Committee of the Whole
November 22, 2018 – Following Council
Council Chambers, Grey County Administration Building

1. Call to Order
2. Declaration of Pecuniary Interest
3. Delegations

10:00 AM  Don Scott, Principal Planner, Cuesta Planning Consultants – Georgiou Plan of Subdivision (42T-2016-08)

10:15 AM  Ron Davidson, Planner – Georgiou Plan of Subdivision (42T-2016-08)

4. Determination of Items Requiring Separate Discussion
5. 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. Tourism Advisory Committee minutes dated November 1, 2018

That the Tourism Advisory Committee minutes dated November 1, 2018 be adopted as presented; and

That the following recommendations contained therein be endorsed:

1. That Report CAOR-TAC-23-18 be received and that the Priorities for 2019 under the Tourism Destination Development Action Plan be supported.

2. That Report CAOR-TAC-24-18 regarding revised Terms of Reference for the Tourism Advisory Committee be received; and
That the revised Terms of Reference for the Tourism Advisory Committee as attached to Report CAOR-TAC-24-18 be endorsed.

b. TR-CW-03-18 Road Widening Acquisition Plan 16R-11118 Grey Road 17 – Georgian Bluffs

That Report TR-CW-03-18 regarding the acquisition of road widening be received and that the property identified as Part of Lot 26 Concession 14 Keppel being Part 1 Plan 16R-11118; Geographic Township of Keppel, Township of Georgian Bluffs, County of Grey be acquired by The Corporation of the County of Grey for road widening purposes; and

That Staff be directed to proceed with the road acquisition prior to County Council approval as per Section 25.6 b) of the procedural by-law in order to allow for a timely closure of the real estate transaction pending on the abutting land.

c. TR-CW-22-18 Road Widening Acquisition Plan 17R-634 Grey Road 14 – Grey Highlands

That Report TR-CW-22-18 regarding the acquisition of road widening be received and that the property identified as Part of Lot 21 Concession 1 North of the Durham Road Artemesia being Part 6 Plan 17R-634; Geographic Township of Artemesia, Municipality of Grey Highlands, County of Grey be acquired by The Corporation of the County of Grey for road widening purposes; and

That Staff be directed to proceed with the road acquisition prior to County Council approval as per Section 25.6 b) of the procedural by-law in order to allow for a timely closure of the real estate transaction pending on the abutting land.

d. TR-CW-47-18 Capital Procurement Prior to 2019 Budget Approval – Construction

That Report TR-CW-47-18 be received; and

That Staff be authorized to issue the tender for the Grey Road 40 Pulverize and Pave Construction Project prior to 2019 budget approval due to tender constraints in accordance with Section 3.3 (c) of the Purchasing Procedure which allows the procurement of up to fifty percent of gross expenditures in year one of the ten year capital forecast and section 10.0, 10.1 f) of the purchasing procedure stating that items requiring pre-budget approval must be reported to Council in order to have the expenditure authorized via resolution.

e. HDR-CW-22-18 Agreement for Investment in Affordable Housing Funding - Trembles

That Report HDR-CW-22-18 regarding funding for affordable housing in West
Grey be received; and

That the Warden and Clerk be authorized to enter into a Contribution Agreements with 1993934 Ontario Inc. (Kevin and Jason Tremble) for the funds available in 2018 and 2019 through the Investment in Affordable Housing Program Rental Build Program.

6. Items For Direction and Discussion

a. Addendum to PDR-CW-04-17 Georgiou Plan of Subdivision - Hanover

That Addendum to Report PDR-CW-04-17 be received; and

That all written and oral submissions received on plan of subdivision 42T-2016-08 known as the Georgiou Subdivision were considered; the effect of which helped to make an informed recommendation and decision; and

That in consideration of the draft plan of subdivision application 42T-2016-08, for lands described as Part of Lot 18, Plan 55, (geographic Township of Bentinck) in the Town of Hanover, the Grey County Committee of the Whole approves this plan of subdivision to create a total of sixty-seven (67) detached dwelling lots and two blocks for up to fifty-nine (59) townhouses, subject to the conditions set out in the Notice of Decision.

b. FR-CW-24-18 Corporate Financial Update and Year-End Projection as of September 30, 2018

That Report FR-CW-24-18 regarding a Corporate Financial Update and Year-End Projection as of September 30, 2018 be received.

c. FR-CW-25-18 2019 Corporate Budget Overview and Background

That Report FR-CW-25-18 regarding the 2019 Corporate Budget Overview and Background be received; and

That any additional revenue generated by the 2018 assessment growth, by exceeding the average of the previous five years, be budgeted as a transfer to the Capital Infrastructure Reserve for future Transportation Services road and bridge infrastructure capital needs and that this be included in the 2019 Budget for Council’s consideration as part of the 2019 Budget review.

d. FR-CW-26-18 Annual Indexing of Development Charges Effective January 1, 2019

That Report FR-CW-26-18 regarding the updated development charge rates effective January 1, 2019 be received for information.

e. TR-CW-44-18 Amendments to By-Law 4788-13 Regulating Traffic and Parking within the County of Grey Roads System
That Report TR-CW-44-18 be received and that Schedules “H”, “N”, “O”, “P” and “U” of By-Law 4788-13 being the By-law to regulate traffic and parking on Grey County roads be amended to reflect the proposed revisions.

f. PDR-CW-39-18 Owen Martin Forest By-law Exemption – Grey Highlands

That Report PDR-CW-39-18 be received and that the application for a Minor Exemption under the County’s Forest Management By-law for Lot 37, Concession 8 (427066 8th Concession), in the geographic Township of Artemesia, Municipality of Grey Highlands, be approved.

g. PDR-CW-40-18 Rockland Mfg. Inc. Minor Exemption – Grey Highlands

That Report PDR-CW-40-18 be received and that the amended application (map 2) for a Minor Exemption under the County’s Forest Management By-law for Lot 31, Concession 5 (213159 30th Sideroad), in the geographic Township of Artemesia, Municipality of Grey Highlands, be approved.

h. PDR-CW-41-18 Wally Schaus Official Plan Amendment Merit Report – West Grey

That Report PDR-CW-41-18 regarding a proposed County Official Plan Amendment be received; and

That the proposal proceeds to a Public Meeting to consider an amendment to the County of Grey Official Plan on lands designated ‘Agricultural’ and ‘Hazard Lands’, to permit a surplus farm dwelling severance within 500 metres of the Primary Settlement Area boundary of the Town of Hanover, for the lands described as Lot 5, 6, 7 Concession SDR (301138 Knappville Road), geographic Township of Bentinck, Municipality of West Grey, provided the Municipality is prepared to hold a joint public meeting in consideration of the necessary local amendment requirements.

i. PDR-CW-42-18 Regional Agricultural Learning and Demonstration Site – Georgian Bluffs, Chatsworth, and Owen Sound

That Report PDR-CW-42-18 be received which provides an overview of a potential partnership opportunity between Grey County and the Owen Sound Agricultural Society and Chatsworth Agricultural Society to create a Regional Agricultural Learning and Demonstration Site directly adjacent to Grey Roots; and

That support be provided in principle to explore this partnership opportunity further and to submit a Niagara Escarpment Plan Amendment application to the Niagara Escarpment Commission to seek permission for establishing a Regional Agricultural Learning and Demonstration Site adjacent to Grey Roots; and
That staff be directed to prepare a report for Council in 2019 which would include a proposed memorandum of understanding detailing the partnership with the Owen Sound and Chatsworth Agricultural Societies.

j. PDR-CW-43-18 Grey Sauble Conservation Authority Contract Renewal for Continued Forest and Trail Management and By-law Enforcement

That Report PDR-CW-43-18 be received which provides an overview of the current contract agreements with Grey Sauble Conservation Authority (GSCA) for managing the County Forests, general maintenance and risk management of County owned trails, and for providing By-law Enforcement of the County’s Forest Management By-law; and

That based on the current contract agreements expiring on December 31, 2018 and March 1, 2019 respectively it is recommended that the agreements be extended to December 31, 2019 to allow the opportunity to update the agreements in 2019 and for Council to consider the renewal of the contact arrangement outside of the Lame Duck period; and

That Council acknowledges that an extension of the current agreements with Grey Sauble Conservation Authority to December 31, 2019 is required and staff be directed to move forward with these renewals as approved by the Chief Administrative Officer in accordance with Sections 1 and 2 of By-law 5029-18, being the Lame Duck By-law.

THAT the GSCA agreement continue as per 4.3 f) of Purchasing Policy stating that a single source procurement may take place when competitive procurement may be found to be impractical.

k. CAOR-CW-25-18 The Regiments of Grey Cenotaph Project

That Report CAOR-CW-25-18 Regiments of Grey Cenotaph Project, be received; and

That $15,000 be transferred from the Grey Roots Moreston Reserve to cover any project costs which exceed the Veteran’s Affairs Grant of $18,172, In-Kind Donations, and 2018 budgeted funds.

7. Other Business
8. Notice of Motion
9. Special Presentations
10. Warden’s Closing Address

That the Warden’s Closing Address be adopted as presented and engrossed in the minutes.

11. Adjournment
Tourism Advisory Committee
November, 2018 – 9:00 AM

The Tourism Advisory Committee met on the above date at the County Administration Building with the following members in attendance:

Present: Chair Gary Gingras; Andrew Siegwart; Phillip Allanson; Jim Halliday; Andrea O’Reilly; and Councillor Selwyn Hicks

Regrets: Jim Diebel and Councillor Gail Ardiel

Staff Present: Bryan Plumstead, Tourism Manager; Heather Aljoe, Tourism Marketing and Communications Specialist; Alison Theodore, Tourism Partner and Media Relations Specialist; and Jacquelyn Morrison, Deputy Clerk/Legislative Coordinator

Call to Order

Chair Gingras called the meeting to order at 9:04 AM.

Declaration of Pecuniary Interest

There were no declarations of pecuniary interest.

Reports

CAOR-TAC-23-18 Tourism Destination Development Action Plan Priorities for 2019

Alison Theodore discussed Pillar 1, stakeholder engagement. Heather Aljoe discussed Pillar 2, Destination Development. Discussion occurred on marketing arts/culture and sporting activities. Bryan Plumstead spoke about Pillar 3, Market Research and Tracking. He advised that there is a meeting scheduled for November 20th with Destination Marketing Organizations and businesses where he will canvas what metrics would be helpful to them. Discussions occurred regarding metrics and collaboration. Mr. Plumstead spoke about Pillar 4, Resource Allocation.
The Committee discussed presenting to the councils of the nine member municipalities regarding the importance of tourism and the Tourism Advisory Committee.

_TAC10-18_ Moved by: Philip Allanson  Seconded by: Andrew Siegwart

That Report CAOR-TAC-23-18 be received and that the Priorities for 2019 under the Tourism Destination Development Action Plan be supported.

Carried

**CAOR-TAC-24-18 Tourism Advisory Committee Terms of Reference**

Bryan Plumstead advised that the Committee’s Terms of Reference required an update. He highlighted the changes and emphasized enhancing the sustainability of Grey County as a tourism destination. Gary Gingras encouraged action on enhancing sustainability.

Mr. Plumstead noted that membership application for the Tourism Advisory Committee will be sent out shortly. He encouraged those interested to apply.

_TAC11-18_ Moved by: Philip Allanson  Seconded by: Gary Gingras

That Report CAOR-TAC-24-18 regarding revised Terms of Reference for the Tourism Advisory Committee be received; and

That the revised Terms of Reference for the Tourism Advisory Committee as attached to Report CAOR-TAC-24-18 be endorsed.

Carried

**Destination Development Action Plan – 2018 Quarter 3 Scorecard**

Alison Theodore spoke about Pillar 1, Stakeholder Engagement. She advised that the listings in databases and newsletter subscriptions are growing. She advised that the database will be renewed in 2019. The pageviews on visitgrey.ca are down. She noted the website will be refreshed next year. Ms. Theodore advised that there are two more Tourism Talks events planned this year.

Heather Aljoe spoke about Pillar 2, Destination Management. Social media and website metrics are on track. Newsletter subscriptions are growing. Ms. Theodore spoke about media relations and highlighted the three media influencers that Grey County hosted this summer.

**Grey County Tourism Updates**

**Partner Criteria**

Alison Theodore discussed the proposed Market Ready Criteria. The criteria focus on the best practices for tourism partners and businesses to increase consumer confidence. Bryan Plumstead noted that businesses are to use the criteria as way to self-evaluate their practices.

Ms. Theodore spoke about the different categories of criteria, specifically visitor ready and market ready. Market ready businesses could qualify for an enhanced listing on visitgrey.ca and other potential benefits. She noted two additional criteria categories: experience ready and export ready.

Mr. Plumstead noted that the target date for the criteria to be introduced is late fall/ early December with implementation in 2019.

Discussions occurred regarding event listings and event criteria. Ms. Aljoe advised that events are listed on the event calendar online and have separate criteria.

**2018 Colour It My Way Campaign**

Heather Aljoe spoke about the ColourItMyWay campaign. The last campaign story will be posted soon and will run for approximately one week. The campaign featured ten stories from Grey County ambassadors. This was the second year for the campaign. The campaign had more pageviews this year and received positive comments and likes on social media.

Ms. Aljoe advised that there has been an increase in the request for the regional maps. Almost 1,000 maps have been sent out this year to date. Of those who requested maps, 74% also opted into receiving the newsletter.

Ms. Aljoe spoke about two local insiders that contributed to the campaign. The local insiders will continue to help create stories and content.

**Updated Metrics Backgrounder**

Bryan Plumstead spoke about the metrics backgrounder. He highlighted that the total jobs in Grey County has increased. He noted that over 14% of Grey County jobs are in the tourism industry.

Mr. Plumstead highlighted the number of visitors to Grey County and the amount spent by visitors. He noted that the number does not include US or overseas residents. The
data helps to determine who is coming to what area and what they are interested in. Using Environics segmentation, common clusters can be identified, such as “kids & careers”, which will allow for targeted campaigning. Mr. Plumstead hopes to continue to analyze the data in the future with a research and data analyst project in 2019.

The Committee recessed briefly, then reconvened.

Cycling and Trails Master Plan

Bryan Plumstead advised that the cycling and trails master plan was a requirement for the Ontario Municipal Commuter Cycling funding received for paved shoulders. WSP was hired to complete the master plan. The first meeting between Grey County and WSP was held on Monday. The goals of the cycling master plan include confirming key routes, erecting signage, and identifying gaps in the paved shoulder. Goals for the trails master plan include identifying key trails and publishing the trails. Options for publishing trail information were discussed.

Mr. Plumstead advised that he anticipates a draft master plan to be ready by March/April 2019 and signage to be erected next summer. There will a website available shortly.

Mr. Plumstead intends to reach out to municipalities shortly regarding the master plan for their input.

Municipal Accommodation Tax (MAT) Verbal Update

Bryan Plumstead spoke about the MAT. He advised that this is a very fluid topic and many players are looking at this issue. Single and lower tier municipalities have the authority to implement the MAT. County and regional governments do not. The MAT funds must flow to an independent not-for-profit entity. Currently larger cities with over 500 hotel units are implementing a MAT. Some municipalities have set up independent economic development entities to flow funds to.

Mr. Plumstead noted that the occupancy rate in Grey-Bruce is 52%, which equals an average of $70/day in revenue per room. He discussed his calculations of MAT revenue in Grey County, with the Blue Mountains receiving 50% and Owen Sound receiving 25%. In his opinion, a MAT may not make sense to implement right now. Including short term accommodations as a revenue source could increase the viability of the MAT. He noted that HST is collected on top of the MAT.

Andrew Siegwart discussed the importance of having a solid business plan prior to implementing a MAT.

Collaborative Approach to Labour Force Development in
South Georgian Bay

Andrew Siegwart provided an update on the labour force findings. He has presented this information to numerous councils. The Town of Blue Mountains council passed a resolution to implement the findings and to look into planning options. The Attainable Housing Corporation has taken a leadership role regarding attainable housing and will work with the Blue Mountains. Mr. Siegwart noted the commitment from the community.

Mr. Siegwart advised that Meaford council has directed staff to explore the next steps. He advised that Meaford’s Official Plan is in line to move forward with supporting attainable housing.

Mr. Siegwart advised that Grey County Council was supportive of the findings. He suggested that the County’s next step could be to organize discussions with the Blue Mountains and Meaford.

Mr. Siegwart noted that developers are now coming forward with interest in the project. He is excited that the momentum and interest in the issue are increasing.

He advised that there have been high level conversations in Simcoe County. Further discussions will happen with the new councils in Simcoe County.

Bryan Plumstead noted the County’s draft Community Improvement Plan (“CIP”) has also been presented to County Council. The CIP is a tool for municipalities to use to help encourage community improvement.

Other Business

Bryan Plumstead noted that the Minister of Tourism announced a new tourism strategy at the recent Tourism Summit. The strategy will focus on aligning the roles of the government and businesses. He expects the formal plan to be delivered in June 2019.

Discussion occurred on the issue of transportation. Andrew Siegwart advised that local municipalities have been looking into this issue. Bryan Plumstead noted the transit movement in Collingwood. Other opportunities were discussed.

Next Meeting Dates

The next meeting will be held by the new Committee in the new year.

Gary Gingras thanked the Committee for their work over the last term. Bryan Plumstead encouraged interested Committee members to reapply.

On motion by Philip Allanson and Andrea O’Reilly, the meeting adjourned at 12:08 PM.

Gary Gingras, Chair
Recommendation

1. That Report TR-CW-03-18 regarding the acquisition of road widening be received and that the property identified as Part of Lot 26 Concession 14 Keppel being Part 1 Plan 16R-11118; Geographic Township of Keppel, Township of Georgian Bluffs, County of Grey be acquired by The Corporation of the County of Grey for road widening purposes; and

2. That Staff be directed to proceed with the road acquisition prior to County Council approval as per Section 25.6 b) of the procedural by-law in order to allow for a timely closure of the real estate transaction pending on the abutting land.

Executive Summary

The Township of Georgian Bluffs granted severance application B10/18 for the purpose of a lot addition. The existing lot to be added to was created with planning act consent in 1995.

Lots created with planning act consent cannot be re-registered to merge with adjacent land unless they are physically changed or altered.

The acquisition of a one foot road widening parcel by the County off the front of the lot that was created in 1995 will alter the parcel and allow the two parcels to merge on title in accordance with the conditions for a lot addition.

Background and Discussion

The Township of Georgian Bluffs granted severance application B10/18 for the purpose of a lot addition. The property to be added to was created with planning act consent pursuant to a decision granted by the Grey County Planning Approval in 1994 under its file number B87/94.
Under subsection 50 (12) of the Planning Act, R.S.O. 1990, c. P. 13 as amended, commonly referred to as the “Once a Severance, Always a Severance Rule”, the original severed parcel could potentially be sold, transferred, or mortgaged separate from the lot addition parcel. This would result in the unauthorized creation of three separate lots.

Given that the creation of the proposed lot is dependent on it merging with the existing lot created with Planning Act Consent in 1995 it is necessary to alter the dimensions of the existing lot to ensure the parcels can legally merge on title.

The acquisition of a one foot road widening parcel by the County off the front of the lot that was created in 1995 will alter the dimensions of this parcel and effectively break the “Once a Severance, Always a Severance Rule” ensuring that the original lot created in 1995 cannot be sold, transferred, or mortgaged separate from the lot addition parcel.

It is in the County’s interest to ensure that the original lot and the lot addition can only ever be dealt with as one enlarged parcel. It is recommended that the County accept a transfer of a one foot parcel of road widening along the frontage of Part 2 Plan 16R-6153 and join it to the abutting county road network.

The acquisition of this one foot parcel would have no impact on the County’s operations or the public.

The retained portion of the severance was scheduled to be transferred to a third party with an intended closing date of November 7th, 2018. To allow for a timely closure of the real estate transaction pending on these lands we are requesting that the road widening transfer be completed prior to County Council approval.

Legal and Legislated Requirements

Section 50 (12) of the Planning Act states that “where a parcel of land is conveyed by way of a deed or transfer with a consent given under section 53, subsection (3) and (5) of this section do not apply to subsequent, or other transactions involving, the identical parcel of land unless the council or the Minister, as the case may be, in giving consent, stipulates either that subsection (3) or subsection (5) shall apply to any such subsequent conveyance or transaction.”

Financial and Resource Implications

There are no anticipated financial, staffing or legal considerations associated with the proposed acquisition. The cost of the legal transfer will be covered by the parties to the transaction which is subject of the lot addition proposed in severance application B10/18.

