

Council Highlights

February 6, 2018

I'll start with the good news so it doesn't get buried with the other news!

Protecting the Chase Property

In the late 1990s, the Chase family donated their 400 acre farm at Gannon's Narrows to Parks Canada.

Over the past few years, there have been concerns about garbage and organics dumping, ATV and snowmobile damage, tree cutting and other inappropriate uses.

A local community group, Buckhorn Trails Association, has been trying to stop the inappropriate uses and develop hiking and x-country ski trails on the property, with the permission of Parks Canada.

In July 2017, the Economic Development Committee was advised that the CAO had been contacted regarding this property and a meeting was being arranged with Kawartha Land Trust.

The meeting took place in November 2017 and a second meeting was held January 17, 2018. Representatives from the Kawartha Land Trust (KLT), the Trent Severn Waterway, (TSW), the municipality and Buckhorn Trails were at both meetings.

At the recent meeting everyone agreed that the property should be preserved as a passive park area. Parks Canada indicated that they would be willing to either enter into a partnership agreement or to divest the property to the Municipality or Kawartha Land Trust.

Representatives from these organizations are working together to develop a memorandum of understanding to work together to preserve, protect and enhance this historic property.

Dewdney Mountain Farms Quarry Noise Mitigation

The council chambers were full of residents who came out to hear several presentations concerning the noise mitigation strategy that Dewdney Mountain Farms Quarry recently submitted to the Municipality.

Presenters included John Emeljanow, a Consulting Engineer with Valcoustics Canada, Andrew Chachula, a lawyer with Eric Gillespie Professional Corporation, David Hofbauer of WSP (Engineering Consultant) and David White, the applicant's lawyer.

Both Mr. Emeljaow and Mr. Chachula presented on behalf of residents who live on either Quarry or Ledge Roads, the route trucks coming and going to the quarry will travel.

Mr. White told council that the only issue that has not been approved by either the courts or the Ontario Municipal Board (OMB) about this proposal is about the noise barriers and the fact that the company did not have permission from the landowners who live along that road to build barriers everyone originally thought were going to have to encroach on the private land.

He said that the company has now established that the barriers can be build on the municipal road allowance and will not encroach on the private lands.

Mr. White said the applicant is going before the OMB on February 21, 2018 just on this one final issue. He said he had come to council to get their support and said this had been approved by the municipality in 2013.

Mayor Mathews told Mr. White that the applicant is not the only one who has become frustrated with this process and suggested that there had been a bad start to this when a number of trees had been cut down without anyone being notified.

“You’re not the only ones who are frustrated” she said.

When the delegations had finished their presentations, municipal solicitor John Ewart told council that the municipality had only learned at the beginning of February that there was an OMB hearing scheduled for February 21st about it.

He added that the municipality has also recently found out that the company and the landowners are working on an agreement and if this is the case it needs to be clear what the landowner expectations are and what their role is in the agreement. Agreements, Mr. Ewart said, are usually between the company and the municipality.

He said that Dewdney Mountain Farms will have to make it clear to the municipality what the final strategy will be.

New Roads Depot

CAO Lois O’Neill-Jackson reported back to council on several requests council made at a special meeting on December 12, 2017, about the proposed new roads depot. At that meeting the councillors voted to review the decision about where to build a new depot and asked staff to look into options for the new building and how the municipality does winter road maintenance.

At the December 12th meeting council had directed staff to:

- prepare a report regarding the suitability of the centralized public works depot at the municipal County Road 36 and 507 property and identify the costs.
- undertake a study on:
 - The Galway depot clarifying the health and safety aspects and the structure of the depot.
 - The option for plowing with a temporary winter shelter for a truck and plow.
 - The cost estimate for the demolition, removal and clean-up of the Galway depot.
 - To investigate third party plowing options in the Galway area.
- inform Greenview Environmental that the centralized public works depot project located at the 49 yard site has been suspended.
- undertake a study on the cost reduction and cost avoidance for a solid business case for a centralized public works depot.
- schedule a public meeting after the requested reports have been completed to discuss all ideas put forward.

The reports council asked for will be submitted to the municipality by March 1, and after several recorded votes council voted to hold a public meeting on April 7, 2018 at 1 p.m. in the council chambers. Mayor Mathews voted against holding a public meeting as she said the municipality has already done a number of studies and that taxpayer dollars are being wasted because of political pressure.

At the end of Ms. O'Neill-Jackson's presentation, council also voted to look into other opportunities including the possibility of acquiring additional land close to the 36/507 area. Mayor Mathews did not support the resolution.

Here are the main points from the report the CAO presented to council on Tuesday

Property at 36 and 507

- The property owned by the municipality at County Road 36 and 507 is not large enough to build a new facility.
- Zoning on this property is currently Crown Land, despite the property being owned by the Municipality. Construction of a municipal building is not permitted. A re-zoning would be required for any activity to occur.
- The required setback from the County Road would be 35.7 m from the centre line of the road and the property is only 70 m deep at the widest point. The diagram to the left indicates a 30 m setback from the County road.
- There is a Bell line/easement at the back of this property moving the Bell line would be subject to Bell approval and at the expense of the Municipality.

Galway Depot

- A Designated Substance Survey on the Galway building indicates that both asbestos and lead are present in the building.
- The current conditions in this facility are terrible. The employees have a regular 'trap line' due to the large number of vermin entering this facility resulting in sanitation and health concerns, no ventilation for truck exhaust, no lunchroom facilities, only a single washroom and there is no insulation on the cracked block walls or ceiling which prevents maintaining a comfortable work environment. There are limited actions that can be taken to remedy these conditions without incurring significant costs.
- A Structural Condition Assessment report indicates that significant repairs are required to ensure the safety of personnel accessing the facility. Additional repairs are required to bring the building up to a good state of repair, extend the life of the structure and provide energy efficient upgrades. The estimated cost for this work is approximately \$269,043+/- (plus HST). However, this is only part of the cost as it is identified that further studies are needed: forensic study of the suspended floor, structural analysis of suspended floor, structural analysis of the mezzanine and determining the capacity of hoist beam. Each of these studies would result in potentially significant additional costs for repairs, removal or remediation.
- With the identification of the demolition costs, the consultant notes that demolition of the structure and restoration of the site will cost significantly less money than the work required to make the existing structure safe and energy efficient.

Plowing with a temporary winter shelter

- A temporary winter shelter to replace the existing depot could not be heated and would only protect the trucks from the weather. It would be necessary that this structure contain plug-in

electrical receptacles for the 3 tandem plow trucks. This shelter would only be used for 4 months of the year as the equipment currently operates out of the 49 Yard for the balance of the year carrying out other road maintenance and construction projects.

Cost for demolition, removal and clean up of Galway depot

- the estimated cost for the demolition, removal and clean-up of the Galway depot is \$103,500. Part of these costs will relate to special requirements for removal of the asbestos and lead as identified in the Designated Substance Study.

Third party plowing in the Galway area

- Any contractor performing this contract would be required to provide a minimum of \$5 million liability, carry WSIB, be bondable and be able to ensure continued service even with equipment breakdowns. There are no contractors who could meet these requirements within or even near the Galway area which would result in the payment of travel costs and potential delays in service.

Inform Greenview Environmental that the centralized public works depot project located at the 49 yard site has been suspended.

- In a phone conversation on December 14, 2017, which was followed up with an e-mail dated December 15, 2017, the CAO advised Greenview Environmental of the resolution from Council to suspend any further work on the public works depot project located at the 49 yard site.

Study on the cost reduction and cost avoidance for a solid business case for a centralized public works depot.

- The options suggested for this review are broad and should be more succinctly defined.