected: Status:

Recommendation

1. That Report PSR-CW-07-18 regarding tender award recommendations for RFT-PS-01-18 be received and that the tender be awarded to Thom Construction for $799,315.00 excluding taxes; and

2. That the self-financed debenture be recalculated when the project is complete to take into account the overall estimated project deficit of $130,023.

Executive Summary

The tender for the ambulance base at the Chatsworth depot was posted on the Grey County website from May 9, 2018 until May 29, 2018.

A bidder’s meeting was held on May 15, 2018 for interested General Contractors and Sub-Contractors to review the area of work and have questions answered by staff and the architect on contract with the County. Five companies were represented at the meeting.

It is recommended to award RFT-PS-02-18 to Thom Construction for the bid amount of $799,315.00 excluding taxes.

Background and Discussion

The parameters for the tender are as follows:
- Add an ambulance base on the north side of the existing Chatsworth Transportation Services Depot. The ambulance base is 2406 square feet consisting of a crew quarters and a two vehicle garage.
- Renovate the existing washrooms, reconfigure the layout to add an additional office for the bridge foreman, enlarge the stock room and remediate some existing asbestos in the existing depot.

The following is a list of the bids received, in order of receipt.

<table>
<thead>
<tr>
<th>#</th>
<th>Name of Bidder</th>
<th>Bid Amount (Excluding Taxes)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Thom Construction Inc.</td>
<td>$799,315.00</td>
</tr>
<tr>
<td>2.</td>
<td>J.P. Commercial Contractors</td>
<td>$1,030,200.00</td>
</tr>
<tr>
<td>3.</td>
<td>Allen-Hastings Limited</td>
<td>$859,985.00</td>
</tr>
<tr>
<td>4.</td>
<td>W.S. Morgan Construction Limited</td>
<td>$1,236,000.00</td>
</tr>
<tr>
<td>5.</td>
<td>Domm Construction Ltd.</td>
<td>$855,000.00</td>
</tr>
</tbody>
</table>
Legal and Legislated Requirements

None

Financial and Resource Implications

The funding chart below identifies the total tender costs.

Project Funding

<table>
<thead>
<tr>
<th>Item</th>
<th>Net HST Rebate</th>
<th>Totals</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018 Approved Project Budget Paramedic Services</td>
<td>$684,673.00</td>
<td></td>
</tr>
<tr>
<td>2018 Approved Project Budget Transportation Services</td>
<td>$60,000.00</td>
<td></td>
</tr>
<tr>
<td>Total Budget Available</td>
<td></td>
<td>$744,673.00</td>
</tr>
<tr>
<td>Less: Estimated Consultant Fees, Permits, Septic etc.</td>
<td>($61,313.00)</td>
<td></td>
</tr>
<tr>
<td>Total Remaining Budget for Build Construction</td>
<td>$683,360.00</td>
<td></td>
</tr>
<tr>
<td>Thom Construction Inc.</td>
<td></td>
<td>$813,382.94</td>
</tr>
<tr>
<td>Project Deficit</td>
<td></td>
<td>($130,022.94)</td>
</tr>
</tbody>
</table>

Included in the bid amounts shown above is a contingency allowance of $70,000 for unforeseen project alterations and change orders.

The $744,673 budget ($684,673 Paramedic Services and $60,000 Transportation Services) contains estimated architect fees, septic tie in and analysis, permits and asbestos remediation in the janitor room for a combined total of $61,313. The total project estimated net expense after HST rebate is $874,696 resulting in a $130,023 shortfall.

Staff recommends that the self-financed debenture payment be recalculated upon completion of this project. Principal debenture payments of $84,785 have been made on this project in the 2017 and 2018 budgets and If the estimates for consulting, permits, septic etc and the $70,000 contingency is fully utilized, the principal amount remaining at December 31, 2018 will be $766,269. In the 2018-2022 Five Year Capital Forecast, this project was shown as self-financed at 2.77% with a 15 year term for an annual repayment of $56,093. The increase in cost would be adjusted over the remaining 13 year term with the debenture payment increasing by $14,903 beginning in 2019 (for a payment of $70,996). Staff does not recommend increasing the term as future budgets will require a transfer to reserve in order to fund capital repairs to the building.

Relevant Consultation

☒ Internal

Committee of the Whole for Grey County by way of this Report

☐ External
Appendices and Attachments

None
Committee Report

To: Warden Halliday and Members of Grey County Council
Committee Date: June 14, 2018
Subject / Report No: FR-CW-15-18
Title: Tourism Vehicle
Prepared by: Mary Lou Spicer
Reviewed by: Kim Wingrove, Kevin Weppler, Bryan Plumstead
Lower Tier(s) Affected: none
Status: Recommendation

1. That Report FR-CW-15-18 regarding the Tourism Vehicle be received; and
2. That the lease buy out option from Honda Financial Services be exercised for cost of $22,768.33 plus HST and buy out costs and the purchase be funded from the Tourism Reserve; and
3. That an annual contribution to the reserve begins in 2019 to assist with funding a future replacement vehicle.

Executive Summary
The Tourism Department has leased a vehicle since 2003 that is used to promote Grey County at events and festivals in the County as well as to transport staff and promotional material to trade shows, conferences and business meetings. Each lease has been for a 24 month term and historically, the mileage has been approximately 30,000 kilometres per year. The lease with Honda Financial Services expired in April and staff extended the lease for three months in order to review options including leasing another vehicle or buying out the existing lease.

Background and Discussion
The current vehicle lease expired in April 2018 and staff extended the lease for three months in order to investigate options other than entering into another lease. Staff recommends buying out the existing leased vehicle and that Tourism retain the vehicle for 24 months and evaluate options for the 2020 budget based upon the experience of retaining this vehicle for 48 months. The following chart shows the difference in cost between two 24 month leases and buying out the existing lease and retaining the vehicle for an additional two years.
Continuing to Lease versus Buy Out Existing Lease

The comparison of costs over 48 months is outlined in the following table.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>24 month lease with 30,000 km/yr and 3 month lease extension</td>
<td>$18,371.91</td>
<td>24 month lease with 30,000 km/yr and 3 month lease extension</td>
<td>$18,371.91</td>
<td></td>
</tr>
<tr>
<td>Option 1</td>
<td>Option 2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Enter into 24 month lease with 30,000 km/yr</td>
<td>$16,385.27*</td>
<td>Buy Out existing lease and retain vehicle for 24 months</td>
<td>$23,765.37</td>
<td></td>
</tr>
<tr>
<td>Net expense over 51 months (because current lease extended 3 months)</td>
<td>$34,757.18</td>
<td>Net expense over 51 months (because current lease extended 3 months)</td>
<td>$42,137.28</td>
<td>$7,380.10</td>
</tr>
</tbody>
</table>

*For purpose of comparison, assumes same vehicle (Honda Pilot LX) leased for additional 24 months

The calculation shows that the cost over 51 months (because the current lease was extended for three months) is $7,380.10 higher if the vehicle is purchased off lease versus entering into another 24 month lease. However Grey County can expect to sell the vehicle two years from now and proceeds from disposal should exceed this amount. As comparison, the Canadian Black Book shows a four year old Honda Pilot has an average asking price of $25,750.

For previous leases, the Tourism Department has obtained sponsorships that have offset the cost of the vehicle and provided businesses with advertising on the vehicle “wrap”. Sponsorship of $14,250 over the past 24 months has been received from Grey Roots ($2,730), Owen Sound Honda, Blue Mountain Resort and Scenic Caves ($3,840 each). Sponsors have changed over the years as businesses change their advertising priorities but staff has been successful in attracting new sponsors. Tourism staff will approach existing sponsors to determine if they wish to continue their sponsorship on this vehicle; if sponsors choose to opt out, there will be costs to rewrap the vehicle and depending on the work required this could cost $2,000 to $4,000 depending on the extent of changes.

Legal and Legislated Requirements

Not applicable

Financial and Resource Implications

The 2018 Tourism budget contains $8,000 for vehicle lease payments and maintenance/fuel
costs and this account would be higher if not offset by $7,320 in sponsorship funds from four sponsors. Staff recommends that the lease buy out option be exercised and that the cost of $22,768.33 plus HST and buy out costs ($386 plus labour and parts required to safety the vehicle). It is recommended that the purchase be funded from the Tourism Reserve that is projected to have a balance of $122,000 at year-end and that an annual contribution utilizing sponsorship funds to the reserve begin in 2019 to assist with funding a future replacement vehicle. Regardless of which option is selected, Grey County incurs the same expenses for insurance, fuel, licensing, routine maintenance etc.

If the 2016 Honda Pilot is purchased off lease and retained for another 24 months, Grey County would need to sell for at least $7,380 to have the same cost as two 24 month leases. The Canadian Black Book currently shows a 2014 Honda Pilot with an average asking price of $25,750 so the risk of not receiving at least $7,380 is considered low.

There is some risk that the County will not be able to obtain/retain the same sponsorship level; however this risk is considered minimal as the Tourism Department has obtained three to four sponsors for each vehicle leased since 2003.

Relevant Consultation
☒ Internal (list) Kim Wingrove, Kevin Weppler, Bryan Plumstead
☐ External (list)

Appendices and Attachments

None
Recommendation

1. That Report CCR-CW-06-18 be received and the Conference and Seminar Attendance for County Council Members Procedure G-GEN-007-001, as amended, be endorsed; and

2. That a by-law be brought forward for Council’s consideration.

Executive Summary

Changes to associations that County Council members may attend have changed in recent years. As well, a resolution approved in early 2018 provided allowance for an additional night of accommodation if a member was attending a conference more than 500 kilometres from the County Administration Building. The updated procedure encompasses these changes.

Background and Discussion

Attendance at conferences provides valuable information and insight into municipal issues and allows Council members the opportunity to learn more about specific items or upcoming changes in order to be better prepared in their role as County Councillor. The purpose of this procedure is to establish a clear understanding of opportunities available for Council members and a standard conference and seminar practice.

A number of conferences over the past several years have come and gone and therefore the procedure was in need of updating. The SouthWest Economic Alliance (SWEA) ceased operation in December, 2015. New opportunities such as the Great Lakes and St. Lawrence Cities Initiative and the Human Services Symposium have emerged over past couple of years and provide valuable insight into issues such as housing and homelessness, engaging
indigenous people in human services planning, water protection and resource issues related to municipalities bordering the great lakes and enhancing the municipal role in immigration attraction and settlement.

At the January 25, 2018 Committee of the Whole meeting, a resolution was passed that changed the council conference procedure to allow for an additional night of accommodation prior to the start of a conference where the conference was held in excess of 500 kilometres from the County Administration Building. This change has been incorporated into the updated procedure.

Legal and Legislated Requirements

There are no legal or legislative requirements associated with this report.

Financial and Resource Implications

There may be some additional financial costs associated with the additional night of accommodation depending on the numbers of members who attend the conference annually. This can be included in future annual Council operating budgets.

There are no other financial or resource implications related to this report.

