



Township of Wellington North

P.O. Box 125 • 7490 Sideroad 7 W • Kenilworth • ON • N0G 2E0

Regular Meeting of Council

Monday, June 22, 2015

Following Committee of Adjustment

Municipal Office Council Chambers, Kenilworth

A G E N D A

Page 1 of 4

AGENDA ITEM	PAGE NO.
<u>CALLING TO ORDER</u>	
- Mayor Lennox	
<u>SINGING OF O' CANADA</u>	
<u>PASSING AND ACCEPTANCE OF AGENDA</u>	
<u>DISCLOSURE OF PECUNIARY INTEREST(S) AND THE GENERAL NATURE THEREOF</u>	
<u>MINUTES OF PREVIOUS MEETING(S)</u>	
Public Meeting, June 8, 2015	01
Regular Meeting of Council, June 8, 2015	06
<u>BUSINESS ARISING FROM MINUTES</u>	
<u>DELEGATIONS</u>	
Aaron Weber - Reconsideration of Invoice for Fire Call	18
Cliff Booi, Concerned Citizens of Wellington North - Ghent Pit Application	21
Kristine Loft, Loft Land Use Planning/Project Management - Broadline Equipment Rentals Ltd. proposed zoning amendment	43

AGENDA ITEM	PAGE NO.
<u>STANDING COMMITTEE, STAFF REPORTS, MINUTES AND RECOMMENDATIONS</u>	
Wellington North Fire Service - Communiqué #019, June 11, 2015	46
Report from Michael Givens, CAO - CAO 2015-17 Ghent Pit Applicaiton	53
Planning Report prepared by Linda Redmond, Senior Planner, County of Wellington Planning and Development Department, dated June 17, 2015 - H. Bye Construction – “Ghent” Gravel Pit, Part Lot 5 & 6, Concession 5	153
Planning Report prepared by Linda Redmond, Senior Planner, County of Wellington Planning and Development Department, dated June 16, 2015 - Broadline Equipment Rentals, Hwy 6 & Sideroad 2W, Zoning By-law Amendment	164
Report from Matthew Aston, Director of Public Works - PW 2015-044 being a report on the Award of Bridge 11 Rehabilitation Project	169
Report from Paul Dowber, Treasurer - TR 2015-12 Online Payment System	173
Recreation & Culture Committee - Minutes, June 4, 2015	186
- Meeting Notes, June 4, 2015	189
- Facility Managers Reports and Facility Usage Reports - Mount Forest, April 28 to May 29/15	190
- Arthur, May 2015	193
- Recreation Director’s Update, June 2015	196
Administration and Finance Committee - Minutes, June 15, 2015	197
Report from Karren Wallace, Clerk - CLK 2015-028 being a report on enhancements to the Township of Wellington North Website	204
Cheque Distribution Report dated June 17, 2015	206

AGENDA ITEM	PAGE NO.
<u>CORRESPONDENCE FOR COUNCIL'S REVIEW AND DIRECTION</u>	
Arthur & District Chamber of Commerce Concern about the issues surrounding Arthur's Waste Water Treatment Plant	214
<u>BY-LAWS</u>	
By-law Number 051-15 being a by-law to amend Zoning By-law Number 66-01 (Highway 6 & Sideroad 2W-Broadline Equipment)	215
<u>ITEMS FOR COUNCIL'S INFORMATION</u>	
AMO Watchfile	
- June 4, 2015	218
- June 11, 2015	220
County of Wellington/Engineering Services Department/Roads Division	222
- Notice of Construction June 22 until late September/early October	
Town of New Market	223
- Resolution regarding installation of community mailboxes	
Temara Brown	224
- Ghent Pit Planning Report	
Wellington Federation of Agriculture	228
- Correspondence dated June 23, 2014 regarding Ghent Pit-H. Bye Construction, Application for Official Plan Amendment OP-2014-02	
David Guilbault, Fire Chief, Wellington North Fire Service	230
- Memo dated June 17, 2015 re: Aaron Weber, fire call	
Guelph Wellington Crime Stoppers	232
- Newsletter, The Informant, Summer 2015	
<u>NOTICE OF MOTION</u>	
<u>ANNOUNCEMENTS</u>	

AGENDA ITEM	PAGE NO.
<u>CONFIRMING BY-LAW NUMBER 052-15 BEING A BY-LAW TO CONFIRM THE PROCEEDINGS OF COUNCIL</u> <u>ADJOURNMENT</u>	234

**TOWNSHIP OF WELLINGTON NORTH
PUBLIC MEETING - MINUTES
MONDAY, JUNE 8, 2015 AT 7:07 P.M.
FOLLOWING COMMITTEE OF ADJUSTMENT**

The Public Meeting was held at the Municipal Office Council Chambers, Kenilworth to consider a Plan of Sub-Division application.

Present:

**Mayor: Andy Lennox
Councillors: Sherry Burke
Mark Goetz
Steve McCabe**

Absent:

Dan Yake

Also Present:

CAO/Deputy Clerk:	Michael Givens
Director of Public Works:	Matthew Aston
Treasurer:	Paul Dowber
Chief Building Official:	Darren Jones
Executive Assistant:	Cathy Conrad
Economic Development Officer:	Dale Small
Tourism, Marketing, Promotion Manager:	April Marshall
Linda Redmond:	Linda Redmond

Absent:

Clerk: Karren Wallace

Mayor Lennox called the meeting to order.

Declaration of Pecuniary Interest:

None declared.

OWNER/APPLICANT: H. Bye Construction Ltd.

The Property Subject to the Proposed Amendment is described as Part of Park Lot 4, South of Birmingham Street, West of London Road in Mount Forest. The land is approximately 1.72 hectares in size, with 20.12 metres of frontage on London Road.

The Purpose and Effect of the Application is to subdivide the property into 8 residential lots, with 2 of the lots containing 3 unit street townhouses, and 6 of the lots containing 4 unit street townhouses, for a total of 30 residential units. These units are to front onto a new interior street which ends in a cul-de-sac. No parkland area is proposed. A stormwater management block of 0.18 hectares is also proposed. The subject land is designated Residential in the Official Plan and is zoned Residential (R2).

**TOWNSHIP OF WELLINGTON NORTH
PUBLIC MEETING - MINUTES
MONDAY, JUNE 8, 2015 AT 7:07 P.M.
FOLLOWING COMMITTEE OF ADJUSTMENT**

Please note – Section 51 (43) of the Planning Act.

(43) Appeal. – Subject to Section 51, subsection (43) of the Planning Act, any person or public body may appeal a decision of the County of Wellington not later than 20 days after the day that the giving of written notice has been completed. If you wish to be notified of the decision you must make a written request to the **Director of Planning and Development, Corporation of the County of Wellington, 74 Woolwich Street, Guelph, ON N1H 3T9.**

The Township of Wellington North was asked to give Notice and hold a Public Meeting pursuant to the Planning Act on behalf of the County of Wellington to obtain input on the above proposed plan of subdivision.

Notice for this public meeting was sent to property owners within 120 m and required agencies and posted on the property on May 15, 2015.

Linda Redmond, Senior Planner reviewed comments provided by Mark Van Patter, Manager of Planning and Environment dated June 3, 2015.

Planning Opinion

These comments are considered to be preliminary. There will be further comments after the public meeting, when agency comments and input from the public are received. The subject lands are designated and zoned for residential development. The proposal is somewhat denser than is permitted by the Official Plan. The applicant should consider reducing the density next to the existing single detached lots to the south. The Township should determine whether there will be a need to open Birmingham Street in the future and whether there are sewer or water issues.

The subject land is described as Part of Park Lot 4, South of unopened Birmingham Street, West of London Road in Mount Forest. The land is approximately 1.72 hectares in size, with 20.12 metres of frontage on London Road.

The purpose of the application is to subdivide the property into 8 residential lots, with 2 of the lots containing 3 unit street townhouses, and 6 of the lots containing 4 unit street townhouses, for a total of 30 residential units. These units are to front onto a new interior street which ends in a cul-de-sac. No parkland area is proposed. A stormwater management block of 0.18 hectares is also proposed.

Under the Wellington County Official Plan the subject land is designated Residential.

**TOWNSHIP OF WELLINGTON NORTH
PUBLIC MEETING - MINUTES
MONDAY, JUNE 8, 2015 AT 7:07 P.M.
FOLLOWING COMMITTEE OF ADJUSTMENT**

Under the Zoning By-law the subject land is zoned Residential (R2), which permits from 1 to 4 units.

Planning Considerations

Residential Density

Section 4.4.4 (b), Greenfield Housing, of the County Official Plan requires a density of at least 6.5 residential units per gross acre. In this proposal, 30 street townhouse units are proposed on 1.72 acres, for a density of 17.44 units per acre.

However, Section 8.3.5, Medium Density Development, of the Official Plan states that for townhouses, density should not exceed 14 units per acre. At the proposed 17.44 units per acre, the density is a bit high.

Stormwater Management

A stormwater management report has been prepared for the applicant by R. J. Burnside. Preliminary comments have been provided on this by Triton Engineering as well as by the Saugeen Valley Conservation Authority. While a final, detailed report is not required for draft approval, it must be demonstrated to the Township that any stormwater management issues can be addressed.

Municipal Servicing

There is no information on whether or not there are any sanitary sewer or water supply issues.

Internal Road Access - Birmingham Street – Unopened

While the proposed subdivision fronts onto unopened Birmingham Street, access to the subdivision is via an internal street. The Township should be satisfied that there is no need / benefit of opening Birmingham in the future.

Neighbouring Uses

The subject lands have no abutting development at this time, other than existing, single detached lots fronting on the north side of Wellington Street East and 101 London Road. It might make sense to reduce the density in proposed Lots 6 and 7, to create a transition from the single detached lots to the south.

Parkland Dedication – Cash In Lieu

The Planning Act provides for a parkland dedication of 5% of the development area. Since a park is not part of this development, the Township should take cash in-lieu-of.

**TOWNSHIP OF WELLINGTON NORTH
PUBLIC MEETING - MINUTES
MONDAY, JUNE 8, 2015 AT 7:07 P.M.
FOLLOWING COMMITTEE OF ADJUSTMENT**

Archeological Potential

The Saugeen River is approximately 800 metres south of the subject land, and as such is not in close enough proximity (i.e. within 300), to warrant an assessment. However, if the Township is aware of any cultural heritage associated with the site, an assessment can be required.

Wellhead Protection Area 3

The proposed subdivision falls within Wellhead Protection Area 3 – Schedule B6 Wellington County Official Plan. There are no policies that would affect residential development on full municipal services in Section 4.9.5 of the Official Plan.

REVIEW OF CORRESPONDENCE RECEIVED BY THE TOWNSHIP

- Emily Bumbaco, Planning Technician, Upper Grand District School Board
- Eric Downing, Manager, Environmental Planning & Regulations, Saugeen Valley Conservation Authority

BY-LAW

The by-law will be considered at a regular council meeting at a later date. Persons wishing notice of the passing of the By-law must submit a written request.

MAYOR OPENS FLOOR FOR ANY QUESTIONS/COMMENTS

The Applicants and their agent were present to answer any questions regarding this application. Brian Milne, Applicant's Agent, stated that this is an opportunity to infill and provide housing.

COMMENTS/QUESTIONS FROM COUNCIL

Council asked if parking will be an issue with the higher density. Ms. Redmond stated that it will be addressed through the process.

**TOWNSHIP OF WELLINGTON NORTH
PUBLIC MEETING - MINUTES
MONDAY, JUNE 8, 2015 AT 7:07 P.M.
FOLLOWING COMMITTEE OF ADJUSTMENT**

ADJOURNMENT

RESOLUTION 6

Moved by: Councillor McCabe

Seconded by: Councillor Burke

THAT the Public Meeting of June 8, 2015 be adjourned at 7:14 p.m.

CARRIED

CAO/DEPUTY CLERK

MAYOR

**THE CORPORATION OF THE
TOWNSHIP OF WELLINGTON NORTH
REGULAR MEETING OF COUNCIL
JUNE 8, 2015 –FOLLOWING PUBLIC MEETING– 7:15 P.M.**

The meeting was held in the Municipal Office Council Chambers, Kenilworth.

Members Present:

**Mayor: Andy Lennox
Councillors Sherry Burke
Mark Goetz
Steve McCabe**

Absent:

Councillor: Dan Yake

Staff Present:

**CAO/Deputy Clerk: Michael Givens
Director of Public Works: Matthew Aston
Treasurer: Paul Dowber
Chief Building Official: Darren Jones
Executive Assistant: Cathy Conrad
Economic Development Officer: Dale Small
Tourism, Marketing, Promotion Manager: April Marshall**

Absent:

Clerk: Karren Wallace

CALLING THE MEETING TO ORDER

Mayor Lennox called the meeting to order.

SINGING OF O' CANADA

PASSING AND ACCEPTANCE OF AGENDA

RESOLUTION 2015-237

Moved by: Councillor Burke

Seconded by: Councillor Goetz

THAT the Agenda for the June 8, 2015 Regular Meeting of Council be accepted and passed.

CARRIED

DISCLOSURE OF PECUNIARY INTEREST(S) AND THE GENERAL NATURE THEREOF

Councillor Burke declared a conflict of interest with Standing Committee, Staff Report, Minutes and Recommendations -- Report from Matthew Aston, Director of Public Works, Report PW 2015-036 being a report on the sewage allocation for 187 King St. E. in Mount Forest as it relates to one of her relatives.

**THE CORPORATION OF THE
TOWNSHIP OF WELLINGTON NORTH
REGULAR MEETING OF COUNCIL
JUNE 8, 2015 –FOLLOWING PUBLIC MEETING– 7:15 P.M.**

MINUTES OF PREVIOUS MEETING(S)

RESOLUTION 2015-238

Moved by: Councillor Burke

Seconded by: Councillor Goetz

THAT the minutes of the Public Meeting and the Regular Meeting of Council held on May 25, 2015 be adopted as circulated.

CARRIED

BUSINESS ARISING FROM MINUTES

N/A

DELEGATIONS

Gary Williamson, Chair, Wellington North Safe Communities Committee

- Solar Electronic Speed Sign Proposal

Mr. Williamson appeared before Council to discuss a proposed solar electronic speed sign on Durham Street West near Victoria Cross Public School. The Wellington North Safe Communities Committee has identified speeding as a safety concern near the school. The area is very congested with parents dropping off and picking up children. The Vice-Principal has provided a letter of support and Wellington North Power has agreed to waive the pole rental fee to allow the sign to be mounted on one of the existing hydro poles if required. The Committee would donate the sign and the Township would be responsible for maintaining the sign in the future. The Committee is seeking Council support to purchase the sign through the Township and proceed with this project.

RESOLUTION 2015-239

Moved by: Councillor Burke

Seconded by: Councillor Goetz

THAT the Council of the Corporation of the Township of Wellington North accept the proposal for a solar electronic speed sign to be installed in Mount Forest on Durham Street, west of Foster Street, by Victoria Cross Public School, as submitted by the Wellington North Safe Communities Committee.

CARRIED

THE CORPORATION OF THE
TOWNSHIP OF WELLINGTON NORTH
REGULAR MEETING OF COUNCIL
JUNE 8, 2015 –FOLLOWING PUBLIC MEETING– 7:15 P.M.

STANDING COMMITTEE, STAFF REPORTS, MINUTES AND RECOMMENDATIONS

Report from Darren Jones, Chief Building Official

- CBO 2015-08 Building Permit Review Period Ending May 31, 2015

RESOLUTION 2015-240

Moved by: Councillor Burke

Seconded by: Councillor Goetz

THAT the Council of the Corporation of the Township of Wellington North receive Report CBO 2015-08 being the Building Permit Review for the period ending May 31, 2015.

CARRIED

Report from April Marshall, Tourism, Marketing & Promotion Manager

- EDO 2015-21 Farmers' Market Voucher Pilot Program

RESOLUTION 2015-241

Moved by: Councillor Burke

Seconded by: Councillor Goetz

THAT the Council of the Corporation of the Township of Wellington North receive Tourism, Marketing, Promotion Manager Report EDO 2015-21 dated June 8, 2015 being a report on the Farmers' Market Voucher Pilot Program;

AND FURTHER THAT the Council of the Township of Wellington North approve the Partnership and Roles & Responsibilities to advance the Farmers' Market Voucher Pilot Program at the Wellington North Farmers' Market.

CARRIED

Report from Dale Small, Economic Development Officer

- EDO 2015-22 Municipal Solar Program

RESOLUTION 2015-242

Moved by: Councillor Burke

Seconded by: Councillor Goetz

THAT the Council of the Corporation of the Township of Wellington North receive Report EDO 2015-22 being a report on the Township of Wellington North Municipal Solar Program;

AND FURTHER THAT the Council of the Corporation of the Township of Wellington North support moving forward with Arntjen Solar to determine the feasibility of submitting a FiT 4.0 application.

CARRIED

THE CORPORATION OF THE
TOWNSHIP OF WELLINGTON NORTH
REGULAR MEETING OF COUNCIL
JUNE 8, 2015 –FOLLOWING PUBLIC MEETING– 7:15 P.M.

Report from Karren Wallace, Clerk and Matthew Aston, Director of Public Works

- CLK 2015-024 being a report on the process and criteria for designating geographic area(s) in Wellington North Community Safety Zones (CSZ's)

RESOLUTION 2015-243

Moved by: Councillor Burke

Seconded by: Councillor Goetz

THAT the Council of the Corporation of the Township of Wellington North receive Report CLK 2015-024 being a report on the process and criteria for designating geographic area(s) in Wellington North Community Safety Zones (CSZ's);

AND FURTHER THAT staff be directed to investigate the merits of proceeding with a CSZ in Wellington North through a Community Safety Zone committee with terms of reference and membership to be established by staff;

AND FURTHER THAT a report be brought to the August 24, 2015 meeting of Council on the merits of establishing a CSZ and a recommendation for Council consideration.

CARRIED

Report from Karren Wallace, Clerk

- CLK 2015-025 being a report on an amendment to the Public Meeting Minutes dated March 23, 2015 to consider Wellington County Official Plan Amendment Application (Ghent/Bye/Alette Holsteins Ltd. pit)

RESOLUTION 2015-244

Moved by: Councillor Burke

Seconded by: Councillor Goetz

THAT the Council of the Corporation of the Township of Wellington North receive Report CLK 2015-025 being a report on an amendment to the Public Meeting Minutes dated March 23, 2015 to consider Wellington County Official Plan Amendment Application (Ghent/Bye/Alette Holsteins Ltd. pit) for information;

AND FURTHER THAT the Public Meeting Minutes dated March 23, 2015, page 2 under Presentations be amended

from:

PRESENTATIONS

Linda Redmond, Senior Planner, reviewed her comments dated March 3, 2015.

to:

PRESENTATIONS

Linda Redmond, Senior Planner, reviewed her comments dated June 2014.

CARRIED

Report from Matthew Aston, Director of Public Works

- Report PW 2015-036 being a report on the sewage allocation for 187 King St. E. in Mount Forest

Councillor Burke left the Council Chambers for this portion of the Council meeting as she had previously declared pecuniary interest as it relates to one of her relatives.

THE CORPORATION OF THE
TOWNSHIP OF WELLINGTON NORTH
REGULAR MEETING OF COUNCIL
JUNE 8, 2015 –FOLLOWING PUBLIC MEETING– 7:15 P.M.

RESOLUTION 2015-245

Moved by: Councillor McCabe

Seconded by: Councillor Goetz

THAT the Council of the Corporation of the Township of Wellington North receive Report PW 2015-036 being a report on the sewage allocation for 187 King St. E. in Mount Forest;

AND FURTHER THAT the Council of the Township of Wellington North allocate eight (8) sanitary sewage allotments to the proposed development at 187 King St. E. by James Bowden Sr.;

AND FURTHER THAT allocation of these sanitary sewage units does not imply any further approval of said development;

AND FURTHER THAT these sanitary sewage allotments are for a proposed development at 187 King St. E. in Mount Forest and will be available for a period of two (2) years from the date of this resolution, after which time these allotments will be withdrawn unless the owner makes formal request for an extension.

CARRIED

Councillor Burke returned to the Council meeting following the passing of the resolution.

Report from Matthew Aston, Director of Public Works

- Report PW 2015-038 being a report on the surplus of Sideroad 10 W from approximately 300m west of Concession 6 S to Concession 7

RESOLUTION 2015-246

Moved by: Councillor Burke

Seconded by: Councillor Goetz

THAT the Council of the Corporation of the Township of Wellington North receive Report 2015-038 being a report on the surplus of Sideroad 10W commencing approximately 300 m west of Concession 6S to Concession 7 in the Township of Wellington North;

AND FURTHER THAT the Council of the Corporation of the Township of Wellington North declare the land to be surplus as per By-law No. 9-08 being a By-law to adopt policies with respect to the sale and other disposition of land;

AND FURTHER THAT the Council of the Corporation of the Township of Wellington North direct the Clerk to provide notice to the public of the proposed sale of land as per Section 2(5) of By-law No. 9-08;

AND FURTHER THAT Council authorize staff to proceed with all necessary processes in order to complete the permanent closure, surplus and sale of the subject lands.

CARRIED

THE CORPORATION OF THE
TOWNSHIP OF WELLINGTON NORTH
REGULAR MEETING OF COUNCIL
JUNE 8, 2015 –FOLLOWING PUBLIC MEETING– 7:15 P.M.

Report from Matthew Aston, Director of Public Works

- Report PW 2015-039 being a report on the award of two pick-up trucks for the Roads Department

RESOLUTION 2015-247

Moved by: Councillor Burke

Seconded by: Councillor Goetz

THAT the Council of the Corporation of the Township of Wellington North receive Report PW 2015-039 being a report on the award of two pick-up trucks for the Roads Department;

AND FURTHER THAT the Township of Wellington North award the purchase of two pick-up trucks for the Roads Department to Arthur Chrysler at a cost to the Township of \$79,130.62.

CARRIED

Report from Matthew Aston, Director of Public Works

- Report PW 2015-041 being a report on the Miller, John and North Water Streets reconstruction project

RESOLUTION 2015-248

Moved by: Councillor Goetz

Seconded by: Councillor Burke

THAT the Council of the Corporation of the Township of Wellington North receive for information Report PW 2015-041 being a report on the Miller, John and North Water Streets reconstruction project.

CARRIED

Recreation and Culture Committee

- Resolution confirming Council direction to staff regarding Ice In/Out Policy communication with user groups

RESOLUTION 2015-249

Moved by: Councillor Goetz

Seconded by: Councillor Burke

THAT the Council of the Corporation of the Township of Wellington North direct staff to contact all prime ice user groups in Mount Forest and Arthur regarding the establishment of a policy for the annual date for ice installation and extension at the Mount Forest & District Sports Complex and the Arthur & Area Community Centre Arena, as recommended by the Recreation and Culture Committee.

CARRIED

THE CORPORATION OF THE
TOWNSHIP OF WELLINGTON NORTH
REGULAR MEETING OF COUNCIL
JUNE 8, 2015 –FOLLOWING PUBLIC MEETING– 7:15 P.M.

- Resolution confirming Council endorsement of projects for Canada 150 Infrastructure Funding Applications

RESOLUTION 2015-250

Moved by: Councillor Goetz

Seconded by: Councillor Burke

THAT the Council of the Corporation of the Township of Wellington North accepts the recommendation of the Recreation and Culture Committee:

AND FURTHER THAT the Council of the Corporation of the Township of Wellington North endorses proceeding with applications to the Canada 150 Community Infrastructure Program for the below listed projects:

1. *Mount Forest Kinsmen Ball Diamond Rehabilitation (Fencing, Benches, Bleachers)*
2. *Arthur Community Centre Rehabilitation (Flooring, Acoustic Panels, Heaters)*

CARRIED

Economic Development Committee

- Meeting Notes, May 20, 2015

RESOLUTION 2015-251

Moved by: Councillor Goetz

Seconded by: Councillor Burke

THAT the Council of the Corporation of the Township of Wellington North receive the meeting notes of the Economic Development Committee meeting held on May 20, 2015.

CARRIED

Cultural Roundtable Committee

- Minutes, May 21, 2015

RESOLUTION 2015-252

Moved by: Councillor Goetz

Seconded by: Councillor Burke

THAT the Council of the Corporation of the Township of Wellington North adopt the minutes of the Cultural Roundtable Committee meeting held on May 21, 2015.

CARRIED

Public Works Committee

- Minutes, May 26, 2015

RESOLUTION 2015-253

Moved by: Councillor Goetz

Seconded by: Councillor Burke

THAT the Council of the Corporation of the Township of Wellington North adopt the minutes of the Public Works Committee meeting held on May 26, 2015.

CARRIED

THE CORPORATION OF THE
TOWNSHIP OF WELLINGTON NORTH
REGULAR MEETING OF COUNCIL
JUNE 8, 2015 –FOLLOWING PUBLIC MEETING-- 7:15 P.M.

Cheque Distribution Report dated June 3, 2015

RESOLUTION 2015-254

Moved by: Councillor Goetz

Seconded by: Councillor Burke

THAT the Council of the Corporation of the Township of Wellington North receive the Cheque Distribution Report dated June 3, 2015.

CARRIED

CORRESPONDENCE FOR COUNCIL'S REVIEW AND DIRECTION

County of Wellington

- Request for support for resolution regarding citizens against fill dumping

RESOLUTION 2015-255

Moved by: Councillor Goetz

Seconded by: Councillor Burke

THAT the Council of the Corporation of the Township of Wellington North support the resolution of the County of Wellington requesting that the Ontario government develop a comprehensive strategy to regulate excess soils in the province and to pass a Class Soil Act which will help municipalities deal with excess soil under their jurisdiction.

CARRIED

Keep Hydro Public

- Resolution regarding the proposed privatization of Hydro One

RESOLUTION 2015-256

Moved by: Councillor Goetz

Seconded by: Councillor Burke

WHEREAS the public electricity system in Ontario is a critical asset to the economy and vital to the living standard and well-being of all Ontarians;
AND WHEREAS it is essential that Ontarians maintain public control and public decision-making with respect to electricity;
AND WHEREAS experience in other jurisdictions shows that privatization typically means consumers pay more for electricity;
AND WHEREAS a privatized Hydro One will no longer be subject to scrutiny by the Auditor General, the Ombudsman, the Financial Accountability Officer, or the Integrity Commissioner, and will no longer be required to provide information or services to citizens under the Freedom of Information and Protection of Privacy Act, the Public Sector Salary Disclosure Act, or the French Language Services Act;
AND WHEREAS our public electricity system currently generates hundreds of millions of dollars in revenue for the provincial government every year to help pay for public services we all depend on;

THE CORPORATION OF THE
TOWNSHIP OF WELLINGTON NORTH
REGULAR MEETING OF COUNCIL
JUNE 8, 2015 –FOLLOWING PUBLIC MEETING– 7:15 P.M.

AND WHEREAS the sale of shares of Hydro One will provide a short-term financial gain for the province in exchange for a much larger long-term financial loss;

AND WHEREAS the provincial government has no mandate from voters to sell any part of Hydro One;

AND WHEREAS opinion polls show Ontarians oppose the privatization of Hydro One by a significant margin in every part of the province;

THEREFORE BE IT RESOLVED that the Township of Wellington North call on the provincial government to:

- *Halt the sale of any part of Hydro One, and maintain Hydro One as a public asset for the benefit of all Ontarians;*
- *Strengthen Hydro One by investing in the next generation of workers and upgrading our electricity transmission infrastructure;*
- *Respect the autonomy and local decision-making powers of local distribution companies by not forcing these companies into mergers or sales;*

AND BE IT FURTHER RESOLVED that the Township of Wellington North communicate this resolution to the Premier, with copies to the Minister of Finance, the Minister of Energy, area MPPs, and the Association of Municipalities of Ontario (AMO);

AND BE IT FURTHER RESOLVED that the Township of Wellington North work through AMO to encourage other Ontario municipalities to express their opposition to the privatization of Hydro One.

CARRIED

BY-LAWS

RESOLUTION 2015-257

Moved by: Councillor Goetz

Seconded by: Councillor Burke

THAT By-law Number 045-15 being a by-law to repeal by-laws rendered redundant by staffing changes be read a First, Second and Third time and finally passed. (Building Inspectors/CBO's/Acting)

CARRIED

RESOLUTION 2015-258

Moved by: Councillor Goetz

Seconded by: Councillor Burke

THAT By-law Number 046-15 being a by-law to repeal by-laws rendered redundant by staffing changes being By-law 45-13 being a by-law to appoint Michael Givens as the Acting Chief Administrative Officer; By-law 3-99 being a by-law to appoint Paula M. Epoch as Treasurer and By-law 20-04 being a by-law to appoint John W. Jeffery as Treasurer be read and First, Second and Third time and finally passed.

CARRIED

THE CORPORATION OF THE
TOWNSHIP OF WELLINGTON NORTH
REGULAR MEETING OF COUNCIL
JUNE 8, 2015 –FOLLOWING PUBLIC MEETING– 7:15 P.M.

RESOLUTION 2015-259

Moved by: Councillor Goetz

Seconded by: Councillor Burke

THAT By-law Number 047-15 being a by-law to temporarily close a portion of Main Street (Hwy. 6) in the former Town of Mount Forest for the purpose of holding the Mount Forest Annual Fireworks Festival be read and First, Second and Third time and finally passed.

CARRIED

RESOLUTION 2015-260

Moved by: Councillor Goetz

Seconded by: Councillor Burke

THAT By-law Number 048-15 being a by-law to temporarily close a portion of Cork Street in the former Town of Mount Forest for the purpose of holding the Mount Forest Annual Fireworks Festival read and First, Second and Third time and finally passed.

CARRIED

RESOLUTION 2015-261

Moved by: Councillor Goetz

Seconded by: Councillor Burke

THAT By-law Number 049-15 being a by-law to permit fundraising activities by a charitable organization on a roadway under the Safe Streets Act, S.O. 1999 in the Township of Wellington North be read and First, Second and Third time and finally passed. (Royal Canadian Legion Branch #226, Arthur – George Street, Arthur)

CARRIED

ITEMS FOR COUNCIL'S INFORMATION

AMO Watchfile

- May 21, 2015
- May 28, 2015

Randy Pettapiece, MPP, Perth-Wellington

- News Release, June 1, 2015 – Pettapiece recognizes local business initiatives

Town of Aurora

- Resolution supporting City of Hamilton's opposition to the installation of community mailboxes

Township of Greater Madawaska

- Resolution regarding Hydro One rates

THE CORPORATION OF THE
TOWNSHIP OF WELLINGTON NORTH
REGULAR MEETING OF COUNCIL
JUNE 8, 2015 – FOLLOWING PUBLIC MEETING – 7:15 P.M.

RESOLUTION 2015-262

Moved by: Councillor Goetz

Seconded by: Councillor Burke

THAT the Council of the Corporation of the Township of Wellington North receive the Items for Council's Information as listed in the June 8, 2015 Regular Council Meeting Agenda.

CARRIED

CULTURAL MOMENT

It's in Wellington County!

In partnership with Wellington County and its seven municipalities, the 2015 Festivals & Events Guides showcases the rich festival culture throughout the region. Wellington is home to great food, big celebrations, seasonal parties and an appreciation of heritage, culture and music. The Guide invites visitors to experience all we have to offer in our rolling rural meadows and farms, and our quaint, picturesque villages and towns. Whether it's to spend a day out with family, fill a long weekend, or take part in an unforgettable new experience, it's in Wellington County.

Readers are encouraged to get decked out in red and white to celebrate Canada Day at the Arthur Optimist Canada Day celebrations; ignite their summertime plans with a spectacular fireworks display at the 15th Annual Mount Forest Fireworks Festival, the third weekend in July; experience our most intriguing and charming cultural, architectural and heritage treasures first-hand at Doors Open and Cultural Days, September 26th and to tempt their palette with hearty food, tasty treats and unforgettable food experiences at the Wellington North Farmers' Market and along The Butter Tart Trail. You'll even find a local child featured on the front cover participating in the Northern Wellington Spring Rural Romp!

Wellington County is home to bountiful markets, rich culture, world-class festivals, holiday celebrations and stunning natural beauty. We celebrate all that makes us unique at hundreds of festivals and events. Come and join us!

Pick up your copy of the Wellington County Festivals & Events Guide today or see it online at www.experiencewellington.ca

NOTICE OF MOTION

No notice of motion.

ANNOUNCEMENTS

Councillor Burke reported that the 1st Annual Fire Chief's Gala was a successful event that raised a lot of money. Final numbers will be available soon.

THE CORPORATION OF THE
TOWNSHIP OF WELLINGTON NORTH
REGULAR MEETING OF COUNCIL
JUNE 8, 2015 –FOLLOWING PUBLIC MEETING– 7:15 P.M.

Mayor Lennox announced that on June 3 he attended a meeting regarding the future of local distribution companies. He will prepare a report for Council.

CONFIRMING BY-LAW

RESOLUTION 2015-263

Moved by: Councillor Goetz

Seconded by: Councillor Burke

THAT By-law Number 050-15 being a By-law to Confirm the Proceedings of the Council of the Corporation of the Township of Wellington North at its Regular Meeting held on June 8, 2015 be read a First, Second and Third time and finally passed.

CARRIED

ADJOURNMENT

RESOLUTION 2015-264

Moved by: Councillor Goetz

Seconded by: Councillor Burke

THAT the Regular Council meeting of June 8, 2015 be adjourned at 8:12 p.m.

CARRIED

MAYOR

CAO/DEPUTY CLERK

RECEIVED

JUN 20 1975

TWP. OF WELLINGTON NORTH

On May 22 I decided to call firechief Dave to ask some advice, on my oversized brush and stump pile. I gave him the size 80 ft long 12 ft tall. Dave said he's not so much worried about the size it's the height that concerns him. Dave then advised if the machine is there anyway, from making this pile, why don't you just divide it in half. But we had made the pile a year ago already so the machine was long gone. I was honestly thinking Dave would want to come out and see the pile for himself before giving any more advice which I now very much wish I would have insisted that he come and give his opinion, and written permission if possible.

Dave then asked if there is a machine close by in case the fire got out of control while burning. I told him there is a backhoe across the road and I have a 7 1/2 kids teen on myself. We talked again about the height being at 12 ft. Dave then said "Go ahead and burn, you're good to go."

I asked him then "So if they do get a call from someone off the road, will I get charged if the trucks come out?" or Dave said "No, that's just for the people that are usually." I then thanked him for permission to light and told him I'm not sure it will be this week but will call him back before fighting it.

I then went back to the brush pile and checked it things out. I decided everything must be in favour to prove that day.

breeze was from the north, I had a burn permit plus permission from the fire chief himself. I then called the same number that I had used to talk with Dave earlier and left a messenger that I am going to try and light the brush pile and gave him my full address. The fire started nicely, only 1 paper bag was needed with some small sticks in $\frac{1}{2}$ hour I started pushing the edge of the pile in. Everything was going fine and Dave & I were under control. I was thinking Dave looked like he was thinking about getting the fire trucks and thought, "Oh that is really too bad so they wasted their time and effort coming out here because I thought I was covered with both permission from the chief and a valid burn permit."

The first truck had picked up the burn permit but the house before coming back. I then also told them about having permission from Dave the fire chief to burn. The chief + commander then said he thinks it's the size of the pile that's the problem. So I asked him what size he would say it is. He said it'll be about 80 ft long and close to 12 ft high well he said it might be less than 12 ft in height. One of the fire fighters then spotted the wire remains of a burned tire it was not aware of any tires in the pile, it must be the bulldozer driver didn't see it while pushing the brush. I had told the dozer driver if there is anything not safe to burn we'll bury it a good safe distance away from the burn pile. And for the wagon that was mentioned on the

in voice was an old wooden forage box with a steel unloading frame on the front, not complete anymore. This wooden forage-box had no tires or wagon gear included.

My conclusion of the whole ordeal is, a call came in as a barn fire on Sideroad 3 And 3 fire brigades were sent out, not connecting this possible structure fire with ~~the~~^{my} brush pile. When the first trucks turned off 6 Hwy they saw it's just a brush fire and informed the chief about it. But the fire chief gave orders to put the fire out. I don't expect anybody with authority to be perfect but hope they try to be responsible for their words and actions. I would never have started the fire if I wouldn't have had permission. So should I really be responsible for this fire services bill.

Aaron Heber

2015-06-17

Cliff Booi
Concerned Citizens of Wellington North

9592 Concession 4N
RR1 Mount Forest, ON
N0G 2L0

226 808 2664

To:

Mayor and Councilors of Wellington North

CC:

Mike Givens, CAO, Wellington North

Regarding:

Ghent Pit Application - Infrastructure Concerns

Dear Councilors,

The issue of financial solvency for the proposed Ghent Pit is a concern that has been raised numerous times throughout the application process - both from the residents of Wellington-North and from you as well. We appreciate your continued vigilance to ensure that ratepayers are not burdened with additional costs if the proposed Ghent Pit were to be approved.

Specifically, this letter attempts to determine if there is a risk that the road would require paving due to the increased and cumulative traffic impact of approving a second gravel pit on the concession.

I will note that I am not a traffic expert, but I do feel obligated to try to tackle our own concerns in relief of the proponent addressing them. It is not my intention to try to skew the impact of the proposed pit, and I have attempted to take a measured approach when assessing these concerns.

- I have referenced information provided by the applicant wherever possible.
- I have tried to be conservative with my estimates regarding the impact of increased traffic.
- I have done my best to find credible documentation for the concerns raised below.

Ghent Pit Application - Infrastructure Concerns 1

What this Letter is Not

I will again note that I am not an expert on traffic, on road paving, or on the infrastructure costs surrounding road upgrades.

- This letter is not intended as a “Guide to Paving Concession 4N”. I am simply trying determine if there is a risk that the road may require paving either immediately or much sooner than it would need to be without the increased commercial vehicle traffic sourced from the pit.
- This letter does not look at when the road might need paving from a road maintenance perspective.
 - ie. When it would be cheaper from a road maintenance perspective to have our traffic on a hard surface as opposed to gravel.
- This letter does not try to assess when the road might need paving from a road safety perspective.

Ministry of Transportation Guidelines

The Ministry of Transportation (“MTO”) publishes guidelines for road design based on traffic levels. Above 200 Annual Average Daily Traffic (“AADT”) they do recommend that the roads be hard surfaced.¹

The MTO Pavement Design and Rehabilitation Manual also notes:

“For higher truck percentages, designers typically move to a higher AADT range to suit the increased traffic loads.”

Approving a second aggregate operation on the concession would further increase the percentage of truck traffic. This, in turn, would increase the risk that we would need to pave the road.

¹ Ministry of Transportation - Pavement Design and Rehabilitation Manual - Second Edition - 2013

Table 3.3.3 Structural Design Guidelines for Flexible Pavements (Thickness in mm) –
Secondary Highways

AADT	Pavement Structure Elements	Subgrade Material					
		Gravels and Sands Suitable as Gran-Borrow	SANDS AND SILTS			Lacustrine Clays	Varved & Leda Clays
			5-75µm <40%	5-75µm 40-55%	5-75µm >55%		
2000-3000 AADT	HM B SB** GBE	90 150 — 330	90 150 300 530	90 150 450 630	90 150 600 730	90 150 450 630	90 150 800 865
1500-2000 AADT	HM B SB** GBE	50 150 — 250	50 150 250 415	50 150 300 450	50 150 450 550	50 150 300 450	50 150 450 (300-600) 550 (450-650)
1000-1500 AADT	CL B SB** GBE	50 150 — 240	50 150 250 405	50 150 300 440	50 150 450 540	50 150 300 450	50 150 450 (300-600) 540 (450-640)
500-1000 AADT	ST* B SB* GBE	— 150 — 150	— 150 150 250	— 150 250 315	— 150 300 350	— 150 250 315	— 150 350 (250-450) 385 (315-450)
200-500 AADT	ST* B SB** GBE	— 150 — 150	— 150 150 250	— 150 250 315	— 150 300 350	— 150 250 315	— 150 300 350
Less than 200 AADT	Gravel B SB** GBE	— 100 — 100	— 100 150 200	— 100 250 265	— 100 300 300	— 100 250 265	— 100 300 300

Notes: All AADT Volumes refer to Present Traffic.

HM — Hot Mix Asphalt & Thickness

B — Base Thickness

SB — Subbase Thickness

GBE — Granular Base Equivalency Thickness

(1 mm HM = 2 mm B = 3 mm SB = 1.11)

CL — Cold Mixed, Cold Laid or Road Mixed Mulch

ST — Double Surface Treatment or Single Surface Treatment with Prime.

* — Apply surface treatments 0.25 m wider than lane width.

** — Proposed subbase thicknesses may be decreased or increased respectively, for harder or softer subgrade conditions in each category, except for varved and leda clay subgrade where exceptionally large ranges are shown.

Passenger Car Equivalent

A loaded gravel truck weighs 19 times more than my pickup truck, and certainly has a greater impact on traffic flow and road maintenance costs.

Even on paved roadways one heavy truck causes 90 times the damage in terms of road maintenance costs than light trucks or passenger cars.²

When evaluating the Passenger Car equivalent (“PCE”) I have referred to the passenger car equivalent used for traffic flows of 3.5 for a truck.³ It is difficult to find studies for gravel roadways and so I have deferred to this value.

Obviously a professional study actually addressing the Equivalent Single Axle Loads (“ESAL”) of these gravel trucks and their effect on a gravel surface should be able to give you a realistic picture of the road upgrades required. For the scope of this I am simply trying to determine if there is a risk that the road would require paving as a result of the proposed pit.

Baseline Traffic

The Traffic Impact Study (“TIS”) submitted by the applicant found that the concession sees an average of 120 vehicles a day. The study period in which these values were recorded (April 29, 2015) was while load restrictions were on the road. Therefore this 120 vehicles per day does not include traffic sourced from the Ferguson Pit or any other Commercial Vehicle traffic that cannot operate inside of load restrictions.

I have included a compounding traffic growth rate of 1.52% per year for the traffic on the concession. This number was taken from the TIS, but I will note that this number represents the traffic growth for Highway 89. Growth rate for traffic on the concession road could be different than the figure I use.

² Evaluation of Truck Impacts on Pavement Maintenance Costs, Department of Civil Engineering, California State University

³ https://en.wikipedia.org/wiki/Passenger_car_equivalent

Gravel Road

Our gravel roads are most vulnerable to commercial vehicle traffic during the 6 month window that these pits operate⁴ (Outside of load restrictions). During the winter months when these operations have ceased our frozen roads require little structural maintenance. It is during the 6 month window of operation that I am assessing the traffic levels on the concession road.

I will note that load restrictions were removed from Concession 4N on ~May 12th of this year, meaning that the 6 month window I am looking at would carry us into the middle of November.

NOTE:

In this letter, I used the acronym SADT (Summer Average Daily Traffic) to represent the 6 month window that these pits would be operating. The MTO actually uses SADT to represent the summer traffic between July 1st and August 31st. My use of SADT should not be confused with the industry standard, and I apologize for any confusion related to the matter.

Traffic from Pits

The Ferguson Pit is licensed at 75,000 tonnes annually and the proposed Ghent Pit has the same license of 75,000 tonnes per year.

In the graphs below I look at extraction rates of 15%, 20%, 25%, and 30%. If these pits operated at 100% of their license each would generate 56.82 truck trips per day.

The extraction rates of 15%, 20%, 25%, and 30% generate 8.5, 11.4, 14.2, and 17.0 trips per day, respectively, per pit. I think these extraction rates are appropriately conservative, but will note that if extraction rates were much higher (and there is nothing preventing them from increasing) that the risk of requiring pavement also becomes much higher.

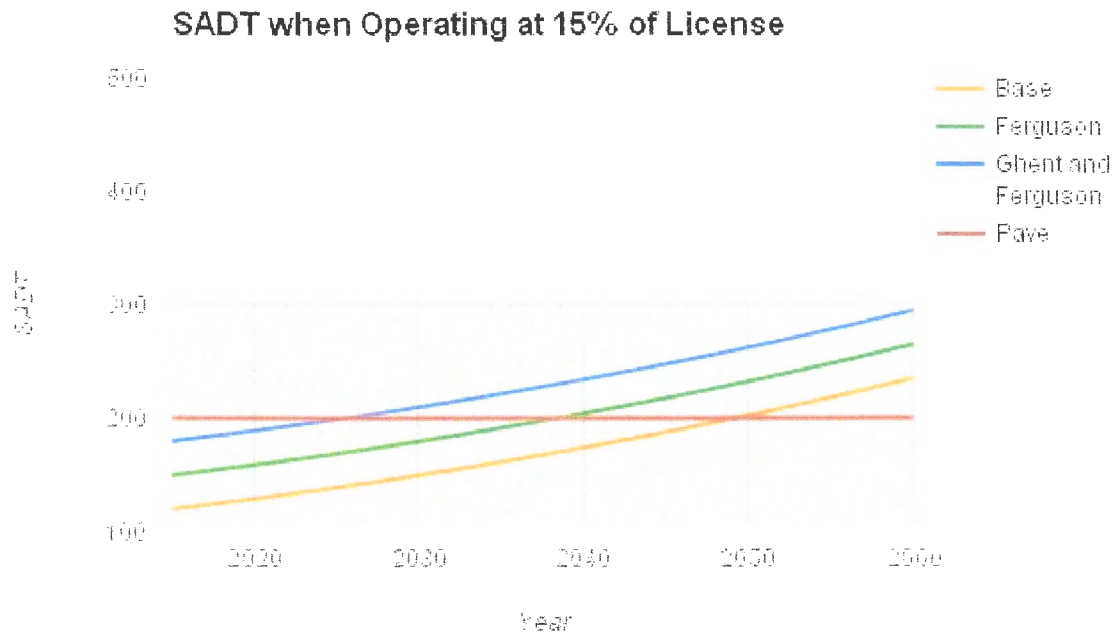
The 56.82 truck trips per day is based on an extractive license of 75,000 tonnes per year, 22 tonnes of gravel per load, and an operating season of 6 months (120 working days for the pits).

⁴ Letter to the Township from Brian Milne of H. Bye Construction 2015-01-27

15% Extraction Rate

With an operational efficiency of 15% (11,250 tonnes per year) from each pit:

11,250 tonnes per year from each pit.