Relevant Consultation

☒ Internal
Planning Department

☒ External
Harry Hendry, Lawyer
Appendices and Attachments

Location Map
Reference Plan 16R-11118
Grey Road 17 Road Widening Acquisition Agreement
Location Map

Grey Road 17

Legend
- County Owned Roads
- Ownership Parcels
  - No plan
  - One or more plans

Notes
1 foot road widening parcel off of Pinn 37036-0092.

This map is a user-generated static output from an internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. THIS MAP IS NOT TO BE USED FOR NAVIGATION.

Printed: October 29, 2018

© County of Grey
Grey Road 17 Road Widening Acquisition Agreement

This Agreement

made in duplicate this ________ day of __________________________, 20____

between:

The Corporation of the County of Grey

(herein called the “County”)

- and-

Jeff VanDerPloeg

(herein called the “Owner”)

WHEREAS the Owner owns a parcel of land situated in the Township of Georgian Bluffs in the County of Grey; adjacent to County Road 17.

AND WHEREAS the County wants to acquire and the Owner is agreeable to transfer part of the land for road widening purposes.

The Owner and the County agree that in consideration of the rounded sum of $2.00 paid by the County to the Owners, receipt and sufficiency of which is hereby acknowledged, the parties, intending to be legally bound, agree as follows:

The Owner agrees to transfer to the County, a parcel of land municipally known as 179293 Grey Road 17 and legally described as Part of Lot 26 Concession 14, Township of Georgian Bluffs (in the former geographic Township of Keppel), in the County of Grey depicted as Part 1 on Reference Plan No. 16R-11118 (the “Purchased Parcel”).

Additional Details: None

The Owner agrees to provide the County with a valid Transfer/Deed of Land conveying unencumbered title to, and releasing all claims in respect of, the Purchased Parcel and the additional lands. The Transfer/Deed of Land shall be prepared at the expense of the Owner by his lawyers.

The Owner shall obtain release of any existing mortgage or other encumbrance on the purchased parcel and additional lands. The Owner represents that spousal consent is not necessary to this transaction under the provisions of the Family Law Act (Ontario), unless the Owner’s spouse has executed the consent below. The Owner represents that the Owner is not a non-resident of Canada within the meaning of the Income Tax Act.

The obligation of the County to complete the transaction contemplated by this agreement shall be conditional upon County Council passing a motion approving the acquisition of the Purchased Parcel.

The transaction shall be completed on or before a date specified by the County by notice sent to the Owner not less than 30 days prior to the specified completion date.

If this transaction is subject to Harmonized Sales Tax such tax shall be included in the purchase price.

The heirs, executors, administrators, successors in title and assigns of the Owner are bound by the terms of this agreement.
In witness, the parties have signed, sealed and delivered this agreement.

The Corporation of the County of Grey

(seal) 
Warden Stewart Halliday

__________________________________________
Clerk Heather Morrison

Owner – Jeff VanDerPloeg
(seal)
Witness

Owner
(seal)
Witness

The undersigned Spouse of the Owner consents to the disposition agreed to herein pursuant to the provisions of the Family Law Act (Ontario), and hereby agree with the County that he or she will execute all necessary documents to complete the sale.

(seal)
Spouse of Owner (if not property owner) 
Witness

Name of Owner(s) of Property
Jeff VanDerPloeg

Address:
625 8th Street West
Apt. 213
Owen Sound, ON N4K 3N2
Committee Report

To: Warden Halliday and Members of Grey County Council

Committee Date: November 22, 2018

Subject / Report No: TR-CW-22-18

Title: Road Widening Acquisition Plan 17R-634 Grey Road 14

Prepared by: Lacey Thompson, Land Acquisition Specialist

Reviewed by: Pat Hoy, Director of Transportation Services

Status: Recommendation

1. That Report TR-CW-22-18 regarding the acquisition of road widening be received and that the property identified as Part of Lot 21 Concession 1 North of the Durham Road Artemesia being Part 6 Plan 17R-634; Geographic Township of Artemesia, Municipality of Grey Highlands, County of Grey be acquired by The Corporation of the County of Grey for road widening purposes; and

2. That Staff be directed to proceed with the road acquisition prior to County Council approval as per Section 25.6 b) of the procedural by-law in order to allow for a timely closure of the real estate transaction pending on the abutting land.

Executive Summary

Part 6 Plan 17R-634 is a piece of road widening that abuts Grey Road 14. Grey County is completing this report to acquire and join Part 6 Plan 17R-634 to Grey Road 14.

Background and Discussion

Recently it was discovered that a parcel of road widening along Grey Road 14 is under private ownership. The property is known as Part of Lot 21 Concession 1 North of the Durham Road Artemesia being Part 6 on Plan 17R-634, Municipality of Grey Highlands, County of Grey.

The parcel of road widening was separated from Part of Lot 21 Concession 1, Artemesia in 2006 when the abutting lands were transferred using a new legal description that did not contain Part 6 Plan 17R-634.

The road widening parcel was never transferred to Grey County and remains under the ownership of the previous landowner who no longer owns the abutting land.
The acquisition of this parcel will result in a 30.5 metre (100 foot) right-of-way width in this area of Grey Road 14, which supports the County's long term goal in accordance with the Transportation Master Plan.

The abutting lands are scheduled to be sold and the parties wish to close the deal as soon as possible. To allow for a timely closure of the real estate transaction pending on these lands we are requesting that the road widening transfer be completed prior to County Council approval.

Legal and Legislated Requirements

Private ownership of this road widening parcel results in the abutting landowners having no legal access to Grey Road 14 from their property.

Financial and Resource Implications

Staff has currently invested $40.00 to complete the necessary property searches in relation to this parcel. The legal costs to finalize the transfer are estimated to be under $500.00.

The funding will come from the Transportation Services land acquisition budget.

Relevant Consultation

☐  Internal
☒  External

Anne Welwood Law Office, Ferris & Celhoffer Professional Corporation

Appendices and Attachments

Location Map
Grey Road 14 Road Widening Acquisition Agreement
Location Map
This Agreement

made in duplicate this ________ day of ___________________________, 20____

between:

The Corporation of the County of Grey

(herein called the “County”)

- and-

Estate of Leroy Meads

(herein called the “Owner”)

WHEREAS the Owner owns a parcel of land situated in the Municipality of Grey Highlands in the County of Grey; adjacent to County Road 14.

AND WHEREAS the County wants to acquire and the Owner is agreeable to transfer the land for road widening purposes.

The Owner and the County agree that in consideration of the sum of $2.00 paid by the County to the Owners, receipt and sufficiency of which is hereby acknowledged, the parties, intending to be legally bound, agree as follows:

The Owner shall transfer to the County, a parcel of land which is legally described as Part of Lot 21 Concession 1 North of the Durham Road Artemesia, Municipality of Grey Highlands (in the former geographic Township of Artemesia), in the County of Grey depicted as Part 6 on Reference Plan No. 17R-634 (the “Purchased Parcel”).

Additional Details:  None

The Owner agrees to provide the County with a valid Transfer/Deed of Land conveying unencumbered title to, and releasing all claims in respect of, the Purchased Parcel. The Transfer/Deed of Land shall be prepared at the expense of the Owner by its lawyers.

The Owner shall obtain release of any existing mortgage or other encumbrance on the purchased parcel. The Owner represents that spousal consent is not necessary to this transaction under the provisions of the Family Law Act (Ontario), unless the Owner’s spouse has executed the consent below. The Owner represents that the Owner is not a non-resident of Canada within the meaning of the Income Tax Act.

The obligation of the County to complete the transaction contemplated by this agreement shall be conditional upon County Council passing a motion approving the acquisition of the Purchased Parcel.

The transaction shall be completed on or before a date specified by the County by notice sent to the Owner not less than 30 days prior to the specified completion date.

If this transaction is subject to Harmonized Sales Tax such tax shall be included in the purchase price.

The heirs, executors, administrators, successors in title and assigns of the Owner are bound by the terms of this agreement.
In witness, the parties have signed, sealed and delivered this agreement.

**The Corporation of the County of Grey**

(seal) Stewart Halliday, Warden

Heather Morrison, Clerk

We have authority to bind the Corporation

**The Estate of Leroy Meads**

Per: Jean Hutchinson
Estate Trustee for
The Estate of Leroy Meads

The undersigned Spouse of the Owner consents to the disposition agreed to herein pursuant to the provisions of the Family Law Act (Ontario), and hereby agree with the County that he or she will execute all necessary documents to complete the sale.

Spouse of Owner (if not property owner) Witness

**Name of Owner(s) of Property**

Estate of Leroy Meads
c/o Jean Hutchinson, Estate Trustee

**Address:**

305632 Southline
Priceville, ON N0C 1K0

**Contact Information:**

Lawyer: Ferris & Celhoffer Professional Corporation
519-924-2031
Recommendation

1. That Report TR-CW-47-18 be received; and

2. That Staff be authorized to issue the tender for the Grey Road 40 Pulverize and Pave Construction Project prior to 2019 budget approval due to tender constraints in accordance with Section 3.3 (c) of the Purchasing Procedure which allows the procurement of up to fifty percent of gross expenditures in year one of the ten year capital forecast and section 10.0, 10.1 f) of the purchasing procedure stating that items requiring pre-budget approval must be reported to Council in order to have the expenditure authorized via resolution.

Executive Summary

Transportation Services Staff is requesting permission to tender for the Grey Road 40 pulverize and pave construction project prior to 2019 budget approval.

Background and Discussion

Staff is seeking to tender the Grey Road 40 pulverize and pave construction project prior to 2019 budget approval in order to secure the most favourable tender pricing for this significant project.

Section 10.1 f) of the purchasing procedure states that items requiring pre-budget approval must be reported to Council in order to have the expenditure authorized via resolution.

In Section 3.3 c) of the procedure, it states that staff is authorized to procure up to fifty percent of gross expenditures contained in the first year of the current Ten Year Capital Expenditure Forecast, prior to the annual budget being approved, once Council has authorized these capital expenditures via resolution, the tenders can be released for bidding by contractors.
Transportation Services is recommending to pulverize and pave Grey Road 40; from Veterans Road North to Grey Road 12. The total project length is 15.5 kilometres.

With the 2019 budget being scheduled to be presented at the upcoming January 31, 2019 Committee of the Whole meeting and February 14, 2018 Council meeting, the Transportation Services Department feels that it is in the County’s best interest to tender this project prior to budget approval. In the past, Transportation Services has released construction tenders in the first or second month of the fiscal year and obtained very favourable pricing.

Legal and Legislated Requirements
None.

Financial and Resource Implications
This construction project is estimated to cost $5,350,000.00 and is to be funded by the OCIF Provincial Grant, development charges, federal gas tax reserve and levy as noted in Table 1 below.

<table>
<thead>
<tr>
<th>Table 1</th>
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<tbody>
<tr>
<td>Grey Road 40 Pulverize and Pave Project Cost Estimate</td>
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<tr>
<td>OCIF Provincial Grant</td>
</tr>
<tr>
<td>From Reserve Development Charges Category 3</td>
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<tr>
<td>From Reserve Federal Gas Tax</td>
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<tr>
<td>Levy Requirement</td>
</tr>
<tr>
<td><strong>Total Estimated Cost</strong></td>
</tr>
</tbody>
</table>

The gross expenditures amount contained in the first year (2019) of the current Transportation Services Ten Year Capital Forecast Plan is $18,409,600. Fifty percent of the gross expenditures is $9,204,800 and $1,377,830 of this amount is already committed for the procurement of two tandem trucks and two tandem roll-off trucks as per TR-CW-48-18 Capital Purchase Prior to Budget Approval, which was endorsed by Council on November 8, 2018. Therefore, $7,826,970 still remains available for procurement prior to the 2019 budget approval, as per section 3.3 (c) of the Purchasing Procedure. This project, with a cost of $5,350,000, falls within this approved amount, as noted within Table 2.

<table>
<thead>
<tr>
<th>Table 2</th>
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<tbody>
<tr>
<td>Pre-Budget Approval for Grey Road 40 Construction Project</td>
</tr>
<tr>
<td>Gross Expenditure Amount for the first year of the 2019 Capital Forecast</td>
</tr>
<tr>
<td>Fifty Percent of Gross Expenditure Allowed Amount</td>
</tr>
<tr>
<td>Less Amount allocated to Pre-Budget Approval of Tandem Truck Purchase</td>
</tr>
<tr>
<td>Net amount available for Pre-Budget Purchase within the first year of the 2019 Capital Forecast</td>
</tr>
<tr>
<td>Total Estimated Cost of Grey Road 40 Construction</td>
</tr>
</tbody>
</table>
Relevant Consultation

☒  Internal
Finance Department

☐  External

Appendices and Attachments

2019 Grey Road 40 Project Location Map
2019 Grey Road 40 Project Location Map
Recommendation

1. That Report HDR-CW-22-18 regarding funding for affordable housing in West Grey be received; and

2. That the Warden and Clerk be authorized to enter into a Contribution Agreement with 1993934 Ontario Inc. (Kevin and Jason Tremble) for the funds available in 2018 and 2019 through the Investment in Affordable Housing Program Rental Build Program.

Executive Summary

In 2016 the County received $2,550,000 in funding from the Investment in Affordable Housing (IAH) Program for years 2016-2019. The Rental Build Program, one of the programs in the IAH. The recent award of RFP-HOU-17-18 to Kevin and Jason Tremble to build affordable housing qualifies for the remaining IAH Rental Build Program funding. A total of $900,000 is available; $510,940 in 2018 and $389,060 in 2019. This report requests approval for the County of Grey to enter into an agreement with 1993934 Ontario Inc. (Kevin and Jason Tremble) for $900,000 to build affordable housing in West Grey.

Background and Discussion

The Rental Housing Program component of the Investment in Affordable Housing Program provides funding to increase the supply of rental housing by providing funding to eligible projects for construction of safe, adequate and affordable rental housing. Kevin and Jason Tremble's (1993934 Ontario Inc.) proposed build in Durham of 14 one bedroom units, 11 of which are
affordable meets the eligibility for the Rental Build Program. The RFP-HOU-17-18 was awarded at the November 8, 2018 Committee of the Whole meeting to Kevin and Jason Tremble.

There is $900,000 in funding available through the Investment in Affordable Housing Program; $510,940 in 2018 and $389,060 in 2019. This report requests approval for Grey County to enter into two agreements for the IAH funding. The first agreement needs to be signed by the end of December 2018 and the second agreement will be signed in April 2019 at the beginning of the 2019 funding year.

Legal and Legislated Requirements

Grey County is required to enter into a Contribution Agreement with 1993934 Ontario Inc. (Kevin and Jason Tremble) in order to flow the funds to them for the affordable housing build.

Financial and Resource Implications

The funding is 100% provincial dollars.

Relevant Consultation

☐ Internal:

☐ External:

Appendices and Attachments

Contribution Agreement
Recommendation

1. That Addendum to Report PDR-CW-04-17 be received; and

2. That all written and oral submissions received on plan of subdivision 42T-2016-08 known as the Georgiou Subdivision were considered; the effect of which helped to make an informed recommendation and decision; and

3. That in consideration of the draft plan of subdivision application 42T-2016-08, for lands described as Part of Lot 18, Plan 55, (geographic Township of Bentinck) in the Town of Hanover, the Grey County Committee of the Whole approves this plan of subdivision to create a total of sixty-seven (67) detached dwelling lots and two blocks for up to fifty-nine (59) townhouses, subject to the conditions set out in the Notice of Decision.

Executive Summary

The County has received a plan of subdivision application (County file number 42T-2016-08) to facilitate the construction of 67 detached dwellings and two blocks for up to 59 townhouses in the Town of Hanover. The subdivision will have access off of 7th Avenue via 18th Street North and a new arterial road to the north. The proposed units will front onto a series of new internal roads being created through this subdivision, which will connect to the existing 8th Avenue North. Servicing to the proposed subdivision will be via municipal water and sewer services, which will be allocated at the draft approval phase. 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 received a plan of subdivision application from Loukia Georgiou to establish 67 single detached lots, with two medium density blocks for up to 59 townhouses in the Town of Hanover (geographic Township of Bentinck). The 59 townhouses will be further subdivided via the part lot control or consent processes, following the construction of the units. The subject lands would have frontage off of a series of new roads which would connect to 8th Avenue North along the westerly boundaries. A new arterial road is proposed to connect to the County Road (7th Avenue) at the north end of the development. A future road connection to the south is also being provided within the draft plan of subdivision.

The subject lands are designated as ‘Primary Settlement Area’ in the County Official Plan and are designated as ‘Residential’ in the Town of Hanover Plan. Prior to the Town’s recent approval of a zoning amendment, the zoning for the subject lands was Future Development (D) and Hazard (H). The County Plan also maps a small section of ‘Significant Woodlands’ adjacent to the subject property on the former rail lands. There are no buildings or structures currently located on the subject property.

Surrounding the proposed plan of subdivision is a mixture of residential, industrial, Hydro One lands, vacant lands, and the former rail line, which has now been removed and is a trail. The subject lands are approximately 130 metres north of the Saugeen River.

See Map 1 below for an aerial view of the subject property and surrounding area, and Map 2 for a copy of the proposed plan of subdivision including a concept plan for the two medium density blocks.
There was pre-submission consultation between the proponent, the Town of Hanover, the Saugeen Valley Conservation Authority (SVCA), and the County for these applications. In addition to the original studies required by the County and the Town, additional addendum reports, and a noise study, were also required in response to comments raised on these applications. Copies of all background reports and plans can be found at this link.

A zoning by-law amendment was recently approved by the Town of Hanover to rezone the lands from the Future Development (D) and Hazard (H) zone to the Residential Type 2 (R2), Residential Type 4 (R4), and Hazard (H) zones. In the northwest corner of the subdivision, the zoning amendment also reflects two individual exceptions (R2-27 and R4-28) to implement the recommendations of the noise study. These exceptions will ensure there are no noise conflicts between lot 67 and townhouse block 73 and the abutting Hydro One facility. As of the date of writing this report, the zoning amendment had recently been approved by the Town, but the notice of decision was sent on November 15, 2018, triggering the 20 day appeal period. As a result, this zoning amendment is not yet in force and effect. Map 3 below shows the proposed areas to be rezoned.
Map 2: Proposed Subdivision Conceptual Plan (Courtesy Darryl M. Robins Consulting Inc.)
Map 3: Proposed Area to be Re-zoned

Public and Agency Comments Received

There were members of the public that made written submissions, and oral submissions at the public meeting on March 20, 2017 in the Town of Hanover. The minutes from the public meeting can be found at this link.

The following people made comments on the plan of subdivision application:

- John Burrell,
- Jordan and Travis Whitmore,
- Carol Glenn,
- Tanya Lloyd,
• Ben Rier on behalf of Wally Schaus,
• Larry Williams,
• Tammy Burrell,
• Don and Donna Tedford,
• Jerome Weber,
• Lisa and Dave Coville, and
• Cuesta Planning Consultants on behalf of Don and Donna Tedford

Comments raised at the public meeting or through written comments are as follows:

• Where will the servicing come through, and are there adequate permissions in place regarding private lane to the south,
• Is the existing servicing to the south sufficient for both the existing development and proposed development,
• The design of the proposed plan of subdivision does not allow for the efficient development of the lands to the south, and road stub at the northern boundary of these lands is inadequate,
• The lands to the south are currently farmed, and will continue to be farmed as per the current zoning,
• The need for an easement agreement between the Town and the southern property owner for existing services traversing their property,
• Will the laneway to the south need to be dug up again, as it remains in poor condition from the last time the servicing was installed,
• Increase in traffic,
• Existing delays turning onto 7th Avenue can be challenging in summer months,
• Traffic safety for pedestrians and vehicles,
• School bus access, as existing children need to walk a fair distance to catch the bus,
• Lack of sidewalks in the area, including on 18th Street North, 7th Avenue, and 8th Avenue North,
• Why are the recommendations of the Traffic Impact Study not being followed, and why is 18th Street North not being widened accordingly,
• Timing for a second road access,
• The existing ‘double dead ends’ mean less traffic in the area, and more traffic is not desired,
• Will all the new traffic come past the existing properties on 8th Avenue,
• Emergency vehicle access questions,
• Access or temporary access was requested for the industrial property to the east, based on the uncertainty of when and where the future arterial road will be installed,
• Noise concerns,
• Stormwater management and flooding,
• There are multiple natural springs in the area that run 365 days a year, and some lots are very wet year-round,
• What will be the impact of having a stormwater pond on top of the hill,
• Concerns reading run-off from the proposed subdivision,
• How is the post-development stormwater flow going to be less than the pre-development flow,
• Housing density and lot size concerns, including notes that a ‘cookie-cutter’ subdivision is not desirable,
• Why is there zero concern for the appearance of this subdivision,
• No other subdivisions in Hanover have 40 foot wide lots, why should there be such lots here abutting existing lots that are nearly twice this size,
• The aesthetics of the townhouses ruins the chance for this area to have potentially high end homes,
• Subdivision will ruin the existing view and lower property values for neighbours,
• What will be the impact on the river and was an environmental report prepared,
• Request for a chain-link fence along the southern boundary of the subdivision property,
• Subsection 51(24)(c) of the Planning Act was not adequately addressed in the Town’s November 5th Staff Report,
• Planning for a subdivision needs to consider existing or proposed subdivisions on neighbouring lands,
• What is the timeframe for construction,
• Location of the group mailbox,
• Why is the fire hydrant out of service,
• The decision on this development should be deferred to allow for further discussions with the landowner to the south,
• Questions about who got notice of the November 5th Hanover Council meeting, and
• Will new neighbours of this subdivision be given the opportunity to comment?