Relevant Consultation

☒ Internal CAO

☐ External (list)

Appendices and Attachments

Conference and Seminar Attendance for County Council Members Procedure
Corporate Procedure

Conference and Seminar Attendance for County Council Members Procedure

Approved by: County Council
Last Modified Date: 2018
Scheduled for Review by: 2023

Date Approved:
Replaces: ADM-04-07

Procedure Number: G-GEN-007-001
Section: Governance
Author: Clerk’s Department

Parent Policy: G-GEN-007
Sub Section: General

References and Related Documents

Conference and Seminar Attendance County Council Policy

Purpose
To provide a consistent procedure for attendance at conferences by members of County Council.

Scope
This procedure applies to County Council Members only in respect to Conference and Seminar attendance and reimbursement of associated costs. This procedure does not apply to Alternate Members of Council.

Definitions
- “A.M.O.” means the Association of Municipalities of Ontario
- “F.C.M” means the Federation of Canadian Municipalities
- “GLSLCI” means Great Lakes and St. Lawrence Cities Initiative
- Human Services Symposium
- “O.G.R.A” means the Ontario Good Roads Association
- “R.O.M.A” means the Rural Ontario Municipal Association
- Ontario Municipal Southwest Conference
- “O.S.U.M” means Ontario Small Urban Municipalities

1.0 Eligibility
The County of Grey Conference Policy for County Councillors will be comprised of the following provisions:

a) Conferences eligible for payment under this by-law are limited to the Association of Municipalities of Ontario (A.M.O.) and its sections and organizations in which
the County maintains a membership, and the Ontario West Municipal Conference.
b) Additional conferences require the prior approval of Committee of the Whole.
c) Members of County Council may attend two conferences per year paid by the County.
d) The Warden may attend any number of eligible conferences including the Federation of Canadian Municipalities (F.C.M.) and Great Lakes and St. Lawrence Cities Initiative at his/her discretion.
e) Councillors holding positions on Executive Committees of Associations may attend any meetings or conferences of those Associations in addition to the above provisions.

2.0 Seminars

a) For the purpose of this by-law, Seminar will be defined as one day.
b) The Warden may attend any number of Seminars at his/her discretion.
c) Members of Council may attend one seminar relative to County governance in addition to the conferences authorized by this by-law. Additional seminars require the prior approval of Committee of the Whole.

3.0 Reimbursement of Expenses

The County will reimburse the following expenses for Councillors, including the Warden, attending conferences and seminars:

a) Transportation (mileage, etc.). Where alternate forms of transportation are available County payment will be limited to the most economical alternative.
b) Registration fees.
c) Hotel accommodation
d) Parking expenses.
e) Meal allowance of $75.00 per day for Councillors and $125.00 per day for the Warden.
f) Per diem allowance for each day of conference or seminar attended containing business sessions not to exceed three days.
g) Notwithstanding 3 c) and f), hotel accommodations and per diem allowance will be increased under the following circumstances:

I. Per diem allowance will be extended to a maximum of four days for conferences which are held geographically 500 road kilometres or more from the County Administration Building to recognize travelling time.

II. Hotel accommodation will be extended to a maximum of four days for conferences that are held geographically 500 kilometres or more form the County Administration Building to recognize travel time.

III. Councillors attending conferences for which they are members of Executive Committees of Associations will receive up to an additional day of per diem if their Executive Committee meets the day prior to the associated conference.
The payment of expenses, with the exception of the meal allowance, will be subject to the submission of proper receipts in support thereof.

4.0 Non-Attendance at Conferences

It is recognized that the early confirmation deadlines imposed by the Associations may result in situations where a Councillor must cancel his or her attendance at the conference. All efforts will be made to transfer the registration and/or accommodation to another participant.

In the event that a transfer or refund is not possible, the conference will be counted as one of the Councillor’s eligible conferences for the year.

Councillors who cancel attendance because of health related reasons for either the Councillor or an immediate family member will be exempted from this section.

5.0 Membership of Councillors on Municipal Associations

a) Campaign expenses of County Councillors running for office on Municipal Associations will be paid subject to the prior approval of County Council.

b) Expenses of County Councillors holding positions on Municipal Associations or their Committees will be reimbursed in accordance with Section 3 of this Procedure.

6.0 Hospitality Suites

The use of hospitality suites will be at the discretion of the Warden.
Recommendation

1. That Report PDR-CW-21-18 regarding an overview of the resubmitted application 42T-2013-04, to establish a plan of subdivision consisting of twenty-two (22) lots on lands described as Part of Lot 5, Jones Range, (geographic Township of Keppel) in the Township of Georgian Bluffs, be received for information.

Executive Summary

The County has received a plan of subdivision application (County file number 42T-2013-04) to create 22 lots in the Township of Georgian Bluffs. This application is the resubmission of a lapsed plan of subdivision, which was draft approved in 2015. The resubmitted plan is the same as the plan that was draft approved. Access to the new lots will be off a new road connecting Sunset Boulevard to Wilson Drive. Servicing to the proposed subdivision will be via municipal water and private septic services. Various technical reports have been submitted with the proposed subdivision application. The applications and supporting studies will be circulated to prescribed agencies and the public for review and comment. The Niagara Escarpment development permit applications associated with this application are still valid, and as such new development permits are not needed at this time. The County will be holding a public meeting for the application on June 20, 2018. Following the public process, and agency review process, a thorough analysis and staff recommendation will be provided.

Background and Discussion

The County has recently received a resubmitted plan of subdivision application, known as ‘Boulter Estates’ to create 22 new residential lots on lands described as Part of Lot 5, Jones Range, Township of Georgian Bluffs (geographic Township of Keppel). This application is the
same as the recently lapsed plan of subdivision that was draft approved in March 2015. The subject application would extend Sunset Boulevard from the northeast to connect with Wilson Drive to the southwest. All 22 lots will have direct frontage off of this new road extension. The subject lands are located on the waterfront, approximately 1.6 kilometres east of Wiarton and one kilometre west of Oxenden. See Map 1 below for an aerial view of the subject property and surrounding area, while Map 2 shows the proposed plan of subdivision.

Map 1: Airphoto of Subject Lands

The subject property is approximately 7.1 hectares in size. The lands are designated as ‘Escarpment Recreation Area’ and ‘Niagara Escarpment Plan Area’ in the County Official Plan.

The majority of the lands surrounding the subject property have been developed for residential or cottage purposes. To the southeast, there is a slightly larger parcel with a house, barn and shed on it. Further to the southeast of the subject lands, across Grey Road 1 are the airport lands.

A link to the staff report and draft conditions from the 2015 draft approval of Boulter Estates has been included in the Attachments section of this report.
Map 2: Proposed Plan of Subdivision

The proposed plan of subdivision is proposed to be serviced by municipal water and private septic systems.

In support of the proposed plan of subdivision, the proponent has submitted a number of background studies and reports, some of which have been updated since the initial application. Copies of all background reports and plans can be found at this link.

The proposed plan of subdivision also requires Niagara Escarpment Commission (NEC) Development Control Permits. These permit applications are still in effect and have not lapsed, and as such no new permit applications have been filed at this time.

Analysis of Planning Issues

Planning authorities must have regard to matters of Provincial interest, the criteria of the Planning Act and be consistent with the Provincial Policy Statement (PPS). Within Grey County they must also make decisions that conform to the County of Grey Official Plan. Within this part of the County the Niagara Escarpment Plan also applies.

This resubmitted application will be processed under a very similar policy regime to that which the original application was draft approved under. The most notable policy change since 2015 has been the new Niagara Escarpment Plan.

Provincial Policy and Legislation

Both the Planning Act and the Provincial Policy Statement speak to directing the majority of residential growth to settlement areas, where services are available and can be used in an efficient manner. The protection of the natural environment is also strongly emphasized in both
the legislation and the policy. The PPS also provides direction with respect to recreational development, and development on partial services.

**County Official Plan and the Niagara Escarpment Plan**

The proposed plan of subdivision is primarily designated as “Escarpment Recreation Area” within the County Official Plan. The Escarpment Recreation Area is recognized within both the County Plan and the Niagara Escarpment Plan as being an area where growth can be contemplated. Within section 2.5.2 of the County Plan, it notes that the “Escarpment Recreation Area designation, in addition to the designated Settlement Areas, will generally be the focus of growth within the County.”

Both the County and Niagara Escarpment Plans also further elaborate on the policy matters highlighted above in the Provincial Interest section above.

A detailed analysis of Provincial, County and Niagara Escarpment policy will not be offered at this stage. However, following the public and agency process a more thorough analysis will accompany any final recommendations.

**Legal and Legislated Requirements**

The application will be processed in accordance with the *Planning Act*.

**Financial and Resource Implications**

There are no anticipated financial, staffing or legal considerations associated with the proposed subdivision, beyond those normally encountered in processing a subdivision application. The County has collected the requisite fee and peer review deposit for this application.

**Relevant Consultation**

- Internal: Planning, Transportation Services, Housing, and Long Term Care Staff
- External: Township of Georgian Bluffs, Niagara Escarpment Commission, required agencies under the *Planning Act*, and the public.

**Appendices and Attachments**

*Addendum to Report PDR-PCD-33-13*
Committee Report

To: Warden Halliday and Members of Grey County Council
Committee Date: June 14, 2018
Subject / Report No: PDR-CW-22-18 Information Report
Title: Stonebrook Phase II Plan of Subdivision 42T-2018-02
Prepared by: Scott Taylor
Reviewed by: Randy Scherzer
Lower Tier(s) Affected: Municipality of Grey Highlands
Status: Recommendation

1. That Report PDR-CW-22-18 regarding an overview of proposed plan of subdivision application 42T-2018-02, consisting of twenty-four (24) townhouse units on lands described as Part of Lot 98, Concession 1, (geographic Township of Artemesia) in the Municipality of Grey Highlands, be received for information.

Executive Summary

The County has received a plan of subdivision application known as Stonebrook Phase II (County file number 42T-2018-02) to create 24 new townhouse units on five blocks within the settlement area of Markdale. Four other blocks will also be created for future road extension purposes. The subdivision will connect to the draft approved Stonebrook Phase I via the new ‘Street A’ and also connect to the existing Grayview Drive. Servicing to the proposed subdivision will be via municipal water and sewer services. Various technical reports have been submitted with the proposed subdivision application, as well as a zoning by-law amendment to the Municipality of Grey Highlands. The applications and supporting studies will be circulated to prescribed agencies and the public for review and comment. The Municipality of Grey Highlands will be holding a public meeting for the applications on June 20, 2018. Following the public process, and agency review process, a thorough analysis and staff recommendation will be provided.

Background and Discussion

The County has received a plan of subdivision application, known as Stonebrook Phase II, that proposes to create nine blocks, comprised of two new streets and 24 townhouse units. The proposed subdivision is located on Part of Lot 98, Concession 1, geographic Township of Artemesia, in the Municipality of Grey Highlands. The subject lands are approximately 1.2
hectares in size and are located in the northwest end of Markdale abutting the golf course. Map 1 below shows the subject lands and surrounding area, while Map 2 shows the proposed plan of subdivision.