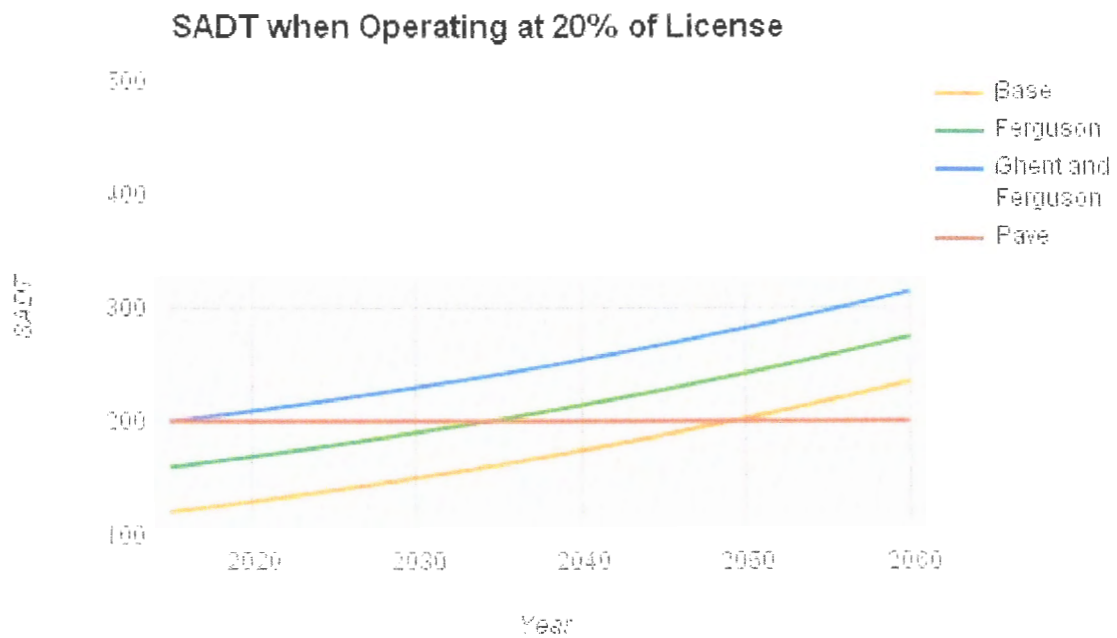
With an operational efficiency of 15% (11,250 tonnes per year):

- If we had no gravel pits we would expect to pave in 2049
- If we had one gravel pit we would expect to pave in 2039
- If we had two gravel pits we would expect to pave in 2026

If the pits operate at 15% of license and if the Ghent Pit is approved I expect that we would need to pave the road 13 years sooner than we would have to otherwise.

20% Extraction Rate

15,000 tonnes per year from each pit.



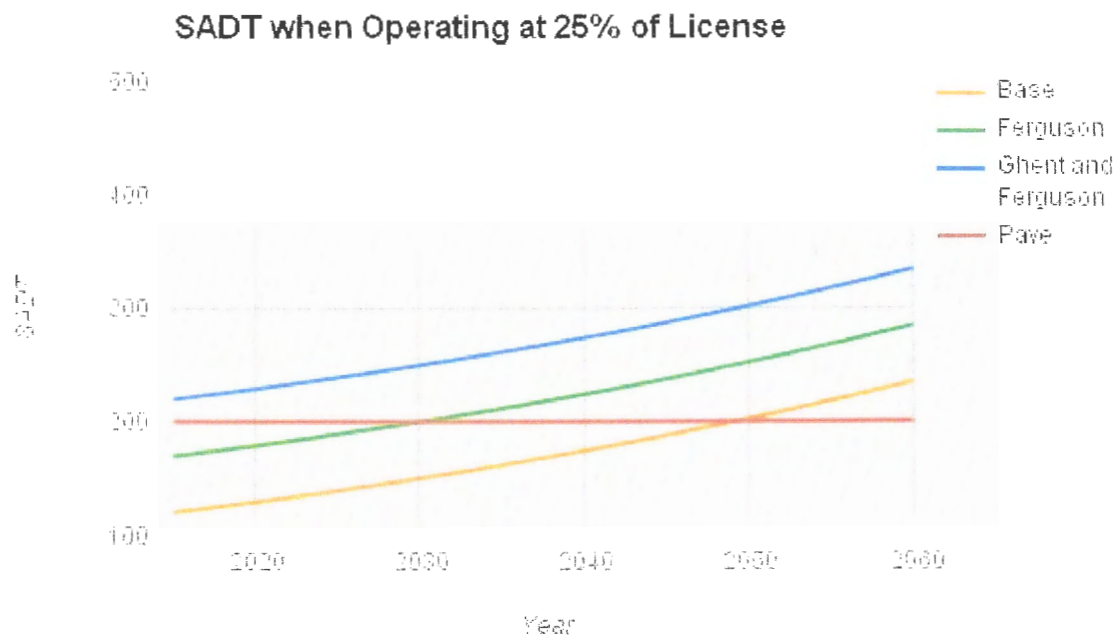
With an operational efficiency of 20% (15,000 tonnes per year):

- If we had no gravel pits we would expect to pave in 2049
- If we had one gravel pit we would expect to pave in 2035
- If we had two gravel pits we would expect to pave in 2015

If the pits operate at 20% of license and if the Ghent Pit is approved I expect that we would need to pave the road immediately upon approval. This is 20 years sooner than we would have to otherwise.

25% Extraction Rate

18,750 tonnes per year from each pit.



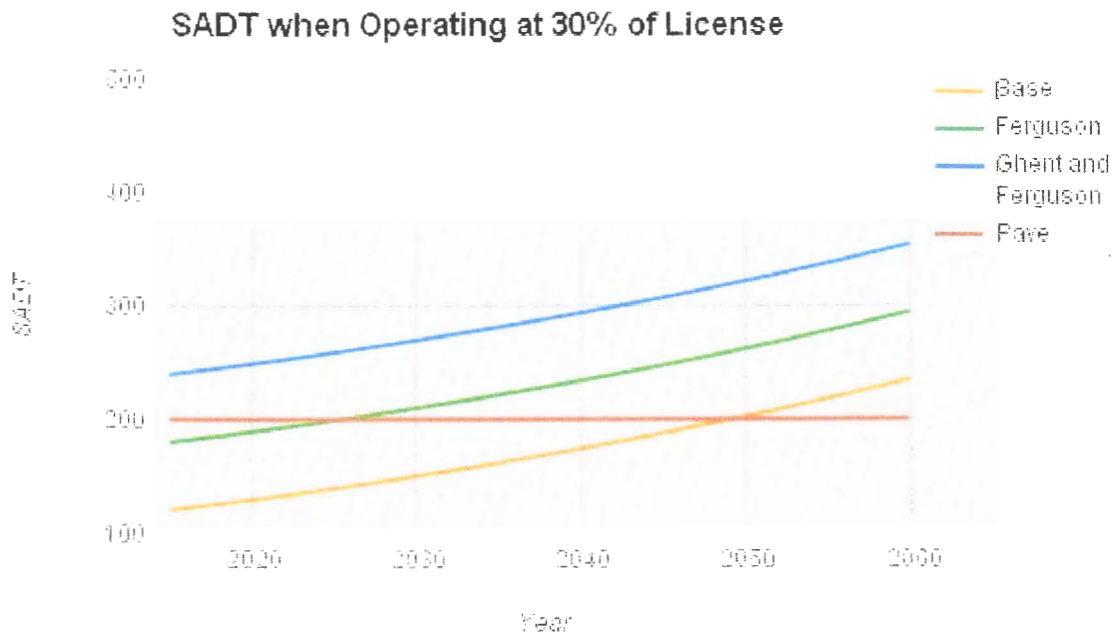
With an operational efficiency of 25% (18,750 tonnes per year):

- If we had no gravel pits we would expect to pave in 2049
- If we had one gravel pit we would expect to pave in 2031
- If we had two gravel pits we would expect to pave in 2015

If the pits operate at 25% of license and if the Ghent Pit is approved I expect that we would need to pave the road immediately upon approval. This is 16 years sooner than we would have to otherwise.

30% Extraction Rate

22,500 tonnes per year from each pit.



With an operational efficiency of 30% (22,500 tonnes per year):

- If we had no gravel pits we would expect to pave in 2049
- If we had one gravel pit we would expect to pave in 2026
- If we had two gravel pits we would expect to pave in 2015

If the pits operate at 30% of license and if the Ghent Pit is approved I expect that we would need to pave the road immediately upon approval. This is 11 years sooner than we would have to otherwise.

Summary

Extraction Rate for each Pit	Expected Year to Pave: With Ferguson Pit	Expected Year to Pave: With Ghent and Ferguson Pits
15% - 11,250 tonnes	2039	2026
20% - 15,000 tonnes	2035	2015
25% - 18,750 tonnes	2031	2015
30% - 22,500 tonnes	2026	2015

Conclusions

I think based on the information provided above, there is a real risk that the concession road would require paving either immediately upon approval of the proposed pit, or certainly many years sooner than it would require it otherwise.

If the proposed pit were approved:

- At what level of aggregate extraction would we expect the road to require paving from a maintenance cost and road safety perspective?

If the proposed pit were not approved:

- At what level of aggregate extraction would we expect the road to require paving from a maintenance cost and road safety perspective?

The difference in these timestamps frame the infrastructure cost of the proposed pit to the Township and its ratepayers.

Can it be shown that the negative financial impact derived from the risk of requiring road upgrades is covered by the increased revenues of the pit license?

Cliff Booi
Concerned Citizens of Wellington North

9592 Concession 4N
RR1 Mount Forest, ON
N0G 2L0
226 808 2664

2015-06-17

To:

Mayor and Councilors of Wellington North

CC:

Mike Givens, CAO, Wellington North

Regarding:

Ghent Pit Application - Outstanding Concerns

Dear Councilors,

Our concerns surrounding the negative impacts of the proposed pit are not new, and have not been adequately addressed despite adequate time being given to the applicant to do so.

- Ensuring the financial solvency of the proposed pit from the Township's perspective. It should be demonstrated that ratepayers will not be subsidizing the total cost due to the licensing a second aggregate operation on Concession 4N.
- Ensuring the safety of all the residents who use the road when assessing the cumulative impact of licensing a second aggregate operation on Concession 4N.
- The loss of Prime Agricultural farmland if the proposed property were to be licensed as Industrial Extractive. This is not just a function of the amount of land to be extracted from, but is also a function of how long that extraction period persists.
- Concern over sound planning by licensing an aggregate operation in close proximity to a parochial school and residential cluster.

Financial Concerns

The financial concerns are simple in concept, but have been difficult to nail down the actual costs with respect to specific negative impacts. These costs need to be determined and shown to be less than the incomes sourced from the pit.

- There is a real risk that licensing a second aggregate operation on Concession 4N will necessitate the road being paved.
 - The traffic study submitted by the applicant makes only attempts to address flow of traffic through the intersections.
 - The traffic study submitted by the applicant makes no effort to address the existing infrastructure or any infrastructure changes that would be required to accommodate the increased traffic.
- Road repairs and maintenance costs.
- Any road infrastructure work that may be required as a result of licensing the operation.
- Reduced property values of residences near the operation and along the haul route.
- Reduced tax base as a result of a reduction in assessment values.

Life of Pit

When I try to get a handle on the negative impacts of this proposed pit I find it very difficult due to the ever changing nature of the information surrounding the estimated extraction rates of the pit.

- The Summary Statement for the application suggests a lifespan of 10-20 years¹ with a corresponding extraction rate of 125,000 - 250,000 tonnes per year.
- Traffic estimates from Biran Milne of H. Bye Construction suggest a lifespan of 80.1 years with a haul rate of ~18,500 tonnes per year.²
- Engineer Bill Bradshaw of H. Bye Construction suggests an extraction rate of 75,000 tonnes per year for 20 years.³
- H. Bye Construction's extraction rates in existing pits suggest an extraction rate of ~11,000 tonnes per year yielding a pit life of 135 years.⁴
- The Traffic Impact Study provided by the applicant suggests an extraction rate of 25,500 tonnes per year with a life of ~59 years.⁵

¹ Summary Statement - Ghent Pit - 2014-01-06

² Cliff Booi Letter to Council 2015-05-05

³ The Wellington Advertiser - 2014-06-27

⁴ Based on H. Bye Construction's existing extraction rates. Cliff Booi Letter to Council 2015-05-05

⁵ Traffic Impact Study - Ghent Pit Application

Estimate of Aggregate Deposit

Furthermore, some of these estimates are based on an estimated aggregate deposit of 1.5 million tonnes of material.⁶ During my meeting with Brian Milne on April 16, 2015 I was lead to believe that a new version of the application had been submitted to the Ministry of Natural Resources and Forestry (“MNRF”) to reflect this revised estimate. Neither the Township nor the MNRF have received a new version of the Summary Statement (January 6, 2014). The application, as presented, still suggests a deposit of 2.5 million tonnes, increasing these pit life expectancies by another 67%.

Record of Rehabilitation

H. Bye Construction, despite being in the aggregate business for over 60 years, have never removed the license from an aggregate operation and rehabilitated it back to farmland.⁷

This, despite the applicant holding licenses for three pits that have been exhausted.⁸ They have one pit that has been awaiting rehabilitation since at least 2014-01-06. They have two more exhausted pits that are now used for stockpiling only, having finished extraction.

There is a reason for this. The Ontario Aggregate Resources Corporation (“TOARC”) estimates the cost of rehabilitation to be \$12,000 dollars per hectare (~\$4,900 dollars an acre). Aggregate companies often prefer to continually pay the license fee of \$400 rather than face the costs associated with rehabilitating these lands back to agricultural purposes.

If we were facing an applicant who had a history of licensing an operation, exhausting it in 20 years, and rehabilitating it back to the same level of soil quality as it began - I would not have these concerns. As it stands, we are faced with extraction estimates that can hardly be classified as temporary, and a non-existent rehabilitation history of agricultural lands.

⁶ Brian Milne - Delegation to Township of Wellington North - May 25th

⁷ Brian Milne - Meeting with Cliff Booi 2015-06-17

⁸ Summary Statement - Ghent Pit - 2014-01-06

Traffic Study

The traffic study that was submitted with respect to this application looks at traffic flow levels through the intersections along the haul route. We had been hoping that it would take a look at:

- Increased road maintenance costs due to the increased level of traffic.
- Whether or not there would need to be any infrastructure changes. Paying special attention to the road profile and road surfacing.
- Road safety concerns, particularly when dealing with Mennonite traffic and pedestrians, and agricultural traffic around areas with poor sight lines.
 - Proposed education for the applicants drivers is certainly welcome, but no analysis of existing infrastructure has been completed.

The traffic study itself has a few foundational flaws:

- When determining the traffic impact of the proposed pit they assumed a full year haul schedule. After reducing the operational days for poor weather and lack of market demand they determined that there were 48 weeks or 240 days that the pit would operate. On a load restricted road, and after removing holidays, the operational days should be closer to 120. A six month hauling schedule is consistent with the applicant's evaluation of their operating schedule.⁹
- The traffic assessment was completed on April 29, 2014 during the road load restrictions. This means that it omitted any seasonal traffic that would exist outside the load restriction period, and also omitted any traffic generated by the existing aggregate operation on Concession 4N.

⁹ Letter to the Township from Brian Milne of H. Bye Construction 2015-01-27

Wellington Federation of Agriculture

The Wellington Federation of Agriculture raised concerns to the applicant in their letter to Wellington North on 2014-06-27. These concerns were largely centric around site rehabilitation and echo my own, and I would still like to see the applicant address the questions raised in a direct manner.

...Can evidence be provided that the applicant can deliver on commitments made in this application? The applicant holds other licenses in the area. Can the applicant provide proof that rehabilitation is proceeding in a timely fashion on these sites? Have there been site plan amendments to these pits or changes to the conditions of the existing permits?

The WFA expects that rehabilitation will meet the standard set by the recently updated Provincial Policy Statement (2014) to return the land to an agricultural condition, "...a condition in which substantially the same areas and the same average soil capability for agriculture are restored." As an example if this property can produce a yield of 140 bushels of corn per acre currently, will it be returned to a state where that yield can be anticipated using the same agronomic practices after extraction of aggregate?...

Without conditions added to the bylaws or official plans the municipality loses their ability to make decisions pertaining to site amendments if the licensee applies to amend their license and site plans through the MNRF.

Without the applicant providing information surrounding site plan amendments made at other locations, there is an increased risk that the type of operation that the Township might approve may end up vastly different than the operation that ends up on the property.

Planning Report

I have attached a letter from Ms. Temara Brown outlining the need for a planning report submission by the applicant. Both the Zoning By-Law Amendment and the Official Plan Amendment need to be consistent with the entirety of the Provincial Policy Statement and a planning report facilitates this requirement.

Temara Brown
1970 Cedar Creek Rd
Cambridge ON, N1R5S5
temara.brown@gmail.com
226-791-0757

June 15, 2015

Township of Wellington North

7490 Sideroad 7 W, PO Box 125
Kenilworth, Ontario N0G 2E0
519-848-3620

Sent via email to township@wellington-north.com, smccabe@wellington-north.ca, mgoetz@wellington-north.ca, sburke@wellington-north.ca, dyake@wellington-north.ca, alennox@wellington-north.ca

To the Mayor and Council of Wellington North Township,

Re: The Need for a Planning Report prepared under the *Planning Act (1990)* for the H. Bye Construction Pit Zoning Bylaw Amendment and Official Plan Amendment Applications

I recently met with concerned residents from Wellington North Township regarding the application for the "Ghent Pit", which proposes to be located at 7572 Sideroad 3 E and 9458 Concession 4N. I have reviewed what application materials have been shared with me and write regarding the need for a Planning Report prepared under the *Planning Act (1990)*.

My interest in this matter is due to a concern for the unchecked adverse effects the aggregate industry inflicts socially, economically, and environmentally. I am the Executive Director of the Concerned Residents Association of North Dumfries ("CRAND") and reside in a township that hosts over 40 licenced gravel pits, which cause great distress to local citizens. Through CRAND or as an individual, I am also a member of Gravel Watch Ontario, the Ontario Greenbelt Alliance,

the Ontario Smart Growth Network, and strong supporter of the Food and Water First movement. I am also the critic for the Ministry of the Environment and Climate Change ("MOECC") for the Green Party of Ontario.

I had recently requested copies of materials supporting both the applications under the *Aggregate Resources Act (1990)* ("ARA") and the *Planning Act (1990)*. Materials were provided to me by Ms Karren Wallace, Clerk for the Township of Wellington North. The package included a copy of the documents that the Township and County had received by the applicant and included some technical studies, site plans, and what I believe is supposed to represent the Summary Report prepared for the ARA licence application. This document did not list an author nor acknowledged provincial planning policies.

This pit application requires two amendments under the *Planning Act (1990)*.

Planning Act (1990)

Purposes

1.1 The purposes of this Act are,

- (a) to promote sustainable economic development in a healthy natural environment within the policy and by the means provided under this Act;
- (b) to provide for a land use planning system led by provincial policy;
- (c) to integrate matters of provincial interest in provincial and municipal planning decisions;
- (d) to provide for planning processes that are fair by making them open, accessible, timely and efficient;
- (e) to encourage co-operation and co-ordination among various interests;
- (f) to recognize the decision-making authority and accountability of municipal councils in planning. 1994, c. 23, s. 4.

A Planning Report serves to outline how the application plans to meet the criteria outlined in provincial policy, including the *Planning Act* and the *Provincial Policy Statements (2014)* ("PPS 2014"). Section 3 of the *Planning Act (1990)* outlines the duty to be consistent with the PPS 2014.

Planning Act (1990)

Policy statements and provincial plans

3 (5) A decision of the council of a municipality, a local board, a planning board, a minister of the Crown and a ministry, board, commission or agency of the government, including the Municipal Board, in respect of the exercise of any authority that affects a planning matter,

- (a) shall be consistent with the policy statements* issued under subsection (1)

that are in effect on the date of the decision; and
(b) shall conform with the provincial plans that are in effect on that date, or shall not conflict with them, as the case may be. 2006, c. 23, s. 5.

[*emphasis added]

A typical Planning Report will go through each PPS 2014 policy and explain how it is or is not consistent with provincial policy. Additionally, the PPS 2014 considers a broader range of areas than what is required under the ARA. It is not sufficient to accept even the most thorough Summary Report prepared under the ARA, which was not completed in this case, as a replacement to a report prepared under the Planning Act.

The introduction of the PPS 2014 provides further clarity on the need for a Planning Report:

Provincial Policy Statement 2014

Read the Entire Provincial Policy Statement

The Provincial Policy Statement is more than a set of individual policies. ***It is to be read in its entirety and the relevant policies are to be applied to each situation.**** When more than one policy is relevant, a decision-maker should consider all of the relevant policies to understand how they work together. The language of each policy, including the Implementation and Interpretation policies, will assist decision-makers in understanding how the policies are to be implemented.

While specific policies sometimes refer to other policies for ease of use, these cross-references do not take away from the need to read the Provincial Policy Statement as a whole.

There is no implied priority in the order in which the policies appear.*

[*emphasis added]

In the materials provided thus far, the applicant has failed to have adequate regard for provincial policy and the obligations of council to make a fully informed decision.

It is vital that council appreciate its approval authority role in the context of the "downward creep" strategy. Once initial zoning approvals are given, unless conditions are written into the bylaws or official plans, the municipality relinquishes its authority as a decision-maker in the event the licensee applies to radically amend their licence and site plans through the Ministry of Natural

Resources and Forestry ("MNRF"). I have been witness to several cases where an application with less of an environmental impact is granted only to have the applicant apply for a more invasive licence through the MNRF process shortly afterwards. Municipalities are permitted to comment, the public is not. It is vital that municipal decision-makers appreciate their role in this stage, champion the interests of their residents, and thoroughly consider all potential outcomes in order to properly plan for the social, environmental, and economic impacts this application could cause.

I look forward to reviewing the Planning Report for this application.

Please do not hesitate to contact me for further information.

Sincerely,



Temara Brown

temara.brown@gmail.com

226-791-0757

CC:

C Booi

V McHugh

B McHugh

K Wallace

M Givens

A Brown

K White

C Cody

S Stublely

L Rocque

Cliff Booii
Concerned Citizens of Wellington North

9592 Concession 4N
RR1 Mount Forest, ON
N0G 2L0
226 808 2664

2015-06-17

To:

Mayor and Councilors of Wellington North

CC:

Mike Givens, CAO, Wellington North

Regarding:

Ghent Pit Application - Ministry of Natural Resources and Forestry Aggregate License

Dear Councilors,

For your information I am including a copy of our communications with the Ministry of Natural Resources and Forestry ("MNRF").

There was a some confusion surrounding the original notification period for the public meeting and consultation period during the spring of 2014.

We have asked the MNRF to reopen the public consultation period for the aggregate license portion of this application. We have found that adequate public notification was not provided prior to their public information session. I have spoken to the MNRF and they have said that this is a legislative requirement under the Aggregate Resources Act ("ARA"), and they will be asking the applicant to reopen the public consultation period.

Though the MNRF's role when evaluating license portion of the application is different than the Township's role when evaluating the Zoning By-Law Amendment, this 45 day public consultation period may provide a good forum through which the applicant can address some of your outstanding concerns surrounding the proposed pit.

Cliff Booii
Concerned Citizens of Wellington North

2015-06-15

Cliff Booi
9592 Concession 4N
RR1 Mount Forest, Ontario
N0G 2L0

226 808 2664
booi.cliff@gmail.com

To:
Kristy Sutherland
Aggregate Inspector
Ministry of Natural Resources
519 826 3569
kristy.sutherland@ontario.ca

Hello Kristy,

I am writing this letter to address concerns surrounding an Instrument Proposal by H. Bye Construction:

- EBR Registry Number: 012-1311
- Ministry Reference Number: MNR INST 7/14

Looking at Section 4.0 (*Notification and Consultation Standards for Category 3 Applications*) of the **Application Standards for a Category 3: Class "A" license for a pit operation which is restricted to extracting aggregate material no closer than 1.5 meters above the established groundwater table.**¹

4.2 Consultation

4.2.1 Consultation by the applicant with the public is required by hosting a presentation to the public, in the locality of the application, outlining all details of the proposal (information session, open house, community meeting, etc.) within the 45 day notification period.

4.2.1.1 Timing of the information session must provide at least:

- a. 20 days notice from publication as in 4.1.2.3 prior to the session; and
- b. 10 days for comments after the information session, prior to the closing of the 45 day comment notification period.

¹ http://files.ontario.ca/environment-and-energy/aggregates/provincial-standards/mnr_e000028.pdf

Specifically,

The applicant must provide at least 20 days notice from publication as in 4.1.2.3 prior to the public information session.

This was not the case during the consultation period for H. Bye Construction. As per the environmental registry² public notification was provided in the Mount Forest Confederate on March 5, 2014 and the public meeting was held March 19, 2014. This provided only a 14 day notification period for the public session, when 20 days are required under the application standards.

I have recovered original copies of the Mount Forest Confederate and have verified that the notice was in the March 5, 2014 edition, and also verified that notification did not appear in edition released on February 26, 2014.

Under the Aggregate Resources Act, the Proponent is required to adhere to these application standards. It is unfortunate that it has taken this long to find an error in how the applicant has handled the consultation period, but the responsibility of that error rests solely with the proponent:

Again from the Application Standards:

"These standards identify the required steps for a proponent to process an application once an application has been accepted by the Ministry. It will be a requirement of the applicant to ensure that all aspects of the standards have been met. Ministry staff will no longer be facilitating and guiding proponents through the process."

I would ask the MNR to require H. Bye Construction to:

- Reopen the public consultation period of 45 days.
- Hold another information session for the public with adequate public notice as outlined in your Application Standards.

Thank you,

Cliff Booi

2

<http://www.ebr.gov.on.ca/ERS-WEB-External/displaynoticecontent.do?noticeId=MTIxODM3&statusId=MTgyNTkz&language=en>

June 16, 2015

Darren Jones
Chief Building Official
Township of Wellington North
7490 Sideroad 7 W, PO Box 125
Kenilworth, Ontario
N0G 2E0

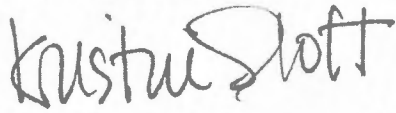
**Re: Request for Delegation
Broadline Equipment Rentals Ltd., Township of North Wellington,
County of Wellington, ON**

This correspondence is provided as a request for delegation to Council on June 22nd, 2015.
We will provide the following comments to Council:

- Present a revised site plan to Council dated June 12th, 2015 addressing the County of Wellingtons concerns regarding lot area.
- The revised site plan identifies an amended lot area of 3.44 ha (8.5 acres). Of this lot area 0.3 ha (0.8 acres) is within the Natural Environment (NE) zone.
- The total area to be rezoned to AGC would be 2.8 ha (7.0 acres).
- The AGC zone would also include the storm water management area.
- The revised plan provides for an irregular shaped lot in order to minimize any future lot.
- At the statutory public meeting there was an inquiry regarding the storage of portable potties. We have had further discussion with our client and although there are no environmental concerns related to the storage of these units, the client is willing to confirm that there will be no storage of these units on site.
- The entrance remains unchanged.
- Should buffering be required from the lands to the north, this can be provided at the time of site plan approval.

We trust this provides further information related to the Broadline Rentals Inc., proposal.

Respectfully submitted
LOFT PLANNING INC.



Kristine A. Loft, MCIP RPP
Principal



SITE PLAN - GENERAL ARRANGEMENT
 THIS PLAN IS THE PROPERTY OF BROADLINE RENTALS
 AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT THE WRITTEN PERMISSION OF BROADLINE RENTALS.

GENERAL NOTES

NOTE: 11 x 17 PRINTS ARE HALF-SCALE.
 24 x 36 PRINTS ARE FULL-SCALE.

ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE SOUTHERN BUILDING CODE AND LOCAL BY-LAWS

Kristine Loft
 LOFT Planning Inc.
 O 705.446.1168
 C 705.888.4710
 E kristine@loftplanning.com

NELSON DAWLEY, P. ENG.
 E-mail: nelson@nd-engineers.com
 427 5th St - Suite 215, Toronto, ON M4W 1P5
 Ph: (416) 593-7937 Fax: (416) 593-7938

BROADLINE RENTALS
 PROPOSED DEVELOPMENT

PROJECT NO.	DATE	SCALE	SHEET NO.
BR-2018-001	08/15/2018	A-1	5



Communiqué



From the desk of:

June 11th, 2015 # 019

Fire Chief:

1. **Duck Race:** I would like to thank Greg, Marco and Eric for attending the Lions Duck Race in Arthur and due to the low water levels in the river, they used the tanker and provided water flow so the ducks could flow downstream. The Lions were very appreciative of the assistance. This is a great avenue for Public Education within the Township.
2. **Mt Forest Lions Donation for Extrication Equipment:** At a recent Lions Meeting, Fire Chief Dave, Curtis Murphy and Mike Lucas were invited to the meeting. Fire Service staff demonstrated various pieces of the extrication equipment. which was donated previously, 25 years ago by the local Lions Club. The Mt Forest Lions Club has committed \$20,000.00 to aid in the purchase of newer equipment. Please see attached letter.
3. **Captain Exam:** We have 4 eligible candidates from Arthur Station and 8 from Mount Forest Station. A practical exam and interview to follow.
4. **Fire Chiefs Gala:** The First Annual Fire Chiefs Gala was held in Mt Forest on June 4th. This evening was a huge success. Over \$20,000.00 was raised for the Louise Marshal Hospital a final number to follow shortly. Thanks to all the fire fighters from both station who assisted.
5. **Firefighter Retirements:** Jim Morrison, Andy Morrison and Corey Schmidt have announced their retirements. A presentation recognizing their dedication and commitment to the fire service will be held at a council meeting in the near future. We wish them the very best in their retirement. You will always be members of our fire service.

FIRE DEATHS IN ONTARIO

Total fatal fires for the period from January 1 to June 10 for the years 2014 and 2015				
	2014		2015	
	Fatal fires	Fatalities	Fatal fires	Fatalities
Ontario fatal fires (except federal and First Nations properties) from January 1 to June 10	30	36	53	58
Fatal fires on federal or First Nations properties from January 1 to June 10	2	5	2	2
Total	32	41	55	60

Respectfully

Chief Guilbault



Communiqué



ARTHUR STATION:

May Fire Report 2015

The Arthur Fire Department responded to 16 calls for assistance during the month of May 2015.

Arthur Village	1 Human Perceived Emergency(smell of smoke) 1 Ambulance Assist 1 Illegal Burn (Chief on scene no charges) 2 CO Alarm Activation (no CO present) 1 Human Perceived Emergency (smell of natural gas no reading detected Union Gas called)
Arthur Twp.	1 Human Perceived Emergency(no fire) 3 MVC 1 Car Fire 2 Brush Fires 1 Utility Trailer Fire
Mapleton	1 Brush/Grass Fire 1 MVC (no service required Chief on scene)

Practices:

There were two practices held in May. On May 13, twelve Fire fighters attended. On May 27, thirteen Fire fighters attended .

Public Education:

Three members of Arthur Fire attended the Arthur Lion's Club Duck Race on May 9. The Fire fighters presented Fire Safety tips to the Public and interacted with many children that attended. A great time was had by all.

All out of service Bunker Gear has now been set aside for donation to Fire Fighters without Borders.

SUBMITTED BY:

Station Chief Jim Morrison, CMM III
Fire Service Professional



Communiqué



MOUNT FOREST STATION:

May Fire Report 2015

The Mount Forest Station responded to 25 calls for assistance during the month.

15 In Mount Forest

5 in the Township

10- Medical

2-Grass Fire

2-CO/Smoke Alarm

1-Structure Fire

2- Alarms

1-Brush Fire

1- Illegal Burn

1- Gas Leak

4 In Southgate

1 in West Grey

0 in Minto TWP

2- Illegal Burn

1-Mutual Aid

1- Medical

1-Vehicle Collision

There were 2 practice/meetings:

May 4, 2015, 21 members were present

May 20, 2015, 17 members were present

May 1st-3rd F.P.O. Attended Pub Ed Conference in Montour Falls

May 8 - Career Day At St. Mary's School, 2 Members Attended

May 9 - Carbon Monoxide Awareness day At Home Hardware, 5 members attended

May 23- Recruit Training in Fergus, 5 Members Attended

May 20 - Chief and F.P.O. Attended Radio Communications Meeting in Palmerston

May 22 - Chief and F.P.O Attended Central Dispatch Meeting in Guelph

May 29 - Chief and F.P.O Attended Shop with a Cop at Foodland in Arthur

May 29 - 21 Saugeen Mennonite School Children attended the Fire Hall for Public Education tour and information session.

Respectfully submitted by,

Acting Station Chief

Bill Hieber



Communiqué



FIRE PREVENTION:

Fire Prevention Report

May-15

Evac. Procedures	2
Telephone Calls	73
Business/Personal Service	6
Residential	2
Assembly Occ.	1
Misc.	57
Industrial	2
Meetings	8
Complaints	0
Mercantile	2
Letter/Reports	64
Institutional	0
Burn Permits	2
New Construction/Plan Review	0
Occupancy Permits	0
FE Ext. Training/Talks	1
Emerg. Planning	0
Inspection Follow Up	3
Pub. Ed. Lectures/Tours/House	2
Pre Incident Planning	0
Fire Safety Plan Review	0
Administration	82
Court/Documents/Serving	0
Training (OFC/Local)	3
Investigations	0

Quote: "We make a living by what we get. We make a life by what we give." —Winston Churchill

Yours in fire safety,



Communiqué



TRAINING DIVISION:

This month, (June 10) there will be joint training with Fergus and Arthur. They will be conducting search and rescue operations at a residence.

June is Pump Ops and Rural Water supply month for training for each station

COMMITTEES:

Truck and Equipment

Hello everyone, the truck and equipment committee met on May 28 at the Arthur station. We are still in the process of demoing airbags and will be having a couple more manufactures to come in, we are also looking at purchasing stickers that will be colour coded with the truck number to make it easier with keeping tools in the correct trucks. The committee is also looking at finding a dedicated vendor to look after the small engines for service and repair, currently the service does not have one. Committee members have talked with several repair shops in the township and have narrowed it to one, we will be talking with the chief regarding approval. The committee is also going to be looking for another member from the Arthur station, if you are interested please email myself. The cut off will be June 30 for anyone wishing to apply. We look forward to hearing from anyone wishing to apply.

With regards Curtis Murphy
Truck and Equipment Committee



Communiqué

Public Education



Lightning Safety

Thunder and lightning storms happen all the time. Know what to do to keep you and your family safe when storms strike!

Outdoor Safety

- » If you can hear thunder, you are within striking distance of lightning. Look for shelter inside a home, large building, or a hard-topped vehicle right away.
- » Do not go under trees for shelter. There is no place outside that is safe during a thunderstorm.
- » Wait at least 30 minutes after hearing the last clap of thunder before leaving your shelter.
- » Stay away from windows and doors. Stay off porches.
- » There is no safe place outside. Places with only a roof on sports fields, golf courses, and picnic areas are not safe during a lightning storm. Small sheds should not be used.
- » If a person is struck by lightning, call 9-1-1. Get medical help right away.

Safety Tips

Indoor Safety

Turn off computers. Stay off corded phones, computers, and other things that put you in direct contact with electricity or plumbing. You can use a cell or cordless phone.

Do not wash your hands, bathe, shower, do laundry, or wash dishes.



FAST FACTS
Lightning may strike as far as 10 miles from any rain.



Your Source for SAFETY Information
NFPA Public Education Division • Batterymarch Park • Quincy, MA 01906 • 617-994-2000
www.nfpa.org/education



MOUNT FOREST LIONS CLUB

P.O. BOX 1054
MOUNT FOREST, ONTARIO
CANADA
N0G 2L0

Mount Forest Lion Club
VERN JOB
Treasurer
R.R.# 2 HOLSTEIN ON.
N0G 2A0
e-mail jobnet1@xplornet.ca

June 2015

Wellington North Fire Services

As you are aware via President Jim, the Mount Forest Lions Club voted to support your request for funding for the required upgrading of the "Jaws of Life" equipment. We have chosen to pledge \$20,000.00 over a four year commitment. Please find enclosed a cheque for \$ 5,000.00 which represents year one. Thank you to the Fire Fighters for being there when needed.

**Best Regards
Vern Job
On Behalf of the Mount Forest Lions Club**



Township of Wellington North

P.O. Box 125 • 7490 Sideroad 7 W • Kenilworth • ON • N0G 2E0

**TO: MAYOR AND MEMBERS OF COUNCIL
MEETING OF JUNE 22, 2015**

**FROM: MICHAEL GIVENS
CAO**

SUBJECT: CAO 2015-17 GHENT PIT APPLICATION

RECOMMENDATION

THAT the Council of the Corporation of the Township of Wellington North receive for information report CAO 2015-17 Ghent Pit Application;

AND FURTHER THAT Council supports the recommendation of the County Planner with regard to the H Bye Construction – “Ghent” Gravel Pit Part Lot 5 & 6, Concession 5 Official Plan and Zoning By-law Amendments;

AND FURTHER THAT Council of the Township of Wellington North directs staff to notify the County of Wellington that they support the Official Plan Application, conditional on the Pit Operator fulfilling the recommendations of the County Planner in the Planning Report dated June 17, 2015.

PREVIOUS REPORTS/CORRESPONDENCE/BY-LAWS PERTINENT TO THIS MATTER

- January 7, 2015 Correspondence from Ministry of Natural Resources and Forestry to the applicant-“no further concerns and withdraws its objections...”
- January 21, 2015 Correspondence from Saugeen Valley Conservation Authority to the applicant- “no objection to the proposed Application for Category 3 Pit Licence.”
- January 26, 2015 Correspondence from the Applicant addressing the issues raised at the June 23, 2014 Public Meeting (see attached)
- March 12, 2015 Correspondence from Gerald and Joanne Booi
- March 23, 2015 CAO 2015-07 Report to Council-Ghent Pit Application
- March 31, 2015 Correspondence from Linda Redmond (Senior Planner) to applicant (see attached)
- June 2015 Paradigm - Ghent Pit Transportation Impact Study (see attached)
- June 1, 2015 Correspondence from Randy Bye (see attached)

- June 5, 2015 Correspondence from Township of Southgate CAO-Dave Milliner (see attached)
- The above list is not exhaustive

BACKGROUND

On June 23rd, 2014 the Township hosted a public meeting under the Planning Act to receive public input regarding a proposed amendments to the County of Wellington Official Plan and the Township Zoning By-law related to a proposed gravel pit located on Parts of Lots 5 and 6 Concession 5.

The process for approval of a licence for a gravel pit is multi-tiered and in this case involves the Township, County of Wellington, Saugeen Valley Conservation Authority and the Ministry of Natural Resources and Forestry.

The Ministry of Natural Resources and Forestry (MNR):

- oversees the rules governing aggregate management
- **issues licences**, permits and changes to existing approvals
- inspects aggregate operations and responds to complaints
- **enforces compliance**
- **ensures rehabilitation is carried out on sites**

In order for the MNR to consider a gravel pit licence application, the applicant must provide confirmation that the pit is in compliance with the prevailing Zoning By-law and thus the Official Plan.

At the June 2014 public meeting neighbours, residents, the WFA raised numerous concerns regarding the application. At that time, Council of the Township requested that the applicant make efforts to deal with the concerns that were raised prior to commenting on their support or lack of support for the application. Township Council is tasked with the responsibility of recommending to the County that they approve, modify or deny the Official Plan Amendment (OPA) but County officials make the final decision on the OPA.

On January 26, 2015 the applicants' agent submitted a letter to the County, in which they believe they have addressed all the concerns that were raised at the public meeting. Subsequent to that, on March 23, 2015 a second public meeting was held to allow this Council to receive the information about steps taken by the applicant and then to offer comments about the Official Plan Amendment. At the conclusion of that meeting, the Senior Planner was directed to issue correspondence to the applicant requesting a Traffic Impact Study and a "more detailed response of the concerns raised during the public meeting and circulation."

Following the letter the applicant has submitted the Traffic Impact Study (TIS). A few comments below related to the TIS-

- The TIS does comment on the other forms of traffic on the road (horse/buggy).
- The TIS does not provide consideration to the impact on the Township infrastructure (road and bridges) that increased traffic as a result of the pit would have on the useful life of those assets or additional annual maintenance that may be required.
- The TIS does not identify any road or structure upgrades along the haul route.
- Traffic counts were taken on April 29th when 1/2 load limits were established on the road and may have limited traffic. (1/2 load generally runs from March 1 to May 15).
- Estimates within the TIS are based on 48 weeks, given load limit periods and general timing of pit activity 24 weeks is probably a more realistic figure.

Questions have been raised regarding the Township activities at the adjacent Ferguson Pit. The Township has entered into a gravel supply agreement and has exclusive rights to a minimum of 15,000 tonnes/year to a maximum of 50,000 tonnes/ year for 10 years (2014 was year 1). Truck traffic from the Ferguson Pit is generally limited to 10 to 20 trucks a day during the months of May, June, September and October when the Township requires aggregate.

The Concerned Citizens of Wellington North have raised concerns regarding the notification process that was followed during the Aggregate Resources Licensing process for the Ghent Pit. Council should be aware that the notification period issue does not stop them from proceeding with their recommendation to County Council.

The Township will need to deal with the required Zoning Amendment but only after the Official Plan Amendment has been dealt with by the County. There will be no requirement for a subsequent public meeting. The Township is the approval authority for zoning amendments.

Council has a number of options at this time-

1. Pass a resolution that states that the Council of the Township of Wellington North does not support the OPA application and requests that the County deny the application. The resolution should indicate why Council does not support the application.
2. Pass a resolution of support for the OPA application. Obviously passing a supporting resolution would infer that Council also supports the Zoning by-law amendment.
3. Further defer the matter and request further information from the applicant or provide direction to staff (Township and the County Planner) on what additional information is required in order for Council to make a recommendation on the OPA and subsequent Zoning By-law Amendment.
4. Pass a resolution of support conditional on the applicant meeting certain parameters. Possible Parameters-
 - a. Completion of a Traffic Impact Study-Peer Review
 - b. Development of an annual monitoring process for the haul route. The intent would be to address the operator's obligation related-
 - i. Annual maintenance costs of increased traffic flows on Township road infrastructure.
 - ii. Increased dust mitigation requirements.
 - iii. Additional or updated signage along the haul route.

- c. Entering into a future agreement with the applicant to capture items identified in the Traffic Impact Study-Peer Review and/or Road Needs Assessment.
5. Pass a resolution of support and proceed with a duly authorized agreement between the applicant and the Township, formalizing the terms proposed by H. Bye Construction Ltd in the June 1, 2015 correspondence. Note-Any agreement should include review by the Township solicitor.
6. The Concerned Citizens of Wellington North have referenced concerns about rehabilitation on a number of occasions. Council of Wellington North may wish to explore meeting with representatives from the MNR to advocate for timely and appropriate rehabilitation of all pits within Wellington North as they are the enforcement agent.

Mr. Bye's correspondence requests a decision and offers a monetary contribution of \$25,000.00 to the Township to implement appropriate safety measures on Concession 4N.

FINANCIAL IMPLICATIONS

All parties involved in this matter agree that development and operation of this pit and any other future pit in the Township of Wellington North should not have a negative financial impact on the taxpayer's of Wellington North.

In this instance the applicant has offered a lump sum payment amount to the Township to offset any financial impact. Unfortunately the recently completed Traffic Impact Study does not relay any specific financial impacts that may result from the operation of the gravel pit outside of potential signage. The study concludes that "no immediate requirements for off-site geometric or traffic operational improvements" are required but does suggest that truck warning signs be installed on Highway 89 and that depending upon the future impact of gravel truck movement a right turn taper may be required. No monetary amounts have been assigned to these recommendations.

The Aggregate Resource Act states that "every licensee shall pay an annual fee of ..."

- Class A licence, 11.5 cents per tonne

Here is the breakdown expressed in monetary terms:

1. \$0.06 per tonne to the lower tier municipalities
2. \$0.015 per tonne to the upper-tier municipalities
3. \$0.035 per tonne to the Crown
4. \$0.005 per tonne to the Abandoned Pits and Quarries Rehabilitation Fund

In the applicants licence application indications were that 75,000 tonnes per year were to be extracted resulting in an annual fee to the Township of \$4500.00.

Per the application total extraction may be up to a total of 2,500,000 tonnes (\$150,000 in total fees to the Township, assuming fees remain the same).

Gravel pits are assessed as Industrial for tax purposes. Total taxes collected in 2014 range from \$376.00 to \$8,435.53 for the existing gravel pits in the Township.

2014 Industrial tax rate = 0.04458528

Township Roads Department has indicated that Concession 4N is in good shape. There are two bridge structures (No. 1 and 7) that will accommodate the majority of the traffic from the proposed pit. The bridge evaluation completed in 2013 by a Professional Engineer assigned a score of 74 (fair condition) to bridge 1 and bridge 7 was assigned a score of 88 (good condition). Increased use of the road and the bridges as a result of pit operation may impact future maintenance costs of the road and reduce the useful life of the bridge structures but what these future impacts will be were not addressed in the TIS and are extremely difficult to estimate. Township's annual maintenance costs per kilometre of gravel road including gravel application and dust suppressant is approximately \$2400.00. Note this reflects the gravel prices the Township has negotiated at existing pits. It is estimated that the haul route along 4N is just over 3km.

PREPARED BY:	RECOMMENDED BY:
---------------------	------------------------

Michael Givens

Michael Givens

MICHAEL GIVENS CAO	MICHAEL GIVENS CHIEF ADMINISTRATIVE OFFICER
-------------------------------	--



Ghent Pit, Township of Wellington North Transportation Impact Study

Paradigm Transportation Solutions Limited

June 2015

Project Number
150670

June 2015

Client

H. Bye Construction Limited
395 Church Street North
Mount Forest ON N0G 2L0

Client Contact

Brian Milne

Consultant Project Team

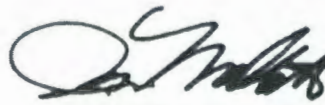
James Mallett, P.Eng., PTOE
Andrew Evans, M.Sc.

Ghent Pit, Township of Wellington North Traffic Impact Study

List of Revisions

Version	Date	Author	Description
1	May 2015	J. Mallett	Client Draft
2	May 2015	J. Mallett	FINAL Client Draft
3	May 2015	J. Mallett	FINAL Draft
4	June 2015	J. Mallett	FINAL REPORT

Signatures and Seals



Signature



Engineer's Seal

Disclaimer

This document has been prepared for the titled project or named part thereof and should not be relied upon or used for any other project without an independent check being carried out as to its suitability and prior written authorization of Paradigm Transportation Solutions Limited being obtained. Paradigm Transportation Solutions Limited accepts no responsibility or liability for the consequence of this document being used for a purpose other than the purposes for which it was commissioned. Any person using or relying on the document for such other purpose agrees, and will by such use or reliance be taken to confirm their agreement to indemnify Paradigm Transportation Solutions Limited for all loss or damage resulting therefrom. Paradigm Transportation Solutions Limited accepts no responsibility or liability for this document to any party other than the person by whom it was commissioned.

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Paradigm Transportation Solutions Limited

22 King Street South, Suite 300
Waterloo ON N2J 1N8
p: 519.896.3163
www.ptsl.com

Executive Summary

Content

H. Bye Construction Limited have prepared an application for an aggregate extraction operation in the Township of Wellington North to the southeast of the Town of Mount Forest in the County of Wellington. The subject lands are located in the southwest quadrant of the intersection of Concession Road 4N and Sideroad 2E. Paradigm Transportation Solutions Limited has been retained to prepare this Transportation Impact Study (TIS) with regard to the application.

Development Concept

The proposed H. Bye Construction aggregate pit is located in the southwest quadrant of the intersection of Concession Road 4N and Sideroad 2E in the Township of Wellington North. The development will occupy approximately 24.5 ha of land and will contain the aggregate pit and all equipment necessary related to the extraction operation. The development will have one connection to Concession Road 4N with trucks expected to travel north on Concession Road 4N to Highway 89

Conclusions

Based on the analyses contained in the report, it is concluded that:

- ▶ The intersections included in the study area used to assess the impact of the proposed aggregate pit include:
 - Highway 89 and Concession Road 4N;
 - Concession Road 4N and Sideroad 2E; and
 - Concession Road 4N and the proposed Pit Access.
- ▶ Overall, the intersections in the study area currently operate with acceptable levels of service during the AM and PM peak hours with no problem movements currently noted.
- ▶ The opening of the aggregate pit is estimated to generate a total of 15 AM peak hour trips and 15 PM peak hour trips to Highway 89 via Concession Road 4N.
- ▶ With background traffic alone; overall the intersections in the study area will continue to operate with acceptable levels of service in the AM and PM peak hours during the 2016, 2021, and 2026 horizon years. No problem individual movements were noted.
- ▶ With the opening of the aggregate pit, overall the intersections in the study area will continue to operate with acceptable levels of service



in the AM and PM peak hours during the 2016, 2021, and 2026 horizon years. No problem individual movements were noted.