Agency comments were as follows:

• **Historic Saugeen Metis (HSM):** In an email dated January 11, 2017 the HSM noted that they have no concerns with the proposed plan of subdivision or rezoning.
• **Union Gas:** In an email dated January 18, 2017, Union Gas requested that a condition be added to the draft approval to provide the necessary easements or agreements to provide gas service.
• **Canada Post:** In a letter dated January 16, 2017 Canada Post noted that the development will be serviced via a central community mailbox. Canada Post has supplied a series of draft plan conditions, which the owner/developer will need to comply with for the community mailbox siting.
• **Saugeen Valley Conservation Authority (SVCA):** In a letter dated March 7, 2017 the SCVA provided recommended conditions of draft plan approval and requested that the Hazard zone remains in the southwest corner of the lot.
• **Hydro One Networks Inc.:** In a letter dated February 23, 2017 Hydro One Networks Inc. raised concern over noise emanating from the existing Transformer/Distribution Station, which may impact the proposed residential development. Hydro One Networks Inc. also noted that prior to final approval they wish to be provided a chance to comment on a final lot grading and drainage plan. In response to these comments, the developer then consulted with Hydro One Networks Inc. and prepared a noise study to address their concerns. Further comments have since been received from Hydro One Networks Inc. with respect to the land acquisition component.
• **Bluewater District School Board (BWDSB):** In an email dated December 30, 2016 the BWDSB noted that they have no concerns with the proposed development at this time.
• **Bruce County:** In an email dated January 5th, the County of Bruce noted that they have no concerns and that they defer to the Grey County Transportation Services in regards to comments and access onto 7th Avenue / County Road 10.
Grey County Transportation Services: Transportation Services have provided multiple comments throughout this development. Within their comments they noted: ‘that the separation of the proposed arterial road linking 8th Avenue North to the County Road using the old rail right of way does not meet the County’s criteria of 400 metres between intersections. If it can be arranged that the road can get access to the County Road, the County would require an exemption application to the policy to proceed. The County would also have to approve the entrance design including a realignment of the existing right of way to be at 90 degrees to the County Road.’

Town of Hanover: Town staff, as well as their peer review engineer have provided multiple comments throughout this process. Many of the comments were very technical in nature and have been addressed through changes to the draft plan, or through future clauses in the subdivision agreement. Some of the most pertinent comments related to servicing, stormwater management, traffic, sidewalks, and the construction and timing of the future arterial road, including the need for further land acquisition to facilitate this road connection. A staff report was presented to Hanover Council on November 5, 2018, where Town Council supported the recommended draft plan conditions and approved the associated zoning by-law amendment.

Staff Response to Public and Agency Comments
Since the public meeting, Town and County staff have been working closely with the owner’s development team to address the comments heard by members of the public and agencies. A quick summary of staff’s responses follows, prior to the more thorough policy analysis.

Traffic and Roads Comments
In response to concerns raised, the developer prepared an additional Traffic Impact Study (TIS) in June 2017. This TIS made recommendations to upgrade 18th Street North, in order to accommodate the additional traffic contemplated through this subdivision. County and Town staff had concerns with this approach, as it still only permitted one access point into this development. Instead, staff recommend that a portion of the planned arterial road to the north (as shown on Schedule C to the Town’s Official Plan) be constructed to facilitate a second point of access to this development for day-to-day use and for emergency purposes. Through recommended conditions of draft approval, this arterial road will be built as part of the phasing of this subdivision. The developer of this subdivision is being asked to contribute 50% of the cost of this arterial road between 7th Avenue and 8th Avenue North. Having two access points onto 7th Avenue should also help access in and out of this area, as some residents were concerned that traffic can ‘back-up’ currently in the summer months.

There was also a concern about whether or not access could be provided through this development, to industrial lands to the east. While the future arterial road will provide opportunity for connections, once it is extended, County and Town staff do not recommend that industrial traffic be channeled through a residential area. This recommendation is both for noise and public health and safety reasons. Staff have discussed this matter with the landowner’s agent offering further explanation of this rationale, and noting the Town’s future road plans.
Pedestrian Safety Concerns

Sidewalks will be built throughout this development to provide safe pedestrian access. A trail is also proposed (as Block 74) to provide access to the existing rail trail. These sidewalks and trail will be the responsibility of the developer to construct.

The Town of Hanover has also committed to building a sidewalk between this development and 7th Avenue along 18th Street North, to ensure that existing residences have a safer access. The Town could also consider sidewalks on 8th Avenue at a later date. The timing for the construction of the sidewalks on 18th Avenue North will proceed concurrently with the sidewalks being installed in phase 1 of the development.

Connectivity with Lands to the South

The abutting landowner to the south, as well as their planning consultant, raised questions about the proposed layout of the subdivision, and how it may impact their ability to develop their lands in the future. The proposed subdivision is providing an additional access to the lands to the south via Street B. This would be in addition to the existing 8th Avenue North, which currently ‘dead-ends’ near the southern property boundary.

A shared road was investigated between the developer and the southern landowner. The two parties met, and were unable to come to an agreement on a shared road; more specifically how would it get built, who would pay, and particularly what happens if the current or future developers of the two properties were operating on different development timeframes (for example, if developer ‘A’ wanted to develop now, but developer ‘B’ had no intention to develop for the next 15 years). An agreement between the two parties could not be reached. As such, the Georgiou development proceeded to design a subdivision without a shared road.

The southern landowner later provided a sketch on how a shared road could be developed. However, there was no engineering behind this proposal, and it created an inefficient lot layout, including:

- multiple crossings of the rail trail that would either dead-end, or have the potential to connect future industrial traffic through residential areas (which as stated above is not desirable), and
- multiple stretches of double access lots (i.e. lots having roads at both the front and back of their boundaries), which is inefficient from a cost, maintenance, and servicing perspective.

Neither the County nor the Town saw conclusive evidence that this southern property could not be developed based on the current proposed plan of subdivision layout. Furthermore, this proposed plan will be providing access from the southern property via Street B and 8th Avenue to both 18th Street North and through to the future arterial road. As such, neither the County nor the Town will be requiring a shared road in this regard.

Following the initial concerns raised by the landowner to the south, they submitted additional comments indicating their desire to see a 6 foot high chain link fence along the southern boundary of the subject lands. Town and County staff, as well as representatives for the proponent, met with this southern landowner to note that fencing could be considered as a
condition in the subdivision agreement. Wording about the fencing in the subdivision agreement has been included in draft plan condition # 4, attached to this report.

The Cuesta Planning Consultants memo also noted that the Town’s November 5th Staff Report had not adequately addressed section 51(24)(c) of the Planning Act. A review of this section of the legislation has been undertaken in this report.

**Housing Type, Aesthetics and Property Value Concerns**

The Province, the County, and the Town all require a range of housing types to meet the needs of all those who live, or want to live here. Across the County there is a need for all types of housing, from rental, to affordable, to higher end housing. While staff acknowledge that some residents may be most familiar with single detached dwellings, there is a need for other types of housing, including townhouses, semi-detached and apartment units. Townhouses, for example, provide for excellent entry, or exit points, from the housing market (i.e. it suits those looking to buy their first home, and it suits those aging populations who may be looking to ‘down-size’). The proposed lot density would meet the County and Town’s targets set out in their respective Official Plans.

Furthermore, municipalities cannot discriminate against future users of said housing types based on perceptions of who may or may not choose to live there. This type of discrimination is a human rights offense that would be contrary to the Ontario Human Rights Code section 2(1) which states;

> “Every person has a right to equal treatment with respect to the occupancy of accommodation without discrimination because of race, ancestry, place of origin, colour, ethnic origin, citizenship, creed, sex, sexual orientation, age, marital status, family status, disability or the receipt of public assistance.”

More information on housing and human rights provided by the Ontario Human Rights Commission can be found at [this link](#).

With respect to aesthetic concerns of the townhouse units, these will be subject to site plan control. Under the future site plan applications, the Town will have additional input into the layout and aesthetics of these units.

Prior to this subdivision application being submitted, there were multiple draft designs submitted with different lot layouts to ensure an appropriate development form for this property. Town and County staff gave preliminary feedback on these designs. The current subdivision proposal has been designed such that the existing single detached dwellings will abut proposed single detached dwellings (i.e. to have like housing types adjacent to one another). Some of the proposed lots will be smaller than some of the existing lots, but the lots being considered are similar to others proposed and approved across the County, and meet the provisions of Hanover’s R2 zone. Staff are aware that some of the existing lots in the area are quite large, and have tried to be sympathetic to the desires of existing owners in this area. However, current planning policy seeks to promote a range of unit types and lot sizes. Furthermore, staff do not perceive any land use conflict based on the lot size differentials between the existing residential development and the proposed development (i.e. having existing single detached lots ‘back onto’ proposed single detached lots would not appear to be a conflict).
One of the concerns for neighbours was the potential for negative impact on their property values. Residents questioned the potential for property value reduction based on the proposed subdivision. Property values are not something a County Planner can consider under the existing legislative and policy framework. Although staff can certainly understand why this is of primary concern to any landowner, it is not something that staff can factor into our recommendations on development applications.

**Stormwater and Run-off Concerns**

The proposed development has prepared a preliminary stormwater management (SWM) plan. This SWM plan has been reviewed by the Saugeen Valley Conservation Authority, the Town of Hanover, and Hanover’s engineering peer reviewer, Cobide Engineering. Based on the prepared SWM plan, and planning policy, the post-development stormwater flows are required to be equal to or less than pre-development flows. The stormwater is being attenuated through a new facility being built by the developer on Block 72 of this Plan, which will then be owned and maintained by the Town. Detailed engineering is required to finalize this SWM plan to the satisfaction of the Town and the SVCA.

In response to the neighbour’s concerns about drainage and stormwater the proponent’s engineer has noted:

> “The existing topography of the site drains towards the existing 8th Avenue. With the Georgiou Subdivision design, a significant portion of the development will be graded to ensure stormwater is directed to the storm water facility. The storm water facility is a dry pond, so it should only be full following rain events. We anticipate that with the development, it should alleviate the wet conditions on 8th Avenue, since most stormwater will be directed towards the dry pond where possible, and through the controlled outlet.”

As such, the proposed development will not increase any stormwater flow or run-off to neighbouring residents or property owners, and may also help alleviate some existing wet conditions on 8th Avenue North.

**Servicing Concerns**

The proposed development will be serviced by Town water and sewer services. Town staff have noted that there is existing water and wastewater treatment capacity to service this proposed development, along with the existing development in the area. The proposed watermain will be looped, which is preferred by the Town and the Ministry of the Environment, Conservation, and Parks (MECP). All sanitary sewage for this subdivision is being directed to the existing sanitary stub on 8th Avenue North. There will be no additional impact on neighbouring landowners, nor will there be a need to disturb neighbouring properties to access servicing connections.

One of the concerns raised with respect to both the stormwater and servicing has been from the property owner to the south. This property owner has raised concerns that some of the existing wastewater and stormwater facilities cross their lands without a registered easement. Town staff have sought legal advice on this matter. Town staff have also noted to the concerned landowner that further discussions will be required, outside of the current plan of subdivision process to resolve this matter.
Noise

A noise study was completed for this development, which made recommendations about how to buffer this subdivision from the adjacent Hydro One Networks Inc. property. These recommendations are being considered as conditions of draft approval and will be implemented through a mixture of means, including; the subdivision agreement, site plan control, and the recently passed zoning amendment.

Some of the other noise concerns were related to the construction of the subdivision itself. Certainly during the construction phases there will be elevated noise to neighbouring residents. The Town can work with the developer, and include wording in the subdivision agreement to try to minimize impacts in this regard, but there will be no way to completely eliminate such impacts.

Community Mailboxes

The location of future community mailboxes will require the approval of both the Town and Canada Post. The Town will ensure that this location is accessible and does not create any traffic hazards. These matters are being controlled by the recommended conditions of draft approval from Canada Post attached to this report.

Farming

This subdivision would not impact the ability of the southern neighbouring landowner to continue to use their property in a lawful manner. The Provincial Minimum Distance Separation (MDS) formulae do not apply to developments within settlement areas.

Analysis of Planning Issues

Planning authorities must have regard to matters of Provincial interest under the Planning Act and be consistent with the Provincial Policy Statement (PPS) when rendering decisions on planning applications. Within Grey County they must also make decisions that conform to the County of Grey Official Plan, and in this case which also conform to the Town of Hanover Official Plan.

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 consider when carrying out their responsibilities under the Act. The most relevant matters of provincial interest to this application are as follows (in italics), including staff comments for each subsection below.

(a) the protection of ecological systems, including natural areas, features and functions,

(a) There have been no significant environmental features identified on this site. In the pre-submission consultation with the Town, County, and SVCA, there was no Environmental Impact Study (EIS) required. SVCA staff have reviewed the application and have no further concerns at this time, subject to their recommended conditions of draft approval.
(b) the protection of the agricultural resources of the Province;

(b) The subject lands have been farmed in the past, but are within the designated settlement area in both the County and Hanover Official Plans. These lands have been designated for growth for a number of years.

(f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems,

(f) These items have generally been addressed above through the staff response to public and agency comments section of this report. With respect to the traffic matters, County Transportation Services staff will require an exemption for the proposed arterial road connection, as it does not meet their current intersection separation distance of 400 metres. They have however noted that sight lines are okay at that proposed intersection. The Town is working with Hydro One Networks Inc. to acquire the lands needed to ensure that the arterial road meets the County Road (7th Avenue) at a 90 degree angle, as required by Transportation Services.

Sidewalks and trails are being incorporated into this design, including providing active transportation connections. Abutting the subject lands is a rail trail which would also connect via Block 74 to this development. The Town will also be providing a sidewalk connection to 7th Avenue to help rectify some existing concerns.

The subject development will be serviced by municipal water and municipal sewer services. The recommended conditions of draft approval note that servicing will be allocated at the draft approval stage.

The stormwater management is proposed on a dedicated block in the southwest of the proposed subdivision. The SWM has been reviewed by the SVCA, Town staff and the Town’s Peer Review Engineer. The draft plan conditions will require further detailed design of this SWM facility.

(h) the orderly development of safe and healthy communities,

(h) The subject development is within the ‘Primary Settlement Area’ designation in the County Official Plan, and the ‘Residential’ designation in the Town’s Plan. Within this land use designation the County Plan defers to the detailed land use policies found within the Town’s Official Plan. The County Plan recommends an average development density of 25 units per net hectare (or greater) for new residential development in Hanover. The proposed plan of subdivision will be 24.9 units per hectare, which generally aligns with the County’s target residential density.

(i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;

(i) The Town of Hanover has not requested parkland dedication at this time, but instead will utilize the 5% cash-in-lieu of parkland provisions under the Act.

(j) the adequate provision of housing, including affordable housing,

(j) It is not known at this time if any of the future units will meet the definition for affordable housing; however the proponent’s planner has noted that the ‘units will not likely meet
the definition of affordability.’ The provision of 59 townhouse units should help provide some smaller residential units in the Town.

(p) the appropriate location of growth and development.

(p) The subject lands are located in a settlement area and have been designated for residential growth. The proposed location for development appears appropriate in this regard.

Section 51(24) of the Planning Act also provides criteria which must be considered when assessing any new plan of subdivision. These criteria (in italics), along with staff analysis are as follows:

(a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;

The matters of provincial interest have been analyzed earlier on in this section.

(b) whether the proposed subdivision is premature or in the public interest;

Services can be provided to this subdivision, including future road connections. The lands have also been designated for growth in both the County and Town Official Plan. Furthermore, there is a demand for additional residential units in the Town. As such, the proposed plan of subdivision would not appear to be premature, and is in the public interest.

(c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;

The proposed development conforms to both the Town and County Official Plans, Further discussion on Official Plan conformity is included later in this report.

At this stage there are no approved plans of subdivision immediately abutting the subject lands. There have however been requests for road connections from both the residentially designated landowner to the south, as well as the industrially designated lands to the east. This item has been discussed in above, in response to the public and agency comments section.

The County often reviews new residential plans of subdivision abutting vacant lands, which do not already have municipally owned road allowances on them. In these situations, the County’s practice has been to require the first developer to leave road access points for future abutting developments to connect to. County staff have not required the first developer, or their development team, to design the abutting plans of subdivision for the neighbouring developers, as proof that the road pattern is feasible. Instead County and Municipal staff assess the road connections to ensure that they are acceptably located and provide enough volume to handle future traffic levels.

This approach was used recently in Hanover in the approved Bren Lea Estates development in the northeastern part of the Town. A new development to the south of Bren Lea Estates is now proposing to use that access point to connect to their proposed plan of subdivision. This same approach was also recently used in the Sunvale development in West Grey.
Staff are satisfied that the proposed road connections will allow for the development of
neighbouring lands in accordance with the Town and County Official Plans.

(d) the suitability of the land for the purposes for which it is to be subdivided;
   (d.1) if any affordable housing units are being proposed, the suitability of the proposed
         units for affordable housing;

Based on the background reports and technical studies, the subject lands appear suitable
for residential development. As noted above, at this time it is not known if any of the
proposed units will be affordable.

(e) the number, width, location and proposed grades and elevations of highways, and the
    adequacy of them, and the highways linking the highways in the proposed subdivision
    with the established highway system in the vicinity and the adequacy of them;

This item has been reviewed by the proponent, Town staff, County staff, and the Town’s
engineering peer reviewer. Transportation is also discussed heavily in other sections of this
report. Staff are satisfied that with the proposed roads in this subdivision, as well as the
road connections to the south, and the arterial road to the north, that the transportation
network is suitable.

(f) the dimensions and shapes of the proposed lots;

Based on the shape of the existing parcel of land, and surrounding parcels of land, there are
some abnormally shaped lots and blocks in this development. However, through the
technical review, and the recommended draft conditions, staff are satisfied that the lands
can be appropriately developed as proposed.

(g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or
    the buildings and structures proposed to be erected on it and the restrictions, if any, on
    adjoining land;

County staff are not aware of any restrictions or proposed restrictions on the subject lands
which would prevent the proposed development.

(h) conservation of natural resources and flood control;

The SVCA have been an active participant in the development process. SVCA staff have
provided recommended conditions of draft plan approval. There are no significant natural
resources to be preserved on-site.

(i) the adequacy of utilities and municipal services;

This item is reviewed in other sections of this report. The proposed lands can be adequately
serviced. As noted earlier in the report, future discussions between the Town and the
landowner to the south will be required with respect to the existing servicing crossing their
lands.

(j) the adequacy of school sites;
The two school boards were circulated on this application and have not raised any concerns. The Bluewater District School Board is nearing completion on a new school in Hanover.

(k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;

As noted above, new parkland will not be designated through this development, and a cash-in-lieu approach will be used instead. The proposed stormwater management facility (block 72) will be dedicated to the Town. Conditions of draft approval have been recommended with respect to the cash-in-lieu and the stormwater facility.

(l) the extent to which the plan’s design optimizes the available supply, means of supplying, efficient use and conservation of energy; and

In accordance with the Town and County Official Plans, the lands are proposed to be developed at an efficient density, which is also compatible with neighbouring land uses. The lands will connect to the existing road network and services in an efficient manner.

(m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006.