Map 1: Airphoto of Subject Lands

The proposed lots would front onto a series of internal roads (Streets A and B) that will have connections to Grayview Drive and Stonebrook Phase I. The proposal is to service the new lots with municipal water and sewer. Future road connections are also being left to the neighbouring golf course lands, as well as the farm field to the northwest. The subject lands are currently vacant.

Stonebrook Phase I has been draft approved for 55 townhouse units. A link to the Phase I draft plan of subdivision has been included in the Attachments section of this report.
Map 2: Proposed Plan of Subdivision

(Map 2 Courtesy of Georgian Planning Solutions and Design Plan Services)

Surrounding the proposed development are the golf course lands, residential dwellings, and farmlands (in the settlement area) which are proposed for future development.

The proposed development also requires an amendment to the Municipality of Grey Highlands Zoning By-law.

Pre-submission consultation between the proponent, the Municipality of Grey Highlands and the County identified the submission requirements for the proposed plan of subdivision. These
submission requirements have now been met, following the recent submission of the Stage 2 Archaeological Assessment. Copies of all background reports and plans can be found at this link.

Analysis of Planning Issues

When rendering a land use planning decision, planning authorities must have regard to matters of Provincial Interest under the Planning Act, be consistent with the Provincial Policy Statement (PPS) 2014, and conform to any Provincial Plans or Municipal Official Plans that govern the subject lands. In this case, the County of Grey Official Plan and the Municipality of Grey Highlands Official Plan all have jurisdiction over the subject property. There are no Provincial Plans in place for this section of Grey Highlands.

Provincial Policy and Legislation

Both the Planning Act and the PPS speak to the efficient use of land within settlement areas, where services are readily available. The proposed plan of subdivision is within a settlement area that is serviced by municipal water and sewer services. The PPS indicates that the preferred form of servicing for settlement areas is full municipal services. Servicing capacity is currently available for the proposed lots; however there are other developments in the application process that are also vying for this same capacity. The Municipality is undertaking an optimization program of their wastewater treatment that should provide the required capacity. A decision on the wastewater treatment optimization is expected to come very soon.

The supply of an adequate range of residential housing types is required in both Provincial documents. In this case, the proposed plan of subdivision is providing a mixture of two sizes of townhouse units.

Other policies in the PPS speak to connected, walkable communities, with provisions for public parkland and open space. The proposed subdivision would provide connections to other neighbouring developments, as well as future road connections to abutting lands. Sidewalks are being proposed in this subdivision. Parkland has not been proposed at this time, as the lands abut a golf course, and instead cash-in-lieu is being utilized.

Following the public and agency review periods, staff will provide a more fulsome analysis of the Provincial legislation and policy.

County Official Plan

The proposed plan of subdivision is on lands designated as ‘Primary Settlement Area’ in the County Official Plan. Primary Settlement Areas are identified as principal centres in which to focus new residential growth in the County. The County Plan sets an average residential development density of 20 units per net hectare within this designation, but generally defers to detailed Municipal Official Plan policies and development standards.

Section 5.3 of the County Plan provides a similar servicing hierarchy to that found in the PPS, which has been noted above. Elsewhere in section 5 of the Plan, are policies which govern roads, transportation, and stormwater management. Similar to Phase I, Phase II is proposing to convey stormwater onto the abutting lands, where a combined management system is being
proposed. County Official Plan policies will be further assessed following agency review and the public process.

Legal and Legislated Requirements

The application will be processed in accordance with the Planning Act.

Financial and Resource Implications

There are no anticipated financial, staffing or legal considerations associated with the proposed subdivision, beyond those normally encountered in processing a subdivision application. The County has collected the requisite fee and peer review deposit for this application.

Relevant Consultation

☒ Internal: Planning and Housing

☒ External: Municipality of Grey Highlands, required agencies under the Planning Act, and the public.

Appendices and Attachments

Stonebrook Phase I Draft Plan of Subdivision
Recommendation

1. That Report PDR-CW-23-18 be received; and

2. That all written and oral submissions received on plan of subdivision 42T-2017-01 known as Clarksbury were considered; the effect of which helped to make an informed recommendation and decision;

3. That in consideration of the draft plan of subdivision application 42T-2017-01, for lands described as Part of Lot 28, Concession 7 (geographic Township of Collingwood) in the Town of The Blue Mountains, and the matters to have regard for under Subsection 51 (24) for the Planning Act, the Grey County Committee of the Whole approves this plan of subdivision to create a total of 54 single detached lots, subject to the conditions set out in the Notice of Decision.

Executive Summary

The purpose of this report is to consider a proposed plan of subdivision in the Town of The Blue Mountains known as Clarksbury – 42T-2017-01. The proposed subdivision would create a total of 54 single detached residential lots. Based on agency review and comments received regarding the proposed plan of subdivision, it is recommended that the proposed plan of subdivision be given draft approval subject to the conditions set out in the attached Notice of Decision.

Background and Discussion

The County has received a plan of subdivision application from Clarksbury Lands Corporation to establish a plan of subdivision. The plan of subdivision proposes to create 54 single detached
residential lots (47 lots plus 7 lots within Blocks 48 and 49 currently owned by the Town). A previous draft plan of subdivision (42T-2002-06 - Georgian Glen) was draft approved in 2005 on the subject lands however draft approval has lapsed. The previous draft approved plan consisted of a total 60 residential units (44 single detached and 16 townhouses). The proposed subdivision plan replaces the former 16 townhouses with single detached dwellings. The proposed development includes the existing Street ‘A’ identified on the proposed plan and the completion of Street ‘B’ which was partially constructed in 2008. There was also some additional pre-servicing work completed in 2008 which included the installation of servicing infrastructure and street lighting.

The subject lands are described as Part of Lot 28, Concession 7 (geographic Township of Collingwood), Town of The Blue Mountains. The lands are municipally known as 828453 Grey Road 40. The subject lands include a total area of approximately 11.67 hectares (28.8 acres). The lands are located south of Highway 26 on the northwest corner of Grey Road 40 and Woodlawn Park Road. In the middle of the subject property is a square piece of land owned by the Town of The Blue Mountains. The Town Lands are comprised of a former septic tank and septic field that at one point serviced development on Lakewood Drive. Development on Lakewood Drive is now connected to full municipal sewer services and the septic tanks on the subject lands have been decommissioned. An Environmental Study was completed on the site and determined that there was no contamination from the former use as a septic system.

The subject lands are surrounded by existing residential development to the north, east and south. The Georgian Trail is directly adjacent to the northeast edge of the property boundary. The lands are located approximately 2 kilometres southwest of Thornbury. See Map 1 for an aerial view of the subject property and surrounding area, and Map 2 for a copy of the proposed plan of subdivision.

It should be noted that the intersections of Grey Road 40, Woodlawn Park Road and Highway 26 were subject to an Environmental Assessment (EA) that was conducted in partnership between the Town, the County, and MTO. The EA recommended that the intersection of Woodlawn Park Road and Highway 26 be closed as well as the intersection of Woodlawn Park Road and Grey Road 40 following the completion of a road connection from Woodlawn Park Road, crossing over the Georgian Trail, to the existing Street ‘A’ located within this proposed plan of subdivision. Traffic would then go through this proposed subdivision and exit out at the existing intersection of Street ‘A’ and Grey Road 40. Since the completion of the EA, both Town Council and County Council have passed motions to revisit the findings of the EA to reduce any further road crossings across the Georgian Trail within this area. Further comments regarding this matter can be found later in this Report.

The Applicant has submitted the following background reports and plans in support of the proposed plan of subdivision;

1. Planning Justification Report
2. Stage 1 Archaeological Assessment
3. Traffic Opinion Letter
5. Proposed Plan
6. Arborist Report and Tree Protection Plan
7. Saugeen Ojibway Nation Archaeological Review and Letter of Opinion
8. Environmental Impact Assessment

Copies of all background reports and plans can be found at the below link:

[Link to Background Materials]

A zoning by-law amendment application has also been submitted to the Town of The Blue Mountains which has recently been approved by Town Council.

**Map 1: Airphoto of the Subject Lands**

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**Public and Agency Comments Received**

There were members of the public that made oral submissions at the public meeting which was held on December 4, 2017 in the Town of The Blue Mountains. The minutes from the Public Meeting can be found here starting at page 7 using the following link – [Town of The Blue Mountains Committee of the Whole Minutes, December 4, 2017](#). The following are the comments raised by the public:

- The existing intersections of Woodlawn Park Road and Grey Road 40 and Highway 26 and Woodlawn Park Road should be kept opened
- Concerns about trail safety if there was a road crossing across Georgian Trail between Woodlawn Park Road and the proposed Clarksbury development
- Support for the proposed development as submitted
- Comments about the proposed valuation of the Town owned lands and wanting to ensure that the Town receives fair value for the land
- Comments about environmental protection including ensuring that the birds are protected, that any trees to be removed should only be cut as recommended by the Environmental Impact Study, and ensuring that the hazard lands/wetlands on site are protected.
- Comments about encouraging affordable housing and reducing the number of single family dwellings.

Map 2: Proposed Plan of Subdivision

Below are comments that were received by various agencies regarding Clarksbury.

Grey Sauble Conservation Authority (GSCA)

In comments dated March 23, 2018, GSCA indicates that they have no objection to the proposed Plan of Subdivision. The designation of all hazard areas on the property as open space blocks provides adequate buffers from potential environmental hazards. GSCA notes that they previously reviewed and approved the stormwater management plan for the previous draft approved development and had issued permits for the stormwater management pond construction and associated drainage infrastructure. GSCA concludes that the new stormwater management strategy is acceptable subject to final detailed design. GSCA also notes that the Arborist Report and Tree Protection Plan provides appropriate guidance on minimizing further
negative impacts to the Significant Woodlands. GSCA recommends the following conditions of draft approval be included:

- That the final stormwater management plan be prepared and implemented through the subdivision agreement to the satisfaction of GSCA.
- That a tree retention plan be prepared and implemented through the subdivision agreement to the satisfaction of GSCA.

GSCA also recommends that the following note be added to the subdivision agreement and notes to the draft plan approval:

A portion of the property falls within a regulated area under Ontario Regulation 151/06 administered by GSCA. Prior to development in a regulated area, permits are required from GSCA. This would include updates to the infrastructure/road extension and for Lots 29 to 46 within the subdivision.

The recommended conditions and the note above have been incorporated into the draft Notice of Decision attached to this Report.

Ministry of Transportation Ontario (MTO)

In a letter dated July 12, 2017, MTO indicates that the proposed subdivision is using means to access Highway 26 that are not consistent with the findings of the completed Environmental Assessment Study undertaken by MTO, the Town, and the County. MTO is not supportive of intensifying the traffic at proposed access locations to Highway 26, unless both the access locations are consistent with the approved EA and the traffic generation can be supported by a traffic impact study. In further correspondence dated January 2, 2018, MTO indicates that the Ministry supports the EA process and the findings. The proposed short-term improvements within MTO’s jurisdiction include the closure of the Woodland Park Road and Lakewood Drive at Highway 26 and the addition of a right turn lane at the Highway 26 and Grey Road 40 intersection. MTO notes that the closure of Woodlawn Park Road at Grey Road 40 and the road connection across the Georgian Trail are not directly related to the current operational needs of Highway 26 and MTO indicates that the ministry is not pursing these improvements at this time.