- ▶ By 2026 with the aggregate pit operational at its license limit, no remedial measures are warranted.

Recommendations

Based on the findings of this study, it is recommended that:

- ▶ The aggregate pit application be approved with no immediate requirements for off-site geometric or traffic operational improvements;
- ▶ That truck entrance warning signs be installed on Highway 89 a minimum of 170 metres on both sides of Concession Road 4N; and
- ▶ The eastbound right-turn movement from Highway 89 onto Concession Road 4N be monitored to determine if low-speed off-tracking occurs a result of the gravel truck movements. This will be evidenced by the presence of wheel tracks on the gravel shoulder prior to the turn. It is recommend that should this occur; that an eastbound right-turn taper as described in Section 7.1 of the *Geometric Design Manual for Ontario Highways* be considered for implementation at this location.
- ▶ That drivers of gravel trucks using the Ghent Pit be educated on the protocol regarding the presence of horse & buggy traffic and be trained to in the required approach to safely overtake the horse & buggies.



Contents

1	Introduction	1
1.1	Background.....	1
1.2	Study Purpose.....	1
2	Assessment of Current Conditions	3
2.1	Location of Development.....	3
2.2	Existing Roads	3
2.3	Existing Traffic Volumes	3
2.4	Level of Service.....	4
2.5	Existing Traffic Conditions.....	7
3	Development Concept.....	8
3.1	Trip Generation	8
3.2	Trip Distribution and Assignment.....	9
4	Evaluation of Future Traffic Conditions	12
4.1	Background Traffic	12
4.2	Background Traffic Operations.....	12
4.2.1	2016 Background Traffic Operations.....	14
4.2.2	2021 Background Traffic Operations.....	14
4.2.3	2026 Background Traffic Operations.....	15
4.3	Total Future Traffic Estimates	20
4.4	Total Future Traffic Operations	20
4.4.1	2016 Future Traffic Operations.....	20
4.4.2	2021 Future Traffic Operations.....	24
4.4.3	2026 Future Traffic Operations.....	25
5	Need for Improvements.....	27
5.1	Intersection Turning Lanes.....	27
5.1.1	Left-turn Lanes	27
5.1.2	Right-turn Lanes	27
5.2	Sight Distance	28
5.2.1	Highway 89 at Concession Road 4N.....	28
5.2.2	Concession Road 4N at Pit Access.....	28
5.3	Structures.....	29
5.4	Ferguson Pit	33
5.5	Schools	33
5.6	Horse & Buggy Traffic	35
6	Conclusions and Recommendations	36
6.1	Conclusions.....	36
6.2	Recommendations.....	36



Appendices

- Appendix A: Existing Traffic Data
- Appendix B: Existing Operations Reports
- Appendix C: Background Operations Reports
- Appendix D: Total Traffic Operations Reports
- Appendix E: Left Turn Lane Warrant Graphs

Figures

Figure 1.1: Study Area and Development Location	2
Figure 2.1: Existing Lane Configuration and Traffic Control	5
Figure 2.2: Existing Traffic Volumes	6
Figure 3.1: Conceptual Site Plan	10
Figure 3.2: Development Generated Traffic Forecasts	11
Figure 4.1: Highway 89 Historic AADT	13
Figure 4.2: 2016 Background Peak Hour Traffic Volumes	17
Figure 4.3: 2021 Background Peak Hour Traffic Volumes	18
Figure 4.4: 2026 Background Peak Hour Traffic Volumes	19
Figure 4.5: 2016 Total Peak Hour Traffic Volumes	21
Figure 4.6: 2021 Total Peak Hour Traffic Volumes	22
Figure 4.7: 2026 Total Peak Hour Traffic Volumes	23
Figure 5.1: Sight Distance at Highway 89 and Concession Road 4N	30
Figure 5.2: Sight Distance at Concession Road 4N and Pit Access	31
Figure 5.3: Concession Road 4N Structures	32
Figure 5.5: School Locations	34

Tables

Table 2.1: Level of Service for Intersections	7
Table 2.2: Existing Intersection Operational Conditions	7
Table 3.1: Trip Generation Estimates	9
Table 4.1: 2016 Background Traffic Operations	14
Table 4.2: 2021 Background Traffic Operations	15
Table 4.4: 2026 Background Traffic Operations	16
Table 4.5: 2016 Total Traffic Operations	24
Table 4.6: 2021 Total Traffic Operations	25
Table 4.7: 2026 Total Traffic Operations	26



1 Introduction

1.1 Background

H. Bye Construction Limited have prepared an application for an aggregate extraction operation in the Township of Wellington North to the southeast of the Town of Mount Forest in the County of Wellington. The subject lands are located in the southwest quadrant of the intersection of Concession Road 4N and Sideroad 2E as illustrated in **Figure 1.1**. Paradigm Transportation Solutions Limited has been retained by H. Bye Construction Limited to prepare this Transportation Impact Study.

1.2 Study Purpose

The purpose of this traffic study is to determine the impact of the development on the current roadway network and to identify the measures required to accommodate this traffic in a safe and efficient manner. The scope of the study includes an assessment of the current traffic and site conditions in the vicinity of the site, determination of the level of additional traffic that will occur as a result of the application, analyses of the impact of the future level of traffic and development of recommendations on the measures required to accommodate this traffic in a satisfactory manner.

The following assumptions guided the development of this report:

- ▶ The study area would include the intersections of:
 - Highway 89 and Concession Road 4N;
 - Concession Road 4N and Sideroad 2E;
 - Concession Road 4N and Ghent Pit Access; and
- ▶ The opening day of the pit would occur in 2016;
- ▶ The analysis periods include opening day (2016), opening day plus five year horizon (2021), and opening day plus ten year horizon (2026); and
- ▶ Weekday AM and PM peak hour were required for analysis in this report.





Study Area and Development Location

Ghent Pit Traffic Impact Study
150670

Figure 1.1

2 Assessment of Current Conditions

2.1 Location of Development

The proposed H. Bye Construction aggregate pit is located in the southwest quadrant of the intersection of Concession Road 4N and Sideroad 2E in the Township of Wellington North. The development will occupy approximately 24.5 ha of land and will contain the aggregate pit and all equipment necessary related to the extraction operation. The development will have one connection to Concession Road 4N with trucks expected to travel north on Concession Road 4N to Highway 89. The intersections that will experience the greatest impact due to this development are Highway 89 at Concession Road 4N and Concession Road 4N and Sideroad 2E.

2.2 Existing Roads

Highway 89 and Concession Road 4N are the roadways in the study area that will be impacted by the proposed aggregate pit. Each road within the study area has a two-lane cross sections and are largely bordered by agricultural areas.

Highway 89 is a King's Highway in Ontario and is under the jurisdiction of the Ministry of Transportation, Ontario (MTO). It is a paved road with a posted speed limit of 80 kilometres per hour. The intersection of Highway 89 and Concession Road 4N is two-way stop controlled with a stop sign on Concession Road 4N.

Concession Road 4N is a gravel road under the jurisdiction of the Township of Wellington North. There is no posted speed limit on Concession Road 4N. In discussions with staff from the Township of Wellington, the designated speed limit for Concession Road 4N is 80 kilometres per hour. The intersection of Concession Road 4N and Sideroad 2E is two-way stop controlled with stop signs along Sideroad 2E.

The existing lane configuration and traffic control for the study area is shown in **Figure 2.1**.

2.3 Existing Traffic Volumes

Peak period intersection turning movement traffic counts were conducted by Ontario Traffic Inc. on behalf of Paradigm Transportation Solutions Limited in April 2015 at the intersections of Highway 89 and Concession Road 4N and Concession Road 4N and Sideroad 2E. The observed peak hour traffic volumes are shown in **Figure 2.2** and included in **Appendix A**. The following is noted:

- ▶ **Highway 89:** In the AM peak hour, two-way traffic is approximately 147 vehicles per hour west of Concession Road 4N and 145 vehicles per hour east of Concession Road 4N. During the PM peak hour,

two-way traffic is approximately 202 vehicles per hour west of Concession Road 4N and 200 vehicles per hour east of Concession Road 4N. The estimated Annual Average Daily Traffic (AADT) from this data suggests that the 2015 AADT for Highway 89 is in the order of 2,000 vehicles per day.

- ▶ **Concession Road 4N:** In the AM peak hour, two-way traffic is approximately 8 vehicles per hour between Highway 89 and Sideroad 2E and 4 vehicles per hour south of Sideroad 2E. During the PM peak hour, two-way traffic is approximately 12 vehicles per hour between Highway 89 and Sideroad 2E and 9 vehicles per hour south of Sideroad 2E. The estimated AADT from this data suggest that the 2015 AADT is in the order of 120 vehicles per day on Concession Road 4N.
- ▶ **Sideroad 2E:** In the AM peak hour, two-way traffic is approximately 3 vehicles per hour west of Concession Road 4N and 2 vehicles per hour east of Concession Road 4N. During the PM peak hour, two-way traffic is approximately 2 vehicles per hour west of Concession Road 4N and 4 vehicles per hour east of Concession Road 4N. The estimated AADT from this data suggest that the 2015 AADT for Sideroad 2E is in the order of 40 vehicles per day.

2.4 Level of Service

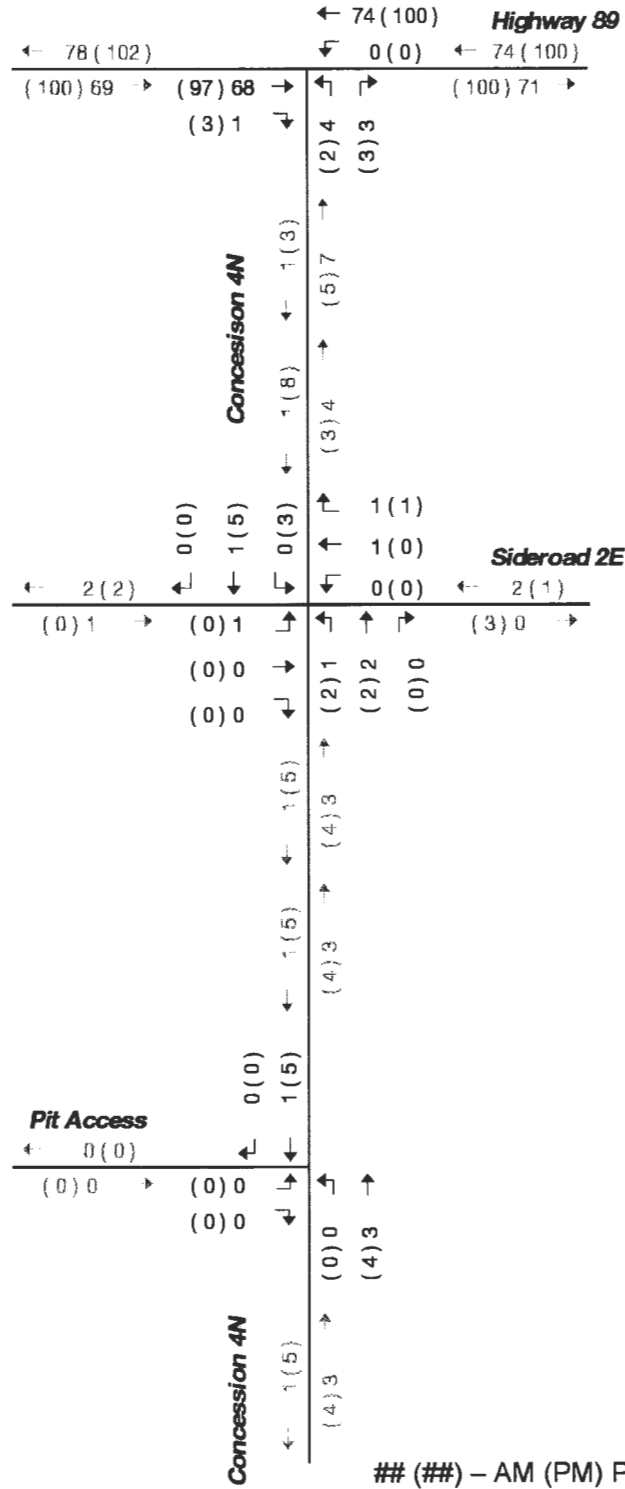
Intersection Level-of-Service (LOS) is a recognized method of quantifying the efficiency of traffic flow at intersections. It is based on the delay experienced by individual vehicles executing the various movements. The delay is related to the number of vehicles desiring to make a particular movement, compared to the estimated capacity for that movement. The capacity is based on a number of criteria related to the opposing traffic flows and intersection geometrics.

Table 2.1 contains the LOS criteria for signalized and unsignalized intersections. The highest possible rating is LOS A, under which the average total delay is equal or less than 10.0 seconds per vehicle. LOS E is the point at which remedial measures are usually considered, depending on the nature and extent of the delays. However, LOS E may often be acceptable for left-turning traffic at intersections. When the average delay exceeds 80 seconds for signalized intersections and 50 seconds for unsignalized intersections, the movement is classed as LOS F and remedial measures are usually implemented, if they are feasible.





Existing Lane Configuration and Traffic Control



Existing Traffic Volumes

TABLE 2.1: LEVEL OF SERVICE FOR INTERSECTIONS

Level of Service	Signalized Intersections Average Total Delay (sec/veh)	Unsignalized Intersections Average Total Delay (sec/veh)
A	<= 10	<= 10
B	>10 and <= 20	>10 and <= 15
C	> 20 and <= 35	> 15 and <= 25
D	> 35 and <= 55	> 25 and <= 35
E	> 55 and <= 80	> 35 and <= 50
F	> 80	> 50

2.5 Existing Traffic Conditions

The existing LOS conditions were analyzed using Synchro 9 software and the AM and PM peak traffic volumes illustrated in Figure 2.1. The results of the analyses are shown in **Table 2.2** below and detailed outputs are provided in Appendix B. The analyses indicate that all intersections and movements operate at LOS A or better during the AM and PM peak hours.

TABLE 2.2: EXISTING INTERSECTION OPERATIONAL CONDITIONS

Analysis Period	Intersection	Control Type	MOE	Direction / Movement / Approach												OVERALL		
				Eastbound			Westbound			Northbound			Southbound					
				LEFT	THROUGH	RIGHT	APPROACH	LEFT	THROUGH	RIGHT	APPROACH	LEFT	THROUGH	RIGHT	APPROACH			
AM Peak Hour	Highway 89 and Concession Road 4N	TWSC	LOS	A	A	A	A	A	A	A	A					A		
			Delay	0	0	0	0	10	10								1	
			V/C	0.50	0.00	0.02												
			95th Queue (m)	0	0	1												
PM Peak Hour	Concession Road 4N and Sideroad 2E	TWSC	LOS	A	A	A	A	A	A	A	A	A	A	A	A	A		
			Delay	10	10	9	9	4	4	0	0	0	0	0	0	0	6	
			V/C	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
			95th Queue (m)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Hour	Highway 89 and Concession Road 4N	TWSC	LOS	A	A	A	A	A	A	A	A					A		
			Delay	0	0	0	0	10	10								0	
			V/C	0.07	0.00	0.10												
			95th Queue (m)	0	0	0												
PM Peak Hour	Concession Road 4N and Sideroad 2E	TWSC	LOS	A	A	A	A	A	A	A	A	A	A	A	A	A		
			Delay	0	0	8	8	3	3	0	0	0	0	0	0	0	1	
			V/C	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
			95th Queue (m)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	



3 Development Concept

The proposed aggregate operation is location in the southwest quadrant of the intersection of Concession Road 4N and Sideroad 2E in the Township of Wellington North. The operation will occupy approximately 24.5 ha of land and will consist of the following items related to the extraction of aggregate resources from the site:

- ▶ Removal of the aggregate via front-end loader;
- ▶ Crushing and / or screening of the aggregate material;
- ▶ Piling the crushed and / or screened material into stockpiles; and
- ▶ Transfer of stockpiled material into trucks via front-end loader.

The proposed aggregate pit will have one access to Concession Road 4N (currently proposed approximately 935 metres south of the Sideroad 2E.

The proposed aggregate pit is illustrated in **Figure 3.1**.

3.1 Trip Generation

The highest period of traffic activity on the existing road network generally occurs during the AM and PM peak hours. The trips generated by the proposed aggregate operation were estimated for the AM and PM peak hours using a series of assumptions related to the proposed operations of the facility. These include the following:

- ▶ **Licensed Extraction Rate:** The maximum amount of tonnage applied for in the aggregate license is 75,000 tonnes annually. This number represents the maximum amount of material that can be removed from the site on a yearly basis. It should be noted that H. Bye Construction has additional aggregate business in the area and has found in practice that typically the actual production from an aggregate pit runs at average 34% of the licensed rate depending upon market conditions. For the purpose of this report, and to assess the maximum impacts, it is assumed that the maximum limit of 75,000 tonnes will be extracted annually.
- ▶ **Pit Operations:** The operational plan for the pit notes that the trucks will be loaded between 7:00 AM and 6:00 PM daily, 5-days per week. Realities of market forces and weather have shown that this activity can be sustained for approximately 48 weeks annually, resulting in 240 operating days per year.
- ▶ **Vehicle Size:** The traffic generated by the site is directly related to the payload of the vehicles being loaded. In the case of the propose Ghent Pit, H. Bye Construction intends to operate tri-axle trucks with an average payload of 22 tonnes along with an occasional tractor-trailer combination vehicle with an average payload of 34 tonnes. For



the purpose of this study, the tri-axle truck with an average payload of 22 tonnes will be assumed as the primary vehicle.

Table 3.1 illustrates the estimated peak period traffic generation from the proposed Ghent Pit. The estimated traffic generation makes direct use of the above noted assumptions to reach an average number of trucks per hour of 1.29. It is recognized that demand for the products in this operation are not spread equally through the day. Based on experience elsewhere, a peak hour factor (PHF) of 0.25 is used to relate the average hourly volume to the potential peak volume. This translates into a factor of 4, or a peak of 5.17 trucks entering and leaving the site during the busiest hour of the day.

The peak hour truck volume was then translated into Passenger Car Equivalents (PCE's) to determine the effect of the loaded trucks on the traffic operations of the local road network. The resulting PCE's entering and exiting the local road network are 15 PCE's/hour.

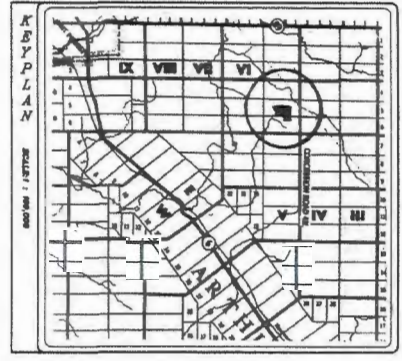
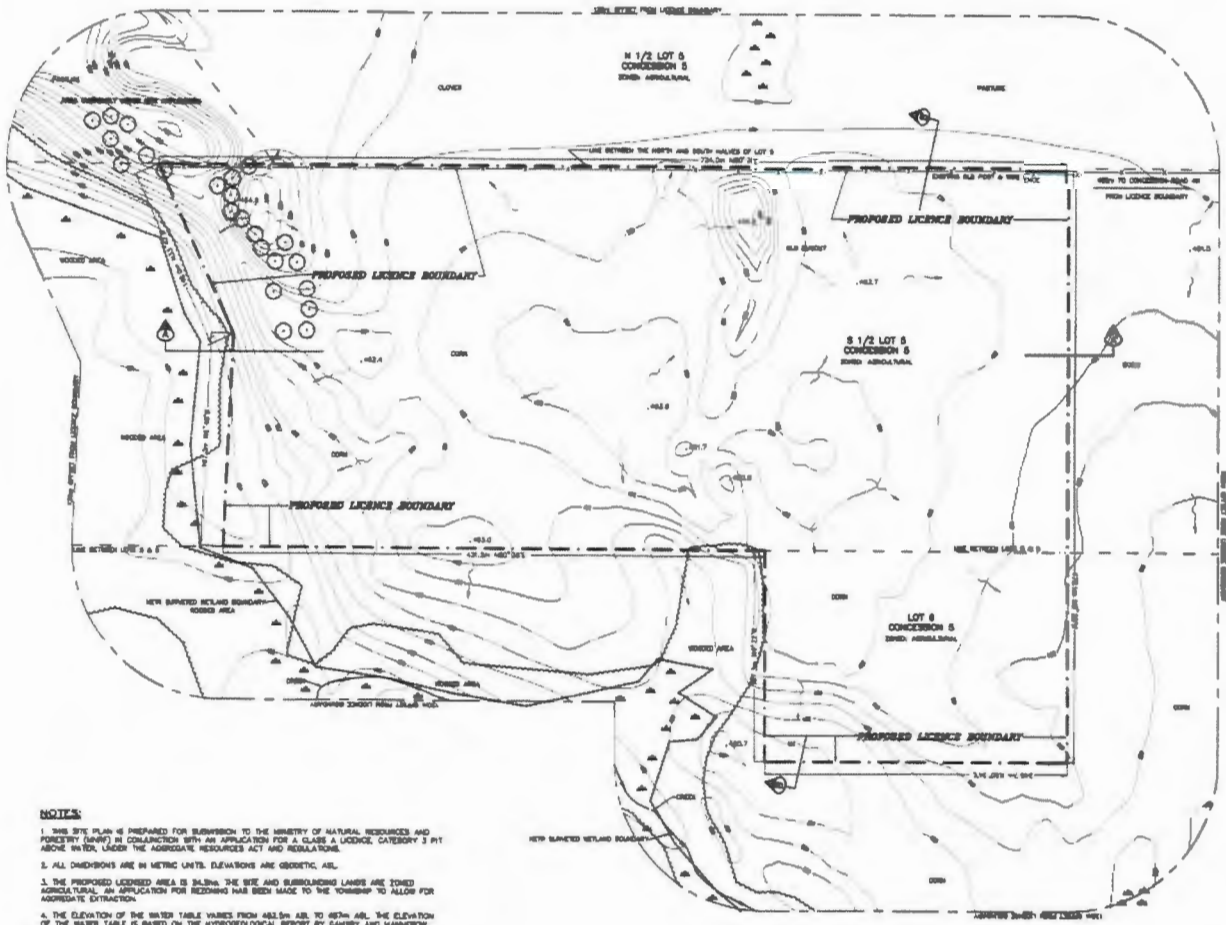
TABLE 3.1: TRIP GENERATION ESTIMATES

Measure	Units	Input	Calculation
Annual Rate of Extraction	tonnes/year	75000	
Operating Days per year	day/year	240	
Average Extraction per day	tonnes/day		312.50
Average Payload per truck	tonnes/truck	22	
Average Number of Trucks per day	trucks/day		14.20
Operating Hours per day	hours/day	11	
Average number of trucks per hour	trucks/hour		1.29
Peak Hour factor	dimensionless	0.25	
Peak Hour Truck Volume	trucks/hour		5.17
Passenger Car Equivalents	PCE's/truck	3	
Peak Hour Entering Volume	PCE's/hour		15
Peak Hour Exiting Volume	PCE's/hour		15

3.2 Trip Distribution and Assignment

The likely distribution of trips from this operation was estimated by information provided by H. Bye Construction. The distribution is given consideration to the function of this pit in supplying resources to the local area, mainly the Township of Southgate located to the north east of the pit. All trucks entering and exiting the pit would use Concession Road 4N to Highway 89. Then approximately 90% of the trips would travel east with the remaining 10% traveling west on Highway 89. **Figure 3.2** illustrates the projected PCE's resulting from the development of this pit.





- NOTES:**
1. THIS SITE PLAN IS PREPARED FOR SUBMISSION TO THE MINISTRY OF NATURAL RESOURCES AND FORESTRY (MNR) IN CONNECTION WITH AN APPLICATION FOR A CLASS A LICENSE, CATEGORY 3 PIT ABOVE WATER, UNDER THE AGRICULTURAL RESOURCES ACT AND REGULATIONS.
 2. ALL DIMENSIONS ARE IN METRIC UNITS. ELEVATIONS ARE GEODETIC ABL.
 3. THE PROPOSED LICENSED AREA IS BEHIND THE SITE AND SURROUNDING LANDS ARE TENDED AGRICULTURAL. AN APPLICATION FOR REZONING HAS BEEN MADE TO THE TOWNSHIP TO ALLOW FOR AGRICULTURE EXTRACTION.
 4. THE ELEVATION OF THE WATER TABLE VARIES FROM 483.5m ABL TO 487m ABL. THE ELEVATION OF THE WATER TABLE IS BASED ON THE HYDROGEOLOGICAL REPORT BY GANNEY AND HANCOCK LIMITED, OROON, ONTARIO.
 5. REFERENCE WAS MADE TO ONTARIO BASE MAP 10 17 8280 48850 AND TO THE WELLINGTON COUNTY ONLINE INTERACTIVE MAPPING.
 6. SEE DRAWING A & C OF A PROGRESSIVE REHABILITATION AND FINAL REHABILITATION PLANS FOR CROSS-SECTION A-A' AND B-B'.

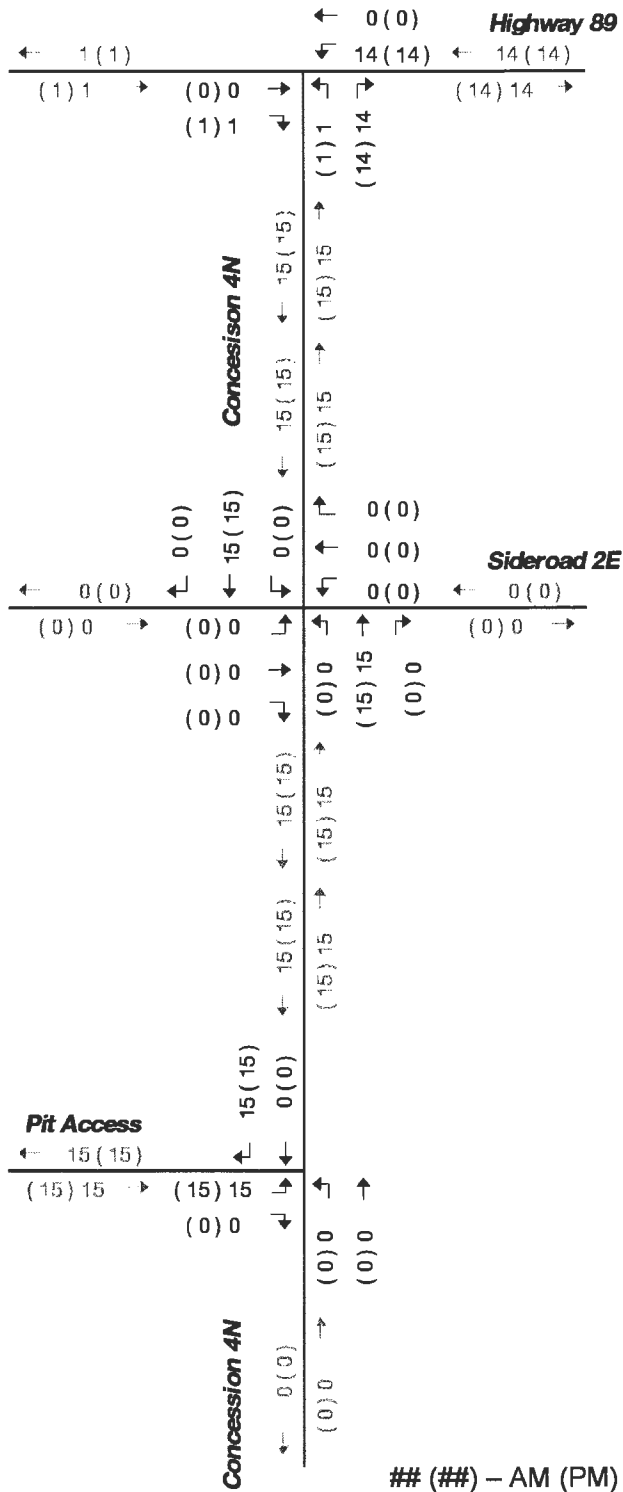
- LEGEND:**
- DRAINAGE DIRECTION
 - PROPOSED LICENSE BOUNDARY
 - 1.2m POST & WIRE FENCE
 - 120m OFFSET LINE
 - LOT LINE
 - SPOT ELEVATION
 - 1m CONTOUR
 - 5m CONTOUR
 - TREE LINE
 - DECIDUOUS TREE
 - CONIFEROUS TREE
 - WET AREA
 - NEW SURVEYED WETLAND BOUNDARY
 - ENTRANCE / EXIT
 - CREEK



Conceptual Site Plan

Figure 3.1

Ghent Pit, Traffic Impact Study
150670



Development Generated Traffic Forecasts

4 Evaluation of Future Traffic Conditions

4.1 Background Traffic

The likely future traffic volumes in the vicinity of the proposed pit will consist of:

- ▶ Increased non-site traffic volumes (background traffic); and
- ▶ The traffic generated by the pit.

There are two components that generally contribute to background traffic or off-site traffic increases. The first component is generalized traffic growth on the local road network and the second component is traffic increases from adjacent, approved development interests. In the case of the Ghent Pit, there are no adjacent developments to increase background traffic. Therefore only background traffic growth will be estimated and applied to the existing traffic volumes.

The future background traffic estimates were developed based on a future growth rate determined from the historic King Highway Volumes (1988 to 2010) for Highway 89 between Wellington / Grey Road 14 and the Town of Mount Forest east limits. The historic AADT for Highway 89 is illustrated in a graph on **Figure 4.1** which shows an overall growth rate of 1.52%.

In order to derive the 2016 (opening day), 2021 (opening day plus five years), and 2026 (opening day plus ten years) background traffic volumes, the growth rate of 1.52% was applied to the existing through traffic volumes on Highway 89. The resulting 2016, 2021 and 2026 background traffic forecasts are shown in **Figure 4.2**, **Figure 4.3** and **Figure 4.4** respectively.

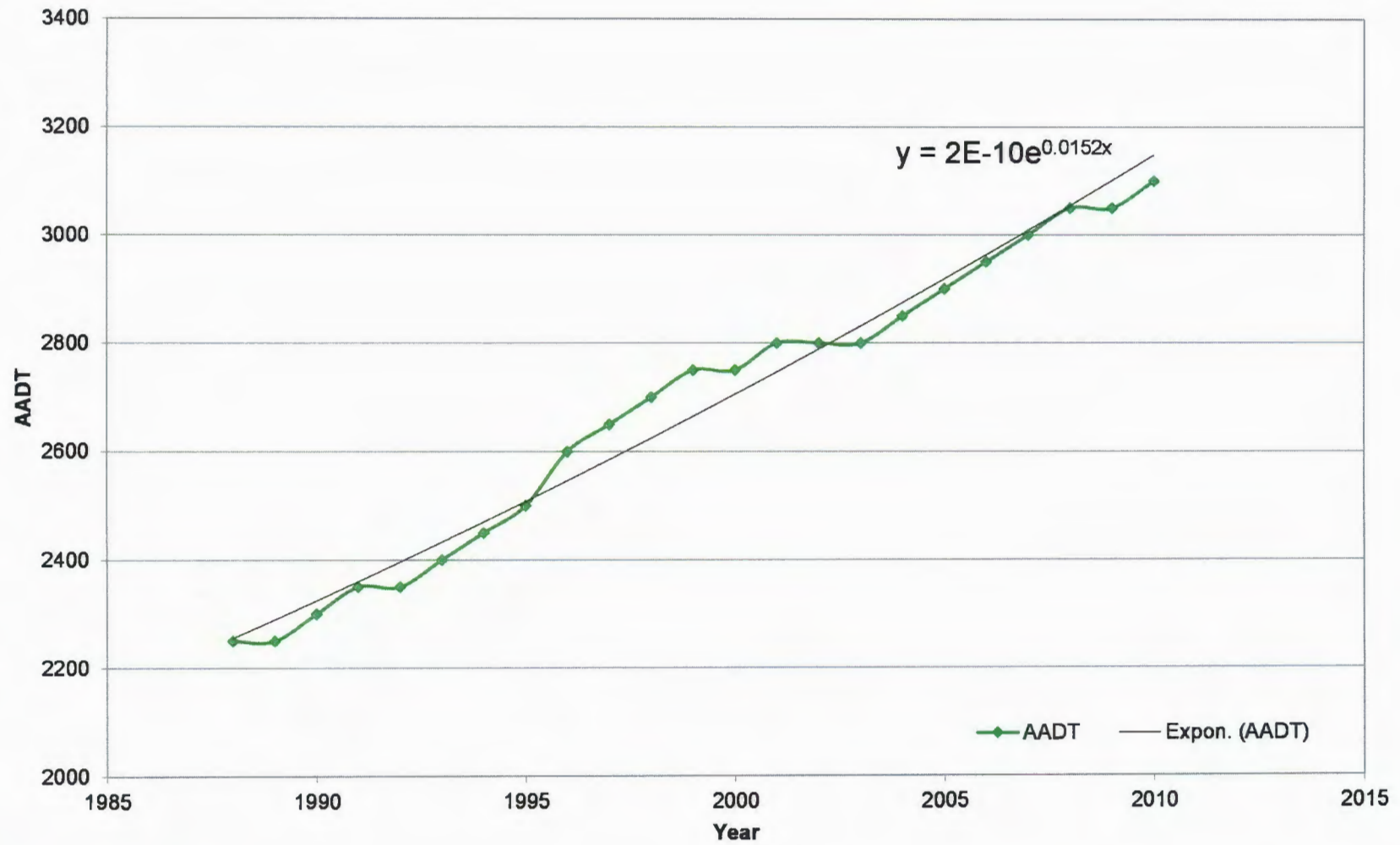
4.2 Background Traffic Operations

Based on the estimated future background traffic volumes shown in Figures 4.2 through 4.4, the following subsections provide a summary of the future background traffic operations for the 2016, 2021 and 2026 horizon years. LOS analyses have been conducted using Synchro 9 procedures for the AM and PM peak hour conditions for the intersections of:

- ▶ Highway 89 and Concession Road 4N; and
- ▶ Concession Road 4N and Sideroad 2E.

Detailed Synchro reports are provided in **Appendix C**.





Highway 89 Historic AADT

Figure 4.1

4.2.1 2016 Background Traffic Operations

The 2016 background traffic LOS conditions were analyzed using Synchro 9 software and the AM and PM peak traffic volumes illustrated in Figure 4.2. The results of the analyses are shown in **Table 4.1** below and detailed outputs are provided in Appendix C. The analyses indicate that all intersections and movements operate at LOS A or better during the AM and PM peak hours.

TABLE 4.1: 2016 BACKGROUND TRAFFIC OPERATIONS

Analysis Period	Intersection	Control Type	MOE	Direction / Movement / Approach												OVERALL				
				Eastbound				Westbound				Northbound					Southbound			
				LEFT	THROUGH	RIGHT	APPROACH	LEFT	THROUGH	RIGHT	APPROACH	LEFT	THROUGH	RIGHT	APPROACH		LEFT	THROUGH	RIGHT	APPROACH
AM Peak Hour	Highway 89 and Concession Road 4N	TWSC	LOS		A	A	A	A	A	A	A	A						A		
			Delay		0	0	0	0	10	10									1	
			V/C		0.06	0.00	0.02													
			95th Queue (m)		0	0	1													
AM Peak Hour	Concession Road 4N and Sideroad 2E	TWSC	LOS	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		
			Delay	10	10	9	9	4	4	0	0	0	0	0	0	0	0	0	6	
			V/C	0.01	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
			95th Queue (m)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Hour	Highway 89 and Concession Road 4N	TWSC	LOS	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		
			Delay	0	0	0	0	10	10										0	
			V/C	0.07	0.00	0.00	0.01													
			95th Queue (m)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Hour	Concession Road 4N and Sideroad 2E	TWSC	LOS	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		
			Delay	0	0	8	8	3	3	0	0	0	0	0	0	0	0	0	1	
			V/C	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
			95th Queue (m)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

4.2.2 2021 Background Traffic Operations

The 2021 background traffic LOS conditions were analyzed using Synchro 9 software and the AM and PM peak traffic volumes illustrated in Figure 4.3. The results of the analyses are shown in **Table 4.2** below and detailed outputs are provided in **Appendix C**. The analyses indicate that all intersections and movements operate at LOS A or better during the AM and PM peak hours.



TABLE 4.2: 2021 BACKGROUND TRAFFIC OPERATIONS

Analysis Period	Intersection	Control Type	MOE	Direction / Movement / Approach												OVERALL
				Eastbound			Westbound			Northbound			Southbound			
				LEFT	THROUGH	RIGHT	LEFT	THROUGH	RIGHT	LEFT	THROUGH	RIGHT	LEFT	THROUGH	RIGHT	
AM Peak Hour	Highway 89 and Concession Road 4N	TWSC	LOS	A	A	A	A	A	A	A	A	A	A	A	A	
			Delay	0	0	0	0	0	0	10	10				1	
			V/C	0.06		0.00				0.02						
			95th Queue (m)	0		0				1						
AM Peak Hour	Concession Road 4N and Sideroad 2E	TWSC	LOS	A	A	A	A	A	A	A	A	A	A	A		
			Delay	10	10	9	9	8	4	4	0	0	0	6		
			V/C	0.01		0.01			0.00		0.00		0.00			
			95th Queue (m)	0		0			0		0		0			
PM Peak Hour	Highway 89 and Concession Road 4N	TWSC	LOS	A	A	A	A	A	A	A	A	A	A	A		
			Delay	0	0	0	0	0	10	10				0		
			V/C	0.07		0.00			0.01							
			95th Queue (m)	0		0			0							
PM Peak Hour	Concession Road 4N and Sideroad 2E	TWSC	LOS	A	A	A	A	A	A	A	A	A	A	A		
			Delay	0	0	8	8	8	3	3	0	0	0	1		
			V/C	0.00		0.00			0.00		0.00		0.00			
			95th Queue (m)	0		0			0		0		0			

4.2.3 2026 Background Traffic Operations

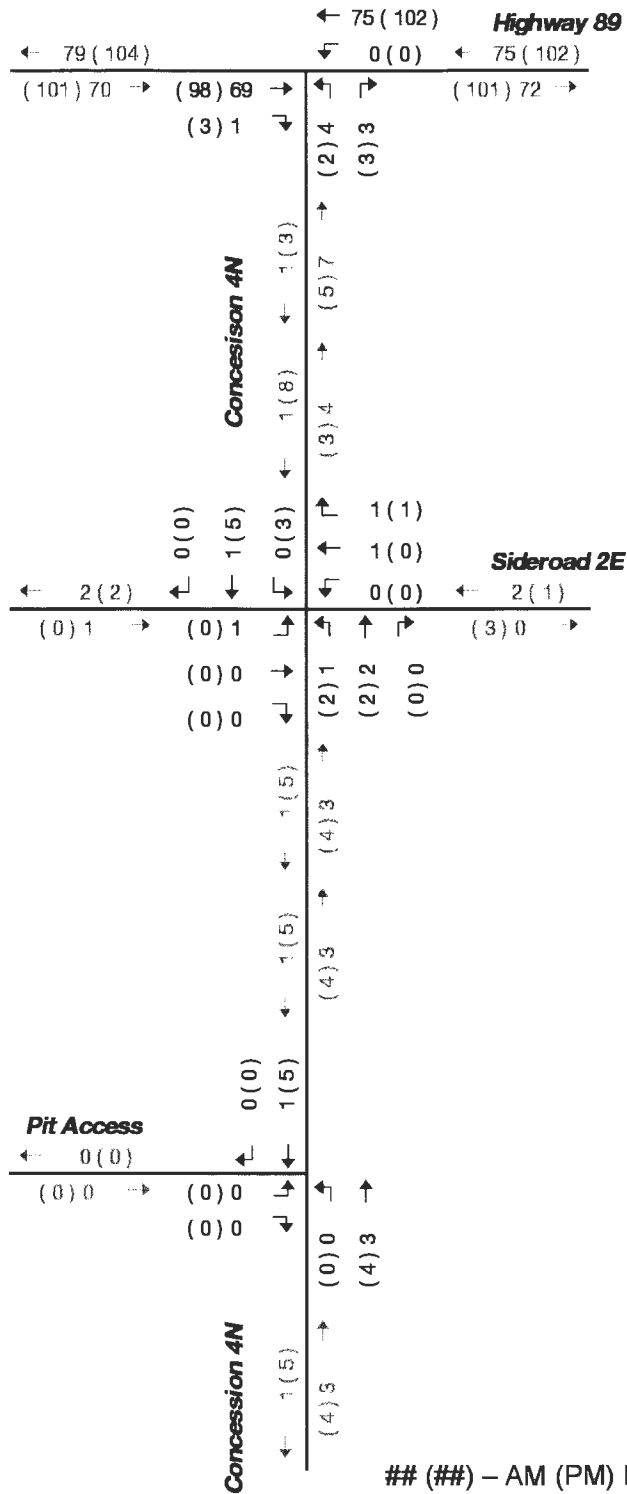
The 2026 background traffic LOS conditions were analyzed using Synchro 9 software and the AM and PM peak traffic volumes illustrated in Figure 4.4. The results of the analyses are shown in **Table 4.3** below and detailed outputs are provided in **Appendix C**. The analyses indicate that all intersections and movements operate at LOS A or better during the AM and PM peak hours.



TABLE 4.4: 2026 BACKGROUND TRAFFIC OPERATIONS

Analysis Period	Intersection	Control Type	MOE	Direction / Movement / Approach												OVERALL
				Eastbound			Westbound			Northbound			Southbound			
				LEFT	THROUGH	RIGHT	LEFT	THROUGH	RIGHT	LEFT	THROUGH	RIGHT	LEFT	THROUGH	RIGHT	
AM Peak Hour	Highway 89 and Concession Road 4N	TWSC	LOS	A	A	A	A	A	A	A	A	A	A	A	A	
			Delay	0	0	0	0	0	0	10	10				1	
			V/C	0.06	0.00	0.00	0.03									
			95th Queue (m)	0	0		1									
AM Peak Hour	Concession Road 4N and Sideroad 2E	TWSC	LOS	A	A	A	A	A	A	A	A	A	A	A		
			Delay	10	10	9	9	4	4	0	0	0	0	6		
			V/C	0.01	0.01	0.01	0.00			0.00		0.00				
			95th Queue (m)	0	0	0	0			0		0				
PM Peak Hour	Highway 89 and Concession Road 4N	TWSC	LOS	A	A	A	A	A	A	A	A	A	A	A		
			Delay	0	0	0	0	10	10					0		
			V/C	0.08	0.00	0.00	0.02									
			95th Queue (m)	0	0		0									
PM Peak Hour	Concession Road 4N and Sideroad 2E	TWSC	LOS	A	A	A	A	A	A	A	A	A	A	A		
			Delay	0	0	8	8	3	3	0	0	0	0	1		
			V/C	0.00	0.00	0.00	0.00			0.00		0.00				
			95th Queue (m)	0	0	0	0			0		0				

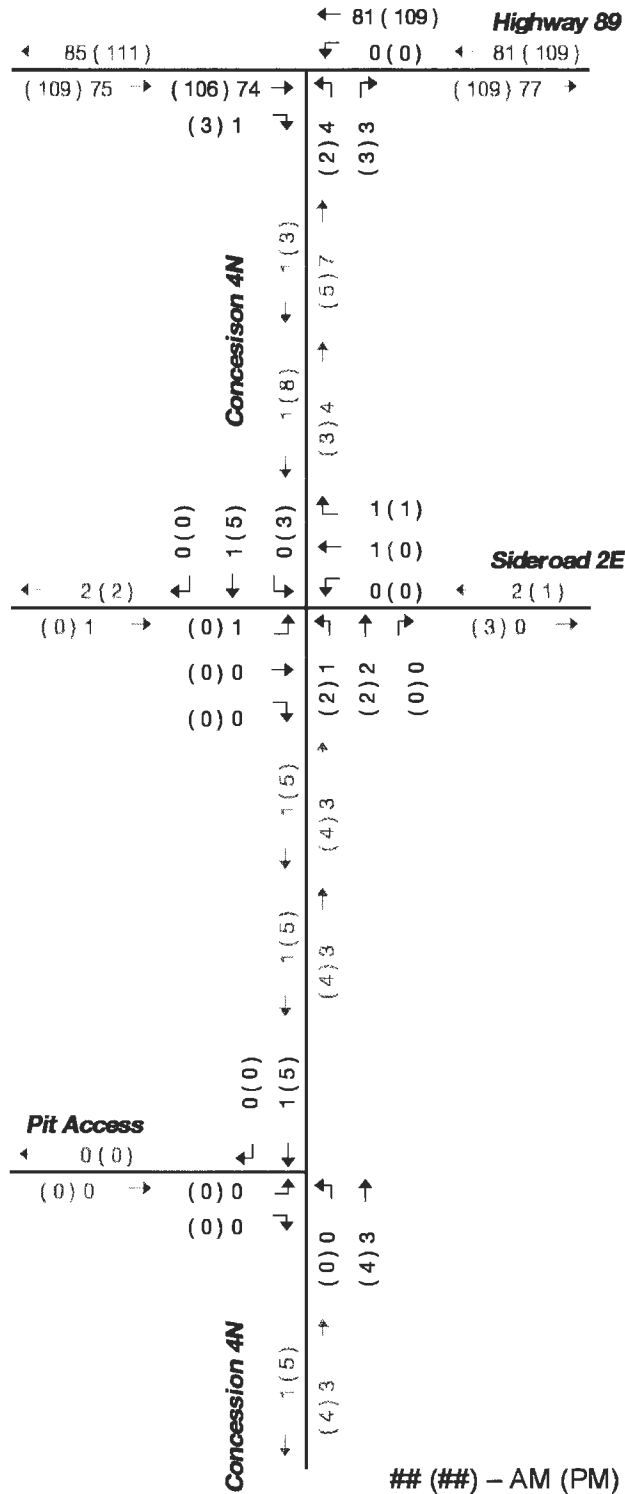




(##) – AM (PM) Peak Hour Traffic Volumes



2016 Background Peak Hour Traffic Volumes

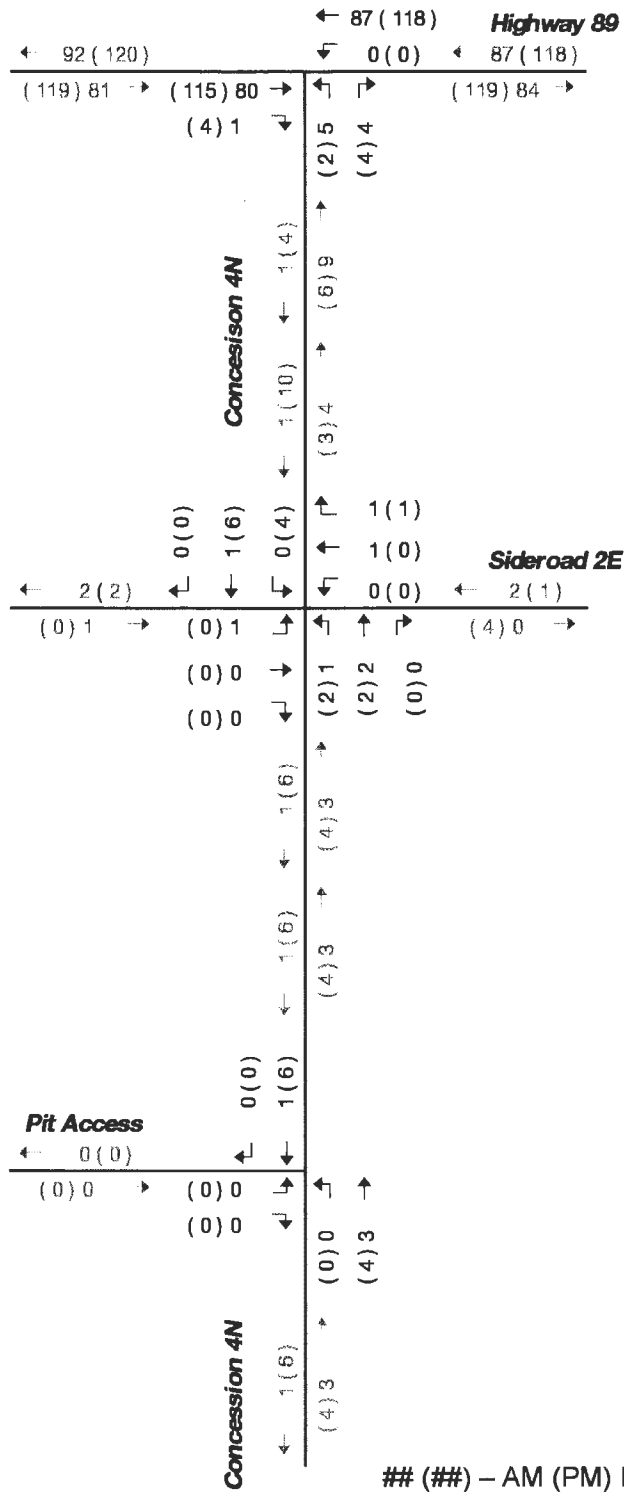


(##) – AM (PM) Peak Hour Traffic Volumes



2021 Background Peak Hour Traffic Volumes

Figure 4.3



2026 Background Peak Hour Traffic Volumes

4.3 Total Future Traffic Estimates

The background traffic was then added to the projected site traffic volumes to provide estimates of future traffic conditions for the 2016, 2021 and 2026 horizon years. The resulting 2016, 2021 and 2026 future total traffic forecasts are shown in **Figure 4.5**, **Figure 4.6** and **Figure 4.7** respectively.