The proposed single detached lots generally do not require the utilization of site plan control. The proposed townhouses in blocks 73 and 75 will require site plan control. A subdivision agreement will be required for the entire development.

The subject plan of subdivision application, with the attached conditions of draft approval, would have regard for matters of Provincial Interest and the criteria of section 51(24) of 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 serviced settlement area.

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, and capacity is available to service this development.

Section 1.6.6.7 speaks to stormwater management. This matter has been reviewed under the Planning Act review.

Section 2.1 of the PPS speaks to the long-term protection of significant natural heritage features. This item was addressed under the Planning Act review above.

Section 2.6 of the PPS speaks to the protection of cultural and archaeological resources within the Province. A Stage 1-2 Archaeological Assessment was completed on this property. This
Archaeological Assessment concluded; “The study area appears devoid of archaeological resources.” Draft plan conditions have been recommended, should excavation of the site uncover anything different.

Section 3.1 of the PPS directs development away from areas of natural hazard. SVCA has reviewed the proposed subdivision and is generally satisfied that the proposed development is outside of areas of natural hazard. The SVCA will be requiring detailed lot grading and drainage, as well as a geotechnical and slope stability analysis to be completed as a condition of draft plan approval. The SVCA will review these documents prior to final approval.

The proposed plan of subdivision application, with the attached conditions of draft approval, is consistent with the PPS.

**County Official Plan**

Many of the 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 repeated here.

The proposed plan of subdivision is designated as ‘Primary Settlement Area’ in the County Official Plan. The Official Plan identifies that Primary Settlement Areas shall be the focus of growth within the County. Section 2.6.3(5) of the County Plan requires an overall average development density of 25 units per net hectare within Primary Settlement Areas of Hanover. The lot density conforms to this recommended density for the residential portions of the site.

Appendix B to the County Official Plan maps ‘Significant Woodlands’ adjacent to the southeastern portions of the property; the residential development will remain outside of these features.

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. Specifically section 6.12.1(a)(vi) of this section states;

“The street pattern of the proposed plan and how it fits with the surrounding neighbourhood. Plans which utilize a grid pattern or a modified grid pattern shall be considered more favourably than those with a curvy street pattern or cul-de-sacs,”

As noted above, the subject lands will have connections to existing streets, the proposed arterial road, leave adequate space for further future connections, and provide sidewalks. The proposed road network generally follows a modified grid pattern which is preferred.

Section 6.12.1(a)(ix) requires the consideration of street lighting that minimizes impact on dark skies. The future street lighting will be directed downward and dark-sky compliant.

Section 6.12.1(a)(xi) speaks to the provision of usable parkland and green space. As noted above, the Town has asked for cash-in-lieu of parkland in this regard.
Section 6.12.1(b)(c) and (d) of the Plan speak to the provision of a range of housing, including affordable housing. The proposed development will offer single detached and townhouse units. Townhouse units are generally suitable to those looking to enter the housing market, or those seeking to downsize before ultimately exiting the housing market.

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 Hanover Official Plan**

The Town’s Official Plan contains many similar policies to that of the County Plan. The subject lands are designated as ‘Residential’ in the Town Plan. Within the Residential designation development of this nature can be contemplated.

In section D.2.2 of the Town Plan, a range of housing types and densities is promoted. Section D.2.4.5 of the Plan requires the same density of 25 units per net hectare as the County Plan does.

Other sections of the Town’s Plan including servicing (E2.1), environmental (E1.1), transportation (E3.2), and lot creation (E4.1) are all very similar to the policy and legislation review discussed above under the Planning Act, PPS, and County Official Plan.

Schedule C to the Town Plan maps a potential future arterial road to the north of the subject lands. A road connection has been proposed from the proposed draft plan of subdivision to the future arterial road, and the conditions of draft approval will require this connection. Furthermore, the conditions of draft approval are proposing that this developer contribute 50% of the cost to the construction of this road between 8th Avenue North and 7th Avenue, in addition to 50% of the land acquisition fees with Hydro One Networks Inc.

Schedule D to the Town Plan maps a Secondary Trail adjacent to the subject property. The proposed draft plan of subdivision would offer pedestrian connections to this trail via Block 74.

Although not directly the purview of the Town’s Plan, there is one other matter worth discussing in this regard. There are three Blocks of lands (Blocks 69, 70, and 71), for which there is currently no proposed land use. Proposed draft plan condition # 5 addresses these Blocks as follows:

5. That wording be included in the Subdivision Agreement determining how Blocks 69, 70, and 71 will be disposed of. These Blocks are not to be deeded to the Town of Hanover. The first priority for the disposal of these Blocks will be via lot addition to abutting residential parcels. Should these Blocks be designed to merge into one of the lots being created via this plan of subdivision, a redline revision can be processed by the County.

The intent is that these Blocks will be added to neighbouring parcels, but until the plan of subdivision is draft approved, that is very hard for the developer to do (i.e. it would mean having to sever ‘donut holes’ out of their development, which may or may not change based on changes to the draft plan in the approvals process).

With the attached recommended draft plan conditions, the proposed plan conforms to the Town of Hanover Official Plan.
**Town of Hanover Zoning By-law**

The subject lands were previously zoned Future Development ‘D’ and Hazard ‘H’ (i.e. prior to the recent passing of the zoning amendment associated with this plan of subdivision application). Historically the lands had been in the ‘D’ zone to mimic the Town’s former Official Plan, which ‘set aside’ these lands for future development. The Town’s Official Plan now designates the lands as Residential; which facilitated the current change in zoning to reflect the direction of the Official Plan.

The recently approved zoning would implement the plan of subdivision by rezoning the lands to the Residential Type 2 and Type 4 zones for the single detached dwellings and townhouses respectively, with the exception of two small areas in the northwest of the subdivision. The Hazard zone in the southwest corner of the subdivision would remain in place.

As noted earlier in this report, there needs to be two individual exceptions (numbers 27 and 28) to lot 67, and block 73, as they relate to implementing the Noise Study recommendations to ensure adequate height and fencing controls on these units. The wording for these exceptions would be as follows:

**R2-27** Notwithstanding the provisions of the R2 zoning, those lands shown as R2-27 on Schedule A to this By-law shall be used in accordance with the R2 zone provisions exception however that:

i) the detached dwelling shall only be one storey in height;

ii) a 3 metre high fence shall be erected along the entire length of the rear lot line and shall be constructed using materials described in the Subdivision Agreement.

In addition, the most westerly 23 metres of townhouse block 73 also needs a special provision added to its R4 zoning to the effect of:

**R4-28** Notwithstanding the provisions of the R4 zoning, those lands shown as R4-28 on Schedule A to this By-law shall be used in accordance with the R4 zone provisions exception however that:

i) the townhouse and street townhouse dwellings shall only be one storey in height;

The proponent’s planner has noted that most of the townhouses being proposed in blocks 73 and 75 would be classified as ‘street townhouses’ as defined by the zoning by-law as they will have direct frontage and access onto a public street. The further details of these townhouses will be controlled through the site plan control and likely part lot control processes.

As noted above, although Town Council has recently approved the associated zoning amendment; however the zoning is not yet in force and effect, and there is still the pending appeal period (as of the date of writing this report).

With the attached recommended draft plan conditions, County staff are of the opinion that the proposed development:

1. has regard for matters of Provincial interest under the *Planning Act*;
2. is consistent with the Provincial Policy Statement;
3. conforms to the County of Grey Official Plan;
4. conforms to the Town of Hanover Official Plan; and
5. represents an appropriate development standard within the Town of Hanover Zoning By-law.

Legal and Legislated Requirements

The application was 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

☒ External: The Public, Town of Hanover, Saugeen Valley Conservation Authority, Hydro One Networks Inc. and other required agencies under the Planning Act.

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 or 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: Loukia Georgiou
Municipality: Town of Hanover
Location: Part of Lots 18, Plan 55 (geographic Township of Bentinck)

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-2016-08 has been granted draft approval. The County’s conditions of final approval for registration of this draft plan of subdivision are as follows:

1. That this approval applies to the Draft Plan of Subdivision (labelled M13018-DP) as prepared by Darryl M. Robins Consulting Inc. dated September 18, 2018, showing sixty-seven (67) (Lots 1 to 67) for detached residential dwellings, two (2) Blocks for a combined total of fifty-nine (59) townhouse units (Blocks 73 and 75), one Block for trail purposes (Block 74), three (3) Blocks for future lot addition purposes (Blocks 69, 70, and 71), one (1) Block for stormwater management purposes (Block 72), one (1) Block for watermain easement purposes (Block 68), and six (6) Blocks for 0.3 metre reserve purposes (Blocks 76 – 81) and Streets “A”, “B”, “C”, “D” and “E”.

2. That Blocks 68, 72, 74, 76, 77, 78, 79, 80, 81, as well as Streets “A”, “B”, “C”, “D” and “E” be deeded to the Town of Hanover.

3. That the Town of Hanover will accept 5% cash-in-lieu from the owner for parkland purposes.

4. That a suitable Subdivision Agreement be entered into between the owner and the Town of Hanover. The agreement shall contain all matters set out as Conditions of Approval as deemed necessary in this Decision and any other matters as deemed appropriate by the Town of Hanover, including but not limited to sidewalks, phasing, the construction of the arterial road, landscaping, fencing, and height restrictions on those residential units abutting the Hydro One Networks Inc. lands. The Subdivision Agreement shall also require fencing along the southern boundary of this subdivision. Furthermore, the owner shall agree in writing to satisfy all the requirements, financial and otherwise, of the Town of Hanover.

5. That wording be included in the Subdivision Agreement determining how Blocks 69, 70, and 71 will be disposed of. These Blocks are not to be deeded to the Town of Hanover. The first priority for the disposal of these Blocks will be via lot addition to abutting residential parcels. Should these Blocks be designed to merge into one of the lots being created via this plan of subdivision, a redline revision can be processed by the County.

6. That wording be included in the Subdivision Agreement to require site plan control to be applied to Blocks 73 and 75. The layouts for Blocks 73 and 75 shall be shown in the Subdivision Agreement, so as to facilitate the installation of servicing in Street “C”.

7. To assist the Town in paying their costs of constructing an arterial road from 7th Avenue to 8th Avenue North, the Subdivision Agreement shall include a clause that requires the Developer to pay the following fees at the building permit stage to the Town of Hanover;
   - $3,000 per residential unit, and
   - 50% of the purchase price of the Hydro One Networks Inc., that need to be acquired to construct the proposed arterial road alignment with 7th Avenue.
This per unit fee is not paid in one instalment, but rather as the individual building permits are being sought. At the time of Draft Approval, the costs of acquiring the Hydro One Networks Inc. lands and the arterial road construction were not known; however, this cost will be known before the Subdivision Agreement has been executed and therefore the total amount of money owing per unit shall be clearly stipulated in the Subdivision Agreement. The total per unit fees collected shall not exceed 50% of the total costs of the Hydro One Networks Inc. land acquisition and the construction of the arterial road from 7th Avenue to 8th Avenue North. At the time when this 50% cost threshold has been met, no additional costs associated with the arterial road construction or land acquisition shall be collected on the remaining residential units.

8. Wording shall be included in the Subdivision Agreement requiring the extension of 8th Avenue North to meet the proposed arterial road as part of Phase 1 of the development. A phasing plan, including timing for the extension of 8th Avenue North by the Developer and the construction of the proposed arterial road by the Town, will be included in the Subdivision Agreement.

9. That the Developer shall agree in the Subdivision Agreement that such easements, land dedication, or agreements as may be required for access, gas, utilities, communications, telecommunications, servicing, drainage and construction purposes shall be granted to the appropriate agencies or authorities, to their satisfaction free and clear of all encumbrances.

10. That this draft approval represents the allocation by the Town of Hanover of water and wastewater treatment capacity for one hundred and twenty-six (126) residential units.

11. That the Developer shall agree in the Subdivision Agreement that sidewalks, walkways, and pedestrian paths are to be developed in accordance with Town standards at the time of the construction, to the satisfaction of the Town.

12. That the Developer shall agree in the Subdivision Agreement that Development Charges, processing, and administration fees be paid in accordance with the Town, County, and school board policies and by-laws.

13. That Streets “A”, “B”, “C”, “D” and “E” be deeded to the Town of Hanover and named to the satisfaction of the Town of Hanover.

14. That prior to any grading or construction on the site and prior to final approval of the subdivision by the County, the Developer shall submit for approval of the Saugeen Valley Conservation Authority and the Town of Hanover a Stormwater Management Report and detailed Lot Grading and Drainage Plan prepared by a technically qualified consultant. The report shall detail the methods that will be used to control stormwater and erosion and sedimentation within the proposed Draft Plan of Subdivision lands and
abutting properties during and following construction. The report shall also detail the methods that will reduce any negative impacts to water quality.

15. That prior to any grading or construction on the site and prior to final approval of the subdivision by the County, the Developer shall submit for approval of the Saugeen Valley Conservation Authority and Town of Hanover a Geotechnical Report and Slope Stability Analysis prepared by a technically qualified consultant. The report shall detail the methods that will be used to ensure the slope is not undermined and can support the proposed Draft Plan of Subdivision during and following construction. The report shall also detail the methods that will address groundwater and historically altered portions of the slope if encountered in or surrounding the areas of proposed slope modifications.

16. That the Subdivision Agreement between the owner and the Town contain the following provisions with wording acceptable to the Saugeen Valley Conservation Authority:
   a) The Developer agrees to carry out or cause to be carried out the works recommended in the Stormwater Management Report and Lot Grading and Drainage Plan.
   b) The Developer agrees to carry out or cause to be carried out the works recommended in the Geotechnical Report and Slope Stability Analysis.
   c) That undevelopable blocks are labeled undevelopable in the Subdivision Agreement in the absence of additional reports and/or plan amendments.

17. That prior to final approval by the County, that appropriate zoning is in effect for this proposed subdivision that conforms to the Town of Hanover Official Plan and that addresses the following:
   • The Residential lots,
   • The Hazard mapping as recommended by the Saugeen Valley Conservation Authority, and
   • Implementing the recommendations of the Noise Study, for those residential units abutting the Hydro One Networks Inc. Lands.

18. That the Developer shall agree to the following in the Subdivision Agreement:
   a. Should previously unknown or unassessed deeply buried archaeological resources be uncovered during development, such resources may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological fieldwork, in compliance with Sect 48 (1) of the Ontario Heritage Act.
   b. That anyone working on the subject lands who uncovers a burial site containing human remains shall cease fieldwork or construction activities and immediately report the discovery to the police or coroner in accordance with the Funeral, Burial and Cremation Services Act.
19. The Owner shall obtain a letter from the Ministry of Tourism, Culture and Sport that the Archaeological Assessment has been entered in the Ontario Public Register of Archaeological Reports, which is to be shared with the Town of Hanover.

20. The Developer will consult with Canada Post to determine suitable permanent locations for the placement of Community Mailboxes and to indicate these locations on appropriate servicing plans, and include them in the Subdivision Agreement.

21. The Developer will confirm to Canada Post that the final secured permanent locations for the Community Mailboxes will not be in conflict with any other utility including hydro transformers, bell pedestals, cable pedestals, flush to grade communication vaults, landscaping enhancements (tree planting) and bus pads.

22. The Developer will install concrete pads at each of the Community Mailbox locations as well as any required walkways across the boulevard and any required curb depressions for wheelchair access as per Canada Post’s concrete pad specification drawings.

23. The Developer will agree to prepare and maintain an area of compacted gravel to Canada Post’s specifications to serve as a temporary Community Mailbox location. This location will be in a safe area away from construction activity in order that Community Mailboxes may be installed to service addresses that have occupied prior to the pouring of the permanent mailbox pads. This area will be required to be prepared a minimum of 30 days prior to the date of first occupancy.

24. The Developer will communicate to Canada Post the excavation date for the first foundation (or first phase) as well as the expected date of first occupancy.

25. The Developer agrees, prior to offering any of the residential units for sale, to place a "Display Map" on the wall of the sales office in a place readily available to the public which indicates the location of all Canada Post Community Mailbox site locations, as approved by Canada Post and the Town of Hanover.

26. The Developer agrees to include in all offers of purchase and sale a statement, which advises the prospective new home purchaser that mail delivery will be from a designated Community Mailbox, and to include the exact locations (list of lots #s) of each of these Community Mailbox locations; and further, advise any affected homeowners of any established easements granted to Canada Post.

27. The Developer will be responsible for officially notifying the purchasers of the exact Community Mailbox locations prior to the closing of any home sales with specific clauses in the Purchase offer, on which the homeowners do a sign off.

28. Canada Post further requests the owner/developer be notified of the following:
Applicant: Loukia Georgiou
Municipality: Town of Hanover
Location: Part of Lots 18, Plan 55 (geographic Township of Bentinck)

Date of Decision: Date of Notice:
Last Date of Appeal:

a. The owner/developer of any condominiums will be required to provide signature for a License to Occupy Land agreement and provide winter snow clearance at the Community Mailbox locations.
b. Enhanced Community Mailbox Sites with roof structures will require additional documentation as per Canada Post Policy.
c. There will be no more than one mail delivery point to each unique address assigned by the Municipality.
d. Any existing postal coding may not apply, the owner/developer should contact Canada Post to verify postal codes for the project.

29. That prior to final approval by the County, that the Town of Hanover is advised in writing that an electrical distribution system to service the lands shown on the plan is available.

30. That prior to final approval by the County, that a copy of the Lot Grading and Drainage Plan, showing existing and final grades, shall be submitted to Hydro One Networks Inc. for their review and approval.

31. That wording be included in the Subdivision Agreement, to the satisfaction of Hydro One Networks Inc. and the Town to note that;

   a) Any development in conjunction with the proposed site plan must not block vehicular access to any Hydro One Networks Inc. facilities located on the right of way. During construction, there must be no storage of materials or mounding of earth, snow or other debris on the Hydro One Networks Inc. property.
   b) The costs of any relocations or revisions to Hydro One Networks Inc. facilities which are necessary to accommodate this subdivision would be borne by the Developer.

32. That prior to final approval being given, that the County is advised in writing by the Saugeen Valley Conservation Authority, how Conditions 14 to 17 have been satisfied.

33. That prior to final approval being given, that the County is advised in writing by Canada Post how Conditions 20 to 28 have been satisfied.

34. That prior to final approval being given, that the County is advised in writing by Hydro One Networks Inc. how Conditions 30 and 31 have been satisfied.

35. That prior to final approval being given, that the County is advised in writing by the Town of Hanover how Conditions 2 to 34 have been satisfied.

36. 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 together with the applicable application fee and a resolution from the local municipality must be received by the County of Grey Director of
Planning, prior to the lapsing date. If the extension being requested is beyond a year, justification for the extension, a resolution from the location municipality and approval from the County will be required. Please note that an updated review of the Plan and revisions to the conditions of approval may be necessary if an extension is to be granted.

37. That the Developer shall provide a copy of the proposed Final Plan to the County of Grey for their review and final approval. A digital copy of this Final Plan is required to be prepared and submitted in accordance with the County of Grey specifications.

NOTES TO DRAFT APPROVAL

1. It is the applicant's responsibility to fulfill 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 the 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 Hanover, 341 10th Street, Hanover, Ontario, N4N 1P5
   - Saugeen Valley Conservation Authority, 1078 Bruce Road 12, Box 150, Formosa, Ontario, N0G 1W0
   - Hydro One Networks Inc., P.O. Box 4300, Markham, ON, L3R 5Z5
   - Canada Post, Delivery Planning Officer, 955 Highbury Avenue North, London, ON, N5Y 1A3

4. We suggest you make yourself aware of the following subsections of the Land Titles Act:
   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. 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 Conservation and Parks under the Ontario Water Resources Act, RSO 1990, as amended.

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

7. That the applicant contact Canada Post at the address below for the supply and installation of Community Mailboxes (CMB). The location of these CMB’s will require the approval of the Town of Hanover.

8. 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: November 22, 2018
Subject / Report No: FR-CW-24-18
Title: Corporate Financial Update and Year-End Projection as of September 30, 2018.
Prepared by: Kevin Weppler, Director of Corporate Services
Reviewed by: Kim Wingrove, CAO
Lower Tier(s) Affected: Status:

Recommendation

1. That Report FR-CW-24-18 regarding a Corporate Financial Update and Year-End Projection as of September 30, 2018 be received.

Executive Summary

This report is to provide a corporate financial update for all County departments based upon financial statements as of September 30, 2018. The report summarizes any variances that are being projected for the various departmental operations. A high-level variance analysis and a set of County financial statements are attached.