County of Grey Transportation Services Department

In comments dated June 19, 2017, Transportation Services noted that the proposed plan of subdivision does not show the recommended entrance to Woodlawn Park Road as per the EA Study through either Lot 6 or 7. They also noted that the proposed plan of subdivision does not define the proposed north entrance as an emergency only entrance.

Following the June 2017 comments, County Council approved a motion on September 14, 2017 which indicates that a strongly-worded letter voicing Grey County’s objections to additional Georgian Trail crossings at Highway 26 and Grey Road 40 with a request for further consideration be sent to MTO and all involved parties.

After further discussions with Transportation Services staff, it is our understanding that in order to revisit the EA recommendations the EA would need to be re-opened and an addendum would be required to change the recommended conclusion. This could be a lengthy process and would require additional public meetings. There is also the possibility that the conclusions from
the EA process may not change. There are essentially two options that may or may not result in revisions to the proposed development. One option would be to implement the EA findings by connecting Woodlawn Park Road to the proposed Clarksbury development and then closing the intersection of Woodlawn Park Road at Grey Road 40. The second option is to not connect Woodlawn Park Road to the proposed Clarksbury development and to allow the proposed Clarksbury traffic to exit through a separate entrance onto Grey Road 40 and to keep the Woodlawn Park Road and Grey Road 40 intersection open. The second option could only be considered if the EA were to be re-opened and if the updated EA actually concluded that this is a viable option that will not create a traffic hazard. In order to keep both options open for the time being, the Town has recommended a condition of draft approval that would allow Lot 6 to be a potential road connection between Woodlawn Park Road and the proposed Clarksbury development or if an agreed upon alternative can be found that it be completed prior to final approval of the subdivision and that Lot 6 would then become a residential lot. Transportation Services staff have no objections to the recommended conditions of draft approval to keep both options open until the EA matter can be resolved.

Historic Saugeen Metis (HSM)

In an email dated June 12, 2017, HSM indicates that they have no objection or opposition to the proposed development.

Bluewater District School Board (BWDSB)

In an email dated June 8, 2017, BWDSB indicates that they have no comments or concerns with this application at this time.

Hydro One

In comments dated June 12, 2017, Hydro One indicates that they have no comments or concerns at this time.

Ministry of Tourism, Culture and Sport

In comments dated August 11, 2017, the Ministry of Tourism, Culture and Sport indicates that the Archaeological Assessment report has been deemed compliant with ministry requirements.

Town of The Blue Mountains

The Town of The Blue Mountains Committee of the Whole received Town Staff Report PDS.18.26 on April 23, 2018. The Town Committee of the Whole recommended two modifications to conditions of draft approval as recommended by Town staff. The recommended conditions of draft approval were supported by Town Council on May 7\textsuperscript{th}. Town Council also enacted a zoning by-law amendment to rezone the subject lands to the Residential R3-h1, Residential R3-h2 zone, Open Space OS1 zone and Hazard H zone as recommended in the Town Staff Report. The conditions of draft approval as supported by Town Council have been incorporated in the attached conditions of draft approval with a minor modification to the condition regarding Lot 34 as a future road connection to adjacent lands to the west. This is explained later on in this Report.

Analysis of Planning Issues
When rendering a land use planning decision, planning authorities must have regard to matters of Provincial Interest under the Planning Act, be consistent with the Provincial Policy Statement (PPS) 2014, and conform to any official plans which govern the subject lands. In this case both the County of Grey Official Plan and the Town of The Blue Mountains Official Plan have jurisdiction over the subject property.

**The Planning Act**

Section 1.1 of the Planning Act outlines the purposes of the Act. The purposes of the Act promote sustainable economic development in a healthy natural environment within a land use planning system, led by provincial policy and matters of provincial interest. Section 2 of the Planning Act outlines matters of Provincial Interest, which decision makers must be consistent with when carrying out their responsibilities under the Act. The most relevant matters of provincial interest to this application are: (a) the protection of ecological systems, including natural areas, features and functions; (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems, and (h) the orderly development of safe and healthy communities.

(a) An Environmental Impact Study was completed in support of the proposed development. The EIS reconfirms the recommendations that were implemented in 2006 through the previous draft approved development on the subject lands. The EIS recommends enhancements to the stormwater management pond for suitable habitat for a variety of species. The EIS also recommends mitigation measures to protect some of the environmental features on the property during construction. A living fence is recommended to mark setback limits from the wetland and the significant woodlands. A condition of draft approval has been recommended to implement the findings of the EIS. GSCA has no objection to the proposed plan of subdivision subject to the conditions of draft approval which have been incorporated into the attached draft Notice of Decision.

(f) The subject development will be serviced by municipal water and municipal sewer services and servicing capacity is currently available.

(h) The subject development is within the ‘Recreational Resort Area’ designation in the County Official Plan which is a settlement area designation. Growth and development is considered within this designation. The proposed development includes trails that will connect with the Georgian Trail which will provide active transportation opportunities. Although staff would have preferred a higher density development, given the existing infrastructure that was installed to support the previous draft approved development and given the environmental constraints on site, the proposed density is adequate.

Section 51(24) of the Planning Act sets out criteria that municipalities shall have regard for when considering a draft plan of subdivision. The criteria relates to such things as timing, infrastructure, density, compatibility, servicing, and protecting the environment. Planning staff have reviewed the criteria and are satisfied that the proposed subdivision addresses the criteria under Section 51(24) of the Planning Act.
The proposed plan of subdivision, with the attached conditions of draft approval, would have regard for matters of Provincial Interest under The Planning Act.

**Provincial Policy Statement**

A key goal of the PPS is directing new growth to serviced settlement areas, and promoting the vitality of such settlement areas through re-development, infill and intensification. The subject lands have been designated for residential growth and are within a settlement area designation.

Section 1.6.6.1 of the PPS outlines the servicing hierarchy to be utilized in the Province of Ontario. At the top of the hierarchy are municipal water and sewer services. The proposed development will be serviced by municipal water and sewer services.

Section 2.1 of the PPS speaks to the long-term protection of significant natural heritage features. Based on the EIS and the technical review by the GSCA, the natural heritage features are being protected in a manner which is consistent with the PPS.

Section 2.6 of the PPS speaks to the protection of cultural and archaeological resources within the Province. An Archaeological Assessment was completed on this property. In comments dated April 17, 2017, SON indicates that in their opinion there is no justification or need to conduct a Stage 2 property investigation in this particular location and instead recommended a several-hour visual inspection be conducted. The Ministry of Tourism, Culture and Sport reviewed the Archaeological Assessment and has deemed it to be compliant with ministry requirements.

Section 3.1 of the PPS directs development away from areas of natural hazard. GSCA has reviewed the proposed subdivision and is generally satisfied with the proposed development subject to recommended conditions of draft approval.

It can be concluded that the proposed plan of subdivision application, with the attached conditions of draft approval, is consistent with the PPS.

**Niagara Escarpment Plan**

The subject lands are located within the Niagara Escarpment Plan Area. A development permit is not required from the Niagara Escarpment Commission for the subject lands as development control has been lifted within this area. In saying that, the policies contained in the Niagara Escarpment Plan (NEP) still apply to the subject lands. The NEP provides land use policies to guide development while ensuring the preservation and enhancement of the Niagara Escarpment. Some of the key objectives of the Niagara Escarpment Plan are to maintain and enhance the natural environment and the open landscape character of the escarpment and adjacent lands. The subject lands are designated as Escarpment Recreation Area in the NEP which contemplates development of this nature. Permitted uses include those uses listed under the Town of The Blue Mountains Official Plan. Some of the conditions of draft approval in the previous draft approved plan requiring NEC clearance have been added to the recommended conditions of draft approval included in the draft Notice of Decision. It can be concluded that the proposed Draft Plan of Subdivision does not conflict with the Niagara Escarpment Plan.
**County of Grey Official Plan**

The subject lands are designated as ‘Recreational Resort Area’ within the County Official Plan. Within the ‘Recreational Resort Area’ designation the County Plan generally defers to the detailed land use policies and development standards of the municipal official plan.

Appendix B to the County Plan identifies ‘Significant Woodlands’ on the subject property. The EIS has recommended some mitigation measures to protect the features and functions of the Significant Woodlands and GSCA has no objections.

Section 5.2 Road policies from the Plan have been addressed through the review by the Town, County Transportation Services, and MTO. As noted previously, the EA matter will require further discussion and direction from Council. In the interim, the recommended conditions of draft approval have been designed to keep both options open until the EA matter can be resolved. With respect to future road considerations, Town staff recommended that Lot 34 be dedicated to the Town as a future road connection to provide access to the adjacent lands to the west. The Town Council revised the condition as recommended by Town staff which indicates that Lot 34 be placed in a holding zone for a maximum of three years during which time the adjacent landowner may acquire Lot 34 based on the appraised value of the Lot. If a future road connection is required to connect to adjacent lands, the future road block is typically dedicated to the local municipality at no cost and typically there is no time constraint placed on the lands. Based on what is typically required for future road connections to adjacent lands, County staff recommends that the condition regarding Lot 34 be modified by indicating that Lot 34 be dedicated to the Town as a future road connection block unless the Developer can prove to the satisfaction of the Town and the County (if the alternative access is from Grey Road 40) that a better alternative can be provided to access the adjacent lands west of the subject lands or the adjacent landowner acquires Lot 34 prior to final approval. The modified condition also indicates that if an alternate future road connection is provided to the adjacent lands to the west through the Clarksbury lands that this will not require a redline revision. The modifications to this condition provides some further clarity and also provides some further options to consider which allows for more flexibility in exploring options to ensure that access can be provided to the adjacent lands. This modified condition has been discussed with the applicant’s agent and they are satisfied with the revised wording.

Section 5.3 of the County Plan provides a similar servicing hierarchy to that found in the PPS, which has been noted above.

Section 6.12.1 of the County Plan addresses criteria to be considered in any new plan of subdivision or condominium. Section 6.12.1(a)(xi) speaks to the provision of usable parkland and green space. There are a number of open space blocks that have been identified within the Clarksbury development that will be deeded to the Town. Some of the open space blocks will contain trails that will connect to the Georgian Trail which will enhance the active transportation opportunities in this area.

Many of the remaining policies in the County Plan mimic those discussed above in the review of the Planning Act and the PPS. A further in-depth review of those same policies in the County Plan will not be provided below.

The proposed plan of subdivision application, with the attached conditions of draft approval, conforms to the goals and objectives of the County of Grey Official Plan.
**Town of The Blue Mountains Official Plan**

The Town’s Official Plan contains many similar policies to that of the County Plan. The subject lands are designated as ‘Residential Recreational Area’ and ‘Hazard’ in the Town Plan. The Residential Recreational Area designation permits a wide range of housing types up to a density of 10 units per hectare. The proposed development would achieve 6.7 units per hectare. The Town Official Plan indicates that new residential developments provide generous amounts of open space with at least 40% of the development being the open space component. New development must also maintain the resort, open landscape character of the area.