4.4 Total Future Traffic Operations

Based on the estimated future total traffic volumes shown in Figure 4.5 through Figure 4.7, the following subsections provide a summary of the future total traffic operations for the 2016, 2021 and 2026 horizon years. LOS analyses have been conducted using Synchro 9 procedures for the AM and PM peak hour conditions for the intersections of:

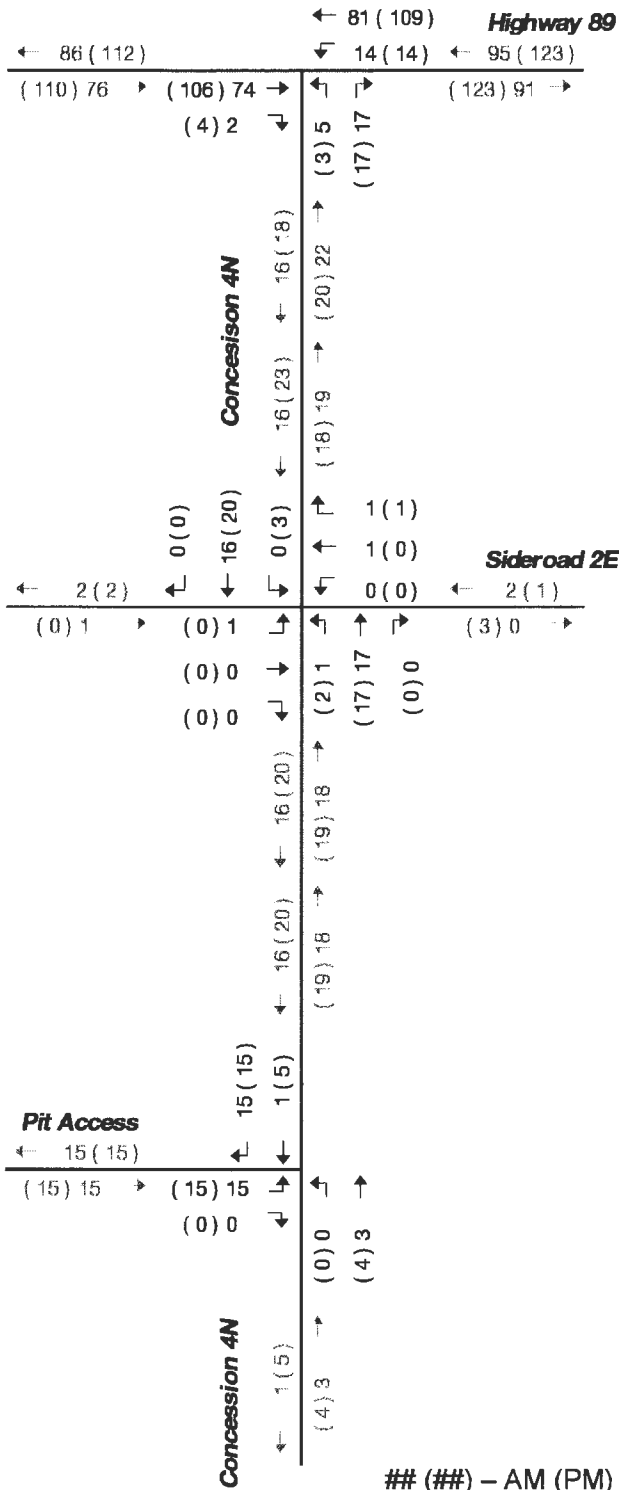
- ▶ Highway 89 and Concession Road 4N;
- ▶ Concession Road 4N and Sideroad 2E; and
- ▶ Concession Road 4N and the proposed pit access road.

Detailed Synchro reports are provided in **Appendix D**.

4.4.1 2016 Future Traffic Operations

The 2016 total traffic LOS conditions were analyzed using Synchro 9 software and the AM and PM peak traffic volumes illustrated in Figure 4.5. The results of the analyses are shown in **Table 4.5** and detailed outputs are provided in **Appendix D**. The analyses indicate that all intersections and movements operate at LOS B or better during the AM and PM peak hours.





2021 Total Peak Hour Traffic Volumes

TABLE 4.5: 2016 TOTAL TRAFFIC OPERATIONS

Analysis Period	Intersection	Control Type	MOE	Direction / Movement / Approach												OVERALL				
				Eastbound				Westbound				Northbound					Southbound			
				LEFT	THROUGH	RIGHT	APPROACH	LEFT	THROUGH	RIGHT	APPROACH	LEFT	THROUGH	RIGHT	APPROACH		LEFT	THROUGH	RIGHT	APPROACH
AM Peak Hour	Highway 89 and Concession Road 4N	TWSC	LOS		A	A	A	A	B	B								A		
			Delay		0	0	3	3	10	10									3	
			V/C		0.06		0.05		0.07											
			95th Queue (m)		0		1		2											
	Concession Road 4N and Sideroad 2E	TWSC	LOS	B	B	A	A	A	A	A	A	A	A	A	A	A	A	A		
			Delay	10	10	10	10	1	1	0	0	0	0	0	0	0	0	0	1	
			V/C	0.01		0.01		0.00		0.00		0.00		0.00		0.00		0.00		
			95th Queue (m)	0		0		0		0		0		0		0		0		
	Concession Road 4N and Pit Access	TWSC	LOS	A	A			A	A	A	A	A	A	A	A	A	A	A		
Delay			10	10			0	0	0	0	0	0	0	0	0	0	0	4		
V/C			0.02				0.00		0.00		0.00		0.00		0.01		0.01			
95th Queue (m)			1				0		0		0		0		0		0			
PM Peak Hour	Highway 89 and Concession Road 4N	TWSC	LOS		A	A	A	A	B	B								A		
			Delay		0	0	2	2	10	10									2	
			V/C		0.07		0.04		0.05											
			95th Queue (m)		0		1		1											
	Concession Road 4N and Sideroad 2E	TWSC	LOS	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		
			Delay	0	0	9	9	1	1	0	0	0	0	0	0	0	0	0	0	
			V/C	0.00		0.00		0.00		0.00		0.00		0.00		0.00		0.00		
			95th Queue (m)	0		0		0		0		0		0		0		0		
	Concession Road 4N and Pit Access	TWSC	LOS	A	A			A	A	A	A	A	A	A	A	A	A	A		
Delay			10	10			0	0	0	0	0	0	0	0	0	0	0	4		
V/C			0.02				0.00		0.00		0.00		0.00		0.01		0.01			
95th Queue (m)			1				0		0		0		0		0		0			

4.4.2 2021 Future Traffic Operations

The 2021 total traffic LOS conditions were analyzed using Synchro 9 software and the AM and PM peak traffic volumes illustrated in Figure 4.6. The results of the analyses are shown in **Table 4.6** and detailed outputs are provided in **Appendix D**. The analyses indicate that all intersections and movements operate at LOS B or better during the AM and PM peak hours.



TABLE 4.6: 2021 TOTAL TRAFFIC OPERATIONS

Analysis Period	Intersection	Control Type	MOE	Direction / Movement / Approach												OVERALL				
				Eastbound				Westbound				Northbound					Southbound			
				LEFT	THROUGH	RIGHT	APPROACH	LEFT	THROUGH	RIGHT	APPROACH	LEFT	THROUGH	RIGHT	APPROACH		LEFT	THROUGH	RIGHT	APPROACH
AM Peak Hour	Highway 89 and Concession Road 4N	TWSC	LOS	A	A	A	A	B	B									A		
			Delay	0	0	3	3	10	10										3	
			V/C	0.06		0.05		0.07												
			95th Queue (m)	0		1		2												
	Concession Road 4N and Sideroad 2E	TWSC	LOS	B	B	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
			Delay	10	10	10	10	1	1	1	1	0	0	0	0	0	0	0	0	
			V/C	0.01		0.01		0.00		0.00		0.00		0.00		0.00		0.00		
			95th Queue (m)	0		0		0		0		0		0		0		0		
	Concession Road 4N and Pit Access	TWSC	LOS	A	A			A	A	A	A	A	A	A	A	A	A	A	A	
Delay			10	10			0	0	0	0	0	0	0	0	0	0	0	0		
V/C			0.02				0.00		0.00		0.00		0.01		0.01		0.01			
95th Queue (m)			1				0		0		0		0		0		0			
PM Peak Hour	Highway 89 and Concession Road 4N	TWSC	LOS	A	A	A	A	B	B									A		
			Delay	0	0	2	2	10	10										2	
			V/C	0.08		0.04		0.05												
			95th Queue (m)	0		1		1												
	Concession Road 4N and Sideroad 2E	TWSC	LOS	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
			Delay	0	0	9	9	1	1	1	1	0	0	0	0	0	0	0	0	
			V/C	0.00		0.00		0.00		0.00		0.00		0.00		0.00		0.00		
			95th Queue (m)	0		0		0		0		0		0		0		0		
	Concession Road 4N and Pit Access	TWSC	LOS	A	A			A	A	A	A	A	A	A	A	A	A	A	A	
Delay			10	10			0	0	0	0	0	0	0	0	0	0	0	0		
V/C			0.02				0.00		0.00		0.00		0.01		0.01		0.01			
95th Queue (m)			1				0		0		0		0		0		0			

4.4.3 2026 Future Traffic Operations

The 2026 total traffic LOS conditions were analyzed using Synchro 9 software and the AM and PM peak traffic volumes illustrated in Figure 4.7. The results of the analyses are shown in **Table 4.7** and detailed outputs are provided in Appendix D. The analyses indicate that all intersections and movements operate at LOS B or better during the AM and PM peak hours.



TABLE 4.7: 2026 TOTAL TRAFFIC OPERATIONS

Analysis Period	Intersection	Control Type	MDE	Direction / Movement / Approach												OVERALL
				Eastbound			Westbound			Northbound			Southbound			
				LEFT	THROUGH	RIGHT	LEFT	THROUGH	RIGHT	LEFT	THROUGH	RIGHT	LEFT	THROUGH	RIGHT	
AM Peak Hour	Highway 89 and Concession Road 4N	TWSC	LOS	A	A	A	A	B	B					A		
			Delay	0	0	3	3	10	10					3		
			V/C	0.07	0.05			0.08								
	95th Queue (m)	0	1			2										
	Concession Road 4N and Sideroad 2E	TWSC	LOS	B	B	A	A	A	A	A	A	A	A	A		
			Delay	10	10	10	10	1	1	0	0	0	0	1		
			V/C	0.01		0.01		0.00		0.00		0.00				
	95th Queue (m)	0	0	0	0	0		0		0						
	Concession Road 4N and Pit Access	TWSC	LOS	A	A			A	A	A	A	A	A	A		
Delay			10	10			0	0	0	0	0	0	4			
V/C			0.02				0.00			0.01						
95th Queue (m)	1				0			0								
PM Peak Hour	Highway 89 and Concession Road 4N	TWSC	LOS	A	A	A	A	B	B				A			
			Delay	0	0	2	2	10	10				2			
			V/C	0.08	0.04			0.06								
	95th Queue (m)	0	1			2										
	Concession Road 4N and Sideroad 2E	TWSC	LOS	A	A	A	A	A	A	A	A	A	A			
			Delay	0	0	9	9	1	1	0	0	0	0			
			V/C	0.00		0.00		0.00		0.00		0.00				
	95th Queue (m)	0	0	0	0	0		0		0						
	Concession Road 4N and Pit Access	TWSC	LOS	A	A			A	A	A	A	A	A			
Delay			10	10			0	0	0	0	0	4				
V/C			0.02				0.00			0.01						
95th Queue (m)	1				0			0								



5 Need for Improvements

Based upon the operational analyses alone, no improvements are required to the surrounding roadway network in order to accommodate the forecast traffic volumes in a safe and efficient manner, from a traffic operational perspective. However, from a safety perspective, the need for auxiliary turn lanes, sight distances, and other concerns relating to the use of the aggregate pit for the study area intersections were investigated.

5.1 Intersection Turning Lanes

The need for auxiliary turn lanes was reviewed at the intersection of Highway 89 and Concession Road 4N based on the 2026 future total traffic forecasts.

5.1.1 Left-turn Lanes

The warrant for a westbound left-turn lane, as described in the MTO's *Geometric Design Standards for Ontario Highways*, was assessed for the 2026 AM and PM peak hours forecast conditions. The posted speed limit on Highway 89 is 80 kilometres per hour; therefore the left-turn lane warrant was examined under a design speed of 110 kilometres per hour to account for the higher engineering standards typically used for the King's Highways.

The left-turn lane warrant nomograph for the intersection of Highway 89 and Concession Road 4N is included in **Appendix E** and shows that a westbound left-turn lane on Highway 89 is not warranted for either the AM or PM peak hours.

5.1.2 Right-turn Lanes

Within the study area, right-turn volumes are low at all intersections. Based on these low turning volumes and the low through volumes throughout the study area, no right-turn lanes are warranted.

It is recommended that truck entrance warning signs (Wc-108) be installed on Highway 89 to warn drivers to be prepared that slow moving trucks could be turning to and from Concession Road 4N. The warning signs should be installed in accordance to OTM Book 6 – Warning Signs where it recommends 170 metres either side of Concession Road 4N.

It is also recommended that the eastbound right-turn movement from Highway 89 onto Concession Road 4N be monitored to determine if low-speed off-tracking occurs as a result of the gravel truck movements. This will be evidenced by the presence of wheel tracks on the gravel shoulder prior to the turn. It is recommended that should this occur, that an eastbound right-turn taper as described in Section 7.1 of the *Geometric Design Manual for Ontario Highways* be considered for implementation at his location.



5.2 Sight Distance

The following outlines the available sight distances at the intersections impacted by gravel trucks destined to and from the pit.

5.2.1 Highway 89 at Concession Road 4N

The intersection of Highway 89 and Concession Road 4N offers unobstructed sight distances to the east and the west. In the MTO's *Geometric Design Manual for Ontario Highways*, the minimum safe stopping sight distance for a stop control intersection on Highway 89 with a design speed of 110 kilometres per hour is 95 metres. Based on field observations, the available sight distance to the west and east of Concession Road 4N are greater than 200 metres as shown in **Figure 5.1**. There is sufficient sight distance available at the intersection of Highway 89 and Concession Road 4N.

5.2.2 Concession Road 4N at Pit Access

The proposed intersection of Concession Road 4N and the Pit Access is approximately 950 metres south of the intersection of Concession Road 4N and Sideroad 2E. Due to the gravel road surface of Concession Road 4N and the absence of posted speed limit signs, an 80 km/h speed limit was assumed which is consistent with current practice. A posted speed of 80 km/h requires the use of a design speed of 100 km/hr. For this design speed, the minimum safe stopping sight distance is 85 metres based on the *Geometric Design Manual for Ontario Highways*¹ (Table E3-2, p. E3-4). Based on field observations, the sight distance to the south from the proposed pit access is approximately 445 metres. To the north, the sight distance from the pit access is approximately 325 metres. It should be noted that there is a residential driveway approximately 25 metres north of the proposed pit access. The sight distances to the north and south of the proposed pit access are illustrated in **Figure 5.2**.

The required turning site distance for vehicles leaving the site are based on the TAC *Geometric Design Guide* (Figure 2.3.3.4) and show that for a 90 kilometre per hour design speed, the minimum turning site distance for a vehicle turning left onto a two-lane roadway across a vehicle approaching from the left (the critical direction) is approximately 170 metres. With 325 metres of sight distance available, the Site Driveway meets this requirement.

For vehicles traveling on Concession Road 4N, decision sight distance is required for drivers to make instantaneous decisions where information is difficult to perceive and interpret. With a 90 kilometre per hour design speed, the minimum decision sight distance based on the TAC *Geometric Design Guide* (Figure 2.3.3.6) is approximately 260 metres. Approximately 65 metres

¹ *Geometric Design Standards for Ontario Highways*, Queen's Printer for Ontario, 1985.



less than the 325 metres available for southbound travel and 85 metres less than the 445 metres available for northbound travel.

There is sufficient sight distance available for vehicles travelling along Concession Road 4N at its intersection with the proposed pit access to accommodate vehicles within industry-accepted standards.

5.3 Structures

With the majority of gravel trucks using Concession Road 4N between Highway 89 and the Ghent Pit, there are two structures situated on Concession Road 4N that could impact the operations of the proposed aggregate pit. Paradigm was able to obtain recent structural inspection reports on for the two structures conducted by BM Ross & Associates with the inspections occurring in 2013.

The first structure is a rectangular culvert approximately 65 metres north of the proposed pit access. No structural deficiencies were recorded in the inspection and therefore should not pose any concerns to the operations of the aggregate pit.

The second structure is a rigid frame and is located approximately 325 metres south of Highway 89. No structural deficiencies were recorded in the inspection and therefore should not pose any concerns to the operations of the aggregate pit.

The two structures are illustrated in **Figure 5.3**.





View to the East



View to the West



Sight Distance at Highway 89 & Concession Road 4N



View to the North



View to the South



Sight Distance at Concession Road 4N & Pit Access

Ghent Pit Traffic Impact Study
150670

Figure 5.2



Rigid Frame South of Highway 89



Rectangular Culvert North of Proposed Access



Concession Road 4N Structures

5.4 Ferguson Pit

Immediately to the north of the proposed Ghent Pit, is the Ferguson Pit which has recently began operations. The access road to the Ferguson Pit is shared with the Ferguson Farm and is located approximately 25 metres to the north of the proposed Ghent Pit access. Recent weekday afternoon observation (3:00 PM to 6:00 PM) of the Ferguson Pit access and Concession Road 4N showed that two dump trucks with trailers accessed the pit back-to-back then exited the Ferguson Pit approximately 15 minutes later. The trucks' haul route to access the Ferguson Pit was west on Sideroad 3E then north on Concession Road 4N. Exiting the Ferguson Pit, the trucks turned south on Concession Road 4N, then east along Sideroad 3E. The trucks accessed the pit outside of the weekday PM peak hour (the design hour) and were not witnessed again for the rest of the day.

The weekday PM peak hour turning movement count at the Ferguson Pit access and Concession Road 4N contained a total of 12 vehicles travelling along Concession Road 4N, or an average of one vehicle every minutes. Five vehicles were observed travelling northbound on Concession Road 4N and five vehicles were observed travelling southbound on Concession Road 4N. The remaining two vehicles was a passenger vehicle which turning right onto the access road then exited the access road by turning right onto Concession Road 4N approximately 30 minutes later. The operations of the Ferguson Pit is not expected to have any material impact the operations of the Ghent Pit access road with Concession Road 4N when both pits are operational.

5.5 Schools

There are two schools located in the area of the proposed aggregate pit. One school is located in the northwest corner of the intersection of Concession Road 6N and Sideroad 2E with access onto Concession Road 6N. The second school is located in the southwest quadrant of the intersection of Concession Road 4N and Sideroad 3E with access onto Sideroad 3E. With the proposed haulage route to the north on Concession Road 4N towards Highway 89, it is not expected that gravel trucks associated with the Ghent Pit to impact the two schools. The location of the two schools and the proposed haulage route for the proposed pit is illustrated in **Figure 5.5**.

It is noted that Concession Road 4N does have morning pick-up and afternoon drop-off during the school season. Given that there are no sight distance concerns with the proposed access location, the interaction of the aggregate trucks and school buses are not expected to impact the proposed safe operation of traffic on Concession Road 4N.





School Locations

Figure 5.5

5.6 Horse & Buggy Traffic

The roads in the area surrounding the proposed pit are known to be used by horse & buggies as the area contains active Amish and Mennonite farming community. Although no horse & buggies were observed along Concession Road 4N during any of the traffic counts, or site visits, it does not mean that horse & buggies do not use the road.

According to the Ontario Highway Traffic Act, horse & buggy vehicles are treated as a slow moving vehicles on the public roadways as they have a typical speed of approximately 8 to 12 kilometres per hour. When approaching a horse & buggy from behind, the law requires the approaching vehicle to yield to oncoming traffic and overtake the horse & buggy when safe to do so.

A horse & buggy has a typical track width of approximately 1.25 to 1.65 metres, similar to a small passenger vehicle. With a minimum clearance of 1.0 metres, Concession Road 4N, generally has a suitable cross-section along its length to allow for safe overtaking of horse & buggies. **Figure 5.6** illustrates the platform and travelled portion widths of Concession Road 4N at several locations between Highway 89 and the proposed Ghent Pit access Road. For the majority of the route, Concession Road 4N has a platform width of approximately 10.4 to 10.9 metres with traveled portion between 7.9 and 8.2 metres. At the two structures, Concession Road 4N narrows to cross the water bodies. There is adequate space available on the structures to overtake a horse & buggy, however, as the structures are relatively short in length, truck drivers should wait until the horse & buggy have crossed the structure before safely overtaking.

The probability of two trucks (one in each direction) and a horse & buggy meeting at the same narrowed location (i.e. bridge) on Concession Road 4N was raised as a potential concern.

The peak hour projected demand is five trucks. Using a dilemma zone of 85 m (safe stopping distance), the time to traverse the dilemma zone at the design speed is about 3.2 seconds, resulting in a probability of about 0.4%. For a horse and buggy, the value would be about 25.5 seconds. If a demand of 1 horse & buggy per hour was assumed, it would result in a probability of the dilemma zone being occupied by a horse & buggy of 0.7%. The probability of the same dilemma zone being occupied by a single truck and a horse & buggy would be 0.0028%. Further, the probability of the same dilemma zone being occupied by two trucks and a horse & buggy would be about 0.00002%, or 2 in one hundred thousand. This level of risk is well-within accepted design practice.

Further, if two trucks (one per direction) did come across a horse & buggy, then the rules of the public road should be followed with the truck following the horse & buggy to slow and yield to the truck traveling in the opposite direction.



6 Conclusions and Recommendations

6.1 Conclusions

The conclusions of this study are summarized as follows:

- ▶ The intersections included in the study area used to assess the impact of the proposed aggregate pit include:
 - Highway 89 and Concession Road 4N;
 - Concession Road 4N and Sideroad 2E; and
 - Concession Road 4N and the proposed Pit Access.
- ▶ Overall, the intersections in the study area currently operate with acceptable levels of service during the AM and PM peak hours with no problem movements currently noted.
- ▶ The opening of the aggregate pit is estimated to generate a total of 15 AM peak hour trips and 15 PM peak hour trips to Highway 89 via Concession Road 4N.
- ▶ With background traffic alone; overall the intersections in the study area will continue to operate with acceptable levels of service in the AM and PM peak hours during the 2016, 2021, and 2026 horizon years. No problem individual movements were noted.
- ▶ With the opening of the aggregate pit, overall the intersections in the study area will continue to operate with acceptable levels of service in the AM and PM peak hours during the 2016, 2021, and 2026 horizon years. No problem individual movements were noted.
- ▶ By 2026 with the aggregate pit operational at its license limit, no remedial measures are warranted.

6.2 Recommendations

Based on the findings of this study, it is recommended that:

- ▶ The aggregate pit application be approved with no immediate requirements for off-site geometric or traffic operational improvements;
- ▶ That truck entrance warning signs be installed on Highway 89 a minimum of 170 metres on both sides of Concession Road 4N; and

The eastbound right-turn movement from Highway 89 onto Concession Road 4N be monitored to determine if low-speed off-tracking occurs a result of the gravel truck movements. This will be evidenced by the presence of wheel tracks on the gravel shoulder prior to the turn. It is recommend that should this occur; that an eastbound right-turn taper as described in Section 7.1 of the



Geometric Design Manual for Ontario Highways be considered for implementation at this location.

- ▶ That drivers of gravel trucks using the Ghent Pit be educated on the protocol regarding the presence of horse & buggy traffic and be trained to in the required approach to safely overtake the horse & buggies.



Appendix A

Existing Traffic Data



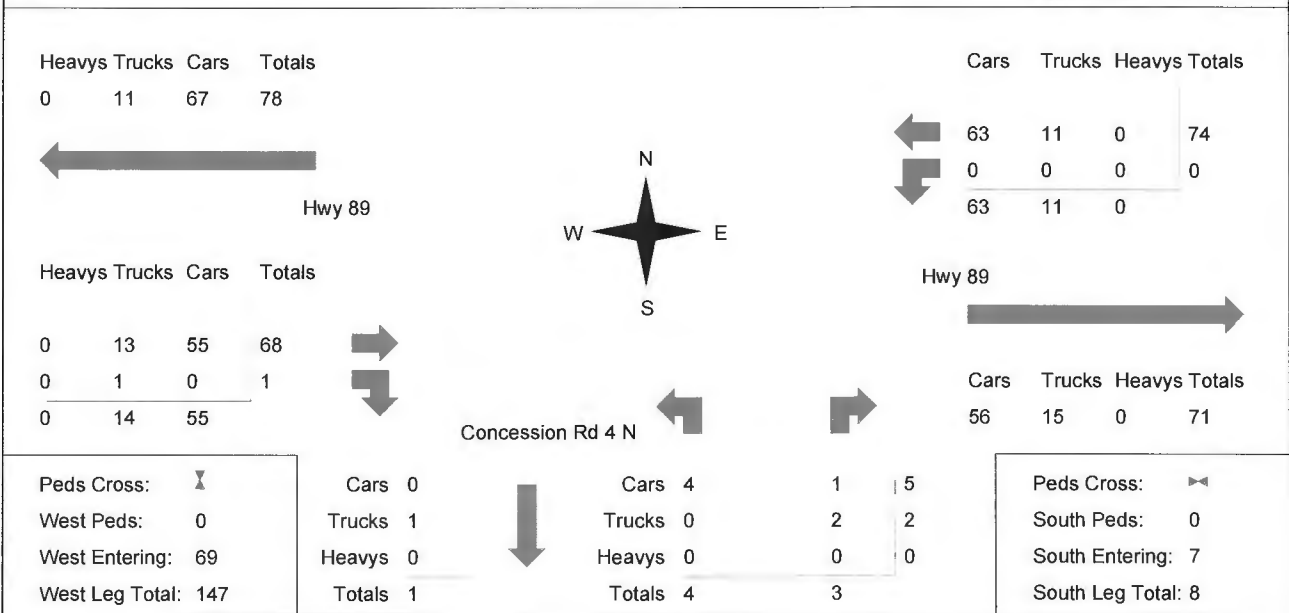
Ontario Traffic Inc

Morning Peak Diagram	Specified Period From: 6:00:00 To: 9:00:00	One Hour Peak From: 7:30:00 To: 8:30:00
-----------------------------	---	--

Municipality: Mount Forest Site #: 1511100001 Intersection: Hwy 89 & Concession Rd 4 N TFR File #: 11 Count date: 29-Apr-15	Weather conditions: Person(s) who counted:
--	---

**** Non-Signalized Intersection **** **Major Road:** Hwy 89 runs W/E

East Leg Total: 145
 East Entering: 74
 East Peds: 0
 Peds Cross: X



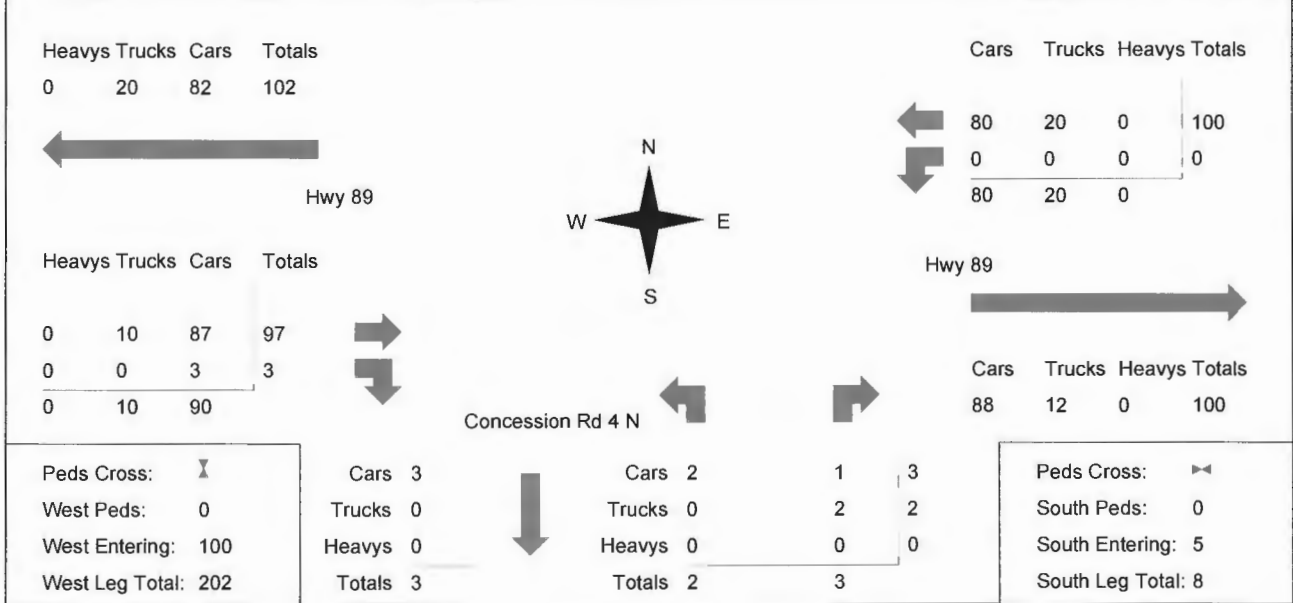
Comments

Ontario Traffic Inc

Afternoon Peak Diagram	Specified Period From: 16:00:00 To: 19:00:00	One Hour Peak From: 16:00:00 To: 17:00:00
Municipality: Mount Forest Site #: 1511100001 Intersection: Hwy 89 & Concession Rd 4 N TFR File #: 11 Count date: 29-Apr-15	Weather conditions: Person(s) who counted:	

**** Non-Signalized Intersection **** **Major Road:** Hwy 89 runs W/E

	East Leg Total: 200 East Entering: 100 East Peds: 0 Peds Cross: X
--	--



Comments

Ontario Traffic Inc

Total Count Diagram

Municipality: Mount Forest
Site #: 1511100001
Intersection: Hwy 89 & Concession Rd 4 N
TFR File #: 11
Count date: 29-Apr-15

Weather conditions:

Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Hwy 89 runs W/E

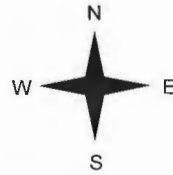
East Leg Total: 819
 East Entering: 409
 East Peds: 0
 Peds Cross: X

Heavys	Trucks	Cars	Totals
0	60	356	416

Cars	Trucks	Heavys	Totals
------	--------	--------	--------



Hwy 89



←	344	60	0	404
↙	5	0	0	5
←	349	60	0	

Heavys	Trucks	Cars	Totals
0	63	340	403
0	3	12	15
0	66	352	

Hwy 89

Cars	Trucks	Heavys	Totals
343	67	0	410

Peds Cross:	X
West Peds:	0
West Entering:	418
West Leg Total:	834

Cars	17
Trucks	3
Heavys	0
Totals	20



Concession Rd 4 N

Cars	12	3	15
Trucks	0	4	4
Heavys	0	0	0
Totals	12	7	

Peds Cross:	▶▶
South Peds:	0
South Entering:	19
South Leg Total:	39

Comments

Ontario Traffic Inc Traffic Count Summary

Intersection: Hwy 89 & Concession Rd 4 N

Count Date: 29-Apr-15

Municipality: Mount Forest

North Approach Totals						South Approach Totals						
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	North/South Total Approaches	Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
6:00:00	0	0	0	0	0	0	6:00:00	0	0	0	0	0
7:00:00	0	0	0	0	0	2	7:00:00	2	0	0	2	0
8:00:00	0	0	0	0	0	6	8:00:00	3	0	3	6	0
9:00:00	0	0	0	0	0	3	9:00:00	3	0	0	3	0
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	0	0	0	0	0	5	17:00:00	2	0	3	5	0
18:00:00	0	0	0	0	0	2	18:00:00	1	0	1	2	0
19:00:00	0	0	0	0	0	1	19:00:00	1	0	0	1	0
Totals:	0	0	0	0	0	19		12	0	7	19	0
East Approach Totals						West Approach Totals						
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	East/West Total Approaches	Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
6:00:00	0	0	0	0	0	2	6:00:00	0	2	0	2	0
7:00:00	0	32	0	32	0	67	7:00:00	0	35	0	35	0
8:00:00	0	54	0	54	0	105	8:00:00	0	50	1	51	0
9:00:00	0	68	0	68	0	130	9:00:00	0	60	2	62	0
16:00:00	0	0	0	0	0	2	16:00:00	0	2	0	2	0
17:00:00	0	100	0	100	0	200	17:00:00	0	97	3	100	0
18:00:00	3	80	0	83	0	184	18:00:00	0	97	4	101	0
19:00:00	2	70	0	72	0	135	19:00:00	0	58	5	63	0
Totals:	5	404	0	409	0	825		0	401	15	416	0
Calculated Values for Traffic Crossing Major Street												
Hours Ending:	6:00	7:00	8:00	9:00			16:00	17:00	18:00	19:00		
Crossing Values:	0	2	3	3			0	2	1	1		

Ontario Traffic Inc

Count Date: 29-Apr-15 Site #: 1511100001

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians		
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross		
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15:19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ontario Traffic Inc

Count Date: 29-Apr-15 Site #: 1511100001

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians		
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross		
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	7	7	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	16	9	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	20	4	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0
7:00:00	0	0	26	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	31	5	0	0	0	0	9	3	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	33	2	0	0	0	0	10	1	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	56	23	0	0	0	0	13	3	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	71	15	0	0	0	0	15	2	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	80	9	0	0	0	0	19	4	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	96	16	0	0	0	0	21	2	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	113	17	0	0	0	0	24	3	0	0	0	0	0	0	0	0	0	0	0
9:00:00	0	0	128	15	0	0	0	0	26	2	0	0	0	0	0	0	0	0	0	0	0
9:00:12	0	0	128	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	0	0	128	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	0	0	157	29	0	0	0	0	32	6	0	0	0	0	0	0	0	0	0	0	0
16:30:00	0	0	170	13	0	0	0	0	36	4	0	0	0	0	0	0	0	0	0	0	0
16:45:00	0	0	187	17	0	0	0	0	39	3	0	0	0	0	0	0	0	0	0	0	0
17:00:00	0	0	208	21	0	0	0	0	46	7	0	0	0	0	0	0	0	0	0	0	0
17:15:00	1	1	235	27	0	0	0	0	46	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	3	2	250	15	0	0	0	0	49	3	0	0	0	0	0	0	0	0	0	0	0
17:45:00	3	0	268	18	0	0	0	0	51	2	0	0	0	0	0	0	0	0	0	0	0
18:00:00	3	0	282	14	0	0	0	0	52	1	0	0	0	0	0	0	0	0	0	0	0
18:15:00	5	2	299	17	0	0	0	0	55	3	0	0	0	0	0	0	0	0	0	0	0
18:30:00	5	0	310	11	0	0	0	0	58	3	0	0	0	0	0	0	0	0	0	0	0
18:45:00	5	0	332	22	0	0	0	0	60	2	0	0	0	0	0	0	0	0	0	0	0
19:00:00	5	0	344	12	0	0	0	0	60	0	0	0	0	0	0	0	0	0	0	0	0
19:15:00	5	0	344	0	0	0	0	0	60	0	0	0	0	0	0	0	0	0	0	0	0
19:15:19	5	0	344	0	0	0	0	0	60	0	0	0	0	0	0	0	0	0	0	0	0

Ontario Traffic Inc

Count Date: 29-Apr-15 Site #: 1511100001

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians		
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross		
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	3	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
8:00:00	5	2	0	0	1	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0
8:15:00	6	1	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
8:30:00	7	1	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
8:45:00	7	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
9:00:00	8	1	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
9:00:12	8	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
16:00:00	8	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
16:15:00	8	0	0	0	1	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0
16:30:00	9	1	0	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
16:45:00	9	0	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
17:00:00	10	1	0	0	2	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0
17:15:00	10	0	0	0	2	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
17:30:00	10	0	0	0	2	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
17:45:00	11	1	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
18:00:00	11	0	0	0	3	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
18:15:00	11	0	0	0	3	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
18:30:00	12	1	0	0	3	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
18:45:00	12	0	0	0	3	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
19:00:00	12	0	0	0	3	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
19:15:00	12	0	0	0	3	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
19:15:19	12	0	0	0	3	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0

Ontario Traffic Inc

Count Date: 29-Apr-15 Site #: 1511100001

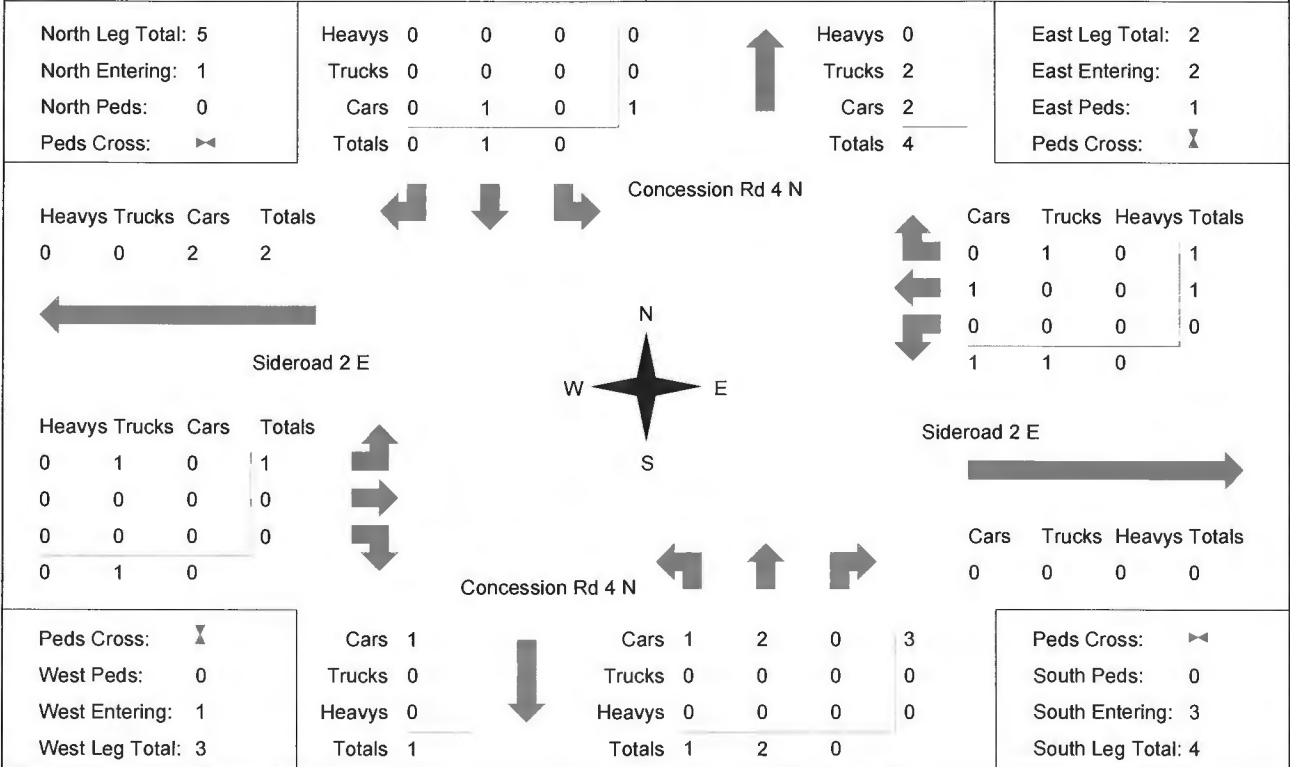
Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians		
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross		
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	
6:00:00	0	0	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	3	2	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	11	8	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	13	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	0	0	27	14	0	0	0	0	10	7	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	37	10	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	37	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	54	17	0	0	0	0	15	5	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	69	15	0	0	0	0	18	3	1	1	0	0	0	0	0	0	0	0	0
8:15:00	0	0	84	15	0	0	0	0	20	2	1	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	92	8	0	0	0	0	23	3	1	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	101	9	0	0	0	0	26	3	1	0	0	0	0	0	0	0	0	0	0
9:00:00	0	0	113	12	2	2	0	0	34	8	1	0	0	0	0	0	0	0	0	0	0
9:00:12	0	0	114	1	2	0	0	0	34	0	1	0	0	0	0	0	0	0	0	0	0
16:00:00	0	0	115	1	2	0	0	0	34	0	1	0	0	0	0	0	0	0	0	0	0
16:15:00	0	0	137	22	3	1	0	0	36	2	1	0	0	0	0	0	0	0	0	0	0
16:30:00	0	0	159	22	3	0	0	0	38	2	1	0	0	0	0	0	0	0	0	0	0
16:45:00	0	0	181	22	5	2	0	0	42	4	1	0	0	0	0	0	0	0	0	0	0
17:00:00	0	0	202	21	5	0	0	0	44	2	1	0	0	0	0	0	0	0	0	0	0
17:15:00	0	0	225	23	5	0	0	0	47	3	1	0	0	0	0	0	0	0	0	0	0
17:30:00	0	0	247	22	7	2	0	0	49	2	2	1	0	0	0	0	0	0	0	0	0
17:45:00	0	0	273	26	8	1	0	0	51	2	2	0	0	0	0	0	0	0	0	0	0
18:00:00	0	0	291	18	8	0	0	0	52	1	2	0	0	0	0	0	0	0	0	0	0
18:15:00	0	0	297	6	10	2	0	0	54	2	3	1	0	0	0	0	0	0	0	0	0
18:30:00	0	0	315	18	11	1	0	0	59	5	3	0	0	0	0	0	0	0	0	0	0
18:45:00	0	0	330	15	12	1	0	0	59	0	3	0	0	0	0	0	0	0	0	0	0
19:00:00	0	0	338	8	12	0	0	0	63	4	3	0	0	0	0	0	0	0	0	0	0
19:15:00	0	0	339	1	12	0	0	0	63	0	3	0	0	0	0	0	0	0	0	0	0
19:15:19	0	0	340	1	12	0	0	0	63	0	3	0	0	0	0	0	0	0	0	0	0

Ontario Traffic Inc

Morning Peak Diagram	Specified Period From: 6:00:00 To: 9:00:00	One Hour Peak From: 7:15:00 To: 8:15:00
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Municipality: Mount Forest Site #: 1511100002 Intersection: Concession Rd 4 N & Sideroad 2 E TFR File #: 1 Count date: 29-Apr-15	Weather conditions: Person(s) who counted:
---	---

**** Non-Signalized Intersection **** **Major Road:** Concession Rd 4 N runs N/S



Comments

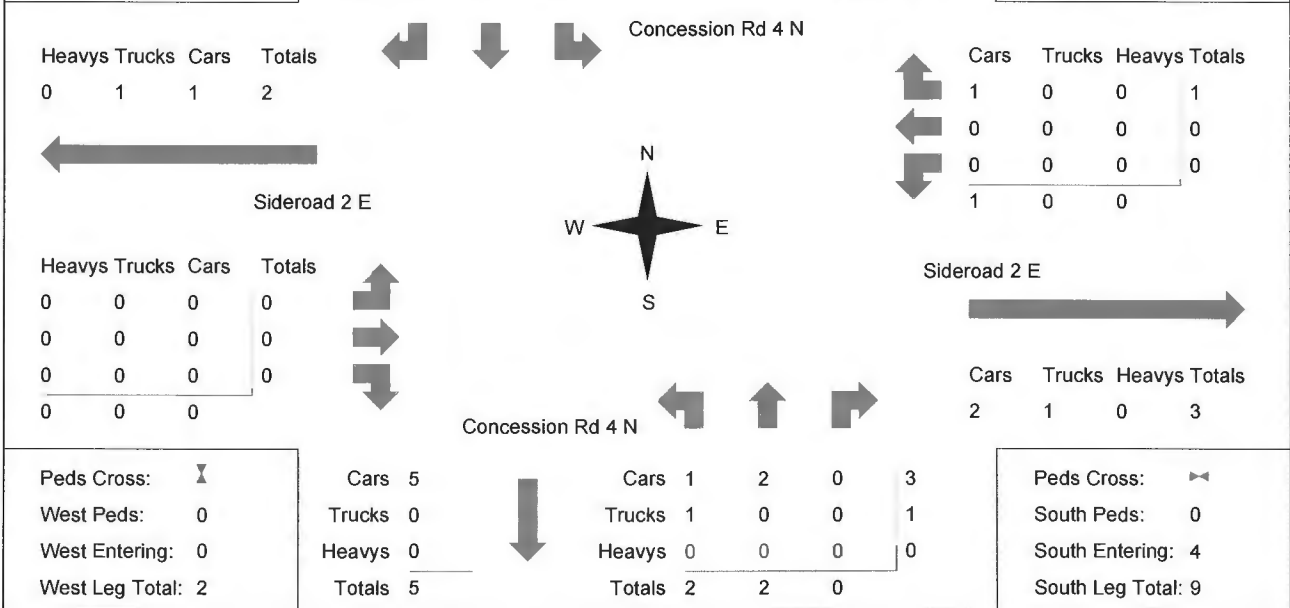
Ontario Traffic Inc

Afternoon Peak Diagram	Specified Period From: 16:00:00 To: 19:00:00	One Hour Peak From: 17:00:00 To: 18:00:00
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Municipality: Mount Forest Site #: 1511100002 Intersection: Concession Rd 4 N & Sideroad 2 E TFR File #: 1 Count date: 29-Apr-15	Weather conditions: Person(s) who counted:
---	---