Background and Discussion

Each Department reviews its actual to budget figures and projects a year-end position by estimating results still to happen. These adjustments have been incorporated into each Department’s projections in this report. Highlights of the financial statements and variances are as follows:

- Administration: Savings estimated at approximately $296,100 in the Administration Departmental budgets are projected to be realized by the end of the year. The savings are primarily the result in savings in wage and benefit budget lines due to a number of staffing vacancies and staffing changes that occurred in 2018.

  Investment income in the Administration General budget is projected to provide $150,000 in surplus funds due to higher yields of return being realized. The Bank of Canada raised its benchmark interest rate on October 24th, 2018 marking the third increase this year and benefiting the County’s cash holdings and investment portfolio returns.
The cost of capital projects procured for IT infrastructure updates, along with some unplanned IT infrastructure capital investments, are resulting in a projected budget deficit of $230,800.

Overall the Administration budget portfolio is anticipated to end the year with an estimated positive variance of $215,300.

- **Council:** Council budget is projected to end the year with a surplus of $30,000. The most significant contributing factor to this surplus is savings in Professional and Consulting fees budget line for funding for the County’s Integrity Commissioner’s services.

- **Information Services:** The Information Services budget is anticipated to end the year on budget. While savings have been realized on software procurement, a portion of this project was budgeted from reserves and therefore will not result in any projected surplus.

- **Weekly Indemnity and Workers’ Compensation:** The Weekly Indemnity (Short Term Disability) and Workers’ Compensation budgets are self-insured plans. The premiums charged to County Departments are shown in these budgets as a source of revenue and are used to pay all of the costs to administer these self-insured plans. The Weekly Indemnity costs are anticipated to end the year with a surplus of $29,500. The Workers’ Compensation budget is projecting a year-end deficit of $101,800. Lost time claims are of a nature that employees are not anticipated to return to work for some period of time. In addition, the County has had some prior year claims that were appealed to the Workplace Safety and Insurance Board (WSIB), and these claims have now been approved by WSIB. If year-end projections are correct and this deficit realized, the applicable reserve could be utilized to offset this shortfall.

- **Assessment:** The costs for the services of the Municipal Property Assessment Corporation (MPAC) will end the year with a small deficit of $18,400. MPAC invoices the upper-tier municipality on a cost-recovery formula based on the County’s percentage of the total assessment and the total properties that MPAC assesses in Ontario. These costs invoiced are a higher proportion to Grey County than what staff had estimated for 2018.

- **Provincial Offences:** This budget is projected to end the year with a small surplus of $55,000. Ticket volume and revenue are difficult to estimate; 2018 gross revenues continue to be higher than anticipated and are projected to be $77,000 higher than budget with Grey County’s share being $31,932. Salary and benefit lines are lower than budgeted as a result of staffing changes but are partially offset by the continuance of contract prosecution for the remainder of the year for a net projected savings to Grey County of $55,000.

- **Health Unit and Other Funding Initiatives:** It is anticipated that the Health Unit budget will end the year with a surplus of $123,600. The Grey Bruce Health Unit received notice in 2018 that the Ministry of Health and Long-Term Care would provide a two percent base funding increase in 2018. As this budget is cost shared with Grey and Bruce Counties, this will result in additional funding of $7,100 being required from the County’s Health Unit budget. However, this
additional funding that is required is being offset by the Health Unit’s 2017 surplus. The County has now received a remittance from the Health Unit of $130,371 relating to the 2017 fiscal year.

The 2018 budget provided funding for payments and and/or transfers to reserve for Health Care and Educational initiatives, such as the Grey Bruce Health Services Campaign and the Marine Emergency Duties Training Centre at Georgian College. Funding provided in the 2018 budget is sufficient for 2018 with payments and transfers being allocated as approved.

□ Property: The operating and capital budgets for the Administration, Provincial Offences and Morrison Buildings are projected to have a balanced position at year-end. The estimated savings in the operating budgets primarily from the budget lines for hydro and cleaning supplies in the Administration building are offset by higher salaries and associated benefits than anticipated. The capital budget for the Administration Building as well as the addition and alterations project is expected to remain on budget. The balance remaining to be paid to Devlan Construction for the build project is $275,042; this amount is comprised of warranty holdback totaling $271,200 and small amounts remaining to be completed for paving, mechanical and landscaping.

□ Supplementary Taxation and Tax Write-Offs: The anticipated year-end projection for supplementary taxation and tax write-offs is a surplus of $218,000. This projection is based on estimates that have been provided by local municipal staff. These tax adjustments will not be finalized until later in the year when all supplementary taxation and write-off estimates are provided to the County by local municipal staff.

□ Planning: The Planning operating budget is projected to have a $200,000 surplus at year-end as a result of staff vacancies and staff changes, along with higher than anticipated application revenue. The 2019 budget will propose to extend a contract position utilizing a portion of the surplus in 2018 to fund this contract extension.

Planning capital budget is anticipated to end the year on budget. The capital Climate Change Action Plan work is being deferred to 2019, as per the 2019-2028 Ten Year Capital Forecast, in anticipation of grant funding opportunities in 2019 that currently don’t exist for 2018. The Saugeen Valley Conservation Authority’s (SVCA) recent decision to withdraw from providing municipalities with comments on natural heritage related matters, along with natural hazard comments for areas outside of the SVCA’s regulated area or outside of the SVCA’s Screening Area, will require investigation into alternative arrangements and this could result in additional expenses in the future.

□ Agriculture: The Agriculture budget is currently projected to have a surplus of approximately $10,000 based on beaver and coyote grant expenditures being lower than anticipated.

□ Forestry: The Forestry budget is projected to end the year with a budget deficit of $30,000. This deficit is as a result of lower than anticipated revenue from the tender of harvests of County forests. Staff has worked with Grey Sauble Conservation Authority staff and County Purchasing
staff to explore different strategies for future tenders to improve tender results. This includes releasing forest tenders earlier to allow operators to plan their harvests for 2019. There are some items in the Forest Trails budget that are being proposed to be carried over into 2019 for funding to implement any recommendations that are received from the Recreational Trails Master Plan once it has been completed.

- **Trails**: The Trails operating budget is anticipated to end the year with a surplus of $30,000. The tender for grading and packing over 36 kilometres of trail came in less than anticipated which will result in a surplus of approximately $30,000.

  With respect to the Trails capital projects, the County’s Bridge Crew was able to perform maintenance work on two bridges on the CP Rail Trail resulting in expenditure savings. As well, Bridge 63 has been completed and came in under budget. These projects are funded from reserves and therefore will not result in any surplus.

- **Economic Development**: Based on projects and plans for the 2018 year the Economic Development budgets will end the year on budget.

  The Business Enterprise Centre is anticipated to be on budget, with all provincial funding being spent to fulfill provincial agreements.

  The Community Hub capital project is now behind schedule and it is anticipated this reserve funding will not be fully utilized in 2018. The County was successful in acquiring the Sydenham School and funding for this expenditure was not provided in the 2018 budget. Staff are recommending that any corporate surpluses that have no required specific departmental needs realized in 2018 be used to fund this acquisition.

  The Connected Community budget included $200,000 in reserve funding to support the development of any local broadband improvements that could complement any SWIFT network construction. Currently no project(s) have been identified.

- **Tourism**: Tourism’s budget is $22,000 under budget as of September 30, with most of this variance explained by staff changes which created some vacancies and lower actual salary and benefit costs. While most of the summer and fall marketing campaigns are complete, some of these expenditures and the final push for early winter marketing remain. Tourism is projecting a year-end surplus of $20,000.

- **Grey Roots**: Grey Roots is anticipating that its operating budget will end the year with a slight surplus of $25,000. While general admissions this past hot summer were less than expected, forecasted targets exceeded expectations for school groups, KidsCamp and special events. As the Grey Roots facility approaches its fifteenth year, systems such as the HVAC unit and the fire pump required replacement. However, these cost overages were offset by savings in other areas such as conservation costs, office expenses, conferences, staff training and development costs, internet advertising and signage.

  The majority of expenses in the capital budgets are transfers to reserve. The Grey Roots’ Gallery
capital update work has been awarded and the remaining capital expenditures are anticipated to be completed slightly over budget, resulting in a small $5,000 deficit in the capital budget.

☐ Ontario Works: The Ontario Works budget is projected to have a $14,800 surplus at year end. Revenues from Social Assistance Overpayment Recoveries, CPP and Family Responsibility Office (FRO) are expected to be lower than budget and Mandatory Benefit expenses are projected to be overspent. The average monthly caseload as of September is 1316 compared to the budgeted caseload of 1340; this lower caseload is resulting in under-expenditures in Basic Needs and Shelter. However, there is no net levy impact as these expenses are 100% provincially funded. Non Shareable funeral costs are estimated to end the year slightly over budget but are expected to be offset by a surplus in Homemakers and in revenue from prior year’s rate increase adjustments.

The projected surplus will occur in the Ontario Works Administration and Employment Support budgets. In addition to under-expenditures in legal fees and employment related expenses, there are savings in salaries and benefits due to lower costs of contract staff covering leaves of absence. The savings in salaries is expected to cover the $53,300 estimated cost of continuing the Community Transportation Pilot from April to December without the Ministry of Transportation contribution, as a funding agreement from the province has not been received yet. The municipal cost share for a $5,000 sponsorship of the Weaving Paths Conference will be offset by savings under Community Support in the County Social Initiatives budget.

☐ Child Care: The Child Care budget is projected to end the year with a $38,800 surplus. The County had a $49,055 decrease in Core Funding this year, which resulted in a $7,440 decrease in required municipal contribution to child care and is contributing to the surplus. The remainder of the surplus is occurring in the EarlyON budget due to salary savings with the contract Program Supervisor not being hired until April as well as fewer part time staff hours than anticipated.

Fee Subsidy costs to September have increased by $430,200 over the same period in 2017. A portion of this increase is due to an income testing policy update at the end of 2017 to align County procedures with Ministry guidelines. The remaining increase, which is due to new children, will be funded by Expansion and Early Learning and Child Care (ELCC) funding. This funding is intended to sustain 2017 growth in childcare spaces and to support new spaces in 2018. Play based materials, equipment, repairs and general operating expenses have also been funded this year to assist Child Care Operators with the cost of increased spaces and staff continues to explore opportunities to fully expend the $2,419,250 allocation.

Provincial operating and capital funding is being provided to M’Wikwedong Native Cultural Resource Centre as they proceed with the EarlyON renovation at its site in Owen Sound. Capital funding has also been approved for the County to fund EarlyON renovations at the Dundalk Community Centre and at the former Sydenham School and will be expended as these projects commence. If this capital funding is not fully spent in 2018, it will be placed into deferred revenue for use in 2019 as the projects continue.

☐ Housing: Overall, the Housing budget is projected to have an operating budget surplus of $200,000 and a $98,800 shortfall from the capital budget. As of September 30, tenant related revenue totaled $49,200 more than the year-to-date budget. After projecting rent revenue to
year-end and taking into consideration that the year-end write off of uncollectible accounts is expected to be $27,000 less than budgeted; in total these two budget lines may result in $92,700 more revenue than budgeted.

The greatest pressure on the operating budget is the number of move outs in 2018. There have been 92 unit turnovers (or 10.3% of total units) to date. In comparison, 2017 was also a high year with 90 turnovers (10.1% of total units). An aging tenant population resulting in unit turnovers is having an impact on the budget lines to make units ready for occupancy.

The operating budget line for building repairs totals $196,700 and as of September 30, 104% of this budget had been utilized. The total for this line at the end of the year could reach $272,900 if the trend continues. The cost to make units ready for occupancy after long term tenants leave results in higher repair costs and often includes the replacement of flooring, trim etc. The combined budgets for utilities are currently expected to have an overall $240,000 surplus with reduced hydro costs and natural gas costs offsetting a projected $11,000 shortfall in the water budget. These savings will be used to offset the building maintenance budget lines. The budget for snow removal has $60,375 remaining. Based on the average of the previous three years, this should be sufficient for the remainder of the year. Savings of $29,000 exist in the budget for property taxes with insurance exceeding the budget by $18,000 as the result of the additional Golden Town units.

Grey County assumed ownership of the former Golden Town Non Profit on September 28; adding 109 units to the portfolio and the costs to maintain these units will be funded from the non profit budget for the remainder of the year.

The various Housing Programs (Investment in Affordable Housing, Social Infrastructure Fund, etc.) are 100% Ministry funded and do not generate savings.

The Housing capital budget currently has a $98,800 shortfall; this figure is based upon projects that have estimated final costs. There are savings and shortfalls in a number of individual projects and Report HDR-CW-15-18 for the award of Bath Rebuilds at 225 14th Street West, Owen Sound recommended that the budget deficit of $100,292 be funded from surplus in the Capital budget or if surplus is not available, from the Housing Reserve. Staff will recommend in the year-end report that the shortfall in the Housing capital budget be funded from savings in the operating budget.

☐ Long Term Care: The 2018 budget contained funding in each of the County’s Long Term Care budgets for Sienna Senior Living to complete an operational review of each of these facilities. Sienna presented the operational review findings to the Long Term Care Committee of Management and given the findings, Sienna was contracted in August to provide long term care support services until an agreement to approve a management contract is received from the Ministry of Health and Long Term Care. The unbudgeted cost for these support services are being funded from any surpluses being realized in 2018 and if insufficient the use of each of the Long Term Care Reserves will be utilized.

☐ Grey Gables: Grey Gables is expected to end the year with a balanced operating budget.
The increase in the Case Mix Index, other small funding increases and additional revenue amounts in preferred room revenue lines have provided a total of $46,300 in additional revenue. In the Nursing and Personal Care envelope, wages and associated benefits are overspent from higher than anticipated staffing costs. These staffing overages in the Nursing and Personal Care funding envelope are offset by lower than anticipated hydro and building maintenance costs in the Other Accommodation funding envelope.

The Grey Gables capital budget is projected to be a balanced budget.

☐ Lee Manor: Lee Manor is expected to end the year with a balanced operating budget. Additional revenue for the Case Mix Index of $198,000 was received in 2018. This revenue is offset in the Nursing and Personal Care and Program Services envelopes, where wages and associated benefits will be overspent due to higher than anticipated staffing costs. The Other Accommodation envelope overall is mostly on budget, with higher than expected legal and professional fees offset by lower than anticipated hydro expenses.

Several capital projects at Lee Manor have been completed under budget. The surpluses from these capital budgets will be used to fund the deficit arising from the kitchen renovation for a total overall capital surplus of $27,000.

☐ Rockwood Terrace: Rockwood Terrace is expected to end the year with an operating deficit of $28,000. The Other Accommodation funding envelope has lower than anticipated hydro and building maintenance costs, and unfilled shifts in the Dietary and Maintenance departments. In the Nursing and Personal Care envelope, wages and associated benefits will be overspent due to higher than anticipated staffing costs. Overall revenues from Ministry funding will be $32,000 less than budgeted.

The Rockwood Terrace capital budget is projected to have a small surplus of $11,500 from several projects that came in slightly under budget.

☐ Long Term Care Redevelopment: Expenditures for consulting and legal totaling $4,600 have been incurred. These expenditures will be recommended to be funded from any surplus within the Long Term Care budget portfolio and if insufficient, from the Long Term Care Redevelopment Reserve.

☐ Paramedic Services: This service is projected to end the year with a $320,000 operating budget shortfall and a balanced capital budget. The 2018 Ministry funding announcement provides $37,573 less in grant revenue than budgeted; the shortfall has been offset by an unanticipated Ministry claim based program that provided reimbursement for costs incurred related to post traumatic stress disorder. The claim guidelines excluded expenditures for early intervention; Grey County’s claim was $87,678 with $24,241 received. This results in a combined grant shortfall of $13,332.

At this point, it is anticipated that salaries will exceed budget by $188,300 as the result of staff absences and staffing changes. This projection takes into account the estimated
unionized staff wage increase; this contract expired December 2017 and it is expected the contract will not be settled until 2019. This budget is being impacted by the rising cost of fuel and call volume that has increased almost 10% over 2017. Fuel costs could exceed budget by $53,300 and meal reimbursement by $4,500. Also affecting this budget are legal and professional costs that are expected to result in a shortfall of $45,000 and maintenance of bases with an estimated shortfall of $24,300. Eyewash stations for the bases in the 2017 budget were delayed and not carried over in the 2018 budget; this accounts for approximately $7,500 of the overage in the maintenance of buildings budget line. Savings of approximately $5,000 is expected in the budget for oxygen as a result of a change in standards with the budgets for rent and snow removal considered adequate for the year. After taking into consideration savings and shortfalls in other operating budget lines, a shortfall in the operating budget of $320,000 is anticipated.

The capital budget will end the year as a balanced budget; this budget includes the purchase of two ambulances, one stretcher and one duty supervisor vehicle, a small section of fence at Craigleith and the build of a base at Chatsworth. Report PSR-CW-07-18 estimates a budget shortfall for the Chatsworth base of $130,023; the self-financed debenture for this project will be recalculated when the project is complete. The project award includes $70,000 in contingency allowances with $26,136 of this amount utilized as of the October 25, 2018 invoice.

As discussed in PSR-CW-05-18, the County of Grey will receive $63,800 in funding for computers and docking stations to be utilized in the testing of the SAVE (Situational Awareness of Vulnerable Populations During a Crisis or Evacuation) application. As new computers and docking stations were purchased in 2017 these funds will be transferred at year-end to the Paramedic Services reserve that is utilized for equipment/vehicle purchases.

Report PSR-CW-06-18 approved the purchase of a Community Paramedicine vehicle; since the program inception, staff has used a vehicle that was previously used by duty supervisors and was scheduled for disposal. Acquisition of a vehicle was not included in the 2018 budget as there was no commitment beyond March 2018 for the program to continue. The estimated purchase price was $60,000; the actual cost including conversion is expected to total $61,700 with funding from the vehicle and equipment reserve with an annual repayment from the paramedicine budget. The cost for two ambulances and a supervisor vehicle are expected to total $11,700 more than budgeted; capital purchases are funded from reserve with no impact on surplus or shortfall at year-end.

Transportation Services: The Transportation Services budget is projecting to end the year with an overall $30,000 surplus.

Expenditure overages in pothole patching, sign shop reflectivity replacements and granular seal work in the Ordinary Maintenance department were offset by savings in pavement edge repair, shoulder grading, washout repairs, and brushing.

Winter Maintenance costs are on target, assuming an average winter in November and December 2018. The Facilities, Depots and Domes departmental budget is expected to have a small
surplus of $30,000 from lower than expected hydro bills and maintenance costs at each of the patrols, and the Equipment departmental budget is also expecting a small surplus from lower than anticipated fleet repair costs.

All twelve of the 2018 capital projects are either substantially completed or close to completion. Capital project shortfalls in reports previously brought to Council recommended that any surplus realized from within the 2018 Transportation Services Budget was to be used to fund these deficits, or if a surplus was not available, that these deficits were to be funded from the Federal Gas Tax Reserve. The total projected deficit for these twelve capital projects was originally estimated at $989,459. However, at this time, the total projected deficit for these twelve capital projects is estimated at $811,791 (based on estimated final project costs) and will be funded from a small surplus from one capital project with the remaining amount funded from the Federal Gas Tax Reserve. After these deficits are funded, the Federal Gas Tax Reserve will have a projected 2018 year-end balance of $2,470,902.

Legal and Legislated Requirements

None

Financial and Resource Implications

A review of the actual as compared to budget, as at the end of September for all County departments projects a corporate year-end surplus position of $171,900. This positive variance would represent a 0.12% variance as compared to the 2018 budgeted gross expenditures of $144,827,057.

This financial projection incorporates Transportation Services use of Federal Gas Tax reserve funds to fund the total projected departmental deficit of $811,791 for the twelve tendered capital projects.

Relevant Consultation

_x_ Internal – CAO, Directors, Managers and Finance staff

Appendices and Attachments

Attachment to FR-CW-24-18 2018 Operating and Capital Budget Variance Analysis as of September 30, 2018

Attachment to FR-CW-24-18 2018 Financial Summary Statements as of September 30, 2018
Recommendation

1. That Report FR-CW-25-18 regarding the 2019 Corporate Budget Overview and Background be received; and

2. That any additional revenue generated by the 2018 assessment growth, by exceeding the average of the previous five years, be budgeted as a transfer to the Capital Infrastructure Reserve for future Transportation Services road and bridge infrastructure capital needs and that this be included in the 2019 Budget for Council’s consideration as part of the 2019 Budget review.