With respect to the Town Owned Lands, the Town has recommended a condition of draft approval stating that the Town Owned Lands be purchased by Clarksbury to the satisfaction of the Town. The Town notes that further discussions between the Town and the Developer will occur to determine the final value of the lands. The Subdivision Agreement will then contain appropriate clauses for the transfer of the lands from the Town to the Developer.

Town staff concluded in their staff report that the proposed plan of subdivision and zoning by-law amendment conforms to the Town Official Plan. County staff agrees with this conclusion.

**Planning Analysis Summary**

Based on the above planning analysis, it is the opinion of Planning Staff that the proposed Plan of Subdivision has regard for matters of Provincial Interest under the Planning Act, is consistent with the Provincial Policy Statement, conforms to the intent and direction of the Niagara Escarpment Plan, the County Official Plan and the Town of The Blue Mountains Official Plan, and represents good planning. Planning Staff recommends that draft approval be granted subject to the conditions of draft approval attached in the draft Notice of Decision.

**Legal and Legislated Requirements**

Planning Act

**Financial and Resource Implications**

At this point there are no financial or resource implications beyond those normally encountered in processing a plan of subdivision application. The County has collected the required application fee and peer review deposit.

**Relevant Consultation**

- ☒ Internal (Transportation Services)
- ☒ External (Town of The Blue Mountains, Prescribed Agencies, Public)

**Appendices and Attachments**

*DRAFT NOTICE OF DECISION (CONDITIONS OF DRAFT APPROVAL) - ATTACHED*
NOTICE OF DECISION

On Application for Approval of Draft Plan of Subdivision

under Subsection 51(16) of the Planning Act

Draft Plan Approval, is hereby given by the County of Grey for the application regarding the above noted lands. A copy of the Decision is attached.

PUBLIC AND AGENCY COMMENTS RECEIVED ON THE FILE

All written and oral submissions received on the application were considered; the effect of which helped to make an informed recommendation and decision.

WHEN AND HOW TO FILE A NOTICE OF APPEAL

Notice to appeal the decision to the Local Planning Appeal Tribunal must be filed with the County of Grey no later than 20 days from the date of this notice, as shown above. The notice of appeal should be sent to the attention of the Director of Planning and Development of the County, at the address shown below and it must,

1. set out the reasons for the appeal,
2. be accompanied by the fee required by the Tribunal as prescribed under the Local Planning Appeal Tribunal Act, and
3. Include the completed appeal forms from the Tribunal’s website.

WHO CAN FILE A NOTICE OF APPEAL

Only individuals, corporations or public bodies may appeal decisions in respect of a proposed plan of subdivision to the Local Planning Appeal Tribunal. A notice of appeal may not be filed by an unincorporated association of group. However, a notice of appeal may be filed in the name of an individual who is a member of the association or group on its behalf.

No persons or public body shall be added as a party to the hearing of the appeal of the decision of the approval authority, including the lapsing provisions of the conditions, unless the person or public body, before the decision of the approval authority, made oral submissions at a public meeting or written submissions to the council, or made a written request to be notified of changes to the conditions or, in the Local Planning Appeal Tribunal’s opinion, there are reasonable grounds to add the person or public body as a party.

RIGHT OF APPLICANT OR PUBLIC BODY TO APPEAL CONDITIONS

The following may, at any time before the approval of the final plan of subdivision, appeal any of the conditions imposed by the approval authority to the Tribunal by filing a notice of appeal with the approval authority: the applicant; any public body that, before the approval authority made its decision, made oral submissions at a public meeting or written submissions to the approval authority; the Minister; or the municipality in which the subject land is located.

HOW TO RECEIVE NOTICE OF CHANGED CONDITIONS

The conditions of an approval of draft plan of subdivision may be changed at any time before the final approval is given.

You will be entitled to receive notice of any changes to the conditions of the approval of draft plan of subdivision if you have made a written request to be notified of changes to the conditions.
Applicant: Clarksbury Lands Corporation (c/o Scott Paris)  
File No.: 42T-2017-01  
Municipality: Town of The Blue Mountains  
Location: Part of Lot 28, Concession 7 (geographic Township of Collingwood)  
Date of Decision:  
Date of Notice:  
Last Date of Appeal:  

GETTING ADDITIONAL INFORMATION  
Additional information about the application is available for public inspection during regular office hours in the Planning & Development Office at the address noted below or by calling 519-376-2205 or 1-800-567-GREY.

ADDRESS FOR NOTICE OF APPEAL  
County of Grey  
595-9th Avenue East  
OWEN SOUND, Ontario N4K 3E3  
Attention: Mr. Randy Scherzer, MCIP RPP  
Director of Planning & Development
Plan of Subdivision File No. 42T-2017-01 has been granted draft approval. The County’s conditions of final approval for registration of this draft plan of subdivision are as follows:

The conditions have been listed under the following general headings:

- General Planning Requirements
- Servicing, Grading and Road Requirements
- Landscape, Fencing and Streetscape Requirements
- Park and Open Space Requirements
- Miscellaneous Requirements

### General Planning Requirements

1. That this approval applies to the draft Plan of Subdivision as prepared by Innovative Planning Solutions dated April 24, 2017 showing a total of 54 single detached residential lots (47 lots plus an additional 7 lots within Blocks 48 and 49 being the future residential blocks currently owned by the Town), two open space blocks (Blocks 50 and 51), a stormwater management block (Block 52), two 0.3 metre reserves (Blocks 53 and 54), as well as Streets ‘A’ and ‘B’. Lots 6 and Lots 34 may also become future road connection blocks in accordance with Conditions 15 and 16, respectively.

2. A Subdivision Agreement shall be entered into and executed by the applicant, and the Town of The Blue Mountains to satisfy all financial, legal, and engineering matters, including the installation of municipal services, landscaping and other requirements of the Town of The Blue Mountains and the County of Grey including the payment of all applicable Town and County development charges in accordance with their applicable Development Charges By-law.

3. Prior to registration, the Zoning By-law to permit the development of these lands in accordance with the Draft Plan of Subdivision, including the use of the holding ‘- h’ provision under the Planning Act, shall be approved under Section 34 and 36 of the Planning Act.

4. All new municipal roads shall be dedicated to the Town and named to the satisfaction of the Town in accordance with the Town’s Street Naming Policy.

5. That the Subdivision Agreement contain clauses for the transfer of the vacant municipal lands located at Part Lot 28, Concession 7 from the Town to the Owner.

6. That the Subdivision Agreement between the Owner and the Town be registered against the lands to which it applies, and that a copy of the registered Subdivision Agreement be filed with the County of Grey.
7. If final approval is not given to this plan within three years of the draft approval date, and no extensions have been granted, draft approval shall lapse under Subsection 51(32) of the Planning Act, RSO 1990, as amended. If the owner wishes to request an extension to draft approval, a written explanation along with the applicable application fee and a resolution from the local municipality must be received.

Servicing, Grading and Road Requirements

8. Prior to the initiation of any site grading or servicing and prior to the registration of the plan, the Owner shall submit for the approval of the Town Engineering and Public Works Department:

a. A detailed engineering and drainage report which describes the stormwater drainage system for the proposed development on the subject lands. The report should include:
   i. Plans illustrating how the drainage system will tie into the drainage of surrounding properties
   ii. The stormwater management techniques required to accommodate the 5 year storm event.
   iii. The stormwater management techniques required to accommodate the 100 year storm event.
   iv. How external flows will be accommodated and the design capacity of the receiving system
   v. Location and description of all outlets and other facilities which may require permits
   vi. Proposed methods for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after construction

   It is recommended that the developer or his consultant contact the Town Engineering Department and Grey Sauble Conservation Authority prior to preparing the above report to clarify the specific requirements of this development.

b. Overall grading plans for the subject lands

c. The Owner shall agree in the subdivision agreement, in wording acceptable to the Town of The Blue Mountains:
   i. To carry out, or cause to be carried out, all the works referred to in condition 8(a) above
   ii. To obtain any necessary permits from the Grey Sauble Conservation Authority (see Note #5)
   iii. Prior to the initiation of any grading or construction on the site, to erect any silt fence as referred to in condition 8(a)(vi) above.
9. That the final stormwater management plan be prepared and implemented through the subdivision agreement to the satisfaction of the Grey Sauble Conservation Authority, County Transportation Services, and the Town.

10. Prior to the registration of the Plan, arrangements shall be made to the satisfaction of the Town for any relocation of utilities required by the development of the subject lands, to be undertaken at the developers’ expense.

11. Stormwater overland flow routes shall be kept within roads or approved walkways only to the satisfaction of the Town and County Transportation Services.

12. Prior to the initiation of any site grading or servicing and prior to registration of the plan, submit for the approval of the Town Engineering Department a detailed soils investigation of the site prepared by a qualified geotechnical engineer. A copy of this report shall also be submitted to the Town’s Chief Building Official.

13. Prior to the initiation of any site grading or servicing and prior to the registration of this plan, submit to the Town:
   a. A Phase 1 Environmental Site Assessment
   b. A Phase 2 Environmental Site Assessment if required as a result of the Phase 1 Environmental Site Assessment
   c. A decommissioning report if contaminated material has been identified and is removed, or alternatively, a copy of the risk assessment together with a copy of the written acknowledgement of its acceptance by the Ministry of the Environment, and
   d. A copy of a Record of Site Condition and confirmation of the filing of the Record of Site Condition in the Environmental Site Registry.
   e. Prior to the initiation of any site grading or servicing, the Owner shall provide a report identifying all existing water wells and private sewage disposal systems on the lands. The applicant shall provide verification to the satisfaction of the Town that all wells and septic systems identified have been decommissioned in accordance with all applicable laws and regulations

14. The horizontal and vertical alignments of all roads and underground services including their intersection geometrics shall be designed to the Town of The Blue Mountains Engineering Standards. In this regard, minor revisions to the road pattern and intersection alignments may be required.

15. That the Subdivision Agreement contain wording acceptable to the Town and County Transportation Services:
   i) That Lot 6 be dedicated to the Town for a potential future road connection to Woodland Park Road in accordance with the approved Highway 26 and Grey Road 40 Environmental Assessment. Or
ii) Should Lot 6 through an updated EA process be deemed not necessary as a potential future road connection to Woodland Park Road, the developer will have permission to proceed with development in accordance with the approved Zoning. Or

iii) Should a road connection be required from Woodland Park Road through Clarksbury and that Lot 6 is not required, that a road connection be provided across Block 50

16. That a Holding ‘-h’ symbol be placed on Lot 34 and that Lot 34 be dedicated to the Town as a future road connection block unless it can be proven to the satisfaction of the Town and the County (if the alternative access is from Grey Road 40) that a better alternative can be provided to access the adjacent lands (e.g. connection from Woodlawn Park Road, Grey Road 40 or an alternative access provided through the Clarksbury lands) or the adjacent landowner acquires Lot 34 prior to final approval. If an alternate future road connection is provided to the adjacent lands to the west through the Clarksbury lands this will not require a redline revision.