**** Non-Signalized Intersection **** **Major Road:** Concession Rd 4 N runs N/S

North Leg Total: 11 North Entering: 8 North Peds: 0 Peds Cross: \leftarrow	<table border="1" style="border-collapse: collapse; margin: auto;"> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>1</td><td>1</td></tr> <tr><td>Cars</td><td>0</td><td>5</td><td>2</td><td>7</td></tr> <tr><td>Totals</td><td>0</td><td>5</td><td>3</td><td></td></tr> </table>	Heavys	0	0	0	0	Trucks	0	0	1	1	Cars	0	5	2	7	Totals	0	5	3			<table border="1" style="border-collapse: collapse; margin: auto;"> <tr><td>Heavys</td><td>0</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Cars</td><td>3</td></tr> <tr><td>Totals</td><td>3</td></tr> </table>	Heavys	0	Trucks	0	Cars	3	Totals	3	East Leg Total: 4 East Entering: 1 East Peds: 1 Peds Cross: \rightarrow
Heavys	0	0	0	0																												
Trucks	0	0	1	1																												
Cars	0	5	2	7																												
Totals	0	5	3																													
Heavys	0																															
Trucks	0																															
Cars	3																															
Totals	3																															



Comments

Ontario Traffic Inc

Total Count Diagram

Municipality: Mount Forest
Site #: 1511100002
Intersection: Concession Rd 4 N & Sideroad 2 E
TFR File #: 1
Count date: 29-Apr-15

Weather conditions:
Person(s) who counted:

**** Non-Signalized Intersection ****

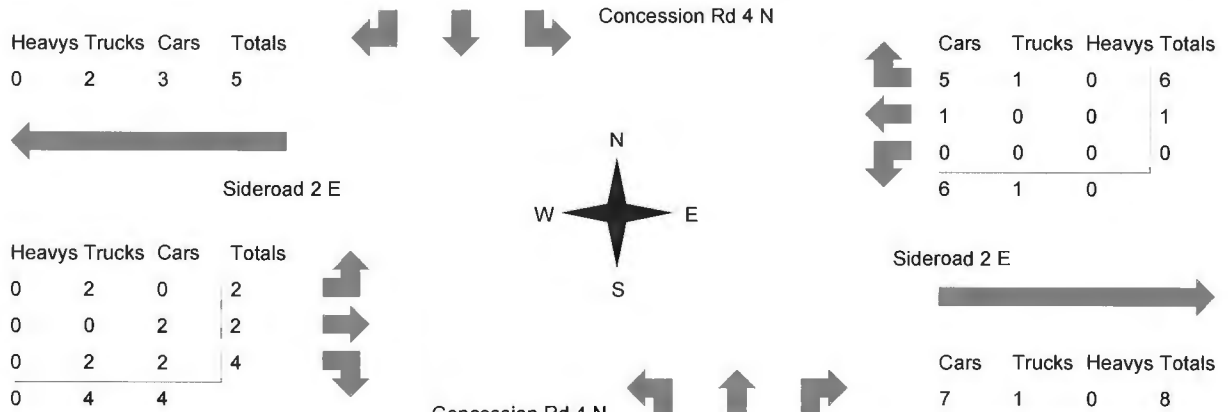
Major Road: Concession Rd 4 N runs N/S

North Leg Total: 29
 North Entering: 12
 North Peds: 0
 Peds Cross: \times

Heavys	0	0	0	0
Trucks	0	0	1	1
Cars	0	8	3	11
Totals	0	8	4	

Heavys 0
 Trucks 3
 Cars 14
 Totals 17

East Leg Total: 15
 East Entering: 7
 East Peds: 3
 Peds Cross: \times



Peds Cross: \times
 West Peds: 0
 West Entering: 8
 West Leg Total: 13

Cars	10
Trucks	2
Heavys	0
Totals	12

Cars	2	9	2	13
Trucks	2	0	0	2
Heavys	0	0	0	0
Totals	4	9	2	

Peds Cross: \times
 South Peds: 1
 South Entering: 15
 South Leg Total: 27

Comments

Ontario Traffic Inc Traffic Count Summary

Intersection: Concession Rd 4 N & Sideroad 2 E Count Date: 29-Apr-15 Municipality: Mount Forest

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
6:00:00	0	0	0	0	0	0	6:00:00	0	0	0	0	0
6:00:00	0	0	0	0	0	0	6:00:00	0	0	0	0	0
7:00:00	0	1	0	1	0	2	7:00:00	0	1	0	1	0
8:00:00	0	1	0	1	0	3	8:00:00	1	1	0	2	0
9:00:00	0	0	0	0	0	1	9:00:00	0	1	0	1	1
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	1	0	0	1	0	6	17:00:00	1	4	0	5	0
18:00:00	1	3	0	4	0	8	18:00:00	2	2	0	4	0
19:00:00	2	3	0	5	0	5	19:00:00	0	0	0	0	0
Totals:	4	8	0	12	0	25		4	9	0	13	1

East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
6:00:00	0	0	0	0	0	0	6:00:00	0	0	0	0	0
6:00:00	0	0	0	0	0	0	6:00:00	0	0	0	0	0
7:00:00	0	0	1	1	0	1	7:00:00	0	0	0	0	0
8:00:00	0	0	1	1	0	2	8:00:00	1	0	0	1	0
9:00:00	0	1	2	3	1	4	9:00:00	0	0	1	1	0
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	0	0	0	0	0	4	17:00:00	1	1	2	4	0
18:00:00	0	0	1	1	2	1	18:00:00	0	0	0	0	0
19:00:00	0	0	1	1	0	3	19:00:00	0	1	1	2	0
Totals:	0	1	6	7	3	15		2	2	4	8	0

Calculated Values for Traffic Crossing Major Street									
Hours Ending:	6:00	7:00	8:00	9:00	16:00	17:00	18:00	19:00	
Crossing Values:	0	0	1	2	0	2	0	1	

Ontario Traffic Inc

Count Date: 29-Apr-15 Site #: 1511100002

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians		
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross		
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:07:14	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45:00	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	2	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	2	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	2	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	3	1	7	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30:00	3	0	7	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45:00	3	0	8	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00:00	3	0	8	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15:00	3	0	8	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15:24	3	0	8	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ontario Traffic Inc

Count Date: 29-Apr-15 Site #: 151100002

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians		
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross		
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	1	1	2	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	1
8:45:00	0	0	1	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
9:00:00	0	0	1	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
9:07:14	0	0	1	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
16:00:00	0	0	1	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
16:15:00	0	0	1	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
16:30:00	0	0	1	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
16:45:00	0	0	1	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
17:00:00	0	0	1	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
17:15:00	0	0	1	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	2	1	1
17:30:00	0	0	1	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	3	1	0
17:45:00	0	0	1	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0
18:00:00	0	0	1	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0
18:15:00	0	0	1	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0
18:30:00	0	0	1	0	5	1	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0
18:45:00	0	0	1	0	5	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0
19:00:00	0	0	1	0	5	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0
19:15:00	0	0	1	0	5	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0
19:15:24	0	0	1	0	5	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0

Ontario Traffic Inc

Count Date: 29-Apr-15 Site #: 1511100002

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians		
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross		
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
9:07:14	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
16:00:00	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
16:15:00	1	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
16:30:00	1	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
16:45:00	1	0	7	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0
17:00:00	1	0	7	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
17:15:00	1	0	7	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
17:30:00	1	0	7	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	1	0
17:45:00	2	1	9	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0
18:00:00	2	0	9	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0
18:15:00	2	0	9	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0
18:30:00	2	0	9	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0
18:45:00	2	0	9	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0
19:00:00	2	0	9	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0
19:15:00	2	0	9	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0
19:15:24	2	0	9	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0

Ontario Traffic Inc

Count Date: 29-Apr-15 Site #: 1511100002

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians		
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross		
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
9:00:00	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
9:07:14	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
16:00:00	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
16:15:00	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
16:30:00	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
16:45:00	0	0	1	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
17:00:00	0	0	1	0	1	1	2	2	1	0	0	2	1	0	0	0	0	0	0	0	0
17:15:00	0	0	1	0	1	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0
17:30:00	0	0	1	0	1	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0
17:45:00	0	0	1	0	1	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0
18:00:00	0	0	1	0	1	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0
18:15:00	0	0	1	0	1	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0
18:30:00	0	0	2	1	1	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0
18:45:00	0	0	2	0	2	1	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0
19:00:00	0	0	2	0	2	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0
19:15:00	0	0	2	0	2	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0
19:15:24	0	0	2	0	2	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0

Appendix B

Existing Operations Reports

HCM Unsignalized Intersection Capacity Analysis
101: Concession 4N & Highway 89

Ghent Pit TIS
Existing

	←		→	
Lane Configurations	4		3	
Traffic Volume (veh/h)	68	1	0	74
Future Volume (veh/h)	68	1	0	74
Sign Control	Free		Free	
Grade	0%		0%	
Peak Hour Factor	0.77	0.25	0.25	0.71
Hourly flow rate (vph)	88	4	0	104
Pedestrians				
Lane Width (m)				
Walking Speed (m/s)				
Percent Blockage				
Right turn flare (veh)				
Median type	None		None	
Median storage (veh)				
Upstream signal (m)				
pX, platoon unblocked				
vC, conflicting volume	92		194	
vC1, stage 1 conf vol				
vC2, stage 2 conf vol				
vCu, unblocked vol	92		194	
IC, single (s)	4.1		6.4	
IC, 2 stage (s)				
IF (s)	2.2		3.5	
p0 queue free %	100		99	
cM capacity (veh/h)	1515		799	
Volume Total	92	104	16	
Volume Left	0			
Volume Right	8			
cSH	1700	1515	807	
Volume to Capacity	0.05	0.00	0.02	
Queue Length 95th (m)	0.0	0.0	0.5	
Control Delay (s)	0.0	0.0	9.5	
Lane LOS	A			
Approach Delay (s)	0.0	0.0	9.5	
Approach LOS	A			
Average Delay	0.7			
Intersection Capacity Utilization	14.2%		ICU Level of Service	
Analysis Period (min)	15			

HCM Unsignalized Intersection Capacity Analysis
102: Concession 4N & Sideroad 2E

Ghent Pit TIS
Existing

	←		→		←		→	
Lane Configurations	4		4		2		4	
Traffic Volume (veh/h)	1	0	0	0	1	1	1	2
Future Volume (veh/h)	1	0	0	0	1	1	1	2
Sign Control	Stop		Stop		Free		Free	
Grade	0%		0%		0%		0%	
Peak Hour Factor	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.50
Hourly flow rate (vph)	4	0	0	0	4	4	4	4
Pedestrians								
Lane Width (m)								
Walking Speed (m/s)								
Percent Blockage								
Right turn flare (veh)								
Median type					None			
Median storage (veh)								
Upstream signal (m)								
pX, platoon unblocked								
vC, conflicting volume	22	16	4	16	16	4	4	4
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol	22	16	4	18	16	4	4	4
IC, single (s)	8.1	6.5	6.2	7.1	6.5	7.2	4.1	4.1
IC, 2 stage (s)								
IF (s)	4.4	4.0	3.3	3.5	4.0	4.2	2.2	2.2
p0 queue free %	99	100	100	100	100	100	100	100
cM capacity (veh/h)	791	880	1065	1003	880	852	1831	1831
Volume Total	4	8	8	4	4			
Volume Left	4							
Volume Right	0							
cSH	791	866	1631	1631				
Volume to Capacity	0.01	0.01	0.00	0.00				
Queue Length 95th (m)	0.1	0.2	0.1	0.0				
Control Delay (s)	9.6	9.2	3.6	0.0				
Lane LOS	A							
Approach Delay (s)	9.6	9.2	3.8	0.0				
Approach LOS	A							
Average Delay	5.9							
Intersection Capacity Utilization	13.3%		ICU Level of Service		A			
Analysis Period (min)	15							

HCM Unsignalized Intersection Capacity Analysis
101: Concession 4N & Highway 89

Ghent Pit TIS
Existing

	→	↖	←	↗
Lane Configurations	T		4	T
Traffic Volume (veh/h)	97	3	0	100
Future Volume (veh/h)	97	3	0	100
Sign Control	Free		Free	Stop
Grade	0%		0%	0%
Peak Hour Factor	0.90	0.33	0.38	0.83
Hourly flow rate (vph)	108	9	0	120
Pedestrians				
Lane Width (m)				
Walking Speed (m/s)				
Percent Blockage				
Right turn flare (veh)				
Median type	None		None	
Median storage (veh)				
Upstream signal (m)				
pK, platoon unblocked				
vC, conflicting volume			117	232
vC1, stage 1 conf vol				
vC2, stage 2 conf vol				
vCu, unblocked vol			117	232
IC, single (s)			4.1	6.4
IC, 2 stage (s)				
IF (s)			2.2	3.5
p0 queue free %			100	99
cM capacity (veh/h)			1484	760
Volume Total	117	120	10	
Volume Left	0	0	4	
Volume Right	9	0	6	
cSH	1700	1484	776	
Volume to Capacity	0.07	0.00	0.01	
Queue Length 95th (m)	0.0	0.0	0.3	
Control Delay (s)	0.0	0.0	9.7	
Lane LOS			A	
Approach Delay (s)	0.0	0.0	9.7	
Approach LOS			A	
Average Delay			0.4	
Intersection Capacity Utilization		15.7%		ICU Level of Service
Analysis Period (min)		15		A

HCM Unsignalized Intersection Capacity Analysis
102: Concession 4N & Sideroad 2E

Ghent Pit TIS
Existing

	→	↖	←	↗	↑	↘	↓
Lane Configurations	T			T			T
Traffic Volume (veh/h)	0	0	0	0	1	2	2
Future Volume (veh/h)	0	0	0	0	1	2	2
Sign Control	Stop		Stop		Free		Free
Grade	0%		0%		0%		0%
Peak Hour Factor	0.25	0.25	0.25	0.25	0.25	0.50	0.25
Hourly flow rate (vph)	0	0	0	0	4	4	8
Pedestrians							
Lane Width (m)							
Walking Speed (m/s)							
Percent Blockage							
Right turn flare (veh)							
Median type					None		None
Median storage (veh)							
Upstream signal (m)							
pK, platoon unblocked							
vC, conflicting volume	46	42	26	42	48	8	32
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	46	42	26	42	48	8	32
IC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.6
IC, 2 stage (s)							
IF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.7
p0 queue free %	100	100	100	100	100	100	100
cM capacity (veh/h)	955	851	1056	964	845	1080	1319
Volume Total	0	4	12	32			
Volume Left	0	0	4	0			
Volume Right	0	4	0	12			
cSH	1700	1080	1319	1825			
Volume to Capacity	0.00	0.00	0.00	0.00			
Queue Length 95th (m)	0.0	0.1	0.1	0.0			
Control Delay (s)	0.0	8.3	2.6	0.0			
Lane LOS	A	A	A				
Approach Delay (s)	0.0	8.3	2.6	0.0			
Approach LOS	A	A					
Average Delay				1.3			
Intersection Capacity Utilization				13.3%			ICU Level of Service
Analysis Period (min)				15			A

Appendix C

Background Operations Reports



HCM Unsignalized Intersection Capacity Analysis
101: Concession 4N & Highway 89

Ghent Pit TIS
2016 Background Traffic

	→	↘	←	↙	↗
Lane Configurations	1		4	1	3
Traffic Volume (veh/h)	69	1	0	75	4
Future Volume (veh/h)	69	1	0	75	4
Sign Control	Free		Free	Stop	
Grade	0%		0%	0%	
Peak Hour Factor	0.77	0.25	0.25	0.71	0.50
Hourly flow rate (vph)	90	4	0	106	8
Pedestrians					
Lane Width (m)					
Walking Speed (m/s)					
Percent Blockage					
Right turn flare (veh)					
Median type	None		None		
Median storage (veh)					
Upstream signal (m)					
pX, platoon unblocked					
vC, conflicting volume			94	198	92
vC1, stage 1 conf vol					
vC2, stage 2 conf vol					
vCu, unblocked vol			94	198	92
tC, single (s)			4.1	6.4	6.9
tC, 2 stage (s)					
tF (s)			2.2	3.5	3.9
p0 queue free %			100	99	99
cM capacity (veh/h)			1513	795	813
Volume Total	94	106	16		
Volume Left	0	0	8		
Volume Right	4	0	8		
cSH	1700	1513	804		
Volume to Capacity	0.06	0.00	0.02		
Queue Length 95th (m)	0.0	0.0	0.5		
Control Delay (s)	0.0	0.0	9.6		
Lane LOS			A		
Approach Delay (s)	0.0	0.0	9.6		
Approach LOS			A		
Average Delay			0.7		
Intersection Capacity Utilization			14.3%		
Analysis Period (min)			15		
ICU Level of Service					A

Timing Plan: AM Peak Hour
PTSL

Synchro 9 Report
Page 1

HCM Unsignalized Intersection Capacity Analysis
102: Concession 4N & Sideroad 2E

Ghent Pit TIS
2016 Background Traffic

	→	↘	←	↙	↗	↑	↖	↘	↓	↙	↗
Lane Configurations	1		1	1	1	2			0	0	1
Traffic Volume (veh/h)	1	0	0	0	1	1	1	2	0	0	1
Future Volume (veh/h)	1	0	0	0	1	1	1	2	0	0	1
Sign Control	Stop		Stop		Free		Free	0%			0%
Grade	0%		0%		0%		0%	0%			0%
Peak Hour Factor	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.50	0.25	0.25	0.25
Hourly flow rate (vph)	4	0	0	0	4	4	4	4	0	0	4
Pedestrians											
Lane Width (m)											
Walking Speed (m/s)											
Percent Blockage											
Right turn flare (veh)											
Median type							None				None
Median storage (veh)											
Upstream signal (m)											
pX, platoon unblocked											
vC, conflicting volume					22	16	4	16	16	4	4
vC1, stage 1 conf vol											4
vC2, stage 2 conf vol											
vCu, unblocked vol					22	16	4	16	16	4	4
tC, single (s)					8.1	6.5	6.2	7.1	6.5	7.2	4.1
tC, 2 stage (s)											4.1
tF (s)					4.4	4.0	3.3	3.5	4.0	4.2	2.2
p0 queue free %					99	100	100	100	100	100	100
cM capacity (veh/h)					781	880	1085	1003	880	852	1631
Volume Total	4	8	8	4							
Volume Left	4	0	4	0							
Volume Right	0	4	0	0							
cSH	781	866	1631	1631							
Volume to Capacity	0.01	0.01	0.00	0.00							
Queue Length 95th (m)	0.1	0.2	0.1	0.0							
Control Delay (s)	9.6	9.2	3.6	0.0							
Lane LOS	A	A	A								
Approach Delay (s)	9.6	9.2	3.6	0.0							
Approach LOS	A	A									
Average Delay								5.9			
Intersection Capacity Utilization								13.3%			
Analysis Period (min)								15			
ICU Level of Service											A

Timing Plan: AM Peak Hour
PTSL

Synchro 9 Report
Page 2

HCM Unsignalized Intersection Capacity Analysis
101: Concession 4N & Highway 89

Ghent Pit TIS
2016 Background Traffic

	→	↘	↙	←	↖	↗
Lane Configurations	↓			↑		
Traffic Volume (veh/h)	98	3	0	102	2	3
Future Volume (veh/h)	98	3	0	102	2	3
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.33	0.38	0.83	0.50	0.50
Hourly flow rate (vph)	109	9	0	123	4	8
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			116		236	114
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol		118			236	114
IC, single (s)		4.1			6.4	6.9
IC, 2 stage (s)						
IF (s)		2.2			3.5	3.9
p0 queue free %		100			99	99
cM capacity (veh/h)		1483			756	789
Volume Total	116	123	10			
Volume Left	0	0	4			
Volume Right	9	0	8			
cSH	1700	1483	776			
Volume to Capacity	0.07	0.00	0.01			
Queue Length 95th (m)	0.0	0.0	0.3			
Control Delay (s)	0.0	0.0	9.7			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	9.7			
Approach LOS			A			
Average Delay	0.4					
Intersection Capacity Utilization	15.8%		ICU Level of Service		A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
102: Concession 4N & Sideroad 2E

Ghent Pit TIS
2016 Background Traffic

	→	↘	↙	←	↖	↗	↑	↘	↙	↓	↖	↗
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	1	2	2	0	0	5	3
Future Volume (veh/h)	0	0	0	0	0	1	2	2	0	0	5	3
Sign Control		Stop			Stop		Free			Free		
Grade		0%			0%		0%			0%		
Peak Hour Factor	0.25	0.25	0.25	0.25	0.25	0.25	0.50	0.25	0.25	0.50	0.25	0.25
Hourly flow rate (vph)	0	0	0	0	0	4	4	8	0	0	20	12
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)									None			None
Median type												
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume		48	42	26	42	48	8	32			8	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol		48	42	26	42	48	8	32			8	
IC, single (s)		7.1	6.5	6.2	7.1	8.5	6.2	4.6			4.1	
IC, 2 stage (s)												
IF (s)		3.5	4.0	3.3	3.5	4.0	3.3	2.7			2.2	
p0 queue free %		100	100	100	100	100	100	100			100	
cM capacity (veh/h)		955	851	1056	964	845	1080	1319			1625	
Volume Total	0	4	12	32								
Volume Left	0	0	4	0								
Volume Right	0	4	0	12								
cSH	1700	1080	1319	1625								
Volume to Capacity	0.00	0.00	0.00	0.00								
Queue Length 95th (m)	0.0	0.1	0.1	0.0								
Control Delay (s)	0.0	8.3	2.6	0.0								
Lane LOS		A	A	A								
Approach Delay (s)	0.0	8.3	2.6	0.0								
Approach LOS		A	A									
Average Delay	1.3											
Intersection Capacity Utilization	13.3%			ICU Level of Service			A					
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis
101: Concession 4N & Highway 89

Ghent Pit TIS
2021 Background Traffic

	→	↖	←	↗	↘
Lane Configurations	1	4	4	4	3
Traffic Volume (veh/h)	74	1	0	81	4
Future Volume (Veh/h)	74	1	0	81	4
Sign Control	Free	Free	Slop		
Grade	0%	0%	0%	0%	0%
Peak Hour Factor	0.77	0.25	0.25	0.71	0.50
Hourly flow rate (vph)	96	4	0	114	8
Pedestrians					
Lane Width (m)					
Walking Speed (m/s)					
Percent Blockage					
Right turn lane (veh)					
Median type	None	None			
Median storage (veh)					
Upstream signal (m)					
pX, platoon unblocked					
vC, conflicting volume		100	212	98	
vC1, stage 1 conf vol					
vC2, stage 2 conf vol					
vCu, unblocked vol		100	212	98	
IC, single (s)		4.1	6.4	6.9	
IC, 2 stage (s)					
IF (s)		2.2	3.5	3.9	
p0 queue free %		100	99	99	
cM capacity (veh/h)		1505	781	806	
Volume Total	100	114	16		
Volume Left	0	0	8		
Volume Right	4	0	8		
cSH	1700	1505	793		
Volume to Capacity	0.06	0.00	0.02		
Queue Length 95th (m)	0.0	0.0	0.5		
Control Delay (s)	0.0	0.0	9.6		
Lane LOS	A	A	A		
Approach Delay (s)	0.0	0.0	9.8		
Approach LOS	A	A	A		
Average Delay		0.7			
Intersection Capacity Utilization		14.6%	ICU Level of Service	A	
Analysis Period (min)		15			

HCM Unsignalized Intersection Capacity Analysis
102: Concession 4N & Sideroad 2E

Ghent Pit TIS
2021 Background Traffic

	→	↖	←	↗	↘	↑	↓
Lane Configurations	1	0	0	0	1	1	1
Traffic Volume (veh/h)	1	0	0	0	1	1	1
Future Volume (Veh/h)	1	0	0	0	1	1	1
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.25	0.25	0.25	0.25	0.25	0.25	0.50
Hourly flow rate (vph)	4	0	0	0	4	4	4
Pedestrians							
Lane Width (m)							
Walking Speed (m/s)							
Percent Blockage							
Right turn lane (veh)							
Median type			None	None			
Median storage (veh)							
Upstream signal (m)							
pX, platoon unblocked							
vC, conflicting volume	22	18	4	16	16	4	4
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	22	16	4	16	16	4	4
IC, single (s)	8.1	6.5	6.2	7.1	6.5	7.2	4.1
IC, 2 stage (s)							
IF (s)	4.4	4.0	3.3	3.5	4.0	4.2	2.2
p0 queue free %	99	100	100	100	100	100	100
cM capacity (veh/h)	781	880	1085	1003	880	852	1631
Volume Total	4	8	8	4			
Volume Left	4	0	4	0			
Volume Right	0	4	0	0			
cSH	781	866	1631	1631			
Volume to Capacity	0.01	0.01	0.00	0.00			
Queue Length 95th (m)	0.1	0.2	0.1	0.0			
Control Delay (s)	9.6	9.2	3.6	0.0			
Lane LOS	A	A	A	A			
Approach Delay (s)	9.6	9.2	3.6	0.0			
Approach LOS	A	A	A	A			
Average Delay		5.9					
Intersection Capacity Utilization		13.3%	ICU Level of Service	A			
Analysis Period (min)		15					

HCM Unsignalized Intersection Capacity Analysis
101: Concession 4N & Highway 89

Ghent Pit TIS
2021 Background Traffic

	→	↖	←	↗	↘
Lane Configurations	1		4		3
Traffic Volume (veh/h)	106	3	0	109	2
Future Volume (veh/h)	106	3	0	109	2
Sign Control	Free		Free	Stop	
Grade	0%		0%	0%	
Peak Hour Factor	0.90	0.33	0.38	0.83	0.50
Hourly flow rate (vph)	118	9	0	131	4
Pedestrians					
Lane Width (m)					
Walking Speed (m/s)					
Percent Blockage					
Right turn flare (veh)					
Median type	None		None		
Median storage (veh)					
Upstream signal (m)					
pX, platoon unblocked					
vC, conflicting volume			127	254	122
vC1, stage 1 conf vol					
vC2, stage 2 conf vol					
vC1, unblocked vol			127	254	122
IC, single (s)			4.1	6.4	6.9
IC, 2 stage (s)					
IF (s)			2.2	3.5	3.9
p0 queue free %			100	99	99
cM capacity (veh/h)			1472	739	780
Volume Total	127	131	10		
Volume Left	0	0	4		
Volume Right	9	0	6		
cSH	1700	1472	753		
Volume to Capacity	0.07	0.00	0.01		
Queue Length 95th (m)	0.0	0.0	0.3		
Control Delay (s)	0.0	0.0	9.8		
Lane LOS	A	A	A		
Approach Delay (s)	0.0	0.0	9.8		
Approach LOS	A	A	A		
Average Delay		0.4			
Intersection Capacity Utilization		16.3%	ICU Level of Service		A
Analysis Period (min)		15			

Timing Plan: PM Peak Hour
PTSL

Synchro 9 Report
Page 1

HCM Unsignalized Intersection Capacity Analysis
102: Concession 4N & Sideroad 2E

Ghent Pit TIS
2021 Background Traffic

	→	↖	←	↗	↘	↑	↖	←	↗	↘	↓
Lane Configurations											
Traffic Volume (veh/h)	0	0	0	0	0	1	2	2	0	0	5
Future Volume (veh/h)	0	0	0	0	0	1	2	2	0	0	5
Sign Control	Stop		Stop			Free		Free			Free
Grade	0%		0%			0%		0%			0%
Peak Hour Factor	0.25	0.25	0.25	0.25	0.25	0.25	0.50	0.25	0.25	0.50	0.25
Hourly flow rate (vph)	0	0	0	0	0	4	4	8	0	0	20
Pedestrians											
Lane Width (m)											
Walking Speed (m/s)											
Percent Blockage											
Right turn flare (veh)											
Median type						None		None			
Median storage (veh)											
Upstream signal (m)											
pX, platoon unblocked											
vC, conflicting volume				46	42	26	42	48	8	32	8
vC1, stage 1 conf vol											
vC2, stage 2 conf vol											
vC1, unblocked vol				46	42	26	42	48	8	32	8
IC, single (s)				7.1	6.5	6.2	7.1	6.5	6.2	4.8	4.1
IC, 2 stage (s)											
IF (s)				3.5	4.0	3.3	3.5	4.0	3.3	2.7	2.2
p0 queue free %				100	100	100	100	100	100	100	100
cM capacity (veh/h)				955	851	1056	964	845	1080	1319	1625
Volume Total	0	4	12	32							
Volume Left	0	0	4	0							
Volume Right	0	4	0	12							
cSH	1700	1080	1319	1625							
Volume to Capacity	0.00	0.00	0.00	0.00							
Queue Length 95th (m)	0.0	0.1	0.1	0.0							
Control Delay (s)	0.0	8.3	2.6	0.0							
Lane LOS	A	A	A	A							
Approach Delay (s)	0.0	8.3	2.6	0.0							
Approach LOS	A	A	A	A							
Average Delay			1.3								
Intersection Capacity Utilization			13.3%	ICU Level of Service							A
Analysis Period (min)			15								

Timing Plan: PM Peak Hour
PTSL

Synchro 9 Report
Page 2

HCM Unsignalized Intersection Capacity Analysis
101: Concession 4N & Highway 89

Ghent Pit TIS
2026 Background Traffic

	←		→		←		→	
Lane Configurations	←		←		←		←	
Traffic Volume (veh/h)	80	1	0	87	5	4		
Future Volume (Veh/h)	80	1	0	87	5	4		
Sign Control	Free		Free		Stop			
Grade	0%		0%		0%			
Peak Hour Factor	0.77	0.25	0.25	0.71	0.50	0.38		
Hourly flow rate (vph)	104	4	0	123	10	11		
Pedestrians								
Lane Width (m)								
Walking Speed (m/s)								
Percent Blockage								
Right turn flare (veh)								
Median type	None		None					
Median storage (veh)								
Upstream signal (m)								
pX, platoon unblocked								
vC, conflicting volume	108		229		106			
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol	108		229		106			
IC, single (s)	4.1		6.4		6.9			
IC, 2 stage (s)								
IF (s)	2.2		3.5		3.9			
p0 queue free %	100		99		99			
cM capacity (veh/h)	1495		784		798			
Volume Total	108	123	21					
Volume Left	0	0	10					
Volume Right	4	0	11					
cSH	1700	1495	781					
Volume to Capacity	0.06	0.00	0.03					
Queue Length 95th (m)	0.0	0.0	0.7					
Control Delay (s)	0.0	0.0	9.7					
Lane LOS	A		A		A			
Approach Delay (s)	0.0		0.0		9.7			
Approach LOS	A		A		A			
Average Delay	0.8							
Intersection Capacity Utilization	15.0%		ICU Level of Service		A			
Analysis Period (min)	15							

HCM Unsignalized Intersection Capacity Analysis
102: Concession 4N & Sideroad 2E

Ghent Pit TIS
2026 Background Traffic

	←		→		←		→		←		→	
Lane Configurations	←		←		←		←		←		←	
Traffic Volume (veh/h)	1	0	0	0	1	1	1	2	0	0	1	0
Future Volume (Veh/h)	1	0	0	0	1	1	1	2	0	0	1	0
Sign Control	Stop		Stop		Free		Free		Free		Free	
Grade	0%		0%		0%		0%		0%		0%	
Peak Hour Factor	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.50	0.25	0.25	0.25	0.25
Hourly flow rate (vph)	4	0	0	0	4	4	4	4	0	0	4	0
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	22		16		4		16		16		4	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	22		16		4		16		16		4	
IC, single (s)	8.1		6.5		8.2		7.1		6.5		7.2	
IC, 2 stage (s)												
IF (s)	4.4		4.0		3.3		3.5		4.0		4.2	
p0 queue free %	99		100		100		100		100		100	
cM capacity (veh/h)	781		860		1085		1003		880		862	
Volume Total	4	8	8	4								
Volume Left	4	0	4	0								
Volume Right	0	4	0	0								
cSH	781	866	1631	1631								
Volume to Capacity	0.01	0.01	0.00	0.00								
Queue Length 95th (m)	0.1	0.2	0.1	0.0								
Control Delay (s)	9.6	9.2	3.6	0.0								
Lane LOS	A		A		A		A		A		A	
Approach Delay (s)	9.6		9.2		3.6		0.0					
Approach LOS	A		A		A		A					
Average Delay	5.9											
Intersection Capacity Utilization	13.3%		ICU Level of Service		A							
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis
101: Concession 4N & Highway 89

Ghent Pit TIS
2026 Background Traffic

	←		→	
Lane Configurations	↔		↔	
Traffic Volume (veh/h)	115	4	0	118
Future Volume (Veh/h)	115	4	0	118
Sign Control	Free		Free Stop	
Grade	0%		0%	
Peak Hour Factor	0.90	0.33	0.38	0.83
Hourly flow rate (vph)	128	12	0	142
Pedestrians				
Lane Width (m)				
Walking Speed (m/s)				
Percent Blockage				
Right turn flare (veh)				
Median type	None		None	
Median storage (veh)				
Upstream signal (m)				
pX, platoon unblocked				
vC, conflicting volume	140		276 134	
vC1, stage 1 conf vol				
vC2, stage 2 conf vol				
vCu, unblocked vol	140		276 134	
IC, single (s)	4.1		6.4 6.9	
IC, 2 stage (s)				
IF (s)	2.2		3.5 3.9	
p0 queue free %	100		99 99	
cM capacity (veh/h)	1456		718 767	
Volume Total	140	142	12	
Volume Left	0	0	4	
Volume Right	12	0	8	
cSH	1700	1456	750	
Volume to Capacity	0.08	0.00	0.02	
Queue Length 95th (m)	0.0	0.0	0.4	
Control Delay (s)	0.0	0.0	9.9	
Lane LOS	A			
Approach Delay (s)	0.0	0.0	9.9	
Approach LOS	A			
Average Delay	0.4			
Intersection Capacity Utilization	16.6%		ICU Level of Service	A
Analysis Period (min)	15			

HCM Unsignalized Intersection Capacity Analysis
102: Concession 4N & Sideroad 2E

Ghent Pit TIS
2026 Background Traffic

	←		→		↔		↔		↔	
Lane Configurations	↔		↔		↔		↔		↔	
Traffic Volume (veh/h)	0	0	0	0	0	1	2	2	0	0
Future Volume (Veh/h)	0	0	0	0	0	1	2	2	0	0
Sign Control	Stop		Stop		Free		Free		Free	
Grade	0%		0%		0%		0%		0%	
Peak Hour Factor	0.25	0.25	0.25	0.25	0.25	0.25	0.50	0.25	0.25	0.50
Hourly flow rate (vph)	0	0	0	0	0	4	4	8	0	0
Pedestrians										
Lane Width (m)										
Walking Speed (m/s)										
Percent Blockage										
Right turn flare (veh)										
Median type							None		None	
Median storage (veh)										
Upstream signal (m)										
pX, platoon unblocked										
vC, conflicting volume	52	48	32	48	56	8	40			8
vC1, stage 1 conf vol										
vC2, stage 2 conf vol										
vCu, unblocked vol	52	48	32	48	56	8	40			8
IC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.6			4.1
IC, 2 stage (s)										
IF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.7			2.2
p0 queue free %	100	100	100	100	100	100	100			100
cM capacity (veh/h)	946	845	1048	955	836	1080	1310			1625
Volume Total	0	4	12	40						
Volume Left	0	0	4	0						
Volume Right	0	4	0	16						
cSH	1700	1080	1310	1625						
Volume to Capacity	0.00	0.00	0.00	0.00						
Queue Length 95th (m)	0.0	0.1	0.1	0.0						
Control Delay (s)	0.0	8.3	2.6	0.0						
Lane LOS	A		A		A		A		A	
Approach Delay (s)	0.0	8.3	2.8	0.0						
Approach LOS	A		A		A		A		A	
Average Delay	1.2									
Intersection Capacity Utilization	13.3%		ICU Level of Service		A					
Analysis Period (min)	15									

Appendix D

Total Traffic Operations Reports



HCM Unsignalized Intersection Capacity Analysis
101: Concession 4N & Highway 89

Ghent Pit TIS
2016 Total Traffic

	←	→	↖	↗	↘	↙
Lane Configurations	1	4	4	4	4	4
Traffic Volume (veh/h)	69	2	14	75	5	17
Future Volume (Veh/h)	69	2	14	75	5	17
Sign Control	Free		Free	Stop		
Grade	0%		0%	0%		
Peak Hour Factor	0.77	0.25	0.25	0.71	0.50	0.38
Hourly flow rate (vph)	90	8	56	106	10	45
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			98	312	94	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCU, unblocked vol			98	312	94	
IC, single (s)			5.1	6.6	8.9	
IC, 2 stage (s)						
IF (s)			3.1	3.7	3.9	
p0 queue free %			95	98	94	
cM capacity (veh/h)			1054	616	811	
Volume Total	98	162	55			
Volume Left	0	56	10			
Volume Right	8	0	45			
cSH	1700	1054	767			
Volume to Capacity	0.06	0.05	0.07			
Queue Length 95th (m)	0.0	1.3	1.8			
Control Delay (s)	0.0	3.3	10.1			
Lane LOS	A	B				
Approach Delay (s)	0.0	3.3	10.1			
Approach LOS		B				
Average Delay		3.5				
Intersection Capacity Utilization		21.8%	ICU Level of Service	A		
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis
102: Concession 4N & Sideroad 2E

Ghent Pit TIS
2016 Total Traffic

	←	→	↖	↗	↘	↙	↑	↓
Lane Configurations	1	0	0	0	1	1	1	17
Traffic Volume (veh/h)	1	0	0	0	1	1	1	17
Future Volume (Veh/h)	1	0	0	0	1	1	1	17
Sign Control	Stop			Stop			Free	Free
Grade	0%			0%			0%	0%
Peak Hour Factor	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.50
Hourly flow rate (vph)	4	0	0	0	4	4	4	34
Pedestrians								
Lane Width (m)								
Walking Speed (m/s)								
Percent Blockage								
Right turn flare (veh)								
Median type							None	None
Median storage (veh)								
Upstream signal (m)								
pX, platoon unblocked								
vC, conflicting volume	112	106	64	106	106	34	64	34
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCU, unblocked vol	112	106	64	106	106	34	64	34
IC, single (s)	8.1	6.5	6.2	7.1	6.5	7.2	4.1	4.1
IC, 2 stage (s)								
IF (s)	4.4	4.0	3.3	3.5	4.0	4.2	2.2	2.2
p0 queue free %	99	100	100	100	99	100	100	100
cM capacity (veh/h)	673	786	1006	877	786	817	1551	1591
Volume Total	4	8	38	64				
Volume Left	4	0	4	0				
Volume Right	0	4	0	0				
cSH	673	801	1551	1591				
Volume to Capacity	0.01	0.01	0.00	0.00				
Queue Length 95th (m)	0.1	0.2	0.1	0.0				
Control Delay (s)	10.4	9.5	0.8	0.0				
Lane LOS	B	A	A					
Approach Delay (s)	10.4	9.5	0.8	0.0				
Approach LOS	B	A						
Average Delay			1.3					
Intersection Capacity Utilization			13.3%	ICU Level of Service	A			
Analysis Period (min)			15					

HCM Unsignalized Intersection Capacity Analysis
103: Concession 4N & Pit Access

Ghent Pit TIS
2016 Total Traffic

	←	→	↖	↗	↘	↙
Lane Configurations	W		W		W	
Traffic Volume (veh/h)	15	0	0	3	1	15
Future Volume (Veh/h)	15	0	0	3	1	15
Sign Control	Stop		Free	Free		
Grade	0%		0%	0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	0	0	3	1	16
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None	None		
Median storage (veh)						
Upstream signal (m)						
pK, platoon unblocked						
vC, conflicting volume	12	9	17			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCU, unblocked vol	12	9	17			
IC, single (s)	7.4	6.2	4.1			
IC, 2 stage (s)						
IF (s)	4.4	3.3	2.2			
p0 queue free %	98	100	100			
cM capacity (veh/h)	804	1079	1613			
Volume Total	16	3	17			
Volume Left	16	0	0			
Volume Right	0	0	16			
cSH	804	1613	1700			
Volume to Capacity	0.02	0.00	0.01			
Queue Length 95th (m)	0.5	0.0	0.0			
Control Delay (s)	9.8	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	9.6	0.0	0.0			
Approach LOS	A					
Average Delay		4.3				
Intersection Capacity Utilization		13.3%	ICU Level of Service	A		
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis
101: Concession 4N & Highway 89

Ghent Pit TIS
2016 Total Traffic

	←	→	↖	↗	↘	↙
Lane Configurations	T		W		W	
Traffic Volume (veh/h)	98	4	14	102	3	17
Future Volume (Veh/h)	98	4	14	102	3	17
Sign Control	Free		Free	Stop		
Grade	0%		0%	0%		
Peak Hour Factor	0.90	0.33	0.38	0.83	0.50	0.50
Hourly flow rate (vph)	109	12	37	123	6	34
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (m)						
pK, platoon unblocked						
vC, conflicting volume			121	312	115	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCU, unblocked vol			121	312	115	
IC, single (s)			5.1	7.1	6.9	
IC, 2 stage (s)						
IF (s)			3.1	4.1	3.9	
p0 queue free %			96	99	96	
cM capacity (veh/h)			1030	546	788	
Volume Total	121	160	40			
Volume Left	0	37	6			
Volume Right	12	0	34			
cSH	1700	1030	739			
Volume to Capacity	0.07	0.04	0.05			
Queue Length 95th (m)	0.0	0.9	1.4			
Control Delay (s)	0.0	2.3	10.2			
Lane LOS		A	B			
Approach Delay (s)	0.0	2.3	10.2			
Approach LOS			B			
Average Delay		2.4				
Intersection Capacity Utilization		23.3%	ICU Level of Service	A		
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis
102: Concession 4N & Sideroad 2E

Ghent Pit TIS
2016 Total Traffic

	←		→		←		→		←		→			
Lane Configurations	⇄		⇄		⇄		⇄		⇄		⇄			
Traffic Volume (veh/h)	0	0	0	0	0	0	1	2	17	0	0	20	3	
Future Volume (Veh/h)	0	0	0	0	0	0	1	2	17	0	0	20	3	
Sign Control	Stop		Stop		Free		Free		Free		Free			
Grade	0%		0%		0%		0%		0%		0%			
Peak Hour Factor	0.25	0.25	0.25	0.25	0.25	0.25	0.50	0.25	0.25	0.50	0.25	0.25	0.25	
Hourly flow rate (vph)	0	0	0	0	0	0	4	4	88	0	0	80	12	
Pedestrians														
Lane Width (m)														
Walking Speed (m/s)														
Percent Blockage														
Right turn flare (veh)														
Median type							None	None						
Median storage (veh)														
Upstream signal (m)														
pX, platoon unblocked														
vC, conflicting volume	166	162	86	162	168	88	92							88
vC1, stage 1 conf vol														
vC2, stage 2 conf vol														
vCu, unblocked vol	166	162	86	162	168	88	92							88
IC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.8							4.1
IC, 2 stage (s)														
IF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.7							2.2
p0 queue free %	100	100	100	100	100	100	100							100
cM capacity (veh/h)	798	732	978	806	726	1001	1249							1546
Volume Total	0	4	72	92										
Volume Left	0	0	4	0										
Volume Right	0	4	0	12										
cSH	1700	1001	1249	1546										
Volume to Capacity	0.00	0.00	0.00	0.00										
Queue Length 95th (m)	0.0	0.1	0.1	0.0										
Control Delay (s)	0.0	8.6	0.5	0.0										
Lane LOS	A	A	A											
Approach Delay (s)	0.0	8.6	0.5	0.0										
Approach LOS	A	A												
Average Delay	0.4													
Intersection Capacity Utilization	13.3%				ICU Level of Service				A					
Analysis Period (min)	15													

HCM Unsignalized Intersection Capacity Analysis
103: Concession 4N & Pit Access

Ghent Pit TIS
2016 Total Traffic

	←		→		←		→		←		→		
Lane Configurations	⇄		⇄		⇄		⇄		⇄		⇄		
Traffic Volume (veh/h)	15	0	0	4	5	15							
Future Volume (Veh/h)	15	0	0	4	5	15							
Sign Control	Stop		Free		Free								
Grade	0%		0%		0%								
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92							
Hourly flow rate (vph)	16	0	0	4	5	16							
Pedestrians													
Lane Width (m)													
Walking Speed (m/s)													
Percent Blockage													
Right turn flare (veh)													
Median type							None	None					
Median storage (veh)													
Upstream signal (m)													
pX, platoon unblocked													
vC, conflicting volume	17	13	21										
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	17	13	21										
IC, single (s)	7.4	8.2	4.1										
IC, 2 stage (s)													
IF (s)	4.4	3.3	2.2										
p0 queue free %	98	100	100										
cM capacity (veh/h)	798	1073	1608										
Volume Total	16	4	21										
Volume Left	16	0	0										
Volume Right	0	0	16										
cSH	798	1608	1700										
Volume to Capacity	0.02	0.00	0.01										
Queue Length 95th (m)	0.5	0.0	0.0										
Control Delay (s)	9.6	0.0	0.0										
Lane LOS	A												
Approach Delay (s)	9.6	0.0	0.0										
Approach LOS	A												
Average Delay	3.7												
Intersection Capacity Utilization	13.3%			ICU Level of Service			A						
Analysis Period (min)	15												

HCM Unsignalized Intersection Capacity Analysis
101: Concession 4N & Highway 89

Ghent Pit TIS
2021 Total Traffic

		←		→	
Lane Configurations		1	4	4	1
Traffic Volume (veh/h)		74	2 14	81	5 17
Future Volume (Veh/h)		74	2 14	81	5 17
Sign Control		Free		Free	Stop
Grade		0%		0%	0%
Peak Hour Factor		0.77	0.25 0.25	0.71	0.50 0.38
Hourly flow rate (vph)		96	8 56	114	10 45
Pedestrians					
Lane Width (m)					
Walking Speed (m/s)					
Percent Blockage					
Right turn flare (veh)					
Median type		None		None	
Median storage (veh)					
Upstream signal (m)					
pX, platoon unblocked					
vC, conflicting volume			104	326	100
vC1, stage 1 conf vol					
vC2, stage 2 conf vol					
vCu, unblocked vol			104	326	100
IC, single (s)			5.1	6.6	6.9
IC, 2 stage (s)					
IF (s)			3.1	3.7	3.9
p0 queue free %			95	96	94
cM capacity (veh/h)			1048	604	804
Volume					
Volume Total		104	170	55	
Volume Left		0	56	10	
Volume Right		8	0	45	
cSH		1700	1048	759	
Volume to Capacity		0.06	0.05	0.07	
Queue Length 95th (m)		0.0	1.4	1.9	
Control Delay (s)		0.0	3.2	10.1	
Lane LOS			A	B	
Approach Delay (s)		0.0	3.2	10.1	
Approach LOS			B		
Average Delay					
Average Delay			3.3		
Intersection Capacity Utilization			22.1%		ICU Level of Service A
Analysis Period (min)			15		