Executive Summary

The County as an upper-tier municipality is required each year to prepare and adopt a budget including estimates of all sums required for the year.

The 2019 corporate budget overview and background is being presented in order that Council Members are aware of the overall 2019 funding requirements to meet the proposed budget as developed by staff.

Council and staff have historically planned budget timetables for early adoption as a best practice and a planning tool to provide an organized and efficient approach for the completion of the budget. The 2019 budget presentation has been deferred to January 31, 2019 due to the 2018 Municipal Elections and the new County Council being sworn in on December 4, 2018.

Background and Discussion

Budget assumptions and directions were used by Finance and other County departments to prepare the draft 2019 budget. These assumptions included such items as audit fees, insurance costs, utility and fuel costs, wages and benefits, telephone and cellular costs.
The 2019 draft budget has been prepared to maintain services that support the departments’ mandates, legislative requirements, and also deliver on County Council’s stated priorities and expectations for service levels.

The purpose of this report is to provide information on the proposed 2019 corporate draft budget in order that Council Members are aware of the staff assessment of the 2019 funding requirements needed to meet the proposed budgets. Budgets are still being reviewed and an updated proposed budget will be presented at the Committee of the Whole budget session on January 31st, 2019.

2019 Budget at a Glance

The 2019 budget as proposed by staff, and based on the most current information, contemplates an estimated net levy requirement of $57,259,408, which is an estimated net tax levy increase of 2.23% or an increase of $1,248,907 to be raised from taxation as compared to the 2018 budget plus the estimated $551,136 in 2018 new assessment growth totaling $56,008,501.

The 2019 proposed funding requirements as summarized by Function are detailed below:

<table>
<thead>
<tr>
<th>2019 Draft Budget – Net Levy Requirement</th>
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<tbody>
<tr>
<td><strong>Function</strong></td>
</tr>
<tr>
<td>Corporate Services</td>
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<tr>
<td>Planning &amp; Community Development</td>
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<tr>
<td>Social Services</td>
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<tr>
<td>Transportation and Public Safety</td>
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<tr>
<td><strong>Funding Required</strong></td>
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<tr>
<td>2019 Ontario Works Benefits Upload</td>
</tr>
<tr>
<td>New Assessment Growth</td>
</tr>
<tr>
<td><strong>Additional Funding to be Raised from Taxation – Net Levy Increase</strong></td>
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The additional property tax revenue from new construction, often referred to as assessment growth, is being incorporated into the 2019 budget based on historical trends of the past five years (2013-2017) and is estimated to provide $551,136 in additional tax revenue. The 2018 assessment growth number will not be confirmed by the Municipal Property Assessment Corporation (MPAC) until December 2018.

The funding required to be raised from taxation will be impacted if assessment growth does not meet or exceeds the estimated $551,136 in taxation. If this revenue exceeds $551,136, it is being recommended that this additional revenue be budgeted as a transfer to the Capital Infrastructure Reserve for future
Transportation Services road and bridge capital infrastructure to be utilized in future budgets to assist with future capital rehabilitation and/or replacement projects.

The 2018 budget represented the final year of the Province’s upload of Ontario benefit costs and these costs are now fully uploaded or funded by the Province in 2018 and no further benefit is being provided in the 2019 budget.

Budget Impacts, Highlights and Initiatives

For the 2019 budget, the Non-Union Employee Group annual wage increase has been incorporated into the budget and this increase has been calculated utilizing the approved annual wage calculation formula. This formula utilizes the average of the following five data sources:

- Comparator Group
- Consumer Price Index
- OMERS CPI
- County Union Increase
- McDowell and Associates Municipal Survey

The 2019 budget proposes additional funding for new corporate wellness initiatives, previously discussed upgrades to Information Technology capital infrastructure, network security, disaster recovery and business continuity planning.

Gross revenues received by Provincial Offences are higher than anticipated for 2018 and the 2019 budget has been drafted reflecting this increase in revenues that is being collected.

The 2019 budget contains $277,300 as a transfer to reserves for Health Care Initiatives Funding. This level of funding is based on Council’s approved recommendation that ½ of 1% of the County levy maximum per year for contribution to capital projects of hospitals. The final $200,000 installment for the Grey Bruce Health Services – The Hospital Campaign was paid in 2018. The County has now received delegations from the Collingwood General & Marine Hospital seeking a $3M pledge payable over ten years, and from the Grey Bruce Health Services seeking a gift of $400,000 over two years. These requests are greater than the $277,300 funding level drafted in the 2019 budget. Therefore Council will need to make a decision on the level of support to provide to these organizations in order to maintain the budgeted funding level or decide to provide additional funding to the 2019 budget.

The 2019 budget represents the fifth of ten $200,000 installments for Georgian College’s Marine Emergency Duties Training Centre.

Forestry revenue received from the tenders of forest harvests in 2018 has been lower than anticipated. The 2019 Forestry budget has been adjusted to reflect this decline in forest harvest revenues. Staff has worked with Grey Sauble Conservation Authority staff and County Purchasing staff to explore different strategies for future tenders in order to try and improve tender results. This includes releasing forest tenders earlier to allow operators to plan their harvests for 2019.

The Regional Skills Training, Trades & Innovation Centre (Sydenham School) was acquired in 2018 and this Centre has now been incorporated into the 2019 budget. The business plan for this Centre is based
on the premise that the operations of the Centre will be self-sustaining. This business plan will require the estimated tenant revenues budgeted to occur in 2019.

A building condition assessment and a roof scan of the property were completed prior to the acquisition, in order to provide a clear picture of the capital requirements needed currently for this facility and into the future. These capital expenditures have been included in the 2019 budget and staff is recommending the use of reserve funds to renovate and upgrade this asset. With this work completed, the County should have an asset that operates in the future in a sustainable manner. Future capital contributions will be derived from the operating revenue generated from this facility.

Sienna Senior Living was contracted to complete operational review of the County’s three long term care facilities. In response to the findings and recommendations contained in the long term care operational review, Sienna was contracted for the purposes of providing long term care support services until an agreement to approve a management contract is received from the Ministry of Health and Long Term Care.

Funding for Sienna’s support services are being budgeted to be funded in 2019 with 75% of the cost from reserves and the remaining from taxation. Senior Living has been working with staff in the preparation of the County’s 2019 long term care operating budgets. Any savings realized from Sienna’s work on these 2019 budgets will be used to reduce the amount of reserve funding budgeted and therefore reduce future long term care budgets reliance on reserve funding.

The Transportation Services budget has requested additional funding for Construction, Resurfacing and Minor Capital. The need to increase Construction, Resurfacing and Minor Capital spending has been identified in the County’s 2016 Asset Management Plan.

The County’s 2016 Asset Management Plan has stated that the annual investment required for the road network, and bridges and culverts, is $17,090,000. In 2016 annual revenue allocated to these assets for capital purposes was $9,052,000, leaving an annual deficit of $8,038,000. To put it another way, these assets would require a 15.2% tax change for full funding. In considering all of the information in the Plan, the Plan recommended increasing tax revenues by 1% each year for the next 15 years solely for the purpose of phasing in full funding to the tax funded asset classes covered in the Asset Management Plan. The budgeted tax revenue funding increase included in the 2019 Transportation Services budget would provide an approximate 1% increase in funding for 2019.

The Grey County Community Paramedic Program began operations in January of 2015. The initial funding was provided by the Ministry of Health and Long Term Care, Home and Community Care Branch as a part of a trial to determine if community paramedics conducting non-emergency home visits could decrease health care costs and improve the health of patients living with chronic diseases.

As this funding had not been confirmed for full base funding for the 2018 budget year, only funding for the first quarter of 2018 was budgeted. In 2018 it has been confirmed with the SWLHIN, that a full year of base funding for this program will be provided and funding for a full 12 months of service has therefore been included in the 2019 budget.

There are a number of other items impacting the 2019 budget and these will be provided by staff when the 2019 budget is presented on January 31st, 2019, for Council’s review and consideration.
Service Levels, New Initiatives and Staffing Level Changes

The 2019 budget has been developed with the costs of maintaining current programs at current service levels. The 2019 budget contains funding for resources to support the Finance department, resources to assist the corporation in land acquisitions, and supporting the County’s emergency management preparedness. These and any staffing level changes and/or service level enhancements have been or will be reported to Council for their review and consideration.

Potential Risks

Staff believes these proposed budgets to be prudent and responsible. In saying this, there are some risks assumed in these budgets which could possibly impact the organization if budget assumptions are incorrect. Some of these are as follows:

- Provincial Funding Increases – Budgets for 2019 have been developed incorporating Provincial funding increases based on historical information and/or ministry memorandums. For example, Paramedic Services budget has been drafted based on the 2018 approved operating budget with a 1.50% inflationary increase to be cost shared 50:50 with the Ministry of Health. If the Provincial government does not provide inflationary increases or make changes to any funding formulas, such as Long Term Care Case Mix Index, etc. these could have an impact on 2019 budgets.

- Long Term Care staff with the assistance of Sienna Senior Living, are developing 2019 operating budgets based on recommendations for cost savings in all areas including procurement, labour and expense management. If savings cannot be obtained in 2019 this could have an impact on these 2019 budgets.

- Legal costs – Conservative estimates have been provided in Departmental budgets for 2019. The County will be entering into contract negotiations in 2019 with some bargaining units and therefore legal assistance may be required to assist with these negotiations, along with any arbitrations that are initiated. The numbers of arbitrations that may be initiated in a year are difficult to predict.

- Utility and Fuel costs – It is difficult to predict utility and fuel costs due to many factors that impact the price of these commodities. Any fluctuations in these costs could have an impact of the 2019 budgets.

Budget Schedule

<table>
<thead>
<tr>
<th>Meeting</th>
<th>Activity</th>
<th>Meeting Date</th>
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<tbody>
<tr>
<td>Committee of the Whole</td>
<td>2019 Budget Overview and Background</td>
<td>November 22, 2018</td>
</tr>
<tr>
<td>Committee of the Whole</td>
<td>2019 Budget will be presented for consideration.</td>
<td>January 31, 2018</td>
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</table>
This report, presented on Thursday, November 22, 2018, provides an overview of the draft 2019 budget. On January 31, 2019, a draft 2019 corporate budget will be presented for consideration. This draft budget, if recommended for approval, a budget by-law will be presented to County Council for adoption on Thursday, February 14, 2019. If changes are recommended or further review is required, additional reports and reviews will be incorporated into Council’s 2019 meeting schedule.

Legal and Legislated Requirements

Section 289 of the Municipal Act, 2001, as amended, provides for the following in regards to annual budgets;

Yearly budgets, upper-tier

(1) An upper-tier municipality shall in each year prepare and adopt a budget including estimates of all sums required during the year for the purposes of the upper-tier municipality including,

   (a) amounts sufficient to pay all debts of the upper-tier municipality falling due within the year;

Financial and Resource Implications

The proposed budgets as developed by staff, and based on the most current information, will require an additional $1,800,043 to be raised from taxation or an estimated levy increase of 3.24%. This 2019 budgetary levy increase has been estimated to be assisted with an additional $551,136 in new 2018 assessment growth. This would then equate to a 2019 net budgetary levy increase of 2.23% to be raised from taxation.

In order to realize an overall net levy increase of less than 2.23%, further budgetary reductions and/or the use of one-time funding sources will be required.

This estimated net levy increase of 2.23%, could change if the 2018 estimated assessment growth of $551,136 is not realized. For Council’s information a 1% levy increase equals approximately $560,085.

Relevant Consultation

☒ Internal CAO, Senior Management Team, Managers and Finance Staff
☐ External (list)

Appendices and Attachments

None
Committee Report

To: Warden Halliday and Members of Grey County Council

Committee Date: November 22, 2018

Subject / Report No: FR-CW-26-18

Title: Annual Indexing of Development Charges effective January 1, 2018

Prepared by: Kevin Weppler, Director of Corporate Services

Reviewed by: Kim Wingrove, CAO

Recommendation

1. That Report FR-CW-26-18 regarding the updated development charge rates effective January 1, 2019 be received for information.

Executive Summary

The County of Grey’s Development Charges By-laws 4949-16 and 4950-16 provide for the automatic indexing of development charges on January 1 of each year (‘shall be adjusted”), without amendment to the by-law, in accordance with the Statistics Canada Quarterly, “Construction Price Statistics”. The 2018 third quarter Non-Residential Building Construction Price Index reflects a year-over-year increase of 5.2%.

Development Charges Rates – Effective January 1, 2019

Residential Development Charges & Wind Turbine Charges

<table>
<thead>
<tr>
<th>Service</th>
<th>Singles &amp; Semis</th>
<th>Rows &amp; Other Multiples</th>
<th>Apartments</th>
<th>Wind Turbine Charge per Turbine</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land Ambulance</td>
<td>$153.87</td>
<td>$107.27</td>
<td>$91.02</td>
<td></td>
</tr>
<tr>
<td>Provincial Offences</td>
<td>$21.67</td>
<td>$15.17</td>
<td>$13.00</td>
<td></td>
</tr>
<tr>
<td>General Government</td>
<td>$175.54</td>
<td>$122.44</td>
<td>$104.02</td>
<td></td>
</tr>
<tr>
<td>Trails</td>
<td>$8.67</td>
<td>$6.50</td>
<td>$5.42</td>
<td></td>
</tr>
<tr>
<td>Health Unit</td>
<td>$150.61</td>
<td>$105.11</td>
<td>$88.85</td>
<td></td>
</tr>
<tr>
<td>Roads &amp; Related Works</td>
<td>$6,609.72</td>
<td>$4,600.80</td>
<td>$3,906.23</td>
<td>$2,541.73</td>
</tr>
</tbody>
</table>
### Legal and Legislated Requirements

The Development Charges Act gives authority to municipalities to impose development charges against land to pay for increased capital costs required because of increased needs for services arising from development of the area to which the by-law applies.

The County’s Development Charges by-law(s) provide for the automatic indexing of development charges on January 1 of each year.

### Financial and Resource Implications

The rates imposed under the development charges by-law(s) are required to pay for the increased capital costs related to the provision of land ambulance, provincial offences, general government, trails, health unit, and roads and related works. Annual indexing of development charges is being done to capture the increased cost of construction to ensure appropriate capital funding in the capital budget and forecast.

The Residential Charge for Single and Semis has increased to $7,120.07 or an increase of $351.94 per unit over the 2018 rate of $6,768.13.

### Relevant Consultation

- **X** Internal – CAO and Finance
- ___ External (list)

### Appendices and Attachments

None
Committee Report

To: Warden Halliday and Members of Grey County Council

Committee Date: November 22, 2018

Subject / Report No: TR-CW-44-18

Title: Amendments to By-Law 4788-13 – Regulating Traffic and Parking within the County of Grey Roads System

Prepared by: Matt Marck, Engineering Manager

Reviewed by: Pat Hoy, Director of Transportation Services

Lower Tier(s) Affected: Member Municipalities

Status: Recommendation

1. That Report TR-CW-44-18 be received and that Schedules “H”, “N”, “O”, “P” and “U” of By-Law 4788-13 being the By-law to regulate traffic and parking on Grey County roads be amended to reflect the proposed revisions.

Executive Summary

By-Law 4788-13 was adopted by Grey County Council to regulate traffic and parking on roads under the jurisdiction of the County of Grey.

The By-Law includes 21 schedules that identify a variety of restrictions and fines, with changes reviewed and/or proposed to several schedules as follows:

<table>
<thead>
<tr>
<th>Schedule</th>
<th>Description</th>
<th>Changes Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>H</td>
<td>No Parking – For Restricted Times – During Winter Season</td>
<td>Addition of Grey Road 4 Maxwell</td>
</tr>
<tr>
<td>K</td>
<td>Intersection Stop Signs – Through Highways</td>
<td>None (background and discussion only)</td>
</tr>
<tr>
<td>N</td>
<td>Rates of Speed</td>
<td>Grey Road 2 Feversham – extend 50 kilometres per hour zone 100 metres further south</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Grey Road 14 Cedarville – reduction in existing</td>
</tr>
</tbody>
</table>
### Schedule

<table>
<thead>
<tr>
<th>Schedule</th>
<th>Description</th>
<th>Changes Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>speed posting through hamlet from 60 kilometres per hour to 50 kilometres per hour</td>
<td>Grey Road 32 from the intersection of Highway 10 to the intersection of Grey Road 30; increase existing posted speed from 60 kilometres per hour to 70 kilometres per hour</td>
</tr>
<tr>
<td>O</td>
<td>Rates of Speed in School Zones for Restricted Times</td>
<td>Addition of a school speed zone east of Cedarville</td>
</tr>
<tr>
<td>P</td>
<td>Community Safety Zones</td>
<td>Addition of Community Safety Zones at: Grey Road 4 Priceville Grey Road 4 Ceylon Grey Road 4 Maxwell Grey Road 7 Griersville Grey Road 14 Cedarville Grey Road 29 Bognor</td>
</tr>
<tr>
<td>U</td>
<td>No Parking Where Signs Posted</td>
<td>Grey Road 4 Maxwell (30 metres east and west of the intersection) Grey Road 1 East Linton (30 metres north of East Linton Sideroad West)</td>
</tr>
</tbody>
</table>

### Background and Discussion

**Schedule “H” – No Parking – For Restricted Times – During Winter Season**

Staff has requested additional locations be added to Schedule “H” of By-Law 4788-13 as a result of safety and operational deficiencies. Full time no parking is also proposed under Schedule “U” within 30 metres of an intersection.

<table>
<thead>
<tr>
<th>Grey Road</th>
<th>Description</th>
<th>Time of Day that No Parking is Applicable</th>
<th>Dates that No Parking is Applicable</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>North and south sides from 30 metres west of the Intersection of Grey Road 2 / Road 45 to 200 metres west of intersection of Grey Road 2 / Road 45</td>
<td>12:00 a.m. to 7:00 a.m.</td>
<td>November 15 to April 15</td>
</tr>
<tr>
<td>Grey Road</td>
<td>Description</td>
<td>Time of Day that No Parking is Applicable</td>
<td>Dates that No Parking is Applicable</td>
</tr>
<tr>
<td>-----------</td>
<td>------------------------------------------------------------------------------</td>
<td>-------------------------------------------</td>
<td>-------------------------------------</td>
</tr>
<tr>
<td>4</td>
<td>North and south sides from 30 metres east of the Intersection of Grey Road 2 / Road 45 to 250 metres east of Intersection of Grey Road 2 / Road 45</td>
<td>12:00 a.m. to 7:00 a.m.</td>
<td>November 15 to April 15</td>
</tr>
</tbody>
</table>

### Schedule “K” Intersection Stop Signs Through Highways

No inclusions are being recommended to Schedule “K”, but requests have been received as noted below:

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Facing Direction of Traffic</th>
<th>Grey Road</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grey Road 17 and Grey Road 17A</td>
<td>Southbound</td>
<td>17</td>
</tr>
<tr>
<td>Grey Road 4 and Grey Road 2 / Road 45</td>
<td>Eastbound</td>
<td>4</td>
</tr>
<tr>
<td>Grey Road 4 and Grey Road 2 / Road 45</td>
<td>Westbound</td>
<td>4</td>
</tr>
</tbody>
</table>

Many requests have been received for the placement of STOP signs in hamlets and towns on the through movement of a County Road to slow down traffic. The Ontario Traffic Manual states that STOP signs are not intended to be used as speed control devices. Their usage should be limited to the control of right-of-way conflicts.

As per Book 5 of the Ontario Traffic Manual, the introduction of STOP sign control can reduce the frequency of certain types of collision (i.e. right-angle or turning), but also results in delay to motorists and may increase some other types of collision (i.e. rear-end). STOP signs should, therefore, not be used indiscriminately.

The introduction of STOP signs in hamlets and towns will no doubt generate complaints about the noise of engine brakes, the smell of diesel fuel, due to idling trucks and the noise of trucks and vehicles gearing up to make up for time lost time due to stopping.

The addition of STOP signs, as requested above, is not recommended by Transportation Services.

### Schedule “N” Rates of Speed

Grey County’s average annual daily traffic is growing at a rate of four percent per year (2014-2017). These increases, along with many new developments and new residents to the area have resulted in a noticeable increase in complaints with regards to speeding on roads within the County system.