17. Prior to the approval of any engineering drawings, arrangements shall be made to the satisfaction of the Town and County Transportation Services for a suitable construction traffic route.

18. The street lighting system on all roadways for this subdivision shall be designed and constructed in accordance with the Town of The Blue Mountains Engineering Standards or as otherwise approved by Town.

Landscape, Fencing and Streetscape Requirements

19. Prior to the registration of the Plan, the Owner shall complete a Landscape Analysis and Landscape Plan to the satisfaction of the Town and the Niagara Escarpment Commission.

20. That the Owner design and install all trails and walkways to the satisfaction of the Town and the Niagara Escarpment Commission.

21. The Subdivision Agreement shall ensure that the Owner shall save and/or remove any trees and vegetation on the subject lands as required by the Landscape Analysis / Landscape Plan to the satisfaction of the Town, Grey Sauble Conservation Authority, and the Niagara Escarpment Commission.

22. That a tree retention plan be prepared and implemented through the subdivision agreement to the satisfaction of the Grey Sauble Conservation Authority, the Niagara Escarpment Commission, and the Town.
Park and Open Space Requirements

23. The Owner shall provide parkland or pay cash-in-lieu for 5% parkland dedication in accordance with the Planning Act to the satisfaction of the Town.

Miscellaneous Requirements

24. The Owner shall grant all necessary easements and/or blocks and/or enter into agreement for drainage, utility and servicing purposes, as may be required, to the appropriate agency or public authority.

25. The Owner shall complete to the satisfaction of Canada Post any arrangements necessary for the provision of mail service to the proposed development.

26. The Owner shall dedicate Blocks 50, 51 and 52 of the Draft Plan to the Town for Open Space, Trail and Stormwater Management purposes.

27. The Owner shall dedicate Blocks 53 and 54 of the Draft Plan to the County of Grey as a 0.3 metre reserve.

28. That the mitigation measures contained in the Environmental Impact Assessment prepared by WSP dated December 2016, or any subsequent revision to the EIS, be incorporated into the Subdivision Agreement to the satisfaction of the Grey Sauble Conservation Authority, the Niagara Escarpment Commission, and the Town.

29. Prior to the signing of the final plan by the County of Grey, the Town is to be advised that all Draft Plan conditions have been carried out to the Town’s satisfaction.

30. That consistent with the County of Grey’s current provisions for processing and approving plans of subdivision the Owner’s surveyor shall agree to provide to the County a digitized disk of this final plan to be registered in a computerized format which is compatible with Autocad “.dwg” file.

31. That the Owner’s surveyor provide to the County of Grey a copy of the deposited Reference Plan which had been submitted to the Land Registry/Land Titles Office for Grey for “First Registration Under the Land Titles Act, R.S.O. 1990, c.L.5”.

32. That prior to final approval being given, the County is advised in writing by the Town of The Blue Mountains how Conditions 2 to 29 have been satisfied.

33. That prior to final approval being given, the County is advised in writing by the Grey Sauble Conservation Authority how Conditions 8, 9, 21, 22, and 28 have been satisfied.

34. That prior to final approval being given, the County is advised in writing by the County Transportation Services Department how Conditions 9, 11, 15, 17 and 27 have been satisfied.

35. That prior to final approval being given, the County is advised in writing by Canada Post
how Condition 25 has been satisfied.

36. That prior to final approval being given, the County is advised in writing by the Niagara Escarpment Commission how Conditions 19 to 22, and 28 have been satisfied.

37. That the Owner have prepared by an Ontario Land Surveyor a final plan in accordance with the Surveys Act, and with the Registry Act or the Land Titles Act, as the case may be and have provided that plan to the County of Grey prior to the lapsing date the mylars and white prints necessary for final approval and registration.

38. That the Owner remit to the County the applicable final approval fee when the final plan is being presented to the County for the County's consideration for final approval.

NOTES TO DRAFT APPROVAL

1. It is the applicant's responsibility to fulfil the conditions of draft approval and to ensure that the required clearance letters are forwarded by the appropriate agencies to the County of Grey, quoting the County file number.

2. An electrical distribution line operating at below 50,000 volts might be located within the area affected by this development or abutting this development. Section 186 - Proximity of the Regulations for Construction Projects in the Occupational Health and Safety Act, requires that no object be brought closer than 3 metres (10 feet) to the energized conductor. It is proponent's responsibility to be aware, and to make all personnel on site aware, that all equipment and personnel must come no closer than the distance specified in the Act. They should also be aware that the electrical conductors can raise and lower without warning, depending on the electrical demand placed on the line. Warning signs should be posted on the wood poles supporting the conductors stating “DANGER - Overhead Electrical Wires” in all locations where personnel and construction vehicles might come in close proximity to the conductors.

3. Clearances are required from the following:
   - Town of The Blue Mountains, 32 Mill Street, P.O. Box 310, Thornbury, ON N0H 2P0
   - Grey Sauble Conservation Authority, 237897 Inglis Falls Road, RR#4, Owen Sound, ON, N4K 5N6
   - County Transportation Services, 595 9th Avenue East, Owen Sound, ON, N4K 3E3
   - Canada Post, 955 Highbury Avenue, London, ON, N5Y 1A3
   - Niagara Escarpment Commission, 99 King Street East, P.O. Box 308, Thornbury, ON N0H 2P0

4. We suggest you make yourself aware of the following subsections of the Land Titles Act:
Applicant: Clarksbury Lands Corporation (c/o Scott Paris)  
Municipality: Town of The Blue Mountains  
Location: Part of Lot 28, Concession 7 (geographic Township of Collingwood)  
Date of Decision:  
Last Date of Appeal:  

File No.: 42T-2017-01  

a) subsection 144(1) requires all new plans to be registered in a Land Titles system if the land is situated in a land titles division; and

b) subsection 144(2) allows certain exceptions.

The subdivision plan for Registration must be in conformity with the applicable Ontario Regulation under The Registry Act.

5. A portion of the property falls within a regulated area under Ontario Regulation 151/06 administered by GSCA. Prior to development in a regulated area, permits are required from GSCA. This would include updates to the infrastructure/road extension and for the following individual lots with the subdivision – Lots 29 to 46 inclusive.

6. Inauguration or extension of a piped water supply, a sewage system or a storm drainage system, is subject to the approval of the Ministry of the Environment and Climate Change under the Ontario Water Resources Act, RSO 1990, as amended.

7. All measurements in subdivision final plans must be presented in metric units.

8. That the applicant contact Canada Post at the address below to determine any arrangements required by Canada Post for the provision of mail service to the proposed residential lots:

Delivery Planning Officer, Canada Post Corporation, 955 Highbury Ave, London, Ontario, N5Y 1A3

9. The final plan approved by the County must be registered within thirty (30) days or the County may withdraw its approval under subsection 51(32) of the Planning Act RSO 1990, as amended.
Committee Report

To: Warden Halliday and Members of Grey County Council
Committee Date: June 14, 2018
Subject / Report No: Agreement to Permit a Transmission Line to Cross the CP Rail Trail / Report PDR-CW-24-18
Title: Solar Transmission Line Agreement on the CP Rail Trail
Prepared by: Scott Taylor
Reviewed by: Randy Scherzer
Lower Tier(s) Affected: City of Owen Sound
Status: Recommendation

1. That Report PDR-CW-24-18 be supported to consider an agreement with Biidaaske Inc. for the purposes of allowing a portion of the County’s CP Rail Trail to be utilized for a power transmission line crossing along with three (3) associated hydro poles, to support the neighbouring solar power facility;

2. That Biidaaske Inc. be permitted to / not permitted to proceed with the works following the June 14th, 2018 Committee of the Whole meeting, prior to Council’s consideration of the by-law; and

3. That a by-law to adopt the Agreement be prepared for consideration by County Council.

Executive Summary
The County has received a request from Grasshopper Solar Corporation on behalf of Biidaaske Inc. to permit a transmission line across the CP Rail Trail in Owen Sound. Three hydro poles are proposed on the County’s lands, for a twenty-year timeframe, in order to facilitate a hydro transmission line crossing the trail, to support a nearby solar development on City of Owen Sound lands. County staff have had an agreement drawn up by our County solicitor, and the proponent has agreed in principle to the terms. County staff are recommending approval of the agreement.

Background and Discussion
County staff received a request from Grasshopper Solar Corporation to install hydro poles on
the County’s CP Rail lands, off the travelled portion of the trail. At the time when the County received this request, the County discovered that the proponent had already installed the poles on County lands, and had been using the trail as access without our permission. One of the three poles will need to be relocated slightly in order to ensure the future safety of trail users. The proponent has since ceased further work on this project pending an agreement with the County. The proposed agreement will span a twenty-year timeframe. The hydro poles, and overhead crossing of the trail by the transmission line, are required to permit a solar development on nearby City of Owen Sound lands by Biidaaske Inc.

The subject lands are in the northeast end of Owen Sound, near the Kiwanis Soccer Complex and 9th Avenue east. Aside from the sports fields, the surrounding lands include a mixture of vacant and occupied residential and industrial lands. Map 1 below shows the subject lands and surrounding area, while Map 2 shows the poles and the proposed transmission lines.

Map 1: Airphoto of the Subject Property and Surrounding Lands
Map 2: Proposed Transmission Line
The draft agreement attached to this report would protect the County from a liability perspective, while still allowing for the multi-use CP Rail Trail to continue. The proponent will also have the ability to access and maintain their transmission line and poles. There are clauses in the agreement, and securities in place to allow for the County to rehabilitate the lands, should the proponent abandon the project in the future.

The Planning department has worked closely with staff from the Grey Sauble Conservation Authority (GSCA), who are contracted to maintain the County’s trails. Advice has also been sought from Clerks and Transportation Services staff who have more technical knowledge on infrastructure crossings in this regard. County Planning staff have also been in contact with City staff, as the neighbouring Owen Sound lands will house the solar panels. The solar panels have already been installed, and the last step in this process is to connect the transmission line to start producing and transmitting electricity.

The County has maintained the CP Rail Trail, both as a multi-use trail, but also as an infrastructure corridor throughout the County. Other agreements are in place that permit sewers, gas lines, and broadband fibre crossing or running along the trail. Allowing for this transmission line across the trail would be consistent with the County’s objectives for the trail in this regard. Subject to the relocation of pole number two, the transmission line and poles would not appear to have any negative impact on the trail.

The proponent is eager to move forward with this project, and has requested that the Committee of the Whole consider granting them the ability to continue works on the County lands, in advance of the by-law going to County Council. The recommendation in this report has been drafted to consider either approving or refusing this option.

Legal and Legislated Requirements

The agreement was drafted by the County’s solicitor, and reviewed by the Clerks and Transportation Services departments. The draft agreement contains the requisite indemnity and insurance clauses needed to adequately protect the County’s interests, including minimizing any risk, while allowing for the continuation of the trail use.