HCM Unsignalized Intersection Capacity Analysis
102: Concession 4N & Sideroad 2E

Ghent Pit TIS
2021 Total Traffic

		←		→		←		→	
Lane Configurations		1	0	0	0	1	1	1	17
Traffic Volume (veh/h)		1	0	0	0	1	1	1	17
Future Volume (Veh/h)		1	0	0	0	1	1	1	17
Sign Control			Stop		Stop		Free		Free
Grade			0%		0%		0%		0%
Peak Hour Factor		0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.50
Hourly flow rate (vph)		4	0	0	0	4	4	4	34
Pedestrians									
Lane Width (m)									
Walking Speed (m/s)									
Percent Blockage									
Right turn flare (veh)									
Median type							None		None
Median storage (veh)									
Upstream signal (m)									
pX, platoon unblocked									34
vC, conflicting volume		112	106	64	106	106	34	64	
vC1, stage 1 conf vol									
vC2, stage 2 conf vol									
vCu, unblocked vol		112	106	64	106	106	34	64	34
IC, single (s)		8.1	6.5	6.2	7.1	6.5	7.2	4.1	4.1
IC, 2 stage (s)									
IF (s)		4.4	4.0	3.3	3.5	4.0	4.2	2.2	2.2
p0 queue free %		99	100	100	100	99	100	100	100
cM capacity (veh/h)		673	786	1006	877	786	817	1551	1591
Volume									
Volume Total		4	8	38	64				
Volume Left		4	0	4	0				
Volume Right		0	4	0	0				
cSH		673	801	1551	1591				
Volume to Capacity		0.01	0.01	0.00	0.00				
Queue Length 95th (m)		0.1	0.2	0.1	0.0				
Control Delay (s)		10.4	9.5	0.8	0.0				
Lane LOS		B	A	A					
Approach Delay (s)		10.4	9.5	0.8	0.0				
Approach LOS		B	A						
Average Delay									
Average Delay				1.3					
Intersection Capacity Utilization				13.3%					ICU Level of Service A
Analysis Period (min)				15					

HCM Unsignalized Intersection Capacity Analysis
103: Concession 4N & Pit Access

Ghent Pit TIS
2021 Total Traffic

	↖	↗	↘	↙	↕	↗
Lane Configurations	↖			↘	↕	↗
Traffic Volume (veh/h)	15	0	0	3	1	15
Future Volume (Veh/h)	15	0	0	3	1	15
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	0	0	3	1	16
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None	None		
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	12	9	17			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	12	9	17			
IC, single (s)	7.4	6.2	4.1			
IC, 2 stage (s)						
IF (s)	4.4	3.3	2.2			
p0 queue free %	98	100	100			
cM capacity (veh/h)	804	1076	1613			
Volume Total	16	3	17			
Volume Left	16	0	0			
Volume Right	0	0	16			
cSH	804	1613	1700			
Volume to Capacity	0.02	0.00	0.01			
Queue Length 95th (m)	0.5	0.0	0.0			
Control Delay (s)	9.6	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	9.6	0.0	0.0			
Approach LOS	A					
Average Delay		4.3				
Intersection Capacity Utilization		13.3%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis
101: Concession 4N & Highway 89

Ghent Pit TIS
2021 Total Traffic

	↖	↗	↘	↙	↕	↗
Lane Configurations	↖			↘	↕	↗
Traffic Volume (veh/h)	106	4	14	109	3	17
Future Volume (Veh/h)	106	4	14	109	3	17
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.33	0.38	0.83	0.50	0.50
Hourly flow rate (vph)	118	12	37	131	6	34
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			130		329	124
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			130		329	124
IC, single (s)			5.1		7.1	6.9
IC, 2 stage (s)						
IF (s)			3.1		4.1	3.9
p0 queue free %			96		99	96
cM capacity (veh/h)			1021		533	778
Volume Total	130	168	40			
Volume Left	0	37	6			
Volume Right	12	0	34			
cSH	1700	1021	728			
Volume to Capacity	0.08	0.04	0.05			
Queue Length 95th (m)	0.0	0.9	1.4			
Control Delay (s)	0.0	2.2	10.2			
Lane LOS		A	B			
Approach Delay (s)	0.0	2.2	10.2			
Approach LOS			B			
Average Delay		2.3				
Intersection Capacity Utilization		23.7%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis
102: Concession 4N & Sideroad 2E

Ghent Pit TIS
2021 Total Traffic

	←		→		←		→		←		→		
Lane Configurations	↔		↔		↔		↔		↔		↔		
Traffic Volume (veh/h)	0	0	0	0	0	1	2	17	0	0	20	3	
Future Volume (Veh/h)	0	0	0	0	0	1	2	17	0	0	20	3	
Sign Control	Stop		Stop		Free		Free		Free		Free		
Grade	0%		0%		0%		0%		0%		0%		
Peak Hour Factor	0.25	0.25	0.25	0.25	0.25	0.25	0.50	0.25	0.25	0.50	0.25	0.25	
Hourly flow rate (vph)	0	0	0	0	0	4	4	66	0	0	80	12	
Pedestrians													
Lane Width (m)													
Walking Speed (m/s)													
Percent Blockage													
Right turn flare (veh)													
Median type	None None												
Median storage (veh)													
Upstream signal (m)													
pK, platoon unblocked													
vC, conflicting volume	166	162	86	162	168	68	92						68
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	166	162	86	162	168	68	92						68
IC, single (s)	7.1	6.5	6.2	7.1	6.5	8.2	4.6						4.1
IC, 2 stage (s)													
IF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.7						2.2
p0 queue free %	100	100	100	100	100	100	100						100
cM capacity (veh/h)	798	732	978	806	728	1001	1249						1546
Volume Total	0	4	72	92					16	4	21		
Volume Left	0	0	4	0					0	0	0		
Volume Right	0	4	0	12					0	0	16		
cSH	1700	1001	1249	1546					798	1608	1700		
Volume to Capacity	0.00	0.00	0.00	0.00					0.02	0.00	0.01		
Queue Length 95th (m)	0.0	0.1	0.1	0.0					0.5	0.0	0.0		
Control Delay (s)	0.0	8.6	0.5	0.0					9.6	0.0	0.0		
Lane LOS	A	A	A	A					A	A	A		
Approach Delay (s)	0.0	8.6	0.5	0.0					9.6	0.0	0.0		
Approach LOS	A	A	A	A					A	A	A		
Average Delay	0.4												
Intersection Capacity Utilization	13.3%												
ICU Level of Service	A												
Analysis Period (min)	15												

HCM Unsignalized Intersection Capacity Analysis
103: Concession 4N & Pit Access

Ghent Pit TIS
2021 Total Traffic

	←		→		←		→		←		→	
Lane Configurations	↔		↔		↔		↔		↔		↔	
Traffic Volume (veh/h)	15	0	0	4	5	15						15
Future Volume (Veh/h)	15	0	0	4	5	15						15
Sign Control	Stop		Free		Free		Free		Free		Free	
Grade	0%		0%		0%		0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92						0.92
Hourly flow rate (vph)	18	0	0	4	5	16						16
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None None											
Median storage (veh)												
Upstream signal (m)												
pK, platoon unblocked												
vC, conflicting volume	17	13	21									
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	17	13	21									
IC, single (s)	7.4	6.2	4.1									
IC, 2 stage (s)												
IF (s)	4.4	3.3	2.2									
p0 queue free %	98	100	100									
cM capacity (veh/h)	798	1073	1608									
Volume Total	16	4	21									
Volume Left	16	0	0									
Volume Right	0	0	16									
cSH	798	1608	1700									
Volume to Capacity	0.02	0.00	0.01									
Queue Length 95th (m)	0.5	0.0	0.0									
Control Delay (s)	9.6	0.0	0.0									
Lane LOS	A	A	A									
Approach Delay (s)	9.6	0.0	0.0									
Approach LOS	A	A	A									
Average Delay	3.7											
Intersection Capacity Utilization	13.3%											
ICU Level of Service	A											
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis
101: Concession 4N & Highway 89

Ghent Pit TIS
2026 Total Traffic

	←	→	↖	↗	↘	↙
Lane Configurations	↖	↗	↘	↙	↘	↙
Traffic Volume (veh/h)	80	2	14	87	6	18
Future Volume (Veh/h)	80	2	14	87	6	18
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.77	0.25	0.25	0.71	0.50	0.38
Hourly flow rate (vph)	104	8	56	123	12	47
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)						
pK, platoon unblocked						
vC, conflicting volume			112		343	108
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			112		343	108
IC, single (s)			5.1		6.6	6.9
IC, 2 stage (s)						
IF (s)			3.1		3.7	3.9
p0 queue free %			95		98	94
cM capacity (veh/h)			1039		590	795
Volume Total	112	179	59			
Volume Left	0	56	12			
Volume Right	8	0	47			
cSH	1700	1039	743			
Volume to Capacity	0.07	0.05	0.08			
Queue Length 95th (m)	0.0	1.4	2.1			
Control Delay (s)	0.0	3.1	10.3			
Lane LOS		A	B			
Approach Delay (s)	0.0	3.1	10.3			
Approach LOS			B			
Average Delay			3.3			
Intersection Capacity Utilization		22.5%		ICU Level of Service		A
Analysis Period (min)		15				

Timing Plan: AM Peak Hour
PTSL

Synchro 9 Report
Page 1

HCM Unsignalized Intersection Capacity Analysis
102: Concession 4N & Sideroad 2E

Ghent Pit TIS
2026 Total Traffic

	←	→	↖	↗	↘	↙	↘	↙	↘	↙
Lane Configurations	↖	↗	↘	↙	↘	↙	↘	↙	↘	↙
Traffic Volume (veh/h)	1	0	0	0	1	1	1	17	0	0
Future Volume (Veh/h)	1	0	0	0	1	1	1	17	0	0
Sign Control	Stop				Stop			Free		Free
Grade	0%				0%			0%		0%
Peak Hour Factor	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.50	0.25	0.25
Hourly flow rate (vph)	4	0	0	0	4	4	4	34	0	0
Pedestrians										
Lane Width (m)										
Walking Speed (m/s)										
Percent Blockage										
Right turn flare (veh)										
Median type								None		None
Median storage (veh)										
Upstream signal (m)										
pK, platoon unblocked										
vC, conflicting volume					112	106	64	108	106	34
vC1, stage 1 conf vol										
vC2, stage 2 conf vol										
vCu, unblocked vol					112	106	64	106	106	34
IC, single (s)					8.1	6.5	6.2	7.1	6.5	7.2
IC, 2 stage (s)										
IF (s)					4.4	4.0	3.3	3.5	4.0	4.2
p0 queue free %					99	100	100	100	99	100
cM capacity (veh/h)					673	786	1006	877	786	1551
Volume Total	4	8	38	64						
Volume Left	4	0	4	0						
Volume Right	0	4	0	0						
cSH	673	801	1551	1591						
Volume to Capacity	0.01	0.01	0.00	0.00						
Queue Length 95th (m)	0.1	0.2	0.1	0.0						
Control Delay (s)	10.4	9.5	0.8	0.0						
Lane LOS	B	A	A							
Approach Delay (s)	10.4	9.5	0.8	0.0						
Approach LOS	B	A								
Average Delay								1.3		
Intersection Capacity Utilization								13.3%		ICU Level of Service
Analysis Period (min)								15		A

Timing Plan: AM Peak Hour
PTSL

Synchro 9 Report
Page 2

HCM Unsignalized Intersection Capacity Analysis
103: Concession 4N & Pit Access

Ghent Pit TIS
2026 Total Traffic

	↖	↗	↘	↙	↕	↗
Lane Configurations	↖			↘	↕	↗
Traffic Volume (veh/h)	15	0	0	3	1	15
Future Volume (Veh/h)	15	0	0	3	1	15
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	0	0	3	1	16
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None	None		
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	12	9	17			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCU, unblocked vol	12	9	17			
IC, single (s)	7.4	6.2	4.1			
IC, 2 stage (s)						
IF (s)	4.4	3.3	2.2			
p0 queue free %	98	100	100			
cM capacity (veh/h)	804	1079	1613			
Volume Total						
Volume Left	16	3	17			
Volume Right	0	0	16			
cSH	804	1613	1700			
Volume to Capacity	0.02	0.00	0.01			
Queue Length 95th (m)	0.5	0.0	0.0			
Control Delay (s)	9.6	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	9.6	0.0	0.0			
Approach LOS	A					
Average Delay						
Intersection Capacity Utilization		4.3				
Analysis Period (min)		13.3%	ICU Level of Service		A	
		15				

Timing Plan: AM Peak Hour
PTSL

Synchro 9 Report
Page 3

HCM Unsignalized Intersection Capacity Analysis
101: Concession 4N & Highway 89

Ghent Pit TIS
2026 Total Traffic

	↖	↗	↘	↙	↕	↗
Lane Configurations	↖			↘	↕	↗
Traffic Volume (veh/h)	115	5	14	118	3	18
Future Volume (Veh/h)	115	5	14	118	3	18
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.33	0.38	0.83	0.50	0.50
Hourly flow rate (vph)	128	15	37	142	6	36
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			143	352	136	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCU, unblocked vol			143	352	136	
IC, single (s)			5.1	7.1	6.9	
IC, 2 stage (s)						
IF (s)			3.1	4.1	3.9	
p0 queue free %			96	99	95	
cM capacity (veh/h)			1008	516	766	
Volume Total						
Volume Left	143	179	42			
Volume Right	0	37	6			
cSH	1700	1008	716			
Volume to Capacity	0.08	0.04	0.06			
Queue Length 95th (m)	0.0	0.9	1.5			
Control Delay (s)	0.0	2.1	10.3			
Lane LOS		A	B			
Approach Delay (s)	0.0	2.1	10.3			
Approach LOS		B				
Average Delay						
Intersection Capacity Utilization		2.2				
Analysis Period (min)		24.2%	ICU Level of Service		A	
		15				

Timing Plan: PM Peak Hour
PTSL

Synchro 9 Report
Page 1

HCM Unsignalized Intersection Capacity Analysis
102: Concession 4N & Sideroad 2E

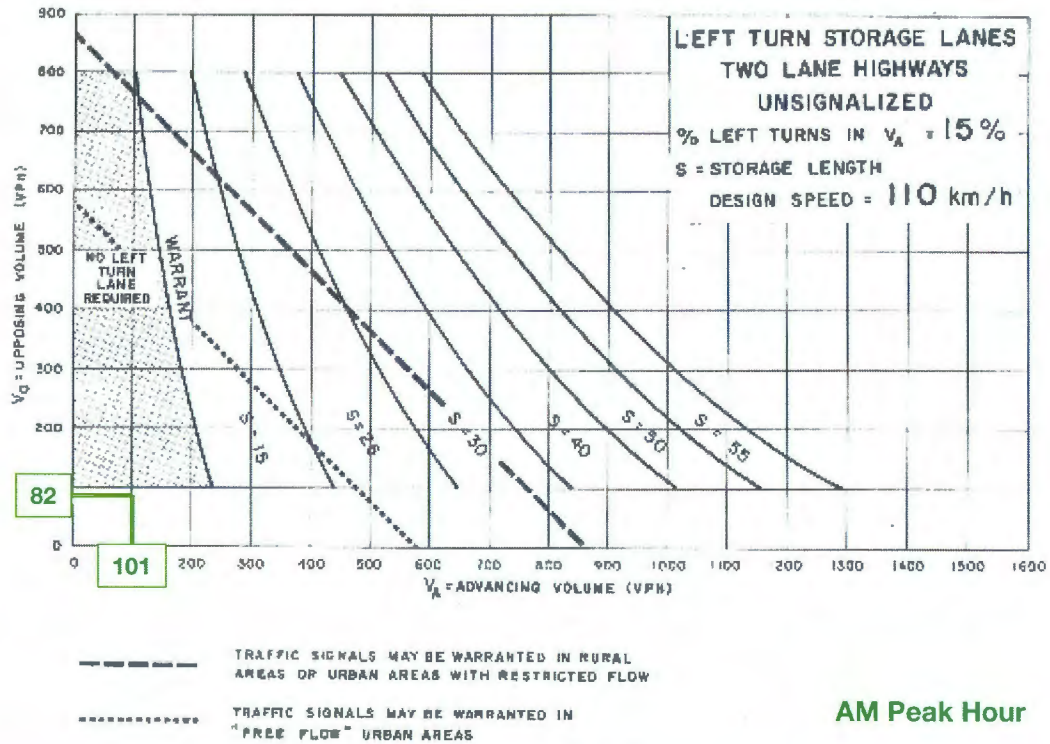
Ghent Pit TIS
2026 Total Traffic

	←		→		←		→		←		→	
Lane Configurations	↔		↔		↔		↔		↔		↔	
Traffic Volume (veh/h)	0	0	0	0	0	1	2	17	0	0	21	4
Future Volume (Veh/h)	0	0	0	0	0	1	2	17	0	0	21	4
Sign Control	Stop		Stop		Free		Free		Free		Free	
Grade	0%		0%		0%		0%		0%		0%	
Peak Hour Factor	0.25	0.25	0.25	0.25	0.25	0.25	0.50	0.25	0.25	0.50	0.25	0.25
Hourly flow rate (vph)	0	0	0	0	0	4	4	68	0	0	84	16
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None						None					
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	172	188	92	188	176	68	100				68	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	172	188	92	188	176	68	100				68	
IC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.6				4.1	
IC, 2 stage (s)												
IF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.7				2.2	
p0 queue free %	100	100	100	100	100	100	100				100	
cM capacity (veh/h)	791	726	971	798	719	1001	1240				1546	
Volume Total	0	4	72	100								
Volume Left	0	0	4	0								
Volume Right	0	4	0	16								
cSH	1700	1001	1240	1546								
Volume to Capacity	0.00	0.00	0.00	0.00								
Queue Length 95th (m)	0.0	0.1	0.1	0.0								
Control Delay (s)	0.0	8.6	0.5	0.0								
Lane LOS	A	A	A									
Approach Delay (s)	0.0	8.6	0.5	0.0								
Approach LOS	A	A										
Average Delay	0.4											
Intersection Capacity Utilization	13.3%											
ICU Level of Service	A											
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis
103: Concession 4N & Pit Access

Ghent Pit TIS
2026 Total Traffic

	←		→		←		→		←		→	
Lane Configurations	↔		↔		↔		↔		↔		↔	
Traffic Volume (veh/h)	15	0	0	4	6	15						
Future Volume (Veh/h)	15	0	0	4	6	15						
Sign Control	Stop		Free		Free		Free		Free		Free	
Grade	0%		0%		0%		0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92						
Hourly flow rate (vph)	16	0	0	4	7	16						
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None						None					
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	19	15	23									
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	19	15	23									
IC, single (s)	7.4	6.2	4.1									
IC, 2 stage (s)												
IF (s)	4.4	3.3	2.2									
p0 queue free %	98	100	100									
cM capacity (veh/h)	796	1070	1605									
Volume Total	16	4	23									
Volume Left	16	0	0									
Volume Right	0	0	16									
cSH	796	1605	1700									
Volume to Capacity	0.02	0.00	0.01									
Queue Length 95th (m)	0.5	0.0	0.0									
Control Delay (s)	9.6	0.0	0.0									
Lane LOS	A											
Approach Delay (s)	9.6	0.0	0.0									
Approach LOS	A											
Average Delay	3.6											
Intersection Capacity Utilization	13.3%											
ICU Level of Service	A											
Analysis Period (min)	15											



2026 Total Traffic Westbound Left-turn Lane Warrant Highway 89 and Concession Road 4N

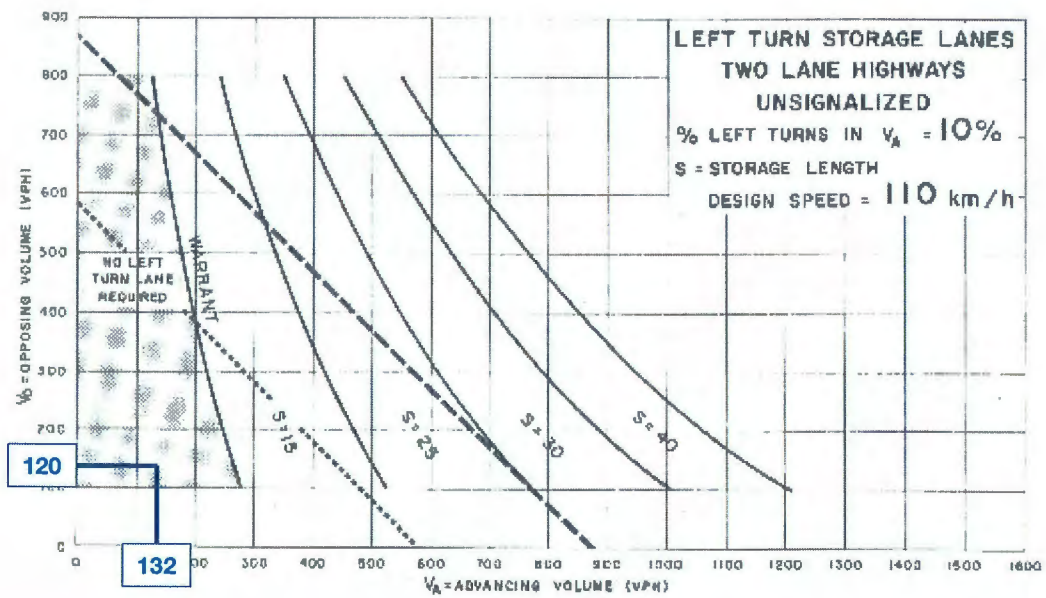
Ghent Plt, Traffic Impact Study
150670

Figure E.1

----- TRAFFIC SIGNALS MAY BE WARRANTED IN RURAL AREAS OR URBAN AREAS WITH RESTRICTED FLOW

..... TRAFFIC SIGNALS MAY BE WARRANTED IN "FREE FLOW" URBAN AREAS

PM Peak Hour



2026 Total Traffic Westbound Left-turn Lane Warrant Highway 89 and Concession Road 4N

Ghent Pit, Traffic Impact Study
150670

Figure E.2

**TOWNSHIP OF SOUTHGATE
ADMINISTRATION CENTRE**

R.R. # 1, 185667 Grey Road 9
Dundalk ON N0C 1B0



Phone: (519) 923-2110

Toll Free: (888) 560-6607

Fax: (519) 923-9262

Web: www.southgate.ca

e-mail: dmilliner@southgate.ca

June 5, 2015

RECEIVED

JUN -5 2015

The Township of Wellington North
Att: Mike Givens - CAO
7490 Sideroad 7 W,
Kenilworth, ON N0G 2E0

TWP. OF WELLINGTON NORTH


Dear Mike

I am writing this letter at the request of H. Bye Construction Ltd., concerning the gravel pits they currently have in our township.

We have had minimal if any real complaints with their pit operations. They demonstrate a desire of cooperation and maintain sites that for neat and well looked after. We have had no issues related to compliance, as they want to be cooperative and have a desire to do what is right. We have an excellent working relationship with H. Bye, and that is appreciated by the Township. They have always maintained a respectful and fair working relationship with our staff in dealing with issues from both sides.

If you have any further questions please feel free to contact me.

Best Regards,
Township of Southgate


Dave Milliner - CAO

RECEIVED

JUN - 2 2015

June 1, 2015

TWP. OF WELLINGTON NORTH

Mike Givens – CAO
Township of Wellington North

Re: Ghent Pit

Dear Mike:

As per our meeting today with you, Andy Lennox, Cliff Booi and myself and upon meeting Dale Clark this afternoon with Cliff Booi, Harry Bye and myself, here are my observations, conclusions and proposals.

OBSERVATIONS:

1. All parties agree that the Ghent Pit should not be any financial drain to the township.
2. All parties agree that road safety is a priority.
3. Cliff would not like to see farmland taken out of production.
4. All party's believe that the 4th concession is a well built road and safety can be achieved on this road with reasonable driving practices in the future as it has in the past. Minor alterations to the road may or may not be required to accommodate additional traffic to the road. Logic shows us that since few, if any changes were made to the road handling traffic from the new Ferguson pit with predominate southbound traffic, the same outcome could be expected with predominate northbound traffic coming from the Ghent pit.
5. All parties recognize the need and importance of gravel in the past, present and future.
6. All parties recognize that H. Bye Construction has followed provincial policies and conducted all the necessary studies for the Ghent Pit to be rezoned as it stands now.
7. All parties wish to avoid an OMB hearing.
8. All parties want to be treated fairly and have the desire to come to a reasonable and logical solution to this proposal.
9. Township of Wellington North council recently unanimously passed an aggregate extraction licence immediately adjacent to the proposed Ghent Pit. This pit is known as the Ferguson Pit.
10. The Ferguson pit has, since it's inception, been under contract from the township to extract gravel. The current length of this contract is 10 years.
11. No levies or additional payments to the township from the Ferguson Pit has been made, nor

are required.

12. Past gravel purchased from H. Bye Construction by the township have been done so in an effort by the township to support the businesses that support them.

13. Concerning road maintenance costs and traffic history it is the desire of the township that information not come from within the township staff but rather from a third party consulting firm who might extrapolate it however they see fit. The reasoning behind this mandate is to eliminate any possibility of township monies serving private industry.

14. Mike, thru the public information act has acquired an extraction agreement from the Township of Southgate for a gravel pit H. Bye Construction has there.

CONCLUSIONS:

1. My conclusions from our meetings today clearly indicate the need of the township to have a monetary settlement similar, if not exceeding the one H. Bye Construction entered into with the Township of Southgate.

2. Concerning Cliff Booi, H. Bye Construction would like to demonstrate the return of some of it's current extractive property back into agricultural land as to keep a balance so to speak. Both requests are acceptable to me as the township can take a monetary settlement and address any given township issue that may be at hand, be it road safety on the 4th concession, maintenance, equipment acquisition. The point being the township has money in hand to spend where they see fit. We have all seen how money gets burned up in reports and studies from third parties, all enclosed with disclaimers, when we have amongst us the individuals with the professionalism and knowledge to solve our problems.

PROPOSALS:

1. Do away with tonnage fees to the Township altogether. As with Southgate, H. Bye will pay a one time lump sum. With Southgate it was \$14,000, the township paves the turning lanes but not the radius' and they buy gravel for \$2.60 per tonne till 2017. Gravel for the 15th SR reconstruction will be bought for \$2.00 tonne. If you deduct the future asphalt costs to the township they in affect received \$14,000 as the reduced gravel rates equivocate to asphalt costs. They also have a pit to hang their hat in so to speak in the years to come. The Ferguson lease is for 10 years. Planning 10 years down the road is difficult. I can say with confidence that as long as Dale Clark is around he is welcome in our pits. It DOES NOT look like he is going to be in any of our pits for 10 years though so it would be best leaving that option out of the equation.

I therefore propose to pay the township \$25,000.00. A one-time payout. They do with the money as they see fit. Safety, road improvements, capital expenditures...whatever. The additional funds I'm throwing in?...don't ask me why, I suppose Mount Forest and area over the years has been a great place to live, love and do business. If \$25,000.00 will put a smile on a few faces that haven't smiled in while, well then by God we've accomplished something. If it's money you want, then it's money you will get. As a tax payer I cannot fault you for trying to get the most

for our township. As a business owner I hope this breaks a stalemate. There's my best offer. I can only hope you'll reciprocate by stopping the silence and moving forward with this. No more reports, no more meetings, no more hedging, no more NOT consulting with your own very knowledgeable road superintendent because you think you might be giving me something at no charge. I believe I deserve a decision and have acted accountably, fairly and honest with you, Mayor Lennox, council and all the neighbours.

2. Concerning Cliff. Boy oh boy. What a guy, a perfect example of ... "tell me and I will forget; show me and I may remember; involve me and I'll understand." He will be a leader of our people in the years to come. Honesty, integrity openness and a willing to help solve problems. He is a true farmer, I have no doubt!

My proposal to Cliff is to give him a written guarantee that will be endorsed by a solicitor that our Ammerman pit, consisting of 25 acres and currently zoned industrial extractive in a rural area will be rehabilitated with topsoil spread within one calendar year of the opening of the Ghent Pit. (I would do it sooner but the stockpile of A gravel currently in the pit is slated for a road reconstruction in West Grey...re: Mayor Eccles.) Also I will report to Cliff on an annual basis as to our operations of the Ghent Pit and how we are progressing. Finally for Cliff I will demonstrate to him the approximate 15 additional acres of farmland we will be putting into production with the tile drainage of the Lush Property we currently own at lot 66,67 Con. 3 E, former Egremont Township. The land will then be farmed by local beef farmer Dean Flanagan.

A handwritten signature in blue ink, appearing to be 'D. Flanagan', written in a cursive style.

COPY



COUNTY OF WELLINGTON

PLANNING AND DEVELOPMENT DEPARTMENT
GARY A. COUSINS, M.C.I.P., DIRECTOR
T 519.837.2600
F 519.823.1694
1.800.663.0750

ADMINISTRATION CENTRE
74 WOOLWICH STREET
GUELPH ON N1H 3T9

March 31, 2015

Mr. Randy Bye
395 Church Street N
Box 189
Mount Forest, ON N0G 2L0

Dear Mr. Bye,

Re: **Ghent Pit OPA**
Part Lots 5 & 6, Concession 5
Wellington North

The above Gravel Pit application was at the Wellington North Council meeting of March 23, 2015, for a second public meeting. At that time Council indicated that they required more information prior to making a recommendation to County Council regarding the Official Plan Amendment on the subject lands. As such Wellington North Council requires the following information from the applicant in order to proceed:

- Completion of a Traffic Impact Study, giving attention to the current and future use of the proposed haul route. The TIS must address the suitability of the current road infrastructure to serve the proponent and current traffic and any measures that will be required if the road infrastructure is deemed inadequate. The TIS should provide for safety recommendations to be implemented that will ensure the safe passage along the haul route for current and future users.
- A more detailed response of the concerns raised during the public meeting and circulation. In particular, dust mitigation (at the site and along the haul route), berming and landscaping, road safety and clarification of the haulage and tonnes removed (see Booi letter, attached).

If you have any questions or need further clarification, please don't hesitate to contact me at 519-837-2600 ext. 2380.

Regards,

A handwritten signature in cursive script, appearing to read "L. Redmond".

Linda Redmond
Senior Planner

cc. Brian Milne
Mike Givens, Wellington North

GRADING AND EXCAVATING
LOADING AND HAULING



CONCRETE AND MASONRY
GENERAL CONTRACTING

FAX: 1-519-323-4993

BOX 189, MOUNT FOREST, ONTARIO N0G 2L0

January 26, 2015

RECEIVED

County of Wellington
Planning & Development
74 Woolwich St.
Guelph, On N1H 3T9

JAN 27 2015

TWP. OF WELLINGTON NORTH

Attn: Ms. Linda Redmond, Senior Planner

RE: Application for a Pit License, Part Lots 5 & 6, Con 5, Arthur Township

This letter is in response to the Public Meeting held on June 23, 2014 at the Wellington North Township Office in Kenilworth.

Decreased property values.

It has been the H. Bye's experience that once the pit is operational and the neighbours observe how well the facility is maintained and operated, it will be obvious that there should be no concern regarding property values. In addition the aggregate use and designation is not permanent. The progressive rehabilitation and final rehabilitation of this site shall be to agricultural uses.

The rezoning and eventual licensing of this site prevents the sterilization of primary aggregate resources and complies fully with the Provincial Policy Statement (PPS), including section 2.5.1 which stipulates "Mineral aggregate resources shall be protected for long-term use." Aggregate deposits such as the one underlying the subject lands are to be protected and utilized.

Section 2.5.2 of the Provincial Policy Statement states: "As much of the mineral aggregate resources as is realistically possible shall be made available as close to markets as possible."

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The subject site is located near Highway 89, heading east and west, which provides access to readily available markets in the area.

Given all of the above, the Ontario Municipal Board has ruled against or refused to consider the property value issue in applications of this nature.

1. Health concerns.

The Ministry of Natural Resources worked in conjunction with other provincial ministries when developing the provincial standards for pits and quarries. The Aggregate Resources Act and the provincial standards are clear that dust is to be mitigated on site by water or by another Ministry of the Environment (MOE) approved dust suppressants. The site plan notes identify this requirement. The MOE has air quality standards which must be adhered to by aggregate operators. Following a previous public meeting, the Ministry of the Environment was contacted in this regard. The staff at the Ministry indicated that impacts of dust off-site are more aesthetic than health related. When the pit is operating, should a concern be relayed to the MOE, it is the responsibility of this Ministry to attend on-site and investigate the concern. H. Bye Construction will take all necessary steps to ensure that dust is mitigated on site through the use of water and/or an approved dust suppressant.

2. Environmental concerns.

In the Natural Environment Technical Report: Level II authored by AET Consultants state that potential negative impacts have been mitigated through setback measures and operational constraints. The report further states this report has demonstrated that with the proper mitigated measures in place, no measurable negative impacts or cumulative negative impacts should occur to the natural heritage features.

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Natural Environment concerns were also raised by the MNR and the SVCA. An additional study was completed and is enclosed. Sign-off letters from the MNR and the SVCA regarding all issues, including the natural environment, are attached.

3. Road Safety

The entrance to this proposed gravel pit is 150 metres south of the Ferguson pit on Concession 4N. The location conforms to the site-line requirements of the Township, and in our opinion, is in a good location from a safety standpoint. The Township roads are engineered to account for annual traffic increases. The company has an excellent safety record and operates on school bus routes daily. H. Bye drivers are licensed professionals.

It should be noted that the Township has contracted with the Ferguson pit to operate it on their behalf. Their proposed haul route has a greater percentage of traffic headed south to Sideroad 2E and west past the Mennonite school. On the other hand, all of the Ghent pit traffic is proposed to travel north on Concession 4N. If the Township feels it is necessary, they could always consider reducing the speed limit and/or placing warning lights in the vicinity of the school zone in order to reduce the speed limit during school hours. H. Bye would be supportive of any safety proposals the Township wishes to bring forward.

4. Groundwater

A spills contingency plan has already been implemented on the Operational Plan.

The pit operation will be a minimum of 1.5 metres above the water table at all times. The Hydrogeological Study completed for this application states that "*it is reasonable to expect that the proposed aggregate extraction would not impact the water supply resources in the area.*" The company does not intend to take water from this site for use as dust suppressant.

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5. Noise

For Class 'A' licence applications, where extraction and/or processing facilities are located within 150 metres (pit) / 500 metres (quarry) of a sensitive receptor, a noise assessment report must be prepared. The closest receptor at this site is over 200 metres from the extraction area. Other residences are much further. Proposed berming along the west boundary of the pit will serve to reduce the noise emanating from the pit, even though the berms are not required.

6. Destruction of Agricultural lands

The loss of productive agricultural land for a temporary period will be limited due to the progressive rehabilitation which will take place. Furthermore, the Provincial Policy Statement, the County Official Plan and the Township Official Plan recognize the need for aggregates and are accommodative to aggregate operations. The area south of this proposed pit was once an active pit and since has been rehabilitated back to productive agricultural land.

Additional Issues Raised by Letters and/or Delegations at the Public Meeting

a) Brenda Sztucka

The safety issue has been addressed above, but for the sake of clarity it should be noted that the extraction area is well away from the Menmonite school and that the haul route does not travel past the school. In addition, school does not run for the summer months when pit activity would be the greatest.

b) Gerald and Joanne Booi

The safety issues have been addressed. The site lines from this pit entrance meet all safety standards as there is good visibility in both directions. In regard to the gravel justification, it was stated that no two gravel pits are the same and that there will be a

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need for this gravel. Typically, the market for gravel for use by the construction industry, the municipalities and the farming community, dictate the need.

Mr. Booi stated that he thought there would be a gravel truck coming and going every 6 minutes. Given H. Bye's past experience in other pits, it is estimated that if there is a steady demand for this material, there may be a truck 12 – 15 times per day for about 6 months of the year. In reality there will be days when there are 10 to 15 trucks per day and there will be days when there will be no trucks. For the other six months truck traffic will be sporadic at best.

c) Ivan Suckett and Cole Littley

It would seem that the flying stone chips mentioned must be from existing traffic on the road and are not unique to truck traffic. As stated above, H. Bye truck drivers are professional and are cognizant of such issues.

d) Brett and Victoria McHugh

The issues of dust, safety and property values have been addressed above.

It was indicated that numerous residents were not aware of the public meeting held on March 19, 2014. As per the A.R.A. procedures, a sign was posted on the property within the time frame as required under the Aggregate Resources Act. The property owners within 120 meters were notified personally and a notice was placed in the Confederate on March 5, 2014. In addition, the agencies, including the Township and the County were given copies of the plans and reports along with the public meeting notice in advance of the proceeding.

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e) Louise Hopkins

See the comments above for the Booi's.

This pit has monitoring wells in order to track any changes in the water table, and they are monitored by a professional.

Note 21 on the Operational Plan clearly outlines the MNRF guidelines regarding when inert fill may be brought into a site and the rigorous testing procedures that must take place prior to importation.

In regard to complaints, the contact should be H. Bye Construction, the Township and the MNRF office in Guelph.

e) Bonnie Littley

The MNRF and the SVCA have signed off on this application with respect to Natural Environment issues.

g) Wellington Federation of Agriculture

As noted above and as the Federation is well aware, with regards to Category 3 Class A licences which are proposed to be rehabilitated back to agricultural use, the Provincial Policy Statement (PPS) 2014 places the temporary aggregate use ahead of the agricultural use which is only temporarily lost. To reiterate, Section 2.5.1 states that

"mineral aggregate resources shall be protected for long term use," and Section 2.5.2.1 states *"as much of the mineral aggregate resources as is realistically possible shall be made available as close to markets as possible."*

Part of this property was previously licensed, mined and returned to productive agricultural uses. This proves that the loss of prime agricultural land is only temporary until rehabilitation is completed.

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The issue of safety was discussed above.

Summary

We trust that we have sufficiently addressed all of the concerns raised.

Attached are sign-off letters from the Ministry of Natural Resources and the Saugeen Valley Conservation Authority and a copy of the latest site plans that have been revised based on agency comments.

We look forward to seeing your positive recommendation to Council to approve this application.

Thank you for your hard work and time on this project.

Yours truly,

Brian Milne
H. Bye Construction

cc: Township of Wellington North
Wm. Bradshaw, P.Eng.



PLANNING REPORT for the TOWNSHIP OF WELLINGTON NORTH

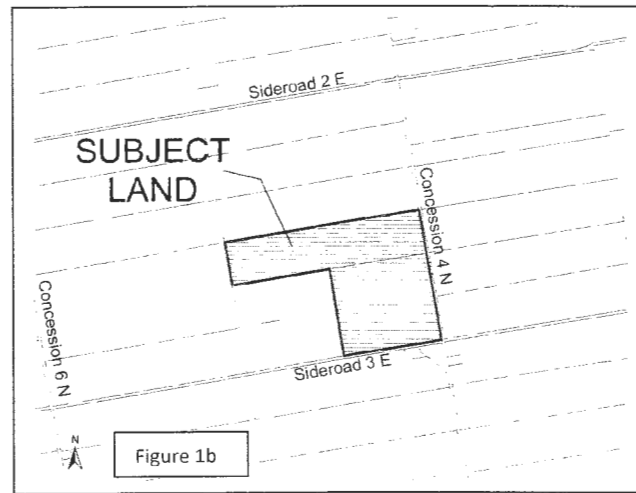
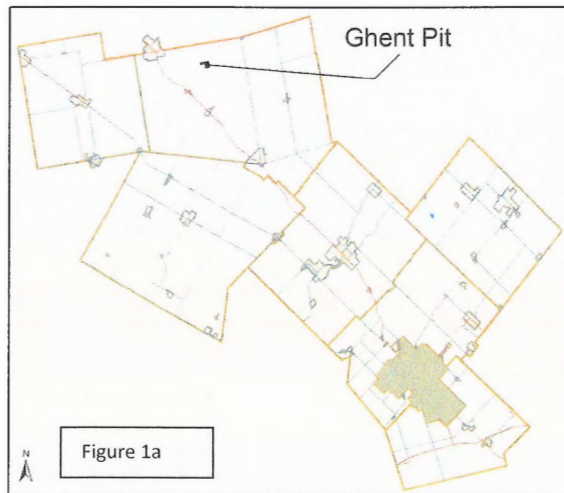
Prepared by the County of Wellington Planning and Development Department

DATE: June 17, 2015
TO: Mike Givens, C.A.O.
Township of Wellington North
FROM: Linda Redmond, Senior Planner
County of Wellington
SUBJECT: **H Bye Construction – “Ghent” Gravel Pit Hwy 6 & Sideroad 2 W
Part Lot 5 & 6, Concession 5
Official Plan and Zoning By-law Amendments**

1. Introduction

1.1 Location

The lands subject to the amendment are located at Part Lot 5 & 6, Concession 5 with municipal addresses of 7572 Sideroad 3 and 9458 Concession 4 N. The property is located in the northerly part of the Township approximately 6 km east of Mount Forest (see Figure 1a). These properties are owned by Alette Holsteins who have entered into an extraction agreement with H. Bye Construction Ltd.



1.2 Purpose

The applications currently before the County of Wellington and the Township of Wellington North are a proposed Official Plan amendment and Zoning By-law amendment respectively. The purpose of the applications is to provide for the establishment of an aggregate extraction operation (known as the Ghent Pit) to be operated by H. Bye Construction.

The proponent has also submitted a Category 3 (1.5 metres above the water table), Class "A" gravel pit. The purpose is to amend Schedule A6 (Wellington North) of the County Official Plan by adding a Mineral Aggregate Area boundary to a 24.5 hectare area of the subject lands, within an existing Prime Agricultural designation.

The proposed Zoning By-law Amendment will rezone the 24.5 ha area of lands from Agricultural (A) to Extractive Industrial (EI). This will permit development of a gravel pit operation pursuant to the Aggregate Resources Act, on the subject property.

This report provides Council with a review of the planning issues and applicable land use policies that require consideration for the proposed Official Plan and zoning by-law amendments. Comments regarding the proposed licence application are also provided.

1.3 Proposed Aggregate Extraction Operation

The proposed Ghent Pit is to be operated by H. Bye Construction, a local aggregate producer and road construction company. The site plan indicates that the area to be licensed is approximately 24.5 ha., and the area to be extracted is 21.8 ha. The proposed zoning excludes a redi-mix concrete plant, asphalt plant, aggregate transfer station or a waste recycling depot.

It is estimated that approximately 2.5 million tonnes of aggregate is present. The total annual volume being applied for in the license application to the Ministry of Natural Resources is 75,000 tonnes per year. Extraction is to stay at least 1.5 metres above the water table. The proposed Ghent Pit can be categorized as a relatively small scale operation.

The proposed main haul route will be north on Concession 4N to Highway 89 and west to Mount Forest (Figure 2). The hours of operation are proposed to be from 7am to 6pm, Monday to Friday and exclude holidays.

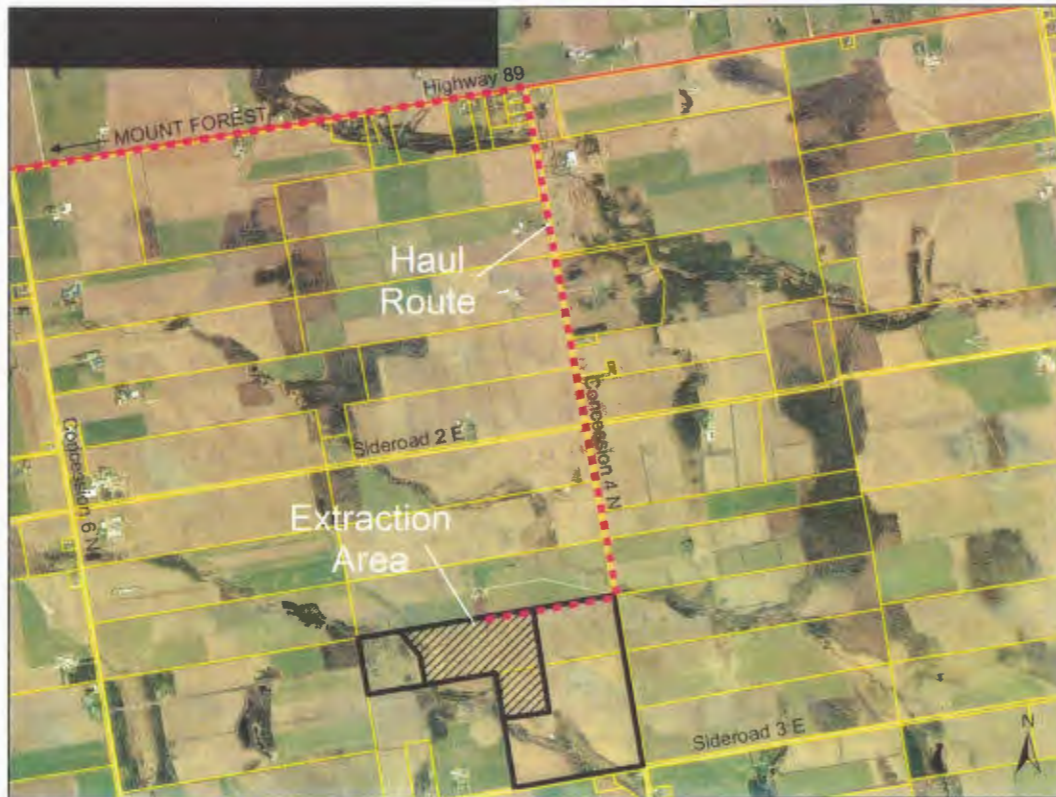


Figure 2

1.4 Physical Characteristics of Subject Property

The majority of the subject land is currently used for agricultural purposes; however, no dwellings or agricultural buildings are within the proposed licenced area. A small portion of land on the westerly part of the property consists of various natural heritage features including: significant woodlands and hazardlands

(small water course). It should be noted that this area is outside of the licenced pit area.

There is a Provincially Significant Wetland (Clare Creek Complex) that extends beyond the subject land and encompasses a large area in the Township. In addition to the natural areas described above, land uses which surround the proposed Ghent Pit include agricultural land with farm buildings, a parochial school (south) and rural residential properties.

1.5 Supporting Technical Reports

To address the policies of the County Official Plan, the Provincial Policy Statement, and the Aggregate Resources Act, and to satisfy technical requirements of the applicable public review and approval agencies, the proponent submitted the following studies and reports:

As part of the application, H. Bye Construction Ltd. has provided the following documents:

- Summary Statement for licence application (January 2013)
- Fisheries Report (AET Consultants – December 2013)
- Hydrogeologist Study – Level 1 (Gamsby and Mannerow Engineers – November 2012)
- Natural Environment Level 1 and 2 Reports for Class A Pit Licence (AET Consultants – Dec. 2013)
- Natural Heritage Response (SPL Consultants Limited – December 5, 2014)
- Stage 1-2 Archeological Assessment (William R. Fitzgerald, Ph.D. - July 2013)
- Site Plans for Class A Pit Licence (W.L. Bradshaw P.ENG – January 2014)
- Transportation Impact Study (Paradigm Transportation Solutions Limited – June 2015)

Additional studies, technical information, and revised site plans were provided by the proponent to the County and Township, the review agencies in response to public input and agency peer review comments.