Through multiple traffic studies on many of the roads in our system, it is clear that most drivers tend to drive at speeds on average 10 to 15 kilometres per hour faster than the posted speed.
Some drivers also choose to drive at excessive speeds. The general public tends to believe that signing a road at a lower speed will cure this issue. Studies have demonstrated this is not the case and increased enforcement by local police would be a logical response to curb this behavior. Increased enforcement of traffic rules is not always achievable due to limited time and manpower resources on behalf of law enforcement.

In accordance with the Highway Traffic Act, municipalities have the authority to establish rates of speed on their roads. For the speed limit rates to be applicable, a by-law must be passed identifying the limits and the rate of speed.

It is recommended that Transportation Services establish a revised speed policy to better address public complaints. The policy would better reflect the requirements of the road system overall. Schedule “N” regulates the rates of speed on County roads that differ from the standard 80 kilometres per hour regulatory speed.

Many requests have been received to lower the speed limits. It should again be noted the intent of County roads are to serve increased traffic volumes, at higher travel speeds, with reduced interruption. The majority of the requests can be summarized and forwarded to the local police for the consideration of increased enforcement.

A resident of Feversham is requesting that the current 50 kilometres per hour speed limit be extended south of their residence by 100 metres, to reduce the noise of trucks accelerating and braking directly in front of their residence. The resident also has concerns with safety as the school bus stops in the transition area to pick up and drop off their children. Transportation Services has no issue with this request, as it is an existing transition from 50 kilometres per hour to 80 kilometres per hour (and vice versa) and has no real impact on the overall operation of the road system. Transportation Services recommends that the rate of speed be revised as noted in the following table.

<table>
<thead>
<tr>
<th>Grey Road</th>
<th>From</th>
<th>To</th>
<th>Rate of Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>A point 350 metres south of the intersection of Grey Road 2 and 8th Concession B</td>
<td>A point 300 metres north of the intersection of Grey Road 2 and 8th Concession A</td>
<td>50 kilometres per hour</td>
</tr>
</tbody>
</table>

Public complaints to reduce the speed in the hamlet of Cedarville on Grey Road 14 from 60 kilometres per hour to 50 kilometres per hour have been received. The request is reasonable, as the majority of the built up areas are posted at 50 kilometres per hour and Transportation Services recommends that the rate of speed be revised as noted in the table below.

<table>
<thead>
<tr>
<th>Grey Road</th>
<th>From</th>
<th>To</th>
<th>Rate of Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>14</td>
<td>The west limits of Cedarville</td>
<td>The east limits of Cedarville</td>
<td>50 kilometres per hour</td>
</tr>
</tbody>
</table>

Grey Road 32 is being recommended for an increase in the posted speed limit, which is contrary to the vast majority of requests, which are for a decrease in the posted speed limit. The section as noted below is currently posted at 60 kilometres per hour. This road has
recently been paved and numerous complaints have been lodged about the posted low speed and therefore Transportation Services recommends that the rate of speed be revised as noted in the table below.

<table>
<thead>
<tr>
<th>Grey Road</th>
<th>From</th>
<th>To</th>
<th>Rate of Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>32</td>
<td>The intersection of King’s Highway 10</td>
<td>The intersection of Grey Road 30</td>
<td>70 kilometres per hour</td>
</tr>
</tbody>
</table>

Schedule “O” Rates of Speed in School Zones for Restricted Times

A member of the public has requested an additional location be added to Schedule “O” of By-Law 4788-13.

This location is adjacent to a Mennonite School located east of the hamlet of Cedarville on Grey Road 14. Transportation Services recommends that the posted speed limit of 80 kilometres per hour be reduced to 60 kilometres per hour during certain times as noted in the following table.

<table>
<thead>
<tr>
<th>Grey Road</th>
<th>Location</th>
<th>Effective Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>14</td>
<td>From 200 m west of Southgate SR 7 to 570 m west of Southgate SR 7</td>
<td>During school days 8:00 a.m. to 9:00 a.m. 12:00 p.m. to 1:00 p.m. 3:00 p.m. to 4:00 p.m.</td>
</tr>
</tbody>
</table>

Schedule “P” – Community Safety Zones

The public and member municipalities have requested additional locations be added to Schedule “P” of By-Law 4788-13 due to concerns with speeding within those locations.

In accordance with the Highway Traffic Act, municipalities have the authority to establish community safety zones on their roads. For the community safety zones to be applicable, a by-law must be passed identifying the limits.

Transportation Services recommends that the following be added to Schedule “P” of By-Law 4788-13.

<table>
<thead>
<tr>
<th>Grey Road</th>
<th>Location</th>
<th>From</th>
<th>To</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>Priceville</td>
<td>50 metres west of Artemesia-Glenelg Townline</td>
<td>130 metres west of Rivers Street</td>
</tr>
<tr>
<td>4</td>
<td>Ceylon</td>
<td>150 metres west of Wilcox Lake Road</td>
<td>178 metres east of West Back Line</td>
</tr>
<tr>
<td>Grey Road</td>
<td>Location</td>
<td>From</td>
<td>To</td>
</tr>
<tr>
<td>-----------</td>
<td>----------</td>
<td>-----------------------------</td>
<td>-----------------------------</td>
</tr>
<tr>
<td>4</td>
<td>Maxwell</td>
<td>464 metres west of Road 45</td>
<td>736 metres east of Road 45</td>
</tr>
<tr>
<td>7</td>
<td>Griersville</td>
<td>250 m south of Old Mail Road</td>
<td>460 metres north of Old Mail Road</td>
</tr>
<tr>
<td>14</td>
<td>Cedarville</td>
<td>166 metres west of Feairs Drive</td>
<td>443 metres east of Feairs Drive</td>
</tr>
<tr>
<td>29</td>
<td>Bognor</td>
<td>50 metres south of Sideroad 6</td>
<td>725 metres south of Sideroad 6</td>
</tr>
</tbody>
</table>

**Schedule “U” – No Parking Where Signs Posted**

Staff has requested additional locations be added to Schedule “U” of By-Law 4788-13 as a result of safety and operational deficiencies. Both proposed locations have been initiated due to visibility concerns from sideroads. The standard by-law in these situations indicates it is an offence to park within 9 metres of an intersection. Transportation Services recommends that the no parking where signs are posted be increased to 30 metres at these locations due to tractor trailers parking on the shoulder in the vicinity of sideroads and/or the existence of higher truck volumes.

In accordance with the Highway Traffic Act, municipalities have the authority to establish parking restrictions on their roads. For the parking restriction to be applicable, a by-law must be passed identifying the location of restrictions.

Vehicles are parking on the shoulder of Grey Road 1 in the northwest quadrant, which is impeding sightlines from East Linton Sideroad West. A significant number of construction vehicles are exiting from East Linton Sideroad West and improved sightlines are warranted for safety.

Transportation Services recommends that the following be added to Schedule “U” of By-Law 4788-13.

<table>
<thead>
<tr>
<th>Grey Road</th>
<th>Side of Road</th>
<th>From</th>
<th>To</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>West Side</td>
<td>East Linton Sideroad West</td>
<td>30 metres north of East Linton Sideroad West</td>
</tr>
</tbody>
</table>

Vehicles, including tractor trailers are parking on the shoulders on the south and north sides of Grey Road 4, which is impeding sightlines from Grey Road 2 and Road 45. Winter maintenance operations are also being hindered due to the parking.
Transportation Services recommends that the following be added to Schedule “U” of By-Law 4788-13.

<table>
<thead>
<tr>
<th>Grey Road</th>
<th>Side of Road</th>
<th>From</th>
<th>To</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>South Side</td>
<td>Intersection of Grey Road 2 / Road 45</td>
<td>30 metres east and west of Intersection of Grey Road 2 / Road 45</td>
</tr>
<tr>
<td>4</td>
<td>North side</td>
<td>intersection of Grey Road 2 / Road 45</td>
<td>30 metres east and west of Intersection of Grey Road 2 / Road 45</td>
</tr>
</tbody>
</table>

Legal and Legislated Requirements

For the above locations to be enforceable the By-Law must be consistent with the field signage.

Financial and Resource Implications

Labour, material and equipment to manufacture and install the additional signage would be cost approximately $6,000.

Relevant Consultation

☒ Internal
Clerks Department

☒ External
City of Owen Sound, Municipality of Grey Highlands, Municipality of Meaford, Municipality of West Grey, Town of Hanover, Town of The Blue Mountains, Township of Chatsworth, Township of Georgian Bluffs, Township of Southgate, Police Services

Appendices and Attachments

Grey Road 4 Maxwell By-Law 4788-13 Schedule “H” and Schedule “U” Location Map
Grey Road 14 Cedarville By-Law 4788-13 Schedule “O” Location Map
Grey Road 4 Priceville By-Law 4788-13 Schedule “P” Location Map
Grey Road 4 Ceylon By-Law 4788-13 Schedule “P” Location Map
Grey Road 4 Maxwell By-Law 4788-13 Schedule “P” Location Map
Grey Road 14 Cedarville By-Law 4788-13 Schedule “P” Location Map
Grey Road 29 Bognor By-Law 4788-13 Schedule “P” Location Map
Grey Road 1 East Linton By-Law 4788-13 Schedule “U” Location Map
Grey Road 4 Maxwell By-Law 4788-13 Schedule “H” and Schedule “U” Location Map
Grey Road 4 Priceville By-Law 4788-13 Schedule “P” Location Map
Grey Road 4 Ceylon By-Law 4788-13 Schedule “P” Location Map
Grey Road 4 Maxwell By-Law 4788-13 Schedule “P” Location Map
Grey Road 14 Cedarville By-Law 4788-13 Schedule “P” Location Map
Grey Road 29 Bognor By-Law 4788-13 Schedule “P” Location Map
Recommendation

1. That Report PDR-CW-39-18 be received and that the application for a Minor Exemption under the County’s Forest Management By-law for Lot 37, Concession 8 (427066 8th Concession), in the geographic Township of Artemesia, Municipality of Grey Highlands, be approved.

Executive Summary

The County has received a minor exemption application to the County’s Forest Management By-law to clear two pockets of forested land consisting of cedar and thorn trees, spanning roughly 0.64 acres (0.25 hectares). The purpose of the clearing is to convert the subject lands to farming field for cash crop purposes. County staff are recommending approval of the minor exemption application.

Background and Discussion

An application for a minor exemption was received for clear cutting under the County’s Forest Management By-law.

The subject lands are located at Lot 37, Concession 8 (427066, 8th Concession), in the geographic Township of Artemesia, Municipality of Grey Highlands. The lands have frontage onto 8th Concession road, and the lands are roughly 76 acres (30 hectares) in size.

In proximity to the proposed lands to be cleared and on the southern portion of the subject property, the County Official Plan designates ‘Significant Wetlands’ and ‘Hazard Lands’, while the remainder of the lands are designated ‘Agricultural’. The County plan also identifies ‘Significant Woodlands’ and ‘Other Identified Wetlands’ on the subject property.
Surrounding the subject lands are predominantly farm lands, with some woodlands and wetlands.

The subject application was circulated to the Municipality of Grey Highlands, Grey Sauble Conservation Authority staff, the County’s Forest By-law Enforcement Officer, and neighboring landowners.

Map 1 – Forest Clearing Request

Agency and Public Comments Received

Under the Forest Management By-law, adjacent landowners, conservation authorities, Municipal, and County staff are to be notified and/or consulted when an application is received.

Public Comments

No public comments were received during the processing of this application.
Agency Comments
The Grey Sauble Conservation Authority (GSCA), the Municipality of Grey Highlands, and the County’s Forest By-law Enforcement Officer provided comments on this application.

GSCA staff provided comments October 5th, 2018. Staff noted in the letter that the proponent would not require a permit from the Conservation Authority office under Ontario Regulation 151/06. The proposed tree removal was outside of the Provincially Significant Wetland feature. Conservation staff had no further concerns with the subject application given the relatively minor nature of the removal.

The Municipality of Grey Highlands shared the application with municipal council for information, and there were no comments or concerns.

Grey County’s Forest By-law Enforcement Officer had no issues with the subject application.

County staff are recommending approval of the minor exemption application.

Legal and Legislated Requirements
The application will be processed in accordance with the County’s Forest Management By-law.

Financial and Resource Implications
At this time there are no expected financial or resource considerations beyond those normally encountered in processing a Minor Exemption application. The County has received an application fee with the file.

Relevant Consultation
☒ Internal: Planning and Grey County By-law Enforcement Officer

Appendices and Attachments
None
Recommendation

1. That Report PDR-CW-40-18 be received and that the amended application (map 2) for a Minor Exemption under the County’s Forest Management By-law for Lot 31, Concession 5 (213159 30th Sideroad), in the geographic Township of Artemesia, Municipality of Grey Highlands, be approved.

Executive Summary

The County has received a minor exemption application to the County’s Forest Management By-law to clear a large area of evergreens, spanning roughly 32 acres (13 ha). The purpose of the clearing is to return the subject lands back to farm lands to use for agricultural purposes. Following circulation of the file, and based on comments and feedback from the agencies and members of the public, the proposal was amended for the tree cutting area to span 1.97 acres (0.8 hectares). County staff are recommending approval of the amended proposal.

Background and Discussion

An application for a minor exemption was received for clear cutting under the County’s Forest Management By-law.

The subject lands are located at Lot 31, Concession 5 (213159 30th Sideroad), in the geographic Township of Artemesia, Municipality of Grey Highlands. The lands have frontage onto 30th Sideroad and 4th Concession B, and the lands are roughly 54 acres (21 ha) in size.

The subject lands are designated under the County Official Plan as ‘Agricultural’ and ‘Hazard Lands’. Surrounding the subject lands are predominantly farm lands, with some woodlands, and wetlands.
The subject application was circulated to the Municipality of Grey Highlands, Grey Sauble Conservation Authority staff (both the watershed planner and forestry coordinator), the County’s Forest By-law Enforcement Officer, and neighboring landowners. The initial proposal as outlined in Map 1 below was not supported by Grey Sauble Conservation Staff, and the County’s Forest By-law Enforcement Officer. Through further discussion with the landowner, the County’s Forest By-law Enforcement Officer, and Planning staff, an amendment was made to the initial proposal. Map 2 depicts the revised proposal that has the effect of cutting 1.97 acres (0.8 hectares) of trees, as compared to the initial proposal of 32 acres (13 hectares).
Map 1 – Forest Clearing Request

Map 2 – Amended Proposal

Agency and Public Comments Received

Under the Forest Management By-law, adjacent landowners, conservation authorities, Municipal, and County staff are to be notified and/or consulted when an application is received.

Public Comments

No public comments were received during the processing of this application.

Agency Comments

The Grey Sauble Conservation Authority (GSCA), the Municipality of Grey Highlands, and the County’s Forest By-law Enforcement Officer provided comments on this application.

GSCA staff provided comments October 25th, 2018 and October 29th, 2018. The conservation authority Planning Department noted the subject property is not regulated by GSCA under Ontario Regulation 151/06, and based on a desktop review there were no natural heritage
features identified. The conservation authority forestry coordinator also reviewed the subject application. Staff records indicate Grey Sauble planted trees on the subject property in 2009 and 2011 under the 50 Million Tree Program through Trees Ontario (now known as Forests Ontario). Furthermore, staff completed a Managed Forest Plan for the subject property in 2009 that stipulates landowners need to follow ‘good forestry practices’. The contract between Grey Sauble and the previous owner was not binding to subsequent owners, although the forestry coordinator noted that clear cutting on the subject property would not qualify as a ‘good forestry practice’.

The Municipality of Grey Highlands shared the application with municipal council for information, and there were no comments or concerns.

Grey County’s Forest By-law Enforcement Officer would not support the application as proposed. The officer conducted a site visit and outlined that the hardwood trees are healthy and established. An amended proposal was brought forward for review, in collaboration with the applicant, the County Forest By-law Enforcement Officer, and County planning staff. The County Forest By-law Enforcement Officer has indicated support for the revised proposal, as outlined on Map 2, with a total tree cutting area of 1.97 acres (0.8 hectares).

County staff are recommending approval of the amended proposal (map 2).

Legal and Legislated Requirements

The application will be processed in accordance with the County’s Forest Management By-law.

Financial and Resource Implications

At this time there are no expected financial or resource considerations beyond those normally encountered in processing a Minor Exemption application. The County has received an application fee with the file.

Relevant Consultation

☒ Internal: Planning and Grey County By-law Enforcement Officer


Appendices and Attachments

None
Recommendation

1. That Report PDR-CW-41-18 regarding a proposed County Official Plan Amendment be received; and

2. That the proposal proceeds to a Public Meeting to consider an amendment to the County of Grey Official Plan on lands designated ‘Agricultural’ and ‘Hazard Lands’, to permit a surplus farm dwelling severance within 500 metres of the Primary Settlement Area boundary of the Town of Hanover, for the lands described as Lot 5, 6, 7 Concession SDR (301138 Knappville Road), geographic Township of Bentinck, Municipality of West Grey, provided the Municipality is prepared to hold a joint public meeting in consideration of the necessary local amendment requirements.

Executive Summary

A proposed County official plan amendment application (42-05-280-OPA-144) has been submitted by Ben Rier on behalf of the property owner David Wally Schaus, to amend the agricultural development criteria policies, to allow for a surplus farm dwelling severance within 500 metres of the Primary Settlement Area boundary of the Town of Hanover. The County Agricultural development policies in the County Official Plan do not permit this type of lot severance, but consideration for this type of application is identified at the Provincial level. This surplus farm dwelling severance is intended to sever off the farm buildings that are surplus to the needs of the owner. This amendment also requires a zoning by-law amendment and a consent application to the Municipality of West Grey.
The County has received an application from Ben Rier on behalf of the property owner Wally David Schaus to amend the Grey County Official Plan. The amendment would allow exemption to the ‘Agricultural’ development policy 2.1.3(6) to permit a surplus farm dwelling severance within 500 metres of the Primary Settlement Area boundary of the Town of Hanover.

The proposed development also requires a zoning by-law amendment and a consent application to the Municipality of West Grey.

The subject lands are located at Lot 5, 6, 7 Concession SDR (301138 Knappville Road), geographic Township of Bentinck, Municipality of West Grey. Map 1 below shows the subject lands and surrounding area.

Map 1: Airphoto of the Subject Lands

The subject property is designated ‘Agricultural’ and ‘Hazard Lands’. The lands are used for cash crop purposes by a bona fide farmer. The two-storey residence, five storage sheds, and one barn are deemed surplus to the current owner’s needs, and are intended to be severed from the remaining farm parcel. Under consent policies 2.1.4(1)(b) of the County of Grey Official Plan, the proposed development meets the criteria for a surplus farm dwelling severance.

The subject lands are approximately 46.8 hectares (115.7 acres) in size, and the proposed severed parcel will be approximately 1.2 hectares (2.9 acres) in size. The lands immediately
surrounding the subject property are predominantly used for agricultural purposes. With regard for natural heritage features, the subject property has significant woodlands on the southern end, and a stream that flows westward, just north of Knappville Road. There are no natural ecological or natural heritage features situated within 120 metres of the proposed severed parcel.

Cuesta Planning Consultants Inc. submitted a Planning Justification Report in support of the proposal. The applicant did engage the Municipality and the County in pre-submission consultation. A copy of the Report and background materials can be found at the below link:

[Link to Background Materials]

Analysis of Planning Issues

In rendering decisions, planning authorities must have regard to matters of Provincial interest under the Planning Act and be consistent with the Provincial Policy Statement (PPS). Decisions within the County must also conform to the County of Grey Official Plan, and any Provincial plans in force and effect.

A detailed planning analysis has not been undertaken at this stage. Following the public process, and agency comments, a thorough analysis and staff recommendation will be provided. Key Provincial and County policies have been flagged below for consideration.

Provincial Legislation – The Planning Act

Most notable to this proposed official plan amendment are the following clauses from the Planning Act, which will need to be considered.

(a) the protection of ecological systems, including natural areas, features and functions,

The identified natural heritage features on the subject property will not be altered or impacted as a result of this application.

(b) the protection of agricultural resources of the Province,

The subject property is designated ‘Agricultural’ and ‘Hazard Lands’ as per Schedule A of the County Official Plan. Within the ‘Agricultural’ designation, consents for new lot creation are generally discouraged except under a few circumstances. The County of Grey Official Plan and the PPS both contemplate surplus farm dwelling lot creation.

Provincial Policy Statement (PPS 2014)

Section 2.3.1 of the PPS states that prime agricultural areas shall be protected for long-term use for agriculture. The intent of the zoning by-law amendment is to zone the retained lands to prohibit future residential development.