Financial and Resource Implications

There are no anticipated financial or staffing considerations associated with the proposed agreement. The legal fees associated with this agreement are to be paid by the proponent, and securities will be collected to ensure the lands are rehabilitated properly following the cessation of the agreement.

Relevant Consultation

☒ Internal: Clerks Department, Transportation Services, Grey Sauble Conservation Authority contract staff

☒ External: County Solicitor and City of Owen Sound
Appendices and Attachments

Draft Transmission Line Agreement
Draft Agreement Schedule A

Respectfully submitted by,
Scott Taylor, Senior Planner
Recommendation

1. That Report TR-CW-29-18 regarding a “No Passing Zone” on Grey Road 18 from Rockford to Mennonite Corners be received.

Executive Summary

The Township of Georgian Bluffs Police Services Board is requesting that Grey Road 18 between Rockford and Mennonite Corners be made a “No Passing Zone”. The section of Grey Road 18 between Rockford and Mennonite Corners does not meet the Ontario Traffic Manual criteria for signage in addition to the existing pavement markings.

Background and Discussion

Grey Road 18 between Rockford and Mennonite Corners is 5.1 kilometres in length, with the majority posted at a regulatory speed of 80 kilometres per hour, with the exception of the approach to the intersection at Rockford, which is posted at 60 kilometres per hour.

The following excerpt from the Police Services Board 2018-009 meeting preempted the attached motion:

*Grey Road 18 – No Passing Zone*

Mayor Barfoot noted that he had been approached by ratepayers regarding this area from Rockford to Mennonite Corners. There have been complaints regarding the number of people that are passing in this area.
According to the Ontario Traffic Manual Book 5 Regulatory Signs, typically pavement markings are sufficient to handle no-passing zones in conventional situations, such as the following:

- Travelling uphill;
- Around curves or bends; or
- Environments with poor visibility, e.g., in tunnels and under bridges.

The current pavement markings address the above noted situations.

Under the Ontario Traffic Manual Book 5 Regulatory Signs, there are exceptional situations, for which the “DO NOT PASS” sign may be used in addition to pavement markings. Examples include:

- Construction zones where overtaking is hazardous; or
- No passing zones where collision statistics have established that the pavement markings are not being obeyed.

The section of Grey Road 18 between Rockford and Mennonite Corners does not meet the criteria for either one of these situations. It is not a construction zone and as per the attached, collision statistics do not suggest collisions occurring as a result of improper passing.

In order to retain the public credibility of all traffic control devices, unnecessary restrictions should be avoided. The installation of ‘Do Not Pass’ signs on this section of road have no warrant under the Highway Traffic Act or the Ontario Traffic Manual. Ultimately, there is no technical merit or criteria met for the proposed “No Passing Zone”.

Currently, 73% of the section is painted as double solid to dissuade passing.

**Legal and Legislated Requirements**

Under Section 149 of the Highway Traffic Act, passing is only illegal in the following situations (regardless of pavement markings):

*Driving to left of centre prohibited under certain conditions*

149 (1) No vehicle shall be driven or operated to the left of the centre of a roadway designed for one or more lines of traffic in each direction,

(a) when approaching the crest of a grade or upon a curve in the roadway or within 30 metres of a bridge, viaduct or tunnel where the driver’s view is obstructed within that distance so as to create a potential hazard in the event another vehicle might approach from the opposite direction; or

(b) when approaching within 30 metres of a level railway crossing. R.S.O. 1990, c. H.8, s. 149 (1).
Exception

(2) Subsection (1) does not apply,

(a) on a highway divided into clearly marked lanes where there are more such lanes for traffic in one direction than in the other direction;

(b) to a road service vehicle where precautions are taken to eliminate the hazard; or

(c) on a highway while it is designated for the use of one-way traffic. R.S.O. 1990, c. H.8, s. 149 (2).

To be noted, in Ontario, pavement markings alone have no regulatory function. Pavement markings may be used to provide regulatory information to the road user, but associated signage must be in place as outlined in Ontario Traffic Manual Book 5 Regulatory Signs.

Financial and Resource Implications

No criteria exist for sign spacing in this unusual situation, and therefore number of signs required is not standardized. It could be assumed that “Do Not Pass” signs would be installed at 1 kilometre spacing and therefore 10 to 12 signs would be required to cover off both directions, and an additional two “Passing Permitted” signs required to indicate passing is once again permitted to the east of Rockford and west of Mennonite Corners. The fabrication and installation of the 14 signs would cost approximately $2,800.00.

The existing pavement markings would have to be changed to double solid throughout the limits at a cost of approximately $1,000.00.

Relevant Consultation

☒ Internal
Grey County Committee of the Whole through this Report

☒ External
Township of Georgian Bluffs

Appendices and Attachments

Location Map
Grey Road 18 Motor Vehicle Collision Data between Rockford and Mennonite Corners (2015 to Present)
Township of Georgian Bluffs March 28, 2018 Letter
Township of Georgian Bluffs April 25, 2018 Letter
Grey Road 18 Motor Vehicle Collision Data
Between Rockford and Mennonite Corners (2015 to Present)

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<th>Type of Collision</th>
<th>Reason Reported</th>
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<td>2 Vehicle Minor Personal Injury</td>
<td>Rear end while waiting to turn left</td>
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<tr>
<td>LP15304180</td>
<td>Single Motor Vehicle Rollover</td>
<td>Fatigued Driver</td>
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<td>LP15326386</td>
<td>2 Vehicle Minor Personal Injury</td>
<td>Turned left in front of through traffic</td>
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<td>Road Conditions</td>
</tr>
<tr>
<td>LP16164641</td>
<td>2 Vehicle Property Damage</td>
<td>Fail to Yield from Inglis Falls Road</td>
</tr>
<tr>
<td>LP16218045</td>
<td>2 Vehicle Property Damage</td>
<td>Rear end</td>
</tr>
<tr>
<td>LP17067876</td>
<td>Single Motor Vehicle Property Damage</td>
<td>Road Conditions</td>
</tr>
<tr>
<td>LP17093666</td>
<td>Single Motor Vehicle Property Damage</td>
<td>Road Conditions</td>
</tr>
<tr>
<td>LP17118040</td>
<td>2 Vehicle Property Damage</td>
<td>Rear End</td>
</tr>
<tr>
<td>LP17118074</td>
<td>2 Vehicle Minor Personal Injury</td>
<td>Rear End</td>
</tr>
<tr>
<td>LP17189614</td>
<td>2 Vehicle Property Damage</td>
<td>Driver Error (No Traffic Report on System)</td>
</tr>
<tr>
<td>LP17215539</td>
<td>2 Vehicle Property Damage</td>
<td>Fail to Yield from Concession 3</td>
</tr>
<tr>
<td>LP17232186</td>
<td>2 Vehicle Property Damage</td>
<td>Fail to Yield While turning left onto 6/10</td>
</tr>
<tr>
<td>LP17246277</td>
<td>2 Vehicle Minor Personal Injury</td>
<td>Fail to Yield from Inglis Falls Road</td>
</tr>
</tbody>
</table>

- All collisions between 2015 and 2018 were individually analyzed on both NICHE and on the Collision Reporting System for their location, type of collision and reported reason of collision.
- All car versus deer collisions were removed from the analysis.
- All collisions that were reportable and a Traffic Report submitted were included in the analysis.
- A total of 18 collisions were identified from January 1, 2015 to present.
- All Traffic Reports have been included with this report (one missing from CRS).
March 28, 2018

County of Grey
Transportation Services Department
595 9th Ave East,
Owen Sound, ON
N4K 3E3

Dear Sirs:

RE: Grey Road 18 – No Passing Zone

Please be advised that the Township of Georgian Bluffs Police Service Board passed Resolution PSB2018-009 at their meeting on March 19, 2018:

"That the Township of Georgian Bluffs Police Services Board hereby recommends to the Council of the Township of Georgian Bluffs that Grey County Road 18 be made a "No Passing Zone" from Rockford to Mennonite Corners;

And further that this motion be forwarded to the County of Grey Transportation Services Department".

Please contact me should you have any questions or concerns.

Thank you.

Christine Fraser-McDonald, Secretary
Township of Georgian Bluffs
Police Service Board

Cc: Mayor Alan Barfoot
Chair Dick Beresford
The Corporation of the
Township of Georgian Bluffs

April 25, 2018

County of Grey, Clerk’s Department
Att: Heather Morrison
595 9th Avenue East
Owen Sound ON N4K3E3

Dear Ms. Morrison,

RE: Motion in support of PSB 2018-009, passed by the Police Services Board on March 19, 2018

At its meeting on April 18, 2018, Council of the Township of Georgian Bluffs passed Resolution Number RES2018-094, as follows:

Moved By: Deputy Mayor Dwight Burley
Seconded By: Councillor Carol Barfoot

Whereas the Council of the Township of Georgian Bluffs has considered Resolution PSB 2018-009 passed by the Police Services Board of the Township of Georgian Bluffs at its meeting on March 19, 2018; and

Be it resolved that the Council of the Township of Georgian Bluffs requests that the County of Grey establish a “No Passing Zone” for Grey County Road 18 between Rockford and Mennonite Corners;

And further that a copy of this resolution be sent to the County of Grey Transportation Services and Clerk’s Departments for consideration.

Please contact me should you have any questions or concerns.

Sincerely,

Wendi Hunter
Clerk
519 376 2729 x. 243
whunter@georgianbluffs.on.ca

cc. Pat Hoy, Director of Transportation, County of Grey

17794 Grey Road 18, R.R. #3, Owen Sound ON N4K 5N6
www.georgianbluffs.ca | P: 519 376 2729
Committee Report

To: Warden Halliday and Members of Grey County Council

Committee Date: June 14, 2018

Subject / Report No: TR-CW-33-18

Title: Grey Road 15 Single Source Award

Prepared by: Matt Marck, Engineering Manager
Sharon Melville, Buyer

Reviewed by: Pat Hoy, Director of Transportation Services

Lower Tier(s) Affected: City of Owen Sound

Status: Recommendation

1. That Report TR-CW-33-18 regarding 1.5 kilometres of design work on Grey Road 15 in the City of Owen Sound be received and that a single source contract for Grey County’s portion is awarded to WSP Canada Inc. at an amount of $66,230.50, excluding taxes.

Executive Summary

The City of Owen Sound is undertaking a project to install sanitary sewers and construct a pump station on a 1.1 km portion of Grey Road 15, north of 3rd Ave. E. to north of 32nd St. E. The contract to design and perform contract administration for this project was awarded to WSP Canada Inc. by the City of Owen Sound in May of 2017. By extending the scope of WSP’s design work 400m to the south and expanding the scope of the 1.1 km road section, Grey County will complete the necessary planning for upgrading and urbanizing the road section to replace a deteriorating driving surface and better accommodate future development, including a proposed subdivision at the former RCA plant, to the southeast of 32nd Street East.