2. Planning Review

2.1 Current Planning Status

The area of the proposed pit is designated Primary Agricultural and Core Greenlands in the County Official Plan. The area is currently zoned Agricultural (A) and Natural Environment (NE).

2.2 Applicable Planning Policies

The subject applications for Official Plan and Zoning By-law amendment were filed with the County and the Township after April 30, 2014. Accordingly, these applications are subject to the legislation and land use planning policies in effect at that time (i.e. *Provincial Policy Statement*, 2014 and the Wellington County Official Plan, 1999, as amended).

The subject land is not within the Greenbelt Planning Area and therefore these planning applications are not subject to the policies of the Greenbelt Plan, 2005. The Growth Plan for the Greater Golden Horseshoe, 2006 (“Places to Grow”) does not apply in the assessment of these applications.

2.3 Provincial Policy Statement

In considering the subject Official Plan and Zoning By-law amendments, Council must be satisfied that the proposed land use change is consistent with the policy objectives of the 2014 Provincial Policy Statement (PPS). This report will address the applicable policies of the PPS.

2.4 Wellington County Official Plan

In the Official Plan, the Aggregate Resource Area designation overlays other designations such as Primary Agricultural and Core Greenlands. It delineates an area of gravel resource of primary significance as well as existing gravel pit licences. Section 2.5 of the Provincial Planning Statement as well as Section 6.6 of the

County Plan protects such areas for extraction, provided that social and environmental impacts can be mitigated to acceptable levels.

The proposed site plan as submitted identifies the licence boundary area as approximately 24.5 ha., and the area to be extracted is 21.8 ha. This is the document that would be approved by the Ministry of Natural Resources (MNR) along with the licence.

According to Schedule A6 (Wellington North) of the County Official Plan, the subject lands are designated PRIME AGRICULTURAL and CORE GREENLANDS. The establishment of an aggregate extraction operation on the subject land requires an amendment to the County Official Plan to include the “Mineral Aggregate Area” boundary.

The establishment of new aggregate extraction operations is addressed under Section 6.6.5 of the County Official Plan which states:

New or expanded mineral aggregate operations shall only be established through amendment to Mineral Aggregate Area shown on Schedule ‘A’ of this Plan. New or expanded mineral aggregate operations also require appropriate rezoning and licensing. Rezoning applications to allow mineral aggregate operations are subject to all relevant policies of this Plan. In considering proposals to establish new aggregate operations, the following matters will be considered:

- a) the impact on adjacent land uses and residents and public health and safety;
- b) the impact on the physical (including natural) environment;
- c) the capabilities for agriculture and other land uses;
- d) the impact on the transportation system;
- e) existing and potential municipal water supply resources are protected in accordance with Section 4.9.5 of this Plan;
- f) the possible effect on the water table or surface drainage patterns;
- g) the manner in which the operation will be carried out;
- h) the nature of rehabilitation work that is proposed; and
- i) the effect on cultural heritage resources and other matters deemed relevant by Council.

It is essential that extraction be carried out with as little social and environmental cost as practical. Provincial standards, guidelines and regulations will be used to assist in minimizing impacts.

Section 5.6.1 of the County’s Greenlands System provides for the extraction of aggregate resources within areas designated CORE GREENLANDS and GREENLANDS. In assessing development impacts within the Greenland System, Section 5.6.3 of the County Official Plan requires the proponent to identify, protect, and where appropriate, enhance natural areas. The proponent is required to demonstrate that there will be no negative impacts on the natural heritage resources or feature or on their ecological function. In this case the applicant has amended their original site plan to exclude the natural features in the pit licence and also provide adequate buffering as per the SVCA requirements.

2.5 Public Meetings

The public information meeting required under the Aggregate Resources Act was held on March 19, 2014 at the Mount Forest Fire Hall. Following that the statutory Public Meeting (pursuant to the requirements of the Planning Act) was held on June 23, 2014 at the Wellington North Council Chambers. A second Public meeting was held on March 23, 2015 at the Kenilworth Public School. At both of these meetings the proponent’s consultants presented information and responded to various questions regarding the proposed application. There were a number of questions and concerns raised by the public at these meetings. We have summarized the concerns as follows:

- Destruction of Agricultural land
- Site not suitable
- Truck traffic will damage roads
- Safety of Mennonite community travelling in area particularly to the parochial school in the immediate area of the pit.
- Decrease in property values
- Dust and noise pollution
- Impact to the natural environment and wildlife
- Effects on wells and ground water
- No benefits to neighbors
- Notification of application was inadequate

2.6 Written Submissions

Correspondence regarding the proposed Official Plan and Zoning By-law amendments was submitted by public review agencies, land owners, area residents, and others having an interest in the proposed Ghent pit.

Comments were received from the Ministry of Natural Resources and Forestry (MNR) and the Saugeen Valley Conservation Authority (SVCA). The MNR indicated that it objected to the proposed pit and raised a number of concerns with the proposal at that time. In response the applicant made the necessary modifications to the pit site plan as per the MNR comments. Subsequently the MNR stated in their letter of January 7, 2015 that “they have no further concerns and withdraws their objection to the Ghent Pit licence application”. The SVCA has also indicated that their concerns have been addressed and have no further objections. Reference to those submissions is made later in this report.

The Wellington Federation of Agriculture (WFA) submitted written comments in opposition of the proposed pit. Their concerns centered on issues of impact on the local farm operations and residents related to increased truck traffic, the demonstration of need and the loss of prime agricultural land. The WFA has also raised concerns related to the rehabilitation of the pit and whether the pit will be returned to an agricultural condition “which is substantially the same area and soil capability for agriculture” and will meet the standard required under the PPS.

Many letters of concern and opposition to the proposed Ghent pit were submitted by the public. The concerns expressed in the letters were generally the same as the matters raised at the public meetings and included: impacts due to increased truck traffic, noise, and dust impacts, safety concerns, suitability of Roads, damage and maintenance of roads, loss of farmland, decrease in property values, demonstration of need, impacts to groundwater, streams, wetlands, woodlands and other natural areas.

3. Review of Provincial and County Planning Policy

In assessing the appropriateness of establishing a new aggregate extractive use, consideration of various Provincial and County planning policies is required. Consideration of provincial standards, guidelines and regulations to assist in minimizing potential environmental and social impacts must also be considered. The following sections review the proposed development to determine conformity with such policies, guidelines, and standards.

3.1 Mineral Aggregate Potential

Prior to establishing the Mineral Aggregate Area for the subject land, the mineral aggregate potential of the site should be considered. The subject land contains part of a glaciofluvial ice contact deposit which is typically comprised of sand and gravel. This type of deposit indicates a good potential for sand and/or

gravel.(Hydrogeologist Study – Level 1 (Gamsby and Mannerow Engineers – November 2012). Based on the above, we are satisfied that there is merit in considering a proposed Mineral Aggregate Area overlay for the subject land.

3.2 Establishment of New Mineral Aggregate Areas

The Mineral Aggregate Area identification under the County Official Plan “only indicates that aggregate deposits are likely to be available” at a particular location. The overlay “does not presume that all conditions are appropriate to allow extraction or processing of the resource to proceed”. While the intention of Provincial policy (PPS Sections 2.5) and County policy (Section 6.6) is to protect aggregate deposits and make as much aggregate resources available as close to markets as is realistically possible, these policies also require that new aggregate extraction operations be carried out in a manner which minimizes social and environmental impacts. Therefore, the proponent is required to demonstrate that there will be no negative impacts on the significant natural heritage features and to protect adjacent land uses from the negative effects of the proposed extractive use. The following sections address environmental protection and land use compatibility as required by Provincial and County policies.

3.3 Protection of Natural Features and Functions

Portions of the subject lands are situated with the Core Greenlands designation of the County Official Plan which recognizes the presence of significant natural heritage features, in particular, Provincially Significant Wetlands, Significant Forest and hazardlands. The policies of the County Official Plan require a proponent to submit a satisfactory environmental impact study to ensure that development will not adversely impact natural features or their ecological functions.

SVCA staff reviewed and provided detailed comments regarding the proponent’s hydrogeological study, the natural environment report, the fisheries report, the archeological report and the draft site plans. The Authority recommended (letter dated April 18, 2014) a number of changes to the proponent’s site plan mostly related to the extraction setback from the Natural Environment area. The proponent responded (see Natural Heritage Response, SPL Consultants Limited – December 5, 2014) and the site plans were revised accordingly. Measures have been taken by the proponent to avoid direct intrusion into the Core Greenlands through identification of natural features and the establishment of acceptable setbacks and buffer areas from the feature. The site plan was modified to exclude this area from the pit licence. The SVCA is satisfied, subject to those changes, that appropriate environmental protection and enhancement measures will be provided to ensure that the proposed use will not negatively impact the natural heritage features at the Ghent pit site.

3.4 Groundwater Protection

Public concerns were expressed regarding groundwater and well protection. It should be noted that the proposed pit will not be mining below the water table. A minimum separation distance of 1.5m is required between the high watertable and the bottom of the aggregate extraction areas. Monitoring wells on the site have established the “high” water table elevation ranges between 452.5 and 457 m asl. Four monitoring wells will be monitored on a quarterly basis to ensure that the maximum depth of extraction does not occur within 1.5m of the established water table.

We have reviewed the hydrogeological study from the proponent’s hydrogeological consultant (Gamsby and Mannerow Ltd.) dated November 2012. Based on their assessment, they are satisfied that the proposed aggregate extractive use will not impact negatively on groundwater resources.

3.5 Noise Mitigation

Due to aggregate processing, truck traffic and other activities at gravel extraction operations, sound levels can negatively impact surrounding properties. As such, aggregate operations are required to mitigate noise

to acceptable levels as established by the Ministry of the Environment. Provincial Standards states that "if extraction and/or processing facilities are within 150 metres of a sensitive receptor, a noise assessment is required to determine whether Provincial Guidelines can be satisfied." The closest sensitive receptor is to the north (Ferguson farm), which is approximately 85 metres from the proposed area of extraction. However the dwelling on the site exceeds the 150 m distance and as such a noise study is not required.

It should be noted that the pit is proposed to be located approximately 400m from the Road (Concession 4N) and is located to the rear of the subject lands. A berm is proposed along the easterly pit boundary and the natural area which is treed is located to the rear (west) of the pit. Both features will provide some noise and visual mitigation from the surrounding land uses.

3.6 Dust Mitigation

To address the migration of dust from aggregate extraction operations to adjacent properties, the Ministry of the Environment requires pit operators to control dust generated on site. Dust control is usually achieved through such measures as the application of MOE approved chemical dust suppressants, establishment of vegetative berms, and the construction of an asphalt or similar hard-surfaced haul route. These measures are routinely applied to site plans.

The proposed site plans for the proposed Ghent Pit makes reference to dust control measures under note 10 which states that dust control shall be maintained through the application of water on all internal haul roads when required. The dust control measures currently only deal with the internal haul roads. At this point there is nothing in place to address dust suppression on the Township Road should it become an issue. We would recommend that dust mitigation measures be included in the agreement between the Township and the proponent. This agreement is discussed below under Traffic.

3.7 Aggregate Need

A number of concerns have been raised regarding the obligation of the Pit Operator to demonstrate need. Correspondence (Booi report) has been received which has provided a well analyzed argument related to need. However, the PPS is clear in its direction that need is not a factor in determining conformity with provincial policies. Section 2.5.2.1 states the following, "As much of the mineral aggregate resources as is realistically possible shall be made available as close to markets as possible. Demonstration of need for mineral aggregate resources, including any type of supply/demand analysis, shall not be required, notwithstanding the availability, designation or licensing for extraction of mineral aggregate resources locally or elsewhere."

3.8 Traffic

The main haul route for the proposed Ghent Pit is Concession 4 N and Hwy 89. These roads (together with the other county and provincial roads that would likely be used to bring the aggregate material to market) are designed and constructed to accommodate truck traffic.

The proponent has submitted a Traffic Impact Study (Paradigm Transportation Solutions Ltd. June, 2015) that was requested by the Township. The scope of the study was to give attention to the current and future uses of the proposed haul route, address the suitability of the current road infrastructure to serve the proponent and current traffic and any measures that will be required if the road infrastructure is deemed inadequate. And finally the TIS should provide for safety recommendations to be implemented that will ensure safe passage along the haul route for current and future users.

The study's findings indicated that the intersections will continue to operate with acceptable levels of service over a 10 year horizon and that no remedial measures are required to accommodate the truck traffic generated from the operation. There were three recommendations related to signage and

monitoring at Hwy 89 intersection and education of the truck drivers regarding the presence of horse and buggy traffic. The study did consider the cumulative effect of the existing adjacent Ferguson Pit and did account for horse and buggy traffic.

Correspondence was received from the Townships Director of Public Works which referenced the 2013 BM Ross and Associates "Road Management Study" for the Township of Wellington North Roads. Based on this study the Director indicated that Concession 4N is rated as an 8.5/10 gravel road. There are two bridges (1 & 7) along the proposed haul route that are assessed as fair and good condition respectively. The Roads Department has indicated that there are no known concerns about the condition of Concession 4N between Sideroad 3E and Highway 89. However, additional road maintenance may be necessary as traffic volumes increase.

Concerns and questions were raised regarding the need for maintenance and repairs on Concession 4N, due to proposed haul route truck traffic. It is not unusual for a municipality to enter into an agreement with the pit operator to address this matter. The agreement could establish a requirement for annual inspection of Concession 4N and also the operator's obligations regarding road repairs during the life of the pit. This agreement could also include dust mitigation on the external haul route as well as appropriate signage.

With the monitoring of the condition of this section of the road, it is our opinion that safe and proper access can be obtained directly to a road system which is capable of carrying the anticipated truck traffic as required by the County Official Plan.

3.9 Cultural Heritage Resources

In order to address the policies of Section 4.1 of the County Official Plan and Section 2.6 of the Provincial Policy Statement regarding cultural heritage and archaeology, the proponent retained a licenced archaeologist (William R. Fitzgerald, Ph.D.) to complete a Stage 1 & 2 archaeological assessment. The report concluded that the Ghent Aggregate Pit licenced area can now be considered free from further archaeological concern and that no further studies were recommended. A letter from the Ministry of Tourism, Culture and Sport stating that they concur with the assessment is required.

4. Aggregate Site Plans

The development and implementation of effective site plans will assist in the establishment of a proper and orderly aggregate operation and thus minimize social and environmental costs. The latest site plans prepared for the Ghent Pit are dated December 9, 2014. The following sections highlight specific aspects of the proposed aggregate extraction operation.

4.1 Proposed Extraction Operation and Phases

The proposed aggregate site plans indicate that the method of aggregate extraction is divided into three segments. It is proposed that extraction will commence in the westerly area (area 1) of the subject land and move in an easterly direction. Progressive rehabilitation is to occur as extraction is completed in each of the phases.

All processing equipment (both portable and stationary) and product stockpiles will be contained within the extraction area a minimum of 30m from any licence boundary and outside of any extraction setback area.

4.2 Pit Rehabilitation

Concerns were raised regarding the rehabilitation of the existing gravel pit once the supply of gravel has been exhausted. There have been concerns raised that gravel pits are not being rehabilitated in a timely fashion and operators are allowed to continue to extract small amounts of material on an annual basis in order to keep the gravel pit licence active. Also the level of rehabilitation seems to be a concern.

In terms of site restoration and pit rehabilitation, the majority of the existing agricultural lands will be returned to agricultural use. Note 6 of the operational plan indicates that all topsoil that is striped in the operation of the site will be stored on site and used in the rehabilitation of this site. The notes (21) further indicate that only clean inert fill may be imported, if required. The licensee must ensure that the material is tested at the source and must meet the Ministry of Environment and Climate Change (MOECC) parameters as required under the Environmental Protection Act.

With respect to rehabilitation under the PPS, Section 2.5.3 states, “progressive and final rehabilitation shall be required to accommodate subsequent land uses, to promote land use compatibility, to recognize the interim nature of extraction, and to mitigate negative impacts to the extent possible. Final rehabilitation shall take surrounding land use and approved land use designations into consideration”. In our opinion, the phasing of extraction and the proposed rehabilitation of the site would be in keeping with the policies of the County Official Plan and be consistent with Provincial Policy.

4.3 Hours of Operation

The site plans indicate that processing (aggregate extraction, crushing, etc.) at the Ghent Pit is to occur weekdays from 07:00 to 18:00 (i.e. 7 am to 6 pm) Monday to Friday excluding holidays. These are normal production hours for many aggregate operations. Some Saturday processing may occur provided MNRF and the local municipality give permission.

It is preferable that the pit not operate on Saturdays to minimize impacts on adjacent residential properties. Aggregate processing during the week is considered less intrusive, whereas Saturdays are when many people are enjoying their rural properties. Given the objective of minimizing social impacts and the nature of the proposed aggregate perhaps the possible Saturday hours of operation requires reconsideration.

5. Proposed Official Plan Amendment

The purpose of the amendment is to establish the Mineral Aggregate Area for the proposed Ghent Pit. Accordingly, the proposed amendments to the County Official Plan are considered appropriate, in keeping with the intent of the other policies of the Official Plan, and consistent with the Provincial Policy Statement. The amending OPA is attached for Councils information.

6. Proposed Zoning By-law Amendment

In addition to the County of Wellington Official Plan Amendment, the applicant has applied to the Township of Wellington North for a zone amendment to consider rezoning the same area from Agricultural (A) to Extractive Industrial (EI). The Extractive Industrial zoning would rezone only those lands identified as “Limit of Extraction” on the site plans and would limit extraction to 1.5 metres above the water table.

The area of the proposed new driveway entrance at Concession Road 4N will not be designated or zoned for aggregate extraction. Instead this narrow strip of land will remain within an Agricultural zoning with special provisions to permit the haul route access associated with a licenced aggregate operation. Aggregate extraction will not be permitted within this site specific zone.

The proposed rezoning of the subject land to accommodate an aggregate extractive use and accessory haul route is deemed appropriate and in the public interest. The passage of an amending by-law for the subject land should not occur until after the adoption of the corresponding Official Plan Amendment by Wellington County Council.

7. Conclusion

The identification, protection, and utilization of mineral aggregate resources are a matter of Provincial interest and a policy of the County Official Plan. Gravel pits and quarries are regulated by the Ministry of Natural Resources and Forestry (MNRF), under the authority of the Aggregate Resources Act (ARA). MNRF issues site specific approvals to operators through licenses. A key part of the process is the site plan which is drafted by the operator of the gravel pit. In approving the site plan, MNRF sets out conditions on how operations at the gravel pit site are to be carried out, such as allowable depths, allowable hours of operation, constraints on noise, visual screens and environmental protection. In addition, the PPS requires municipalities to provide access to aggregate resources. Staff recognizes the importance of aggregate resources to the Provincial and local economy.

Planning Staff notes that the geologic condition within the County provides a large abundance of high quality aggregate resources in close proximity to a diverse and vibrant economy that generates the demand for aggregate extraction. Staff also recognizes the importance of that resource to the local and provincial economies and that gravel pits are not an “end use” of land but are temporary in nature.

The purpose of the proposed planning applications is to allow for the establishment of a new mineral aggregate extraction operation as an interim land use. This report has assessed the proposed use in terms of: potential impacts on the natural environment, land use compatibility, adequacy of the existing transportation system, protection of cultural heritage resources, suitability of the proposed rehabilitation and after-use, and matters pertaining to public health and safety.

All of the technical studies and supplementary information provided by the applicant were reviewed by the appropriate public agencies with the exception of the traffic study. In response to reviewed comments, the proponent has modified (or agreed to modify) the proposed operation and site.

In considering the establishment of a new aggregate extraction operation, it must be demonstrated that such uses are compatible with surrounding land uses and not create adverse impacts to those properties. The establishment of the proposed Ghent Pit pursuant to the notes and conditions of the site plans as amended would assist in ensuring that the aggregate operation can be undertaken in a manner that would minimize social impacts as required by the County Official Plan and Provincial Policy Statement.

8. Planning Opinion

Based on the comments and reports received from the proponent’s consultant and public agency input, concerns regarding land use compatibility, environmental protection, and public health and safety can be appropriately addressed through proposed extractive zoning provisions and implementation of satisfactory conditions and site plan requirements pursuant to an aggregate licence. In our opinion, the request for Official Plan Amendment and zone change for the subject land is consistent with the Provincial Policy Statement and conforms to the applicable policies of the County Official Plan. Further, the approval of a Class “A” licence for the Ghent Pit, subject to satisfactory conditions and site plan requirements, is considered appropriate and in the public interest.

Recommendations

We would recommend:

1. That the Township of Wellington North enter into an agreement with the Pit Operator to establish a requirement for annual inspections of Concession 4N and the agreement shall include the operator's obligations regarding road repairs during the life of the pit, dust mitigation on the external haul route and signage.
2. That the Traffic Impact Study (prepared by Paradigm Transportation Solutions – dated June 2015) is peer reviewed and that any changes that may result be included in the aggregate pit site plan and the agreement with the Township of Wellington North, if required.
3. That Wellington North Council advise the County of Wellington of its position regarding the proposed Official Plan Amendment for the County's consideration.

Respectfully submitted
County of Wellington Planning and Development Department



Linda Redmond
Senior Planner



PLANNING REPORT for the TOWNSHIP OF WELLINGTON NORTH

Prepared by the County of Wellington Planning and Development Department

DATE: June 16, 2015
TO: Mike Givens, C.A.O.
Township of Wellington North
FROM: Linda Redmond, Senior Planner
County of Wellington
SUBJECT: **Broadline Equipment Rentals
Hwy 6 & Sideroad 2 W
Zoning By-law Amendment**

Please find attached the amending by-law for the above property for Councils consideration, to rezone a portion of the subject lands from Institutional and Agricultural 1 to Agricultural Commercial (AC). This proposal was before Council at the public meeting on June 8, 2015. At that time concerns were raised related to traffic noise, tree loss, drainage (ward ditch), hours of operation and potential storage of port a potties. Staff raised concerns with the area of operation to be rezoned and required further information related to Minimum Distance Separation (MDS 1) from neighbouring livestock facilities.

Neighbour Concerns

With respect to the neighbours' concerns, the proposal will be required to obtain site plan approval. This development process provides staff an opportunity to complete a more detailed review of the building layout, surface treatment, storm water management, drainage, and buffering/landscaping. These concerns in particular can and will be addressed at this time. Regarding tree loss, the existing tree stands are located west of the area proposed for the agricultural commercial use. The trees should not be impacted by this development.

Minimum Distance Separation

The current institutional zoning on this property is considered a type B land use for the purposes of calculating Minimum Distance Separation 11 (MDS 11) for surrounding livestock facilities. A type B category essentially doubles the required MDS 11 distances when the surrounding livestock facilities apply to expand. As such the surrounding livestock facilities are currently encumbered by the Institutional zoning category. There are a number of surrounding farms that may be limited in their ability to expand their livestock operations beyond what they currently have. By removing the institutional zoning and placing the lands into an agricultural zoning category such as AC, this impediment will be significantly reduced when an existing operation is considering an expansion in the future. As such we have no concerns with MDS 1 compliance.

Port-a-Potty Use

We have been advised by the applicants Planner that the property will not be used to store port-a-potties. The applicant has indicated that this business will be operated elsewhere.

Area of Operation

Staff had indicated that a smaller area be rezoned, however the applicants have preferred to retain the 3.6 ha (9 ac.) area. The justification is that the area of operation will only consist of approximately 2.8

ha (7 ac.) while the remaining area is composed of the Natural Environment (NE) area, the lands adjacent to the NE area, and the MTO reserve. While this area does not form the area of operation, it is still included within the AC zoning and would form part of the lands to be severed in the future. As such the application must be evaluated with this in mind. If Council would prefer a smaller area then this should be stipulated in the decision and the by-law will be amended accordingly at implementation.

Respectfully submitted
County of Wellington Planning and Development Department



Linda Redmond
Senior Planner

THE CORPORATION OF THE TOWNSHIP OF WELLINGTON NORTH

BY-LAW NUMBER _____.

BEING A BY-LAW TO AMEND ZONING BY-LAW NUMBER 66-01
BEING THE ZONING BY-LAW FOR THE TOWNSHIP OF WELLINGTON NORTH

WHEREAS, the Council of the Corporation of the Township of Wellington North deems it necessary to amend By-law Number 66-01;

NOW THEREFORE the Council of the Corporation of the Township of Wellington North enacts as follows:

1. THAT Schedule "A" Map 1 to By-law 66-01 is amended by changing the zoning on lands described as WOSR Divisions 3 & 4, Pt. lot 3, RP 60R3155 Part 2, Geographic Township of Arthur, as shown on Schedule "A" attached to and forming part of this By-law from **Institutional (IN)** and **Agricultural 1 (A-1)** to **Agricultural Commercial (AC)**.
2. THAT except as amended by this By-law, the land as shown on the attached Schedule 'A' shall be subject to all applicable regulations of Zoning By-law 66-01, as amended.
3. THAT this By-law shall come into effect upon the final passing thereof pursuant to Section 34(21) and Section 34(22) of The Planning Act, R.S.O., 1990, as amended, or where applicable, pursuant to Sections 34 (30) and (31) of the Planning Act, R.S.O., 1990, as amended.

READ A FIRST AND SECOND TIME THIS _____ DAY OF _____, 2015

READ A THIRD TIME AND PASSED THIS _____ DAY OF _____, 2015

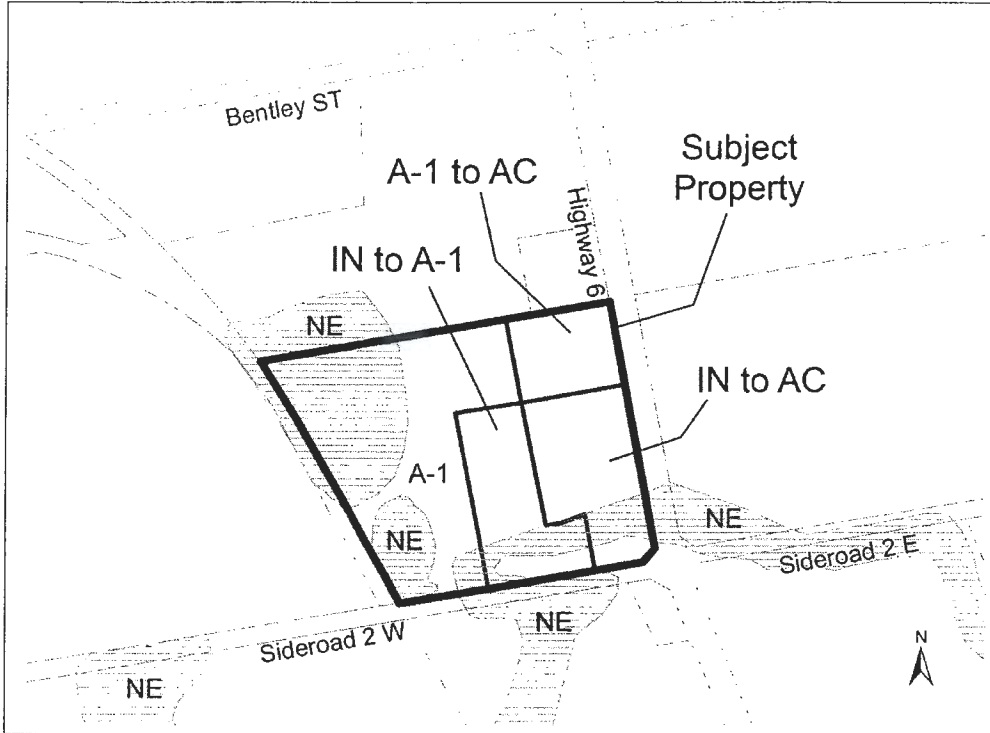
MAYOR

CLERK

THE TOWNSHIP OF WELLINGTON NORTH

BY-LAW NO _____.

Schedule "A"



Passed this ___ day of _____ 2015.

MAYOR

CLERK

EXPLANATORY NOTE

BY-LAW NUMBER _____.

THE LOCATION being rezoned is described as WOSR Divisions 3 & 4, Pt. lot 3, RP 60R3155 Part 2, Geographic Township of Arthur. The area being rezoned to Agriculture Commercial has an area of 3.6 hectares (9 acres).

THE PURPOSE AND EFFECT of the amendment is to rezone a portion of the property from Institutional (IN) and Agricultural (A-1) to Agricultural Commercial (AC) to permit the development of a farm implement sales and rental facility.



Township of Wellington North

P.O. Box 125 • 7490 Sideroad 7 W • Kenilworth • ON • N0G 2E0

**TO: MAYOR AND MEMBERS OF COUNCIL
MEETING ON JUNE 22, 2015**

**FROM: MATTHEW ASTON
DIRECTOR OF PUBLIC WORKS**

**SUBJECT: REPORT PW 2015-044 BEING A REPORT ON THE
AWARD OF BRIDGE 11 REHABILITATION PROJECT**

RECOMMENDATION

THAT Report PW 2015-044 being a report on the award of bridge 11 rehabilitation project be received;

OPTION 1 – PROCEED WITH PURCHASE IN 2015

AND FURTHER THAT the Council of the Township of Wellington North revise the 2015 budgeted estimates for bridge 11 rehabilitation project as follows:

Budget Item	2015 Approved Budget	Proposed 2015 Budget
Roads (acct # 2-00-30-394-5290)	\$125,000	\$140,000
net HST included in the above		

AND FURTHER THAT the Council of the Township of Wellington North award the bridge 11 rehabilitation project to Reeves Construction at a total contract cost of \$138,583.20 including HST and a net contract cost of \$124,798.46;

AND FURTHER THAT the Council of the Township of Wellington North fund these additional costs from the roads infrastructure reserve account (1-00-00-000-3025).

OPTION 2 – DEFER BRIDGE 11 REHABILITATION PROJECT UNTIL 2016

AND FURTHER THAT the Township of Wellington North defer the bridge 11 rehabilitation project until 2016.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

Report PW 2015-024, -035

BACKGROUND

The 2015 capital budget provided \$125,000 for the bridge 11 rehabilitation project.

Bridge 11 work was tendered via a public process that closed June 15, 2015. Bridge 11 work was advertised in the Wellington Advertiser and on the Township's website. Note, tenders on the Township's website are often picked-up and solicited by Biddingo.com.

A total of nine (9) responses were received in response to the Township's tender with a contract price ranging from \$138,000 to \$264,000 including 13% HST.

As a result of the tender responses that were received, the roads department request Council's consideration for this budget increase.

FINANCIAL IMPLICATIONS

Township of Wellington North			
Estimate of Project Cost (Bridge 11)			
June 2015			
	Sub-Total	Total with HST	Total Net HST
Bridge Contractor	\$ 122,640.00	\$ 138,583.20	\$ 124,798.46
Engineering Firm	\$ 9,600.00	\$ 10,848.00	\$ 9,768.96
Permits, Advertising, Other			\$ 1,000.00
Total Estimate			\$ 135,567.42

Roads Infrastructure Reserve (acct # 1-00-00-000-3025) had a balance of \$99,915 as of December 31, 2014.

PREPARED BY:

RECOMMENDED BY:

Matthew Aston

Michael Givens

MATTHEW ASTON
DIRECTOR OF PUBLIC WORKS

MICHAEL GIVENS
CHIEF ADMINISTRATIVE OFFICER

Schedule A – Tender 2015-009 Results



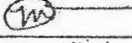
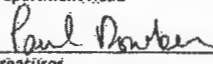
Township of Wellington North

P.O. Box 125 • 7490 Sideroad 7 W • Kenilworth • ON • N0G 2E0

Tender 2015-009 - Bridge 11 Rehabilitation

Jun.15/ 2015 - Township of Wellington North - Township Office - Kenilworth, ON.

Contractor	Date/Time Received	Tender Amount	Deposit
1 Strat-Con Construction Ltd.	June 15, 2015	194,812.00 <i>11:1 am</i>	19,500.00
2 MacLean Taylor Construction	June 15, 2015 11:50 AM	220,248.30	25,000.00
3 Lancoa Construction	June 15, 2015 11:49 AM	179,746.25	18,000.00
4 Xterra Construction Inc.	June 15, 2015 11:45	163,561.05	20,000.00
5 Engineered Concrete Products	15-Jun 11:44 AM	149,527.24	25,000.00
6 Clearwater Construction	15-Jun 11:31 AM	232,780.00	30,000.00
7 Drexler Construction	June 15, 2015 11:17	235,000.00	23,500.00
8 McPherson-Andrews Contracting Ltd.	15-Jun 11:15 AM	193,723.81	20,000.00
9 Reeves Construction Limited	15-Jun 9:43 AM	138,583.20	14,000.00


 Department Head

 Treasurer
 June 15, 2015
 Date

Schedule B – Letter from K-Smart Associates Limited



K. SMART ASSOCIATES LIMITED

CONSULTING ENGINEERS AND PLANNERS

KITCHENER • SUDBURY • CHATHAM • NEW LISKEARD • RAINY RIVER

85 McIntyre Drive
Kitchener, ON N2R 1H6

Tel: 519-748-1199
Fax: 519-748-6100

June 15, 2015

File No. 14-112

Mr. Matthew Aston
Director of Public Works
Township of Wellington North
P O Box 125
7490 Sideroad 7 West
Kenilworth ON N0G 2E0

Re: Bridge 11 Rehabilitation
Concession Road 11 at Sideroad 4
Township of Wellington North
Recommendation of Award of Tender WN2015-009

Dear Mr. Aston,

We have reviewed the low three returned tenders (nine tenders returned in total) and find them to be generally in order.

The low quotation bid is submitted by Reeves Construction Ltd. Of Mount Forest for the amount of \$122,640.00 plus 13% HST for total of \$138,583.20 (Total Net after HST Rebates \$124,798.46). A listing of bidders and their tendered amounts is as follows, in ascending order:

Contractor	City	Amount Bid	Total Including 13% HST	Total Net after HST Rebates
Reeves Construction Limited	Mount Forest	\$122,640.00	\$138,583.20	\$124,798.46
Engineered Concrete Limited	Kitchener	\$132,324.99	\$149,527.24	\$134,653.91
Xterra Construction Inc.	Kitchener	\$144,744.29	\$163,561.05	\$147,291.79
Lancoa Contracting Inc.	Caledon East	\$169,067.50	\$179,746.28	\$161,867.09
McPherson-Andrews	Toronto	\$171,437.00	\$193,723.81	\$174,454.29
Strat-Con	Dublin	\$172,400.00	\$194,812.00	\$175,434.24
McLean Taylor Construction	St. Mary's	\$194,910.00	\$220,248.30	\$198,340.42
Clearwater Structures Inc.	Ajax	\$206,000.00	\$232,780.00	\$209,625.60
Drexler Construction Limited	Rockwood	\$234,195.00	\$264,640.35	\$238,316.83

Reeves Construction Limited is a well-known contractor who has successfully completed several bridge projects for us in the past, many of which have been in the Township of Wellington-North. Reeves Construction Limited would be able to complete the project in a satisfactory manner and in the time specified in the contract documents. We recommend that the contract be awarded to Reeves Construction Limited for the amount of \$138,583.20 (HST included) subject to final valuation of the completed work.

If you have any questions, please contact the undersigned.

Yours truly,

Trevor Hoard, C.E.T.



Consulting
Engineers
of Ontario

Dale Clark, Roads Superintendent, Township of Wellington North
Paul Dowber, Treasurer, Township of Wellington North
Email: info@ksmart.on.ca

www.ksmart.on.ca



Township of Wellington North

P.O. Box 125 • 7490 Sideroad 7 W • Kenilworth • ON • N0G 2E0

**TO: MAYOR AND MEMBERS OF COUNCIL
MEETING OF JUNE 22, 2015**

**FROM: Paul Dowber
Treasurer**

**SUBJECT: TREASURER'S REPORT TR2015-12
Online Payment System**

RECOMMENDATION

THAT the Council of the Township of Wellington North receive report TR2015-12 being a report regarding online payments to the township;

AND FURTHER THAT the Council of the Township of Wellington North direct the Treasurer to proceed with the setup of the IMEX iPay online payment system.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

N/A

BACKGROUND

At the Recreation and Committee meeting of February 03, 2015, Township staff were directed by committee members to look into accepting payments online for various recreational services such as summer swim lessons, ice time and hall rentals etc.

Recreation and finance staff met with IMEX systems, a leader in online payment solutions for governments. Staff were provided with two options:

1. iPay payment engine

- a multi-channel, multi-mode payment system specifically designed for governments to receive payments only
- Users can pay for services through credit cards, debit cards, digital wallets, cheques, drafts and pre-authorized bank account debits
- Fees are collected through a user pay model at no cost to the township (rates included in IMEX Offer Summary included as Appendix "A")
- iPay could also be utilized to provide users with the ability to pay online for other Township services, such as dog licenses and property tax payments

2. Activity registration module

- A hosted, cloud based system where users can register online, as well as pay online for services such as swim lessons, hall rentals and ice time etc.
- Significant staff time would be required to set up and maintain the service offerings through Wellington North's recreational services
- The IMEX system is not compatible with our present CLASS recreational software, therefore each online booking would need to be entered into the CLASS system by township staff
- There is a setup and training fee and a monthly fee for this solution. The first year would likely cost \$27,000 and then \$12,000- annually afterwards

FINANCIAL IMPLICATIONS

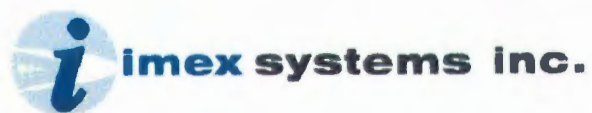
Activity Registration	Payment Only
Setup and Training Fee (one time) \$15,000- Monthly Fee 1,000-	Costs are paid by the payer, no cost to the Township for setup, training or transactions

Recreation revenues for the services that could be utilized with the Activity Registration were approximately \$532,530- in 2014. Included in these numbers are major user groups (ie. Minor Hockey, Figure Skating etc.) who may not wish to use this service due to lack of corporate credit card and/or user fees.

These revenues from these user groups account for roughly \$257,144 of the above amount. Therefore the amounts that might be utilized with the Activity Registration could be roughly \$275,386. This would equate to the loss of approximately 10% of revenues from groups who opt to use this service in the first year and approximately 5% in the following years.

PREPARED BY:	RECOMMENDED BY:
---------------------	------------------------

<i>Paul Douber</i> Treasurer	<i>Mike Givens</i> CHIEF ADMINISTRATIVE OFFICER
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Online and Mobile Payment System

Offer Summary

Table of Contents

1 Summary	3
2 Solution Features	5
3 Online and Mobile Payments	6
3.1 Costs.....	6
3.2 Customer Centric System.....	7
3.3 Search and Reporting.....	8
3.4 Integration	8
3.5 Dispute resolution	8
3.6 Timeframe.....	8
4 Getting Started.....	9
5 Contact Form	10
Appendix A.....	11

1 Summary

Through this ePayment offer, Imex Systems is proposing an innovative, fully scalable, flexible, and state-of-the-art solution to serve your current and future payment processing requirements. With our citizen-centric design, we aim to enhance user experience while facilitating centralized payment management and governance; without sacrificing the ability of various departments to manage their services independently and produce their own reports.

The offered solution is based on Imex's municipal multi-channel services delivery system, called **iCity**, and incorporates a powerful yet flexible payment engine, called **iPay**.

Imex is offering not only an online credit card payment solution, but a full-fledged eService delivery solution with a powerful ePayments capability for multiple channels, including mobile. Imex is also including a custom Mobile App for citizens to make payments on their smart phones and tablets as part of our offer.

No Cost Solution

The offered solution is hosted and based on a user-pay model which has no cost to the Municipality. We will provide free batch integration with back-end financial applications for the transfer of payment data.

Proven and Expandable Solution

The offered solution is well proven and is used by other municipalities for receiving not only parking tickets, tax, water bill payments, but also for a large number of other payments like hydro bills, sign permits, burning permits, building permits, tax certificates and tax receipts.

The municipality will have the option to expand the online payments capability for all these services at no additional cost using the built-in forms designer. Our system can handle practically any type of municipal payment.

Value Add Features

We are offering several optional value-add features to help increase the credit and debit card payment adoption rate, while providing payment incentives to the citizen. We can offer loyalty programs (like AIRMILES) as a special benefit to those citizens who choose to use our service.

Keeping it Green

Our extensive functionality and convenience features will enhance citizen and staff adoption of electronic payments to help Green initiatives.

Simplified Payment Management

The offered solution utilizes a powerful payment engine called **iPay**. iPay has centralized payment rules management to help impose consistent payment rules for all channels, while enabling individual modes of payment for each service.



Integrated Reporting

Our system provides consolidated reporting of all payments whether they are done online, mobile, IVR or through our POS system. This eliminates the need for manual entry or a separate batch transfer of POS transactions, thus reducing the potential for errors.

Data Security

Our solution has been designed for inherent data security. It not only meets PCI-DSS requirements, but can also aid in ensuring security and confidentiality related regulations like MFIPPA/PHIPA etc.

iCity – A Proven and Flexible Product

Our solution can be seamlessly extended beyond online payments to become a full eServices solution that offering a full range of online services to your citizens. iCity is in operation for several Towns and Cities.

We understand that requirements and payment technologies will evolve, and advanced payment and service delivery capabilities will be needed in the near future. As such:

- Our offered solution framework has been custom built for municipal governments
- Flexibility and scalability are built-in to meet future needs
- We provide user friendly tools and processes to manage and maintain the system
- Integrated payment management capability can be used to achieve new levels of organizational efficiency

Our solution provides long-term and strategic relevance as eServices evolve, and extends customer service initiatives, while enhancing security and meeting regulatory requirements.

Excellent Vendor Background

Imex Systems Inc. is focused on the public sector market and has impressive experience and credibility in delivering e-Government and ePayment solutions at both provincial and municipal levels. Imex Systems has provided services and solutions all over Canada and the US.

Imex has worked with over 15 Ontario Ministries on several critical projects, including extensive work with Service Ontario. Our extensive municipal expertise will be a critical success factor in this projects such as those described in this offer.

Imex Systems Inc. specializes in eServices and ePayments for governments and other government agencies. Our focus is on improving customer services and internal operating efficiency through our solutions. We have a special focus on municipal and provincial/state governments.



2 Solution Features

Our offered solution is based on a state-of-the-art e-services and payments delivery platform called **iCity**. All e-services are seamlessly integrated to the system providing customers with choice, convenience, and a consistent user interface and service delivery process.

This system has a modular structure and makes use of standards based web services. Our system provides single sign-on and personalization features, as well as integrating with various backend applications.

The e-commerce functionality is provided by the **iPay** payment engine module. This is a versatile payment processing and management system and can handle payments from credit cards, debit cards and pre-authorized bank account debits for all applications/services. Our solution provides an integrated view of payments for the finance department, while providing application/service specific reporting for individual business units.

Some of the important features of the system include:

- **Convenience:** Customers can access any e-service 24 hours a day on the Internet.
- **Proven Technology:** Uses the latest Microsoft .NET™ technology
- **Easy Administration:** Detailed and Summary reporting provided
- **Easy Integration:** Integrates to any backend financial system; legacy or new
- **Easy To Use:** Consistent simple design enables community members to utilize services quickly and efficiently
- **Flexible payment choices:** Customers can pay online, through mobile, at the counter, or over the phone
- **Flexible payment options:** All major credit cards accepted including Visa™, MasterCard™ and American Express™
- **Credit Card Not required:** Customers can pay via Interac Online™ or by Pre-authorized withdrawals(PAD) from their chequing account
- **Automatic emails:** Automatic Emails are sent to users and administrator upon an e-service registration or use.

3 Online and Mobile Payments

The offered payment solution is based on Imex Systems' ePayment framework called **iPay** through the User Pay pricing model. Our solution is designed specifically for the Governments and hence provides extensive flexibility and multiple transaction and licensing options. **iPay** provides the application that interfaces with existing infrastructure and processes the payments via our gateway partners. **iPay** handles payments from all channels: Online, IVR, over the counter, mobile and over the phone.

Imex also offers two other pricing models: Subscription Model and License Model. Please see [Appendix A](#) for a comparison of these models.

iPay processes credit card (Visa, MasterCard, and AMEX) and/or debit card (Interac Online) payments through the following options:

- Imex's Payment Gateway with the User Pay Model
- Your choice of payment gateway (Chase Paymentech, Moneris, Beanstream etc.) with the Subscription Model
- Optionally, Imex offers integration with POS terminals
- Through other internal and third party applications.

3.1 Costs

Online payments can include any type of payment for the municipality, such as the following:

- Water/sewage bills
- Tax bills
- Animal licensing
- General Accounts Receivable
- Seasonal items
- Event tickets
- Donations

Small Cities or Towns that do not have many backend applications or that do not want integration to backend applications can receive most of their payments via the Virtual Cashier Module or e-Store (including garbage tags, parking tickets, pet licenses, any license or permit fees etc.)

This is a fully hosted cloud service that **has no upfront costs or maintenance costs** for the municipality.

Citizens who use the service will pay a convenience fee. This makes it fair to all citizens; those making cash or cheque payments are not subsidizing those who choose to make credit or debit card payments.

A sample convenience fee structure is shown below:

From	To	Convenience Fee
\$0.01	\$50.00	\$1.90
\$50.01	\$100.00	\$2.75
\$100.01	\$200.00	\$5.30
\$200.01	\$300.00	\$7.95
\$300.01	\$400.00	\$10.60
\$400.01	\$500.00	\$13.25
\$500.01	\$600.00	\$15.90
\$600.01	\$700.00	\$18.55
\$700.01	\$800.00	\$21.20
\$800.01	\$900.00	\$23.85
\$900.01	\$1000.00	\$26.50
\$1,000.01	\$10,000.00	2.65%
\$10,000.01	Or greater	2.60%

In order to encourage online payments, Imex is also offering AIRMILES reward miles to citizens who choose to use our service, at an additional cost to the Municipality. One AirMile is generated for every \$50 of payment made using our system.

The fees are generally the same for any size municipality, though Imex can negotiate reduced fees if there is a large volume of transactions being processed.

Payments are processed such that the Municipality would receive the full Revenue of the payment, while Imex would receive the convenience fee amount. Suppose the bill amount is \$50 and the convenience fee is \$1.90: the Municipality would receive the \$50 and Imex would receive the \$1.90. In this way, Imex would cover the debit/credit card fees and other transaction costs. Imex will handle all refunds and adjustments.

3.2 Customer Centric System

Our iCity platform designed to provide access to all services from a single sign on, and enables the customer to manage and track all interactions with the Municipality themselves, in real time.

All payment applications provided through **iPay** have a consistent user interface, with the same look and feel. Regardless of what service a transaction is for, all payments follow the same processes, reinforcing ease of use. This also helps staff by facilitating easy training and learning of the **iPay** application.

Imex also creates an interface that reflects the municipal branding and website design to create instant familiarity, and meets the Ontario AODA requirements for Accessibility (as per WCAG 2, AA level).

3.3 Search and Reporting

Search is a standard feature of our system. Every transaction is recorded in the database in real time and is immediately searchable through the **iPay** Admin panel. The search can be based on several criteria:

- Confirmation number
- Date / date range
- Service or product
- Channel
- Cash code / GL Number

Imex can add any other search criteria, as required.