Policy 2.3.3.3 also states, new land uses, including the creation of lots, and new or expanding livestock facilities shall comply with the minimum distance separation formulae.
Furthermore, policy 2.3.4.1 outlines that lot creation in prime agricultural areas is discouraged and may only be permitted under a few circumstances, including for a residence surplus to a farming operation as a result of farm consolidation.

County of Grey Official Plan

Section 2.1.3(6) of the County Official Plan states that within the Agricultural designation, new non-farm development within 500 metres of a Primary Settlement Area boundary or within 300 metres of a Secondary Settlement Area boundary shall be limited to existing lots, where minor infilling and rounding out of existing development may be considered.

Section 6.3 of the County Plan contemplates amendments to the Plan, provided the criteria of the relevant sections of the Plan can be addressed.

As noted above, following the public and agency processes, a thorough planning analysis and staff recommendation will be provided.

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 official plan amendment, beyond those normally encountered in processing an amendment. The County has collected the requisite application fee and peer review deposit for this application.

Relevant Consultation

☒ Internal: Planning Staff
☒ External: Municipality of West Grey, required agencies under the Planning Act, and the public

Appendices and Attachments

None
Committee Report

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<td>November 22, 2018</td>
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<td>Subject / Report No:</td>
<td>PDR-CW-42-18</td>
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<tr>
<td>Title:</td>
<td>Regional Agricultural Learning and Demonstration Site – Potential Partnership Opportunity with Owen Sound Agricultural Society and Chatsworth Agricultural Society</td>
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<tr>
<td>Prepared by:</td>
<td>Randy Scherzer</td>
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<tr>
<td>Reviewed by:</td>
<td>Kim Wingrove</td>
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<td>Lower Tier(s) Affected:</td>
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Recommendation

1. That Report PDR-CW-42-18 be received which provides an overview of a potential partnership opportunity between Grey County and the Owen Sound Agricultural Society and Chatsworth Agricultural Society to create a Regional Agricultural Learning and Demonstration Site directly adjacent to Grey Roots; and

2. That support be provided in principle to explore this partnership opportunity further and to submit a Niagara Escarpment Plan Amendment application to the Niagara Escarpment Commission to seek permission for establishing a Regional Agricultural Learning and Demonstration Site adjacent to Grey Roots; and

3. That staff be directed to prepare a report for Council in 2019 which would include a proposed memorandum of understanding detailing the partnership with the Owen Sound and Chatsworth Agricultural Societies.

Executive Summary

The Owen Sound Agricultural Society and the Chatsworth Agricultural Society have approached the County about a potential partnership opportunity to create a Regional Agricultural Learning and Demonstration Site directly adjacent to Grey Roots. The potential synergies with having this site beside Grey Roots would allow Grey County residents, visitors and future generations to learn not only about Grey County’s agricultural history, but also learn about current agricultural practices. By locating next to Grey Roots, facilities and infrastructure can be shared such as buildings, parking areas, and the existing entranceway from Grey Road 18. In order to consider this partnership opportunity, a Niagara Escarpment Plan Amendment is required to be approved by the Niagara Escarpment Commission to permit the establishment of a Regional
Agricultural Learning and Demonstration Site on the subject lands. It is recommended that support be provided in principle to explore this partnership opportunity further and that staff be directed to assist the two Agricultural Societies with preparing the Niagara Escarpment Plan Amendment application. A draft memorandum of understanding would be prepared and presented to Council in 2019 which would provide further detail about the partnership with the two Agricultural Societies.

Background and Discussion

The Owen Sound Agricultural Society and the Chatsworth Agricultural Society have approached the County about a potential partnership opportunity to create a Regional Agricultural Learning and Demonstration Site directly adjacent to Grey Roots. The Regional Agricultural Learning and Demonstration Site could be used for residents and visitors to learn about the importance of agriculture, how food is grown, and where our food comes from. In addition to being an agricultural learning and demonstration site, the site would also be host to a regional fair as well as other agricultural associated events. The site would be directly west of Grey Roots and would be approximately 8.1 hectares (20 acres) in size (see Figure 1 – Location of Subject Lands).

Two buildings are proposed on the site, one building for office staff of the two Agricultural Societies which would contain staff washrooms plus a large room for displaying agricultural exhibits (See Figure 2 – Draft Concept Plan). A second large barn style structure would be used to temporarily house livestock during the regional fair and agricultural events. The barn style structure would also house educational displays and would be used for agricultural workshops and programs regarding current farming and food production. These structures would be constructed at the expense of the Agricultural Societies.

The site would also contain a track, and parts of the site would be used for temporary parking of vehicles during the regional fair and events. The site would also contain agricultural demonstration plots for educational purposes. The intent is to maintain the look and feel of the site as a farm/agricultural use. During the Regional Fair and other agriculturally related events, temporary tents and portable toilets would be used; however at least 80 to 85% of the time the site will look like a farm with agricultural demonstration plots (e.g. corn, wheat, etc.) and an interpretative treed pathway that would demonstrate various local tree species, including an apple orchard. The corn plot would be converted to a corn maze as an agri-tourism use on the site during the regional fair event.
The focus of the Regional Fair would include cattle displays and competitions, homecraft competition and education, and educational displays of the County’s past and present agricultural way of life. Other events as part of the Regional Fair would include the traditional midway and games, tractor pulls, and a demolition derby. These uses are temporary uses and would only operate a maximum of 4 days per year and would be located on portions of the site to minimize any impacts to adjacent land uses. The treed interpretative path around the site will also help to provide a visual buffer to these temporary uses. The remainder of the year, the site will essentially have the look and feel of a farm/agricultural use.

There may be other agricultural events that are held on the site. Some of these will be in conjunction with some existing Grey Roots events especially where there is an agricultural element to the event, and other agricultural events will be specific to the site. These could include tractor pulls, fundraisers (e.g. barbeque and barn dance), Grown in Grey (educational two day event each spring with grade 5 students from local schools learning about agribusiness and agricultural commodities), hosting 4-H club meetings and workshops, Harvest for Hunger (one day fundraising event by providing a day at the farm experience). Some other events through partnering with Grey Roots could include antique car/truck/tractor displays, ‘art in the barn’ show to showcase local artists, meeting space for other agricultural organizations (4-H, Soil and Crop Associations, etc.), Steam Show with threshing and sawmill displays and wood processing demonstrations, and possibly some other farm machinery and farm animal events.
Why this location?

The potential synergies with having this site beside Grey Roots would allow our residents, visitors and our future generations to learn not only about Grey County’s agricultural history, but to also learn about current agricultural practices. Visitors to Grey Roots will also be able to learn about agriculture with a hands-on approach by seeing firsthand how crops are grown, seeing livestock up and close during the regional fair and events, and seeing farm practices in action. The site can also be used as a space to explore and discuss agricultural innovation through the use of new agricultural practices and technology.

By locating next to Grey Roots, facilities can be shared such as buildings, parking areas, and the existing entranceway from Grey Road 18. The proposed entrance to the site would be from the existing Grey Roots entrance off of Grey Road 18 and therefore a new entrance will not be required. During the regional fair and agricultural events, parking facilities can be shared between the two sites. Buildings and facilities that are located at Grey Roots can also be used during the regional fair and the agricultural events and vice versa.

A Niagara Escarpment Plan Amendment is required to be approved by the Niagara Escarpment Commission to permit the establishment of a Regional Agricultural Learning and Demonstration
Site on the subject lands. The subject lands are designated as Escarpment Rural Area in the Niagara Escarpment Plan. Section 1.5.1 of the Niagara Escarpment Plan outlines specific objectives as it relates to the Escarpment Rural Areas. Some of the permitted uses in the Escarpment Rural Area include agricultural uses, agricultural related uses and on-farm diversified uses, forest management and institutional uses, and accessory uses. The Regional Agricultural Learning and Demonstration Site fits well within the permitted uses identified above. Based on this site also being host to the regional fair and other agricultural events, a Niagara Escarpment Amendment is required as these uses are not explicitly permitted in the Escarpment Rural Area designation. However given the proximity to Grey Roots, and with the regional fair and agricultural events having agricultural elements associated with it, we believe that this site is in an ideal location.

County staff and representatives from the two Agricultural Societies met with Niagara Escarpment Commission to determine the application requirements associated with the Niagara Escarpment Plan Amendment application. The NEC staff indicated that a Planning Justification Report addressing the policies in the Niagara Escarpment Plan would be required to be submitted with the application. The Planning Report would also include traffic analysis information, visual impact analysis and justification for the potential loss of any agricultural lands as a result of the proposed use. County staff can prepare the information required to support the Niagara Escarpment Plan Amendment in support of this partnership.

The current owner of the subject lands has indicated that they are willing to donate the property to Grey County and the two Agricultural Societies to establish the Regional Agricultural Learning and Demonstration Site. The intent would be that the County would acquire the lands under Section 50(3)(c) of the Planning Act and hold the lands in trust for the Agricultural Societies. A memorandum of understanding would be prepared and presented to Council in 2019. The memorandum of understanding would detail the relationship of this partnership between the County and the two Agricultural Societies. The memorandum of understanding would also include a clause to indicate the lands would be held in trust for the Agricultural Societies and that the lands would be transferred to the Agricultural Societies at a later date. A separate agreement for any shared access/parking that will be used between the Agricultural Societies and Grey Roots would also be prepared.

It is recommended that support be provided in principle to explore this partnership opportunity further and that staff be directed to assist the two Agricultural Societies with preparing the Niagara Escarpment Plan Amendment application. A draft memorandum of understanding would be prepared and presented to Council in 2019 which would provide further detail about the partnership with the two Agricultural Societies.

Legal and Legislated Requirements

Niagara Escarpment Planning and Development Act

Niagara Escarpment Plan

Agricultural and Horticultural Organizations Act
Financial and Resource Implications

Based on the application requirements identified with the NEC staff, County staff can prepare the majority of the information required including the Planning Justification and the Traffic Analysis. The information can be prepared by existing staff and therefore would be prepared as in-kind support to this partnership. Any additional requirements for the application beyond what County staff can prepare would be prepared at the expense of the Agricultural Societies. The lands to be donated by the current owner can be acquired by the County under Section 50(3)(c) of the Planning Act and therefore a consent application is not required. A survey of the lands would be required. The partnership memorandum of understanding would be prepared and reviewed by Agreement Staff and the Director of Legal Services. Any additional costs with constructing the proposed buildings, preparing the site, etc. would be at the expense of the two Agricultural Societies.

Relevant Consultation

☑ Internal (Planning, Transportation Services, Grey Roots, Clerks, Chief Administrative Officer, Director of Legal Services)

☐ External (Niagara Escarpment Commission, Township of Georgian Bluffs, City of Owen Sound, Ontario Ministry of Agriculture, Food and Rural Affairs, Owen Sound Agricultural Society and Chatsworth Agricultural Society)

Appendices and Attachments

None
Committee Report

To: Warden Halliday and Members of Grey County Council
Committee Date: November 22, 2018
Subject / Report No: PDR-CW-43-18
Title: Grey Sauble Conservation Authority Contract Renewal for Continued Forest and Trail Management and By-law Enforcement
Prepared by: Randy Scherzer
Reviewed by: Kim Wingrove
Lower Tier(s) Affected: All Municipalities
Status:

Recommendation

1. That Report PDR-CW-43-18 be received which provides an overview of the current contract agreements with Grey Sauble Conservation Authority (GSCA) for managing the County Forests, general maintenance and risk management of County owned trails, and for providing By-law Enforcement of the County’s Forest Management By-law; and

2. That based on the current contract agreements expiring on December 31, 2018 and March 1, 2019 respectively it is recommended that the agreements be extended to December 31, 2019 to allow the opportunity to update the agreements in 2019 and for Council to consider the renewal of the contract arrangement outside of the Lame Duck period; and

3. That Council acknowledges that an extension of the current agreements with Grey Sauble Conservation Authority to December 31, 2019 is required and staff be directed to move forward with these renewals as approved by the Chief Administrative Officer in accordance with Sections 1 and 2 of By-law 5029-18, being the Lame Duck By-law.

4. THAT the GSCA agreement continue as per 4.3 f) of Purchasing Policy stating that a single source procurement may take place when competitive procurement may be found to be impractical.

Executive Summary

Grey Sauble Conservation Authority (GSCA) has been managing the County Forests and enforcing the Forest Management By-law since February 2005. In 2007, Grey Sauble also took on the management of the CP Rail Trail which includes risk management and general
maintenance. The relationship that the County has had with the staff from GSCA has been successful and has worked well for both sides over the past 13 years. There are currently two contract agreements with GSCA to provide these services being the Forest and Recreational Management Agreement and the Forest Management Agreement (By-law Enforcement). These agreements are set to expire on December 31, 2018 and March 1, 2019 respectively. It is recommended that these agreements be extended to December 31, 2019 to allow for budget planning purposes in 2019 for both the County and GSCA. This will also allow further time to update the agreements and bring this matter forward to Council in 2019 outside of the Restricted Acts period (Lame Duck period).

Background and Discussion

In February 2005, the County entered into a contract agreement with Grey Sauble Conservation Authority (GSCA) to manage the County Forests and the trails within the County Forests as well as to enforce the County’s Forest Management By-Law. In 2007, GSCA also took on the day to day management of the CP Rail Trail relating to risk management and general maintenance. The relationship that the County has had with staff from GSCA has been successful and has worked well for both sides over the past 13 years. GSCA is quick to respond to matters that arise, which has resulted in a great working relationship with County staff and a positive relationship with the public.

There are two current contract agreements with GSCA being the Forest and Recreational Management Agreement and the Forest Management Agreement (By-law Enforcement). The agreements are currently set to expire on December 31, 2018 and March 1, 2019 respectively. In order for the County and GSCA to properly plan for the 2019 budget, it is recommended that these agreements be extended to December 31, 2019. This will also allow further time to update the agreements to reflect the County’s needs and interests for managing the County’s forests and trails. Any recommendations from the soon to be completed Recreational Trails Master Plan can also be incorporated into the updated agreements. By extending the current agreements to December 31, 2019, it will also allow the revised agreements to be brought forward to Council in 2019 outside of the Restricted Acts period (Lame Duck period).

Legal and Legislated Requirements

Municipal Act

Forest Management By-law 4341-06, as amended

Financial and Resource Implications

The contract agreements would be extended based on the current terms and conditions outlined in the two agreements (see links to agreements below). The current contract costs for managing the County Forests, the County Trails and enforcing the Forest Management By-law is approximately $160,000. Based on the contract extension exceeding $50,000 in value, the extension to the agreements would be approved by the Chief Administrative Officer in accordance with Sections 1 and 2 of By-law 5029-18, being the Lame Duck By-law.
Relevant Consultation

☒ Internal (Planning, Clerks, Agreement Staff, Chief Administrative Officer)
☒ External (Grey Sauble Conservation Authority)

Appendices and Attachments

*Forest and Recreation Management Agreement*
*Forest Management Agreement - By-law Enforcement*
*Forest Management By-law 4341-06, as amended*
To: Warden Halliday and Members of Grey County Council
Committee Date: November 22, 2018
Subject / Report No: CAOR-CW-25-18
Title: The Regiments of Grey Cenotaph Project
Prepared by: Petal Furness & Stephanie McMullen
Reviewed by: Kim Wingrove, CAO
Lower Tier(s) Affected: All
Status: Recommendation

Recommendation

1. That Report CAOR-CW-25-18 Regiments of Grey Cenotaph Project, be received;
   and
2. That $15,000 be transferred from the Grey Roots Moreston Reserve to cover any
   project costs which exceed the Veteran’s Affairs Grant of $18,172, In-Kind
   Donations, and 2018 budgeted funds.

Executive Summary

The citizens of Grey County provided substantial resources and volunteers to support our allies
during both of the Great Wars. Many Grey County communities have their local cenotaph,
however there is no memorial to the Grey County efforts in their entirety and the regiments that
were raised. A substantial grant has been received from Veteran’s Affairs, as well donated
funds and expertise towards the construction of a monument at Grey Roots. Staff is seeking
Council’s support to transfer funds from the Moreston Reserve to allow the construction project
to proceed.

Background and Discussion

A monument in the name of the three locally raised units (the 31st Regiment, the 147th and 248th
Battalions) during the First World War is proposed to be erected at Grey Roots. Grey County sent
thousands of citizens to the battlefields of Europe to serve King and Country in World War I. Many
never returned to their homes, and all were forever changed by their experiences. The central portion
of Grey Roots' heritage village focuses on 1925, when the pain and impact of these losses and
experiences was still fresh and keenly felt.
Centrally located in the village, the monument will attract the attention of visitors, both local and tourists, throughout the operating season, to learn more about World War I, and the lasting impact it had on Grey County communities well into the 1920s. With no remaining veterans from the Great War, and very few people with vibrant memories of the 1920s to put meaning and context into the impact of the war and its effect in the immediate post-war years, Grey Roots is a guardian of those experiences and lives. We can fulfill this responsibility by using the cenotaph as the touchstone.

The monument will also provide a fitting focal point for commemoration and education events. Grey Roots’ World War I memorial will have an ongoing role in engaging, educating visitors on the impact of the war and how it shaped the development of the country through the 1920s and beyond. This monument will provide a significant opportunity to develop programming which will allow this region to come together to recognize and salute the bravery of ordinary Canadians in this great conflict, and remember everyone’s struggle to adapt to a new life after the war ended.

Every town, village and hamlet in Grey County constructed a local war memorial in the 1920s to recognize its citizens; however no cenotaph exists to recognize Grey County’s contribution in its entirety and the regiments that were raised. In 2015 staff applied for funding from the World Wars Commemoration Fund. When staff began the process of reviewing monument designers and builders, Sanderson Monuments demonstrated a knowledge and expertise in the field, both historically and in the modern day that was unmatched. Sanderson has been called upon by other communities, such as Elmira, to replace damaged First World War monuments, and to construct new ones, such as at Base Borden. Mr. Sanderson’s grandfather designed hundreds of war memorials in Ontario in the 1920s. Combining existing cenotaphs in Grey County, Moreston’s needs, and his grandfather’s design drawings, Mr. Sanderson created the design for the Regiments of Grey County cenotaph, as submitted with the grant application.
In 2017, application was made to the World Wars Commemoration Fund, a special, one-time funding opportunity to enhance Canadians’ awareness, knowledge and understanding of the importance of the First World War and Second World War – with funding to cover 100% of a project (up to a $50,000 maximum). Sadly our application was declined. Although ranked highly the program funded only 8 projects in the entire country.

This year staff updated, revised and resubmitted to the program, however this year’s funding program was limited to 50% funding of a project (up to a maximum of $50,000). In September, Grey Roots was notified that our proposal had been accepted and that Veterans’ Affairs would provide $18,172 towards the Grey Roots War Memorial project. Below is an excerpt from our project application:

**Project Research and Funding**

Sanderson Memorials pledged to contribute their design, consulting and travel fees. The Friends of Moreston have pledged $1,000 which was declared in our funding application. Based on previous experience when Grey County veteran medals have come up for auction, Grey County citizens were quick to donate to Grey Roots for their purchase, feeling that Grey County’s military history should be kept in Grey County. There is every reason to believe that Grey County residents and businesses will feel equally passionate about this project and help to support it.

**Work Plan**

October – November 2018: confirm site locates, site dig and pour monument foundation  
November 2018: February 2019 – carve and create monument pieces  
March 2019: install monument on-site  
Spring 2019: complete landscaping and grand opening

The Regiments of Grey Cenotaph will be located south of the present Good Cheer Bandstand and the proposed Church. It will be across the street from the proposed General Store. Clearly it will help anchor the heart of Moreston Village.
Legal and Legislated Requirements

None.

Financial and Resource Implications

The total cost of this project is budgeted to cost $51,909. The Veteran’s Affairs Grant, The Friends of Moreston donation, Sanderson Memorials contribution, other In-Kind donations, and 2018 budgeted funds, are estimated to provide $36,909 in funding. The remainder of the budgeted construction cost of the Regiments of Grey Cenotaph requires a transfer from the Grey Roots Moreston Reserve of $15,000. There are sufficient funds in the Grey Roots Moreston Reserve to cover this important expense.

Relevant Consultation

☒ Internal (list) Grey Roots staff and Friends of Moreston; Senior County Staff Director of Corporate Services Kevin Weppler, and CAO Kim Wingrove

☒ External (list) Veteran’s Affairs Canada, Sanderson Memorials
Appendices and Attachments

CCR-PCD-11-15