Background and Discussion

The original proposed design included limited reconstruction of 1.1 kilometres of Grey Road 15 from 400 metres north of 3rd Ave. East to 400 metres north of 32nd Street East to accommodate the installation of new sanitary sewer and construction of the pumping station. The road was proposed to be selectively cut for the sanitary installation.

In consultation with the County of Grey, the City of Owen Sound issued a change order to the sanitary sewer design project on May 8, 2018. The parameters of the additional scope of work
under addendum to Owen Sound RFP-160.8 will fully urbanize the cross-section, which includes the following:

- 3.5 metre wide vehicular travel lanes;
- 2-1.2 metre wide cycling lanes including appropriate signage;
- Curb and gutter on both side of the road (OPSD 600.040) including storm sewer;
- On the east side of the road, provision for a 1.5 metre concrete sidewalk and 4 metre wide boulevard complete with street tree plantings.

The quote to complete the additional design work was $94,615.00. The estimate for Grey County’s share of construction for this project is $2,200,000 and this amount will be proposed in the 2019 capital budget. Grey County’s portion of the design work is $66,230.50, excluding taxes, which equates to 3 percent of the total project budget, which Transportation Services deems acceptable.

It is recommended that Grey County’s portion of the change order to the RFP be single sourced to WSP Canada Inc. for the bid amount of $66,230.50, excluding taxes.

Legal and Legislated Requirements
None

Financial and Resource Implications
The funding chart below identifies the total tender costs.

Project Funding

<table>
<thead>
<tr>
<th>Item</th>
<th>Excluding HST</th>
<th>Net HST</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pre-Engineering Costs for Capital Projects, $316,000 is budgeted in 2018</td>
<td></td>
<td>$316,000.00</td>
</tr>
<tr>
<td>Awarded Design Assignment Amount</td>
<td>$66,230.50</td>
<td>$67,396.15</td>
</tr>
<tr>
<td>Design Contingency (5%)</td>
<td></td>
<td>$3,369.80</td>
</tr>
<tr>
<td>Total design Costs (total –Grey County)</td>
<td></td>
<td>$70,765.95</td>
</tr>
</tbody>
</table>

A 5 percent design contingency was deemed reasonable and is slated to compensate for any unforeseen additional design issues that may be discovered.

This project will be funded from the Pre-Engineering budget line item. This project was not factored into the total budget cost for Pre-Engineering Costs when preparing the 2018 Budget. Therefore, staff recommends that a shortfall for this project be funded from any surplus realized from within the 2018 Capital Construction Budget, or if a surplus is not available, from the Federal Gas Tax Reserve.
Relevant Consultation

_X_ Internal
Finance and Transportation Departments

_X_ External
City of Owen Sound

Appendices and Attachments

Project Limits Map
Project Limits Map

SITE LOCATION MAP
GREY ROAD 15
2018 – 2020
AMO BOARD OF DIRECTORS
Call for Nominations

April 23, 2018
Monday, April 23, 2018

To: Head and Members of Council
From: Trevor Wilcox, Secretary-Treasurer, AMO

Please be advised that in accordance with the Association's governing by-law, the Secretary-Treasurer is requesting nominations to the 2018 – 2020 AMO Board of Directors.

Attached please find:

• A summary of the offices for which elections will be held at the 2018 Annual Meeting;
• An estimate of the annual time commitment required to serve on the AMO Board of Directors and for those who will then serve on the AMO Executive Committee; and
• Nomination Form

The names of all qualified individuals who are duly nominated will appear on the ballot for election to the Board. From the AMO Bylaw No. 2, Part 3, qualifications are:

3.3 Qualifications of Directors.
   a) Every Director shall:
      • be an individual of eighteen (18) or more years of age;
      • be an elected official of a Member Municipality or an employee of a Member Municipality of the Corporation;
      • not be an undischarged bankrupt; and
      • not be declared incapable.
   
   b) The position of Secretary-Treasurer is to be filled by an employee of a Member Municipality and also meet the qualifications of 3.3 a).

Qualified Nominees must obtain a Council resolution of support which must also specify the Caucus or position for which the individual is being nominated. In order to provide the broadest representation possible, AMO Bylaw No. 2 stipulates that a member municipality can only have one representative on the Board unless another representative is on the Board as an appointed official from a municipal group. See Section 3.4(e).

A completed Nomination Form and supporting material must be received no later than 12:00 noon on Monday, June 25, 2018. Nominations will not be accepted beyond that date. AMO's Chief Returning Officer, Peter Fay, will certify the nomination. A Nominations Report will be issued no later than Friday, July 27, 2018.

Please forward a completed Nomination Form to the Association via email amoelections@amo.on.ca or fax at (416) 971-6191 or mail to the attention of Pat Vanini, Executive Director

All candidates will be contacted to confirm receipt of their nominations and at that time will receive further information on the election process.

If you have any questions regarding this information, please contact Pat Vanini, Executive Director at (416) 971-9856, ext. 316, e-mail pvanini@amo.on.ca or Lorna Ruder, Executive Assistant, ext. 341, email lruder@amo.on.ca
Commitment:

The following is an estimate of time individuals can normally expect to devote for service on the AMO Board of Directors and Executive Committee (i.e. Chair of each Caucus).

- **Executive Meetings:** 10 days
- **Memorandum of Understanding Meetings:** 8 days (Executive Committee only)
- **Board Meetings:** 6 days
- **AMO Conference:** 3 days
- **Other Commitments:** up to 6 days, depending on interest (task forces, other meetings)

**Board Meetings:**

Board meetings are normally held on the fourth Friday in September, November, January, March and June and on the Saturday and Sunday in advance of the AMO Annual Conference in August. The June meeting is normally held in the President’s or Secretary-Treasurer’s home municipality. In addition to the Board meetings, Board members may also serve on AMO Task Forces.

**Executive Meetings:**

Executive meetings are held on the Thursday before a scheduled Board meeting and on the fourth Thursday of the month when there is no Board meeting. Memorandum of Understanding (MOU) meetings are specifically scheduled annually in concert with the Ministry of Municipal Affairs.
AMO Board/Executive/Volunteer Expense Reimbursement Policy

This policy applies to members of the Executive and Board as it relates to Executive Committee meetings (including MOU meetings) and Board of Directors meetings.

**Travel Expense:**

AMO will reimburse travel expenses in excess of $300.00 per meeting for AMO Board of Directors, AMO Executive Committee meetings, and MOU meetings, which are generally held in the City of Toronto or the President or Secretary-Treasurer’s municipality. Travel expenses refer to airfare, train fare, car mileage, public transit, and parking costs, and shall not apply to AMO Board of Directors/Executive meetings that are held prior to or following the AMO Annual Conference, Urban Symposium or Counties, Regions and Single Tier Symposium. Members are expected to make the most efficient and cost effective travel arrangements.

**Mileage Rates:**

Automobile travel allowance rates are
- 54 cents for the first 5,000 kilometers, and
- 48 cents for each additional kilometer.

AMO’s mileage rate is based on Revenue Canada’s current “Automobile Deduction Limits and Expense Benefit Rates for Business” and is adjusted annually to reflect any changes.

**Accommodation/Meals:**

There is no provision for the reimbursement of accommodation and meals.

**Northern Ontario Exception:**

Northern Ontario Executive Committee and Board members are expected to take advantage of airfare savings, and make the most efficient and cost effective travel arrangements. As some Northern Ontario board/executive members have connecting flights making it impossible to complete their travel without incurring accommodation and meal expenses, then AMO will reimburse a maximum of three days accommodation and meal expenses.
Notice of Elections:

Elections will be held for the 2018 – 2020 AMO Board of Directors consistent with the AMO By-law No. 1. Positions include:

- President (must be a municipal elected official).
- Secretary-Treasurer (must be a municipal staff official).
- 6 County Caucus Directors. To be Elected: Three elected officials and one municipal employee to be elected by caucus constituency at the conference. Appointed Officials: Chairs of the Eastern and Western Ontario Wardens Caucuses.
- 7 Large Urban Caucus Directors. To be Elected: Five elected officials and one municipal employee to be elected by caucus constituency at the conference. Appointed Official: Chair of the Large Urban Mayors’ Caucus of Ontario.
- 6 Northern Caucus Directors. To be Elected: Four elected officials to be elected by caucus constituency at the conference: two from the Northeast and two from the Northwest. Appointed Officials: Chairs of the Federation of Northern Ontario Municipalities and the Northern Ontario Municipal Association.
- 7 Regional and Single Tier Caucus Directors. To be Elected: Six elected officials to be elected by caucus constituency at the conference. Appointed Official: Chair of the Mayors and Regional Chairs of Ontario’s Single Tier Cities and Regions.
- 6 Rural Caucus Directors. To be Elected: Four elected officials and one municipal employee to be elected by caucus constituency at the conference. Appointed Official: Chair of the Rural Ontario Municipal Association.
- 6 Small Urban Caucus Directors. To be Elected: Four elected officials and one municipal employee to be elected by caucus constituency at the conference. Appointed Official: Chair of Ontario Small Urban Municipalities.

Each of the above elected caucus members shall serve a two-year term.

*Excerpt from AMO Bylaw No. 2, Section 3.4 (e): No Member Municipality may be represented on the Board by more than one Director elected to the Board (either a municipal elected official or a municipal employee) except in the case where the Director is an appointed Director as set out in Section 3.4 b) ii), or the City of Toronto (Section 3.4 c).
NOMINATION FORM
2018 – 2020 AMO Board of Directors

• It is the responsibility of the person nominated to file a complete and accurate Nomination Form.
• Nominations will be accepted no later than 12:00 noon Monday, June 25, 2018.
• Council Resolution of support must be attached, and must specify the Board Office position.

Send completed forms to:

Pat Vanini, Executive Director
Association of Municipalities of Ontario
200 University Avenue, Suite 801
Toronto, ON M5H 3C6
Email: amoelections@amo.on.ca
Fax: 416-971-6191

Please type or print clearly:

Nominee's Name, as it is to appear on the ballot

Nominee's Municipal Position Title

Nominee's Municipality

Address

Municipality and Postal Code

Nominee's Email address and phone number
Nominated for the Office of (check one only):

☐ President
☐ Secretary-Treasurer
☐ Director County Caucus
☐ Director Large Urban Caucus
☐ Director Northern Caucus
☐ Director Regional & Single Tier Caucus
☐ Director Rural Caucus
☐ Director Small Urban Caucus

________________________________________________

☐ A Council Resolution confirming Board Office Nomination and Council support for the Nomination is ATTACHED

Consent of Nominee and Statement of Qualification:

I, the Nominee mentioned in this Nomination Form do hereby consent to such Nomination and declare that I am qualified to be elected and to hold the office for which I am nominated.

Signature of Nominee and date

Certificate of AMO’s Chief Returning Officer:

I, Peter Fay, the Chief Returning Officer, appointed by the Association of Municipalities of Ontario, to officiate over these elections, do hereby certify that I have examined the Nomination Form of the aforementioned Nominee filed with me and am satisfied that such Nominee is qualified to be nominated to the office indicated above.

Signature of Chief Returning Officer and date

Date Nomination Form received in AMO Office