Transaction reporting occurs in real time. Staff can log in to the **iPay** Admin panel and view up-to-the-minute transactions and produce various summary and detailed reports based on several criteria:

- Selected date range
- Service/product
- Cash code/GL number
- Channel (Online, mobile etc.)

Full payment details can be accessed for each transaction and each department can produce their own reports for the service/product offered by that department. Reports can be downloaded in Excel format or in any other format, if required.

3.4 Integration

The offered solution supports a number of integration methods for back-end financial applications. These include real time integration via Web Services, APIs, or batch file transfers. Batch file transfers are provided free of cost and our integration methods help achieve automatic reconciliation.

Payment data export will be provided. The Municipality can determine which fields are required in the export file. There is no limitation on the number of fields that can be exported for each payment record.

3.5 Dispute resolution

Imex handles all disputes related to citizen payments. Imex will co-ordinate with the banks and our processors to ensure the disputes are resolved quickly. Processes for inquiry resolution and escalation are documented for all parties at the beginning of our relationship.

The payment dispute resolution process will be based on Visa and Master Card guidelines. Imex ensures that operating procedures for exception processing, including retrievals and chargebacks, minimize impact while addressing customer issues.

3.6 Timeframe

Since our payment engine is ready-made and easily configurable to meet the specific needs of the municipality, Imex can start processing payments in as little as 2 weeks.

4 Getting Started

Procedures will vary from municipality to municipality for how take us up on our online and mobile payment processing service offer. If there is any further information required prior to meeting with council, please let us know and we will get it to you as soon as possible.

If you are interested in obtaining additional technical information or booking a demonstration, please remit the form on the next page or contact:

Alexander Damjanovich

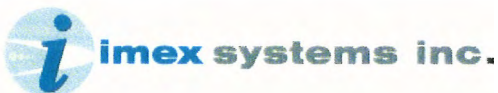
Imex Systems Inc.

34 Greensboro Drive

Office: 647 352 7520 x 261

Fax: 647 352 7510

Email: alexanderd@imexsystems.com



5 Contact Form

Contact Information:

Municipality	
Name:	
Population:	
Primary Contact	
Name:	
Address:	
Phone Number:	
Fax:	
E-mail address:	
Preferred method of contact:	

Would you like to arrange a Payment system and/or Mobile App demonstration?

Yes	No	If yes, please specify a time and date

Comments or Requests?

Please add any comments or requests

Appendix A

iPay License Models

	User Pay Model	Monthly Subscription	License
Merchant Account	Imex Merchant Account	Two options: 1. Imex Merchant account 2. Any other City selected Merchant account	Two options: 1. Imex Merchant account 2. Any other City selected Merchant account
Convenience fees	Required – paid by user Collected by Imex	Optional – paid by User Collected by City	Optional – Paid by User Collected by City
Monthly Subscription	None	Monthly paid to Imex	None
License Fee	None	None	One time license fee
Hosting	Imex Servers	Imex Servers	City Servers
Data Security	Imex	Imex	City
Credit Card Processing fees	Covered by Imex	Covered by the City	Covered by the City
Integration Cost	Two options: 1. Free for Large Transaction volumes 2. One-time payment for low transaction volumes	One-time payment	One-time payment
Interac Online Support	Interac supported, usage is optional	Interac supported, usage is optional	Interac supported, usage is optional
AMEX Support	Usage is optional, higher convenience fee to cover AMEX fees	AMEX supported, usage is optional	AMEX supported, usage is optional
PayPal Support	Usage is optional, higher convenience fee to cover PayPal costs	PayPal supported, usage is optional	PayPal supported usage is optional

THE CORPORATION OF THE
TOWNSHIP OF WELLINGTON NORTH
RECREATION & CULTURE COMMITTEE MINUTES
JUNE 4, 2015 AT 8:30 A.M.

The meeting was held in the Meeting Room of the Mount Forest & District Sports Complex

Present: **Steve McCabe, Councillor, Chairperson**
 Dan Yake, Councillor
 Barbara Dobreen, Councillor, Township of Southgate
 Barry Lavers, Director of Recreation, Parks & Facilities
 Michael Givens, CAO/Deputy Clerk
 Mark McKenzie, Mount Forest Facilities Manager
 Tom Bowden, Arthur Facilities Manager
 Cathy Conrad, Executive Assistant
 Paul Dowber, Treasurer

Absent: **Andy Lennox, Mayor**
 Mark Goetz, Councillor

CALLING THE MEETING TO ORDER

Chairperson McCabe called the meeting to order.

PASSING AND ACCEPTANCE OF AGENDA

RESOLUTION REC 2015-28

Moved by: Councillor Dobreen

Seconded by: Councillor Yake

THAT the agenda for the June 4, 2015 Recreation & Culture Committee meeting be accepted and passed.

CARRIED

DISCLOSURE OF PECUNIARY INTEREST(S) AND THE GENERAL NATURE THEREOF

No declarations of pecuniary interest were declared

DELEGATION

N/A

MINUTES OF PREVIOUS MEETING

The minutes of the May 5, 2015 Recreation & Culture Committee meeting were received and adopted by Council at the Regular Meeting of Council held on May 11, 2015.

THE CORPORATION OF THE
TOWNSHIP OF WELLINGTON NORTH
RECREATION & CULTURE COMMITTEE MINUTES
JUNE 4, 2015 AT 8:30 A.M.

BUSINESS ARISING FROM MINUTES

No business arising from minutes.

NEW BUSINESS

- 1) Ice in/out policy (communication letter) – Report RAC 2015-004 Facility Ice Time Installation & Extension Policy and letter

Councillor Yake asked the Facility Managers if they had any concerns regarding the proposed policy. Mark MacKenzie and Tom Bowden both indicated they were fine with the policy as is.

Resolution REC 2015-29

Moved by: Councillor Yake

Seconded by: Councillor Dobreen

THAT the Recreation and Culture Committee approve the draft letter to prime ice user groups;

AND FURTHER THAT the Recreation and Culture Committee recommend the Council of the Township of Wellington North direct staff to contact all prime ice user groups in Mount Forest and Arthur regarding the establishment of a policy for the annual date for ice to be installed at the Mount Forest & District Sports Complex and the Arthur & Area Community Centre Arena.

CARRIED

- 2) Swimming Season 2015 update and inspections

Barry Lavers, Director of Recreation, Parks & Facilities, reported that the Arthur and Mount Forest Pool inspections by Public Health are set for June 15. The pools officially open on June 22.

- 3) Upper Grand Trailway Wellington sub Committee appointments

Resolution REC 2015-30

Moved by: Councillor Dobreen

Seconded by: Councillor Yake

THAT the Recreation and Culture Committee recommend the Council of the Township of Wellington North appoint the following members to the Township of Wellington North Upper Grand Trailway Wellington Sub Committee in accordance with the adopted sub committee mandate:

- *Councillor Steve McCabe, Recreation and Culture Committee Chair*
- *Councillor Dan Yake, Recreation and Culture Committee member*
- *Barry Lavers, Director of Recreation, Parks and Facilities*
- *Dave Stack, volunteer member*
- *Ian Turner, volunteer member*
- *Jack Benham, volunteer member*

CARRIED

THE CORPORATION OF THE
TOWNSHIP OF WELLINGTON NORTH
RECREATION & CULTURE COMMITTEE MINUTES
JUNE 4, 2015 AT 8:30 A.M.

4) Trail Insurance update and meeting

Barry Lavers informed the committee that Paul Dowber, Treasurer, has scheduled a meeting with the Township insurance providers on June 15 with the trail subcommittee to discuss insurance for the trail and volunteers. Mike Givens, CAO, indicated that the volunteers have expressed a desire to be covered by Township insurance. In order to facilitate this it will be essential for the Township to be provided with up to date volunteer list and will require training for volunteers as well as be kept informed of what work is being done on the trail.

5) Canada 150 Infrastructure Funding

Resolution REC 2015-31

Moved by: Councillor Yake

Seconded by: Councillor Dobreen

THAT the Recreation and Culture Committee recommend the Council of the Township of Wellington North direct staff to proceed with a Canada 150 Infrastructure Funding applications for the following projects:

- *Kinsmen Ball Diamond*
- *Arthur Arena Project*

CARRIED

CORRESPONDENCE

Arthur Optimist Club

- Splash Pad
- Report RAC 2015-006 Arthur Optimist Splash Pad
- Mayor Lennox, who was unable to attend, submitted written comments related to the Arthur Optimist Club's request. Those comments were reviewed by the Committee.

RESOLUTION REC 2015-32

Moved by: Councillor Dobreen

Seconded by: Councillor Yake

THAT the Recreation and Culture Committee receive for information Report RAC 2015-006 being a report on the possibility of the Arthur Optimist Club building a splash pad in the Village of Arthur;

AND FURTHER THAT Co-Chairs of the Arthur Optimist Club Project Committee be invited to meet with the Recreation & Culture Committee for further discussion.

CARRIED

Councillor Yake left the meeting at 9:30 a.m. Quorum was lost and the meeting was adjourned and no further formal business was conducted.

THE CORPORATION OF THE
TOWNSHIP OF WELLINGTON NORTH
RECREATION & CULTURE COMMITTEE – MEETING NOTES
JUNE 4, 2015 AT 9:30 A.M.

Following the loss of quorum the committee reviewed the following staff reports. No resolutions were passed or recommendation made.

STAFF REPORTS

Facility Managers

- Mount Forest
- Arthur

Recreation Director Update

MEMBER'S PRIVILEGE

No items.

NEXT MEETING

Tuesday, September 1, 2015 at 8:30 a.m., or at call of Chair, at the Mount Forest & District Sports Complex

ADJOURNMENT – 9:40 a.m.

MOUNT FOREST RECREATION FACILITIES REPORT - April 28 to May 29/15 for June 2/15 meeting

Submitted by: Mark MacKenzie, Fac Mgr

Administration:

- Reports for Barry – monthly
- Obtain quotes for rec grant per Paul & Barry
- Meeting with Tom & Barry re: ice in & out policy
- 1 staff resigned for end of June
- Posted notice and ad for summer help wanted
- Work on water report vs treatment for solution
- Obtain quote for safety netting @ Cork
- Train 3 summer help
- Book M.B. on class
- Update pool operations manual
- Met with Elya (head guard) to discuss jobs at pool
- Rentor fac. tour
- Usual office duties

Routine Maintenance:

- Check diamond & soccer lites & timers – some relamping required
- H & S inspection- no action to be taken
- Finish painting dry wall after repairs
- Repair bleacher seating
- Paint & ID parks garbage barrels
- Replace batteries in 3 E. lites
- Repair parks pic tables
- Replace safety tile at Kin diamond
- Black & Macd in fro ¼ erly service – replace fan motor for P.R.
- Work at pool connecting water lines and pump fittings
- Trail maint and inspection
- Usual prep for bookings & setups
- Usual preventative maint as scheduled

Special Items:

- Move dangerous bleachers from Kin Diamond to be repaired
- Diamond groomer delivered and training session
- Made home plate “safe” @ Opt & Kin diamonds
- Replacement Safety netting required at Cork St- quotes to Barry

Occurrences:

- Pool door glass broken – vandalism
- Incident at M.H. banquet – no supervision for youths running throughout the facility

Usage: attached



Booking Types: Rentals/Courses/Maint/Admin/Holiday
Date from: May-01-15
Complex: Mount Forest & District Sports Complex
Rental Status: Closed/Firm/Tentative

Date to: May-31-15
Facility Option: Complex

	Duration	Fee Amount	Extra Fee Amt.	Total Revenue
Complex: Mount Forest & District Sports Complex				
Facility: Arena Floor		Hours Avail: 589:00		
Holiday	19:00	\$0.00	\$0.00	\$0.00
Total for Facility: Arena Floor		19:00	\$0.00	\$0.00
Facility: Arena Ice		Hours Avail: 589:00		
Holiday	19:00	\$0.00	\$0.00	\$0.00
Total for Facility: Arena Ice		19:00	\$0.00	\$0.00
Facility: Jr. "C" Club Room		Hours Avail: 744:00		
Holiday	24:00	\$0.00	\$0.00	\$0.00
Total for Facility: Jr. "C" Club Room		24:00	\$0.00	\$0.00
Facility: Kinsmen Diamond		Hours Avail: 465:00		
Ball - Atom Girls	1:30	\$34.00	\$0.00	\$34.00
Ball - Mite Male	4:30	\$68.00	\$0.00	\$68.00
Ball - Pee Wee Male	1:30	\$34.00	\$14.00	\$48.00
Ball - Rookie	1:30	\$34.00	\$0.00	\$34.00
Ball - Squirt Female	3:00	\$68.00	\$0.00	\$68.00
Holiday	15:00	\$0.00	\$0.00	\$0.00
Sports Practice	1:00	\$0.00	\$0.00	\$0.00
Total for Facility: Kinsmen Diamond		28:00	\$238.00	\$14.00
Facility: Leisure Hall		Hours Avail: 558:00		
Fitness Classes	7:00	\$105.00	\$0.00	\$105.00
Holiday	18:00	\$0.00	\$0.00	\$0.00
Meeting	24:30	\$750.50	\$0.00	\$750.50
Total for Facility: Leisure Hall		49:30	\$855.50	\$0.00
Facility: Lobby		Hours Avail: 651:00		
Holiday	21:00	\$0.00	\$0.00	\$0.00
Total for Facility: Lobby		21:00	\$0.00	\$0.00
Facility: Meeting Room		Hours Avail: 496:00		
Holiday	16:00	\$0.00	\$0.00	\$0.00
Meeting	16:00	\$0.00	\$0.00	\$0.00
Total for Facility: Meeting Room		32:00	\$0.00	\$0.00
Facility: MF Community Centre - kitchen		Hours Avail: 744:00		
Holiday	24:00	\$0.00	\$0.00	\$0.00
Total for Facility: MF Community Centre - kitchen		24:00	\$0.00	\$0.00

Facility Usage Report - Summary

	Duration	Fee Amount	Extra Fee Amt.	Total Revenue
Facility: MF Community Hall		Hours Avail: 580:00		
Fitness Classes	6:00	\$90.00	\$0.00	\$90.00
Fundraiser	37:00	\$696.00	\$0.00	\$696.00
Holiday	19:00	\$0.00	\$0.00	\$0.00
Meeting	29:30	\$853.00	\$0.00	\$853.00
Private Party	4:00	\$236.00	\$0.00	\$236.00
Stag & Doe	17:00	\$776.00	\$316.60	\$1,092.60
Wedding/Banquet	33:00	\$1,166.00	\$91.93	\$1,257.93
Total for Facility: MF Community Hall		145:30	\$3,817.00	\$408.53
Facility: Optimist Diamond		Hours Avail: 465:00		
Ball - Midget Male	3:00	\$68.00	\$28.00	\$96.00
Ball - Slow Pitch Male	13:30	\$378.00	\$56.00	\$434.00
Holiday	15:00	\$0.00	\$0.00	\$0.00
Sports Practice	3:00	\$0.00	\$0.00	\$0.00
Total for Facility: Optimist Diamond		34:30	\$446.00	\$84.00
Facility: Plume Room		Hours Avail: 548:00		
Holiday	17:00	\$0.00	\$0.00	\$0.00
Meeting	2:30	\$87.50	\$0.00	\$87.50
Total for Facility: Plume Room		19:30	\$87.50	\$0.00
Facility: Pro Shop		Hours Avail: 744:00		
Holiday	24:00	\$0.00	\$0.00	\$0.00
Total for Facility: Pro Shop		24:00	\$0.00	\$0.00
Facility: Storage Space		Hours Avail: 744:00		
Holiday	24:00	\$0.00	\$0.00	\$0.00
Total for Facility: Storage Space		24:00	\$0.00	\$0.00
Facility: Storage Space Ball Booth		Hours Avail: 744:00		
Holiday	24:00	\$0.00	\$0.00	\$0.00
Total for Facility: Storage Space Ball Booth		24:00	\$0.00	\$0.00
Facility: Upper Leisure Hall		Hours Avail: 465:00		
Fitness Classes	1:00	\$15.00	\$0.00	\$15.00
Meeting	1:00	\$0.00	\$0.00	\$0.00
Total for Facility: Upper Leisure Hall		2:00	\$15.00	\$0.00
Facility: Walking Track		Hours Avail: 478:00		
Holiday	16:00	\$0.00	\$0.00	\$0.00
Total for Facility: Walking Track		16:00	\$0.00	\$0.00
Total for Complex: Mount Forest & District Sports Complex		506:00	\$5,459.00	\$506.53
Report Totals:		506:00	\$5,459.00	\$506.53

May

ARTHUR RECREATION FACILITIES REPORT ~~April~~ 2015
Submitted by Tom Bowden, Facility Manager, C.I.T., and R.R.F.O.

Administration:

- Staff scheduling
- Payroll
- Bi-weekly bank deposits
- Lacrosse floor changes on the system
- Baseball diamond changes and bookings on the system
- Dehumidifier is on site ready to be installed
- Obtained pricing for lobby floor, arena heaters and sound boards for the lower hall and submitted to Barry
- Dealing with the lawn cutting issues because we have had to share a mower with the works department
- Concession booth coordinate resigned
- Playgrounds worked up
- Two junior lacrosse games
- Rec. meeting May 5

Routine Maintenance:

- Monthly pest control inspection
- Monthly Fire Safety inspection
- Stripped and waxed the lobby and lobby washroom floors
- Put picnic tables in the parks
- Weekly lawn cutting and trimming

Special Repairs

- Pumped out the pool and scrubbed the walls and floor to prepare it for paint
- Rolled ball diamonds
- Truck in for servicing
- Replaced a broken window hinge on tractor

Occurrence Report
none

53 June 1/15

Booking Types: Rentals/Courses/Maint/Admin/Holiday
 Date from: May-01-15
 Complex: Arthur & Area Community Centre
 Rental Status: Closed/Firm/Tentative

Date to: May-31-15
 Facility Option: Complex

	Duration	Fee Amount	Extra Fee Amt.	Total Revenue
Complex: Arthur & Area Community Centre				
Facility: Arena Floor		Hours Avail: 589:00		
Fundraiser	3:30	\$225.75	\$0.00	\$225.75
Holiday	19:00	\$0.00	\$0.00	\$0.00
Lacrosse	62:00	\$2,883.00	\$0.00	\$2,883.00
Total for Facility: Arena Floor	84:30	\$3,108.75	\$0.00	\$3,108.75
Facility: Arena Ice		Hours Avail: 589:00		
Holiday	19:00	\$0.00	\$0.00	\$0.00
Total for Facility: Arena Ice	19:00	\$0.00	\$0.00	\$0.00
Facility: ARTHUR KITCHEN		Hours Avail: 744:00		
Holiday	24:00	\$0.00	\$0.00	\$0.00
Total for Facility: ARTHUR KITCHEN	24:00	\$0.00	\$0.00	\$0.00
Facility: Campgrounds		Hours Avail: 744:00		
Holiday	20:00	\$0.00	\$0.00	\$0.00
Total for Facility: Campgrounds	20:00	\$0.00	\$0.00	\$0.00
Facility: Community Centre Lower Hall		Hours Avail: 651:00		
Holiday	21:00	\$0.00	\$0.00	\$0.00
Meeting	6:00	\$177.00	\$0.00	\$177.00
Sports Practice	4:00	\$236.00	\$0.00	\$236.00
Stag & Doe	34:00	\$1,552.00	\$630.01	\$2,182.01
Total for Facility: Community Centre Lower Hall	65:00	\$1,965.00	\$630.01	\$2,595.01
Facility: Community Centre Upper Hall		Hours Avail: 651:00		
Holiday	21:00	\$0.00	\$0.00	\$0.00
Meeting	15:00	\$402.00	\$0.00	\$402.00
Total for Facility: Community Centre Upper Hall	36:00	\$402.00	\$0.00	\$402.00
Facility: Diamond "A"		Hours Avail: 480:00		
Ball - Atom Girls	1:30	\$34.00	\$0.00	\$34.00
Ball - Bantam Female	3:00	\$68.00	\$28.00	\$96.00
Ball - Mites, Mixed	1:30	\$34.00	\$0.00	\$34.00
Ball - Pee Wee Female	1:30	\$34.00	\$0.00	\$34.00
Ball - Slow Pitch Male	17:00	\$588.00	\$112.00	\$700.00
Exhibition	6:00	\$0.00	\$0.00	\$0.00
Holiday	15:00	\$0.00	\$0.00	\$0.00
Total for Facility: Diamond "A"	45:30	\$758.00	\$140.00	\$898.00

Facility Usage Report - Summary

	Duration	Fee Amount	Extra Fee Amt.	Total Revenue	
Facility: Diamond "B"		Hours Avail: 465:00			
Ball - Atom Boys	3:00	\$68.00	\$0.00	\$68.00	
Ball - Atom Girls	1:30	\$34.00	\$0.00	\$34.00	
Ball - Bantam Male	3:00	\$68.00	\$14.00	\$82.00	
Ball - Pee Wee Female	1:30	\$34.00	\$14.00	\$48.00	
Ball - Pee Wee Male	3:00	\$68.00	\$14.00	\$82.00	
Ball - Senior Male	1:30	\$42.00	\$14.00	\$56.00	
Ball - Slow Pitch Male	14:00	\$504.00	\$84.00	\$588.00	
Ball - Squirt Male	3:00	\$68.00	\$0.00	\$68.00	
Ball - T-Ball	2:00	\$68.00	\$0.00	\$68.00	
Exhibition	6:00	\$0.00	\$0.00	\$0.00	
Holiday	15:00	\$0.00	\$0.00	\$0.00	
Total for Facility: Diamond "B"		53:30	\$954.00	\$140.00	\$1,094.00
Facility: KITCHENARTHUR		Hours Avail: 744:00			
Holiday	24:00	\$0.00	\$0.00	\$0.00	
Total for Facility: KITCHENARTHUR		24:00	\$0.00	\$0.00	\$0.00
Facility: Lobby		Hours Avail: 651:00			
Holiday	21:00	\$0.00	\$0.00	\$0.00	
Total for Facility: Lobby		21:00	\$0.00	\$0.00	\$0.00
Facility: Pavillion		Hours Avail: 527:00			
Exhibition	6:00	\$0.00	\$0.00	\$0.00	
Holiday	17:00	\$0.00	\$0.00	\$0.00	
Total for Facility: Pavillion		23:00	\$0.00	\$0.00	\$0.00
Total for Complex: Arthur & Area Community Centre		415:30	\$7,187.75	\$910.01	\$8,097.76
Report Totals:		415:30	\$7,187.75	\$910.01	\$8,097.76

Recreation Director's Update

June 2015

Barry Lavers

Activities:

Recreation & Culture Committee minutes May 5, 2015 meeting
Senior Management Team meeting April 8, 2015
Arthur & Mount Forest Pools registration and schedules
Work Schedules & payroll
Invoices & Contracts
Committee/Council report(s)
Mount Forest Teddy Bear Picnic June 27, 2015
Bands & Boards Aug 15, 2015
Arthur Arena Inspection BM Ross set up
Pool staffing
Rural Summer Job Service application
Conn Pavilion Doors
Grass cutting Arthur
Upper Grand Trail Wellington
Mount Forest & District Soccer meeting April 21, 2015
Arthur Senior Centre Lease Agreement
Mount Forest & District Coop Fitting Day June 6, 2015
Fireworks Festival 2015 preparations
Mount Forest Lions Beer garden application July 18, 2015
Wellington North Council meeting May 11, 2015
Senior Management Team meeting May 13, 2015
Arthur Cenotaph meeting May 13, 2015
Highland Fencing estimate Mount Forest
Aquatic Supervisor position begins May 22/15
Canada 150 Infrastructure Funding Announcement + Application
Wellington North Council meeting May 25, 2015
Facility Managers meeting May 26, 2015 Infrastructure projects
Mount Forest + Arthur Pool start up and Inspection application
Fire Chief's Gala June 4, 2015
Preparation Recreation Committee Agendas for June 4, 2015 meeting

**THE CORPORATION OF THE TOWNSHIP OF WELLINGTON NORTH
ADMINISTRATION/FINANCE COMMITTEE
MONDAY, JUNE 15, 2015 AT 4:30 P.M.**

Present: Sherry Burke, Councillor, Chairperson, Administration and Finance
Andy Lennox, Mayor
Mark Goetz, Councillor
Dan Yake, Councillor
Michael Givens, CAO
Karren Wallace, Clerk
Paul Dowber, Treasurer
Mary Jo Marshall, Deputy Treasurer
Cathy Conrad, Executive Assistant

CALL THE MEETING TO ORDER

Chairperson Burke called the meeting to order.

PASSING AND ACCEPTANCE OF AGENDA

RESOLUTION A&F 2015-29

Moved by: Mayor Lennox

Seconded by: Councillor Yake

THAT the Agenda for the June 15, 2015 Administration & Finance Committee meeting be accepted and passed.

CARRIED

DECLARATION OF PECUNIARY INTEREST

None declared

CLOSED SESSION

RESOLUTION A&F 2015-30

Moved by: Mayor Lennox

Seconded by: Councillor Yake

THAT the Administration and Finance Committee go into a meeting at 4:35 p.m. that is closed to the public under subsections 239 (2) (d) (e) and (f) of the Municipal Act, 2001

- *to consider labour relations or employee negotiations,*
- *to consider litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board; AND
advice that is subject to solicitor-client privilege, including communications necessary for that purpose.*

CARRIED

RESOLUTION A&F 2015-31

Moved by: Councillor Yake

Seconded by: Mayor Lennox

THAT the Administration and Finance Committee rise from a closed meeting session at 5:35 p.m.

CARRIED

RESOLUTION A&F 2015-32

Moved by: Councillor Yake

Seconded by: Mayor Lennox

THAT the Administration and Finance Committee receive the verbal report of Patrick J. Kraemer, Duncan Linton LLP regarding the Ghent Pit for information.

CARRIED

RESOLUTION A&F 2015-33

Moved by: Councillor Yake

Seconded by: Mayor Lennox

THAT the Administration and Finance Committee receive report CAO 2015-16 being a report on Employee Remuneration;

AND FURTHER THAT Administration and Finance Committee recommend that Council of the Township of Wellington North authorize a pay increase the equivalent of 1.5% for Job Rate of Grade 3 (\$903) for all currently employed non-union personnel, save and except the below listed personnel –

- *Volunteer firefighters;*
- *Seasonal public works and recreation staff (summer/winter not captured on the Pay Grid);*

AND FURTHER THAT the increase be applied to the current Township of Wellington North Pay Equity Grid effective July 1, 2015;

AND FURTHER THAT increases are contingent on completed satisfactory individual annual Employee Performance Reviews for all Non-Union staff by their respective supervisor as per the Township’s Personnel Policy.

CARRIED

DELEGATION

N/A

ADMINISTRATION

Report from Michael Givens, CAO

- CAO 2015-13 Council Remuneration and Per Diems

RESOLUTION A&F 2015-34

Moved by: Mayor Lennox

Seconded by: Councillor Yake

THAT the Administration and Finance Committee of the Township of Wellington North receive for information report CAO 2015-13 Council Remuneration and Per Diems.

AND FURTHER THAT the Administration and Finance Committee direct staff to implement the amendments to the Township Personnel Policy and Guidelines as per Table 1 of CAO Report 2015-09 Clarifying Provisions for Reimbursable Expenses/Per Diems.

Amendment to resolution:

That the Adm & Finance Committee of the Township of Wellington North receive for information report CAO 2015-013 Council remuneration and per diems;

AND FURTHER THAT the Committee recommends to Council to adopt the provisions in Table 1 attached to report CAO 2015-09 with the exception of Council Remuneration pay base and Eligible for per diems.

CARRIED

Report from Michael Givens, CAO

- CAO 2015-14 Employee Benefits

RESOLUTION A&F 2015-35

Moved by: Mayor Lennox

Seconded by: Councillor Yake

THAT the Administration and Finance Committee of the Township of Wellington North receive for information report CAO 2015-14 Employee Benefits;

AND FURTHER THAT the Administration and Finance Committee recommend Council direct staff to further investigate introduction of Major Dental Coverage at 50% co-insurance to a maximum of \$1,000 per calendar for all eligible employees in Class 120, Plan X (non-union) in conjunction with the introduction of a Mandatory Generic Drug Program;

AND FURTHER THAT the Administration and Finance Committee recommend Council direct the CAO to give consideration to matching Major Dental Coverage and Mandatory Generic Drug Program for all eligible employees in Class 122, Plan XX (union) during the next round of collective bargaining.

CARRIED

Report from Karren Wallace, Clerk

- CLK 2015-022 being a report on Accountability and Transparency Policy for the Township of Wellington North

RESOLUTION A&F 2015-36

Moved by:

Seconded by:

THAT the Administration and Finance Committee of the Township of Wellington North receive report CLK 2015-022 being a report on an Accountability and Transparency Policy; AND FURTHER THAT the Administration and Finance Committee recommend Council of the Township of Wellington North approve the Accountability and Transparency Policy as presented with the exceptions:

- *Remove the Public Forum requirement (paragraph 3) of the schedule;*
- *Remove the requirement for a staff report regarding tax write off (paragraph 12);*
- *Remove the requirement for MPMP date (paragraph 2 pg 2);*
- *Remove the requirement for public meeting regarding cheque signing (paragraph 6 pg 2)*
- *Remove the requirement to include corporate objectives in the budget (paragraph 7 pg 2).*

CARRIED

Councillor Sherry Burke

- Discussion regarding FISH Philosophy program - customer service training for staff.

Councillor Burke advised the FISH Philosophy program was purchased at a cost of over \$3,000 approximately three years ago and to date has not been utilized by staff. The program focuses on customer service and team building. The expectation would be that everybody would take part, including Council, and could be done over two days so that the office can remain open and business not disrupted.

Mayor Lennox commented that one goal when the program was purchased was a common language so that everyone has a similar approach to use when dealing with customer concerns.

Michael Givens, CAO will check with the County of Wellington regarding availability and cost.

FINANCE

Year to date vs. Budget

RESOLUTION A&F 2015-37

Moved by: Councillor Goetz

Seconded by: Mayor Lennox

THAT the Administration and Finance Committee of the Township of Wellington North receive for information the Budget vs. Year to Date as of May 31, 2015.

CARRIED

Report from Paul Dowber, Treasurer

- TR2015-10 confirmation of One-Third Tax Free Allowance for Councillors

RESOLUTION A&F 2015-38

Moved by: Mayor Lennox

Seconded by: Councillor Goetz

THAT the Administration and Finance Committee of the Township of Wellington North receive report TR 2015-10 regarding Council One-Third Tax Free Allowance;

AND FURTHER THAT the Committee recommends Council approve that one-third of the remuneration paid to elected members of Council continue to be considered as expenses incidental to the discharge of their duties as members of Council as per the provisions of subsection 283(5) of the Municipal Act, 2001.

CARRIED

Report from Matthew Aston, Director of Public Works

- PW 2015-042 being a report on the award of the Miller, John and North Water Streets reconstruction project

RESOLUTION A&F 2015-39

Moved by: Councillor Goetz

Seconded by: Mayor Lennox

THAT the Administration and Finance Committee of the Township of Wellington North receive report PW2015-042 being a report on the award of the Miller, John and North Water Streets reconstruction project;

AND FURTHER THAT the Administration and Finance Committee recommend the Council of the Township of Wellington North revise the 2015 budgeted estimates for the Miller Street construction project as follows:

Budget Item	FROM	TO
Road (acct # 2-00-30-309-5290)	\$367,600	\$732,288
Road (acct #2-00-30-323-5290)	\$40,000	\$48,673
Sanitary (acct # 2-00-40-309-5290)	\$367,900	\$418,810
Water (acct # 2-00-42-309-5290)	\$487,300	\$554,708
Total	\$1,262,800	\$1,754,479

Engineering, geotech and net HST included in the above

AND FURTHER THAT the Administration and Finance Committee recommend the Council of the Township of Wellington North award the contract for the Miller, John and North Water Streets reconstruction project to Moorefield Excavating at a contract cost of \$1,789,281.10 including HST and a net contract cost of \$1,611,303.05;

AND FURTHER THAT the Administration and Finance Committee recommend the Council of the Township of Wellington North direct staff to fund the variance between the 2015 approved capital budget and the contract amount from the working capital reserve, water reserve, and sanitary sewer life-cycle reserve.

CARRIED

Report from Matthew Aston, Director of Public Works

- PW 2015-043 being a report on the award of the pick-up truck for Water and Sewer Department

RESOLUTION A&F 2015-40

Moved by: Councillor Goetz

Seconded by: Mayor Lennox

THAT the Administration and Finance Committee of the Township of Wellington North receive report PW2015-043 being a report on the award of the pick-up truck for water and sewer department;

Budget Item	2015 Approved Budget	Proposed 2015 Budget
Sanitary (acct # 2-00-40-320-5290)	\$4,000	\$5,000
Water (acct # 2-00-42-320-5290)	\$28,000	\$33,000
Total	\$32,000	\$38,000

net HST included in the above

AND FURTHER THAT the Administration and Finance Committee recommend the Council of the Township of Wellington North award the water and sewer department pick-up truck to Trillium Ford Lincoln at a net cost of \$38,889.62;

AND FURTHER THAT the Administration and Finance Committee recommend the Council of the Township of Wellington North fund these additional costs from the water and sewer reserve accounts.

CARRIED

NEXT MEETING DATE

The next Administration and Finance Committee meeting will be July 20, 2015 at 4:30 p.m.

ROUNDTABLE

Paul Dowber, Treasurer, stated that the Treasury Department is trying to complete the year end and are looking at the July 13 Council meeting for presentation.

Matthew Aston, Director of Public Works, announced that a report will be coming to Council on June 22 regarding Bridge 11 on Concession 11, north of Sideroad 4. Nine tenders were opened earlier in the day with the lowest tender being \$10,000 over budget.

Councillor Burke asked members to consider dates for hosting a staff barbeque

ADJOURNMENT

RESOLUTION A&F 2015-41

Moved by: Councillor Goetz

Seconded by: Mayor Lennox

THAT the Administration & Finance Committee meeting of June 15, 2015 be adjourned at 7:16 p.m.

CARRIED



Township of Wellington North

P.O. Box 125 • 7490 Sideroad 7 W • Kenilworth • ON • N0G 2E0

**TO: MAYOR AND COUNCIL
MEETING OF JUNE 22, 2015**

FROM: KARREN WALLACE, CLERK

**SUBJECT: CLK 2015-028 BEING A REPORT ON ENHANCEMENTS TO THE
TOWNSHIP OF WELLINGTON NORTH WEBSITE**

RECOMMENDATION

THAT Council of the Township of Wellington North receive Report CLK 2015-028 being a report on enhancements to the Township of Wellington North website for information.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

N/A

BACKGROUND

In order to enhance our website and to better serve the public, a notification feature has been added to the municipal website. Once an individual has registered, they will receive automatic notifications of postings for all agendas and minutes, including committees.

The feature is at this link: <http://wellington-north.com/government/agendas-minutes>

Mailing List

Get notified via email when new agendas and minutes are posted.

Email

I consent to future updates from **Township of Wellington North** and have read the privacy policy.

Submit

Communication to ratepayers and the public will include an excerpt in the tax insert to be mailed in July 2015 as well as social media by the Tourism, Marketing & Promotion Manager.

FINANCIAL IMPLICATIONS

The cost to implement and activate this feature was \$500.00.

PREPARED BY:	RECOMMENDED BY:
---------------------	------------------------

Karren Wallace

Michael Givens

KARREN WALLACE CLERK	MICHAEL GIVENS CHIEF ADMINISTRATIVE OFFICER
---------------------------------	--

*Arthur
& District*

Chamber of Commerce

"Most Patriotic Village"

www.arthurchamber.ca

achamber@wightman.ca

146 George St., P.O. Box 519
Arthur, Ontario N0G 1A0
(519)-848-5603

Township of Wellington North
Box 125
Kenilworth, ON
N0G 1A0

Re: Waste Water Treatment Plant

Dear Mayor Lennox & Councillors,

The Executive at the Arthur & District Chamber of Commerce would like to express its concern about the issues surrounding Arthur's Waste Water Treatment Plant.

It is clear that the waste water issue is hampering our village's growth. The ability for a community to expand is essential, not just for our businesses but for our residents as well.

We appreciate that the Township is taking steps to solve this problem and we will watch with interest to see what is done next.

Regards,

The Executive & Directors of the Arthur & District Chamber of Commerce

Membership Builds Our Community as a Place to Work, Play and Live

**THE CORPORATION OF THE
TOWNSHIP OF WELLINGTON NORTH**

BY-LAW NUMBER 051-15

**BEING A BY-LAW TO AMEND ZONING BY-LAW NUMBER 66-01
BEING THE ZONING BY-LAW FOR THE TOWNSHIP OF
WELLINGTON NORTH (Highway 6 & Sideroad 2 W – Broadline
Equipment)**

WHEREAS, the Council of the Corporation of the Township of Wellington North deems it necessary to amend By-law Number 66-01;

NOW THEREFORE the Council of the Corporation of the Township of Wellington North enacts as follows:

1. THAT Schedule "A" Map 1 to By-law 66-01 is amended by changing the zoning on lands described as WOSR Divisions 3 & 4, Pt. lot 3, RP 60R3155 Part 2, Geographic Township of Arthur, as shown on Schedule "A" attached to and forming part of this By-law from **Institutional (IN)** and **Agricultural 1 (A-1)** to **Agricultural Commercial (AC)**.
2. THAT except as amended by this By-law, the land as shown on the attached Schedule 'A' shall be subject to all applicable regulations of Zoning By-law 66-01, as amended.
3. THAT this By-law shall come into effect upon the final passing thereof pursuant to Section 34(21) and Section 34(22) of The Planning Act, R.S.O., 1990, as amended, or where applicable, pursuant to Sections 34 (30) and (31) of the Planning Act, R.S.O., 1990, as amended.

***READ A FIRST, SECOND AND THIRD TIME AND FINALLY PASSED
THIS 22nd DAY OF JUNE, 2015.***

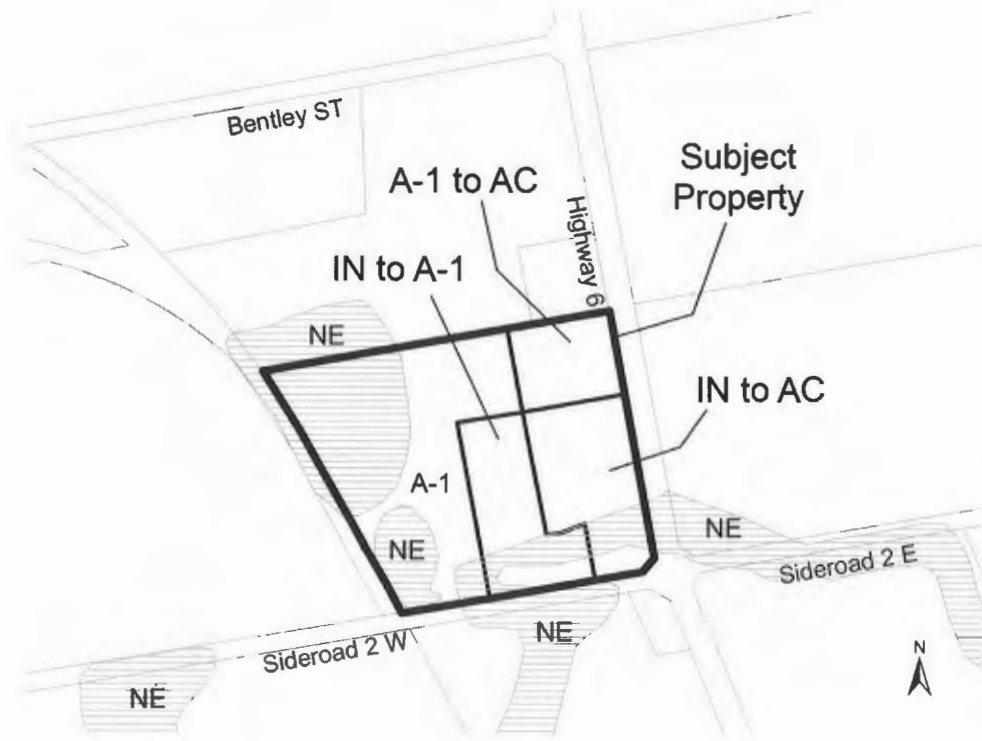
**ANDREW LENNOX,
MAYOR**

**KARREN WALLACE,
CLERK**

THE TOWNSHIP OF WELLINGTON NORTH

BY-LAW NUMBER 056-15

Schedule "A"



**This is Schedule "A" to By-law No. 051-15
Passed this 22nd day of June, 2015**

**ANDREW LENNOX
MAYOR**

**KARREN WALLACE
CLERK**

EXPLANATORY NOTE

BY-LAW NUMBER 051-15

SUBJECT LAND

WOSR Divisions 3 & 4, Pt. lot 3, RP 60R3155 Part 2, Geographic Township of Arthur, now the Township of Wellington North. The area being rezoned to Agriculture Commercial has an area of 3.6 hectares (9 acres).

THE PURPOSE AND EFFECT OF THE APPLICATION

To rezone a portion of the property from Institutional (IN) and Agricultural (A-1) to Agricultural Commercial (AC) to permit the development of a farm implement sales and rental facility.

AMO watchfile



June 4, 2015

In this issue

- Government Bill introduced that impacts municipalities.
- New: AMO to present Social Media session this August.
- Space limited in pre-AMO Conference Heads of Council.
- Showcase YOU at the AMO Conference!
- Big or small, LAS Group Benefits has something for all.
- Career opportunities with OPS, Kenora DSB, Kitchener and Brampton.

Provincial Matters

Government *Bill 106, Protecting Condominium Owners Act, 2015* (would increase protections for condominium owners and allow for creation of training and licensing authorities), was introduced and received First Reading.

Eye on AMO/LAS Events

Navigating the high road, high return approach to social media - Brian Lambie, Redbrick Communications, will help you chart this road from the public relations perspective. This two-hour practical session on Sunday, August 16 in Niagara Falls will teach you to make prudent decisions about personal and professional plans, policies and use. Register today!

Join fellow Heads of Council at AMO's Heads of Council Training on Sunday, August 16 in Niagara Falls. Get the information you need to be an effective Head of Council. Learn what skills you need to utilize, the tools you need to lead, manage and collaborate and more. Don't miss out, and reserve your space today!

Only 30 spaces remain for you to get the attention of the valuable Ontario municipal market and stand out from your competition. With signage, giveaways, booth space and more, you can stay top of mind with municipal leaders and decision makers at the AMO Conference. Start your exhibitor application today.

LAS

The LAS Group Benefits Program has something to offer all municipalities, no matter the size. Participating members range from less than 10 staff to over 400 staff, with an average savings of 13% at the time of quotation. Find out how LAS can help your municipality by contacting us today!

Careers

Senior Financial and Economic Policy Advisor - Ontario Public Service. One temporary (up to 24 months). Location: Toronto. Please apply online by June 11, 2015, entering Job ID 78705 in the Job ID search field and following the instructions to submit your application.

Integrated Social Services Manager - Kenora District Services Board. Competition # ADM 15-03-E. Location: Kenora. Please submit a cover letter and resume, by email, referencing the competition number in the subject line, by 9:00 a.m. CDT, June 15, 2015 to: Bri Pollock, Manager of Human Resources, Kenora District Services Board, Email: hr@kdsb.on.ca.

Business Analyst, Corporate Contact Centre - City of Kitchener. Temporary - 1 year. Competition No. N#30-791. Posting Closing: 11:59 p.m., June 15, 2015. Please apply online through City of Kitchener Employment Opportunities.

Sponsorship & Advertising Coordinator - City of Brampton. Department: Public Services. Division: Recreation & Culture. Please apply online, quoting file number 101711, by June 16, 2015 via City of Brampton Employment Opportunities or Workopolis, and search for key words City of Brampton.

About AMO

AMO is a non-profit organization representing almost all of Ontario's 444 municipal governments. AMO supports strong and effective municipal government in Ontario and promotes the value of municipal government as a vital and essential component of Ontario's and Canada's political system. Follow @AMOPolicy on Twitter!

AMO Contacts

AMO Watch File Team, Tel: 416.971.9856

Conferences/Events

Policy and Funding Programs

LAS Local Authority Services

MEPCO Municipal Employer Pension Centre of Ontario

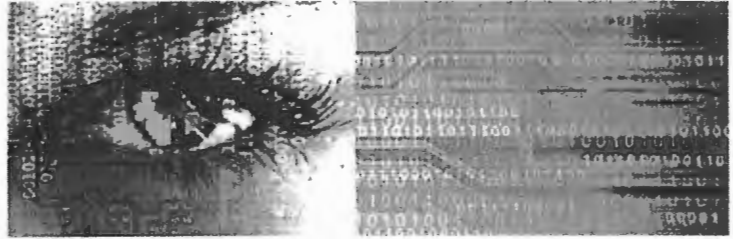
OMKN Ontario Municipal Knowledge Network

Media Inquiries, Tel: 416.729.5425

Municipal Wire, Career/Employment and Council Resolution Distributions

*Disclaimer: The Association of Municipalities of Ontario (AMO) is unable to provide any warranty regarding the accuracy or completeness of third-party submissions. Distribution of these items does not imply an endorsement of the views, information or services mentioned.

AMO watchfile



June 11, 2015

In this issue

- Ontario's Bill 8 undoes previous legislation, expands ombudsman powers.
- Municipal legislation review announced.
- Legislative update on other bills impacting municipalities.
- New: AMO to present Social Media session this August.
- Showcase YOU at the AMO Conference!
- LAS announces six more Energy Finance workshops.
- Fill up on savings with the LAS Fuel Program.
- Career opportunity with Tay Township.

Guest Column*

The province appears to be retracing its steps and seeking to turn back the clock on municipal legislation reform.

Provincial Matters

The Minister of Municipal Affairs and Housing, the Honourable Ted McMeekin, has announced the Municipal Legislation Review, which includes the *Municipal Act*, the *City of Toronto Act* and the *Municipal Conflict of Interest Act*. The government's consultation process is seeking input from municipal governments, the public and others by August 7th. AMO will be making a submission on the review.

The Legislative Assembly is adjourned until September 14. Action was taken on a number of Bills in the final week before the legislative summer break.

Eye on AMO/LAS Events

Navigating the high road, high return approach to social media - Brian Lambie, Redbrick Communications, will help you chart this road from the public relations perspective. This two-hour practical session on Sunday, August 16 in Niagara Falls will teach you to make prudent decisions about personal and professional plans, policies and use. Register today!

Only 30 spaces remain for you to get the attention of the valuable Ontario municipal market and stand out from your competition. With signage, giveaways, booth space and more, you can stay top of mind with municipal leaders and decision makers at the AMO Conference. Start your exhibitor application today.

The Energy Finance workshop dives into key financial concepts and empowers participants with the tools to analyze energy projects, build a business case, and present effectively to senior management.

LAS

Municipalities save an average of 4 cents/L with the LAS Fuel Program, but price is just the beginning. Strategically plan purchases with weekly advanced price notifications and reduce administration hassle with single invoices for the billing period. Discover all of the benefits the LAS Fuel Program has to offer today!

Careers

Building Inspector - Township of Tay. Please submit a detailed resume in confidence by 4:30 p.m., Tuesday, June 30, 2015 to: Mara Burton, Director of Planning & Development, Township of Tay; Fax: 705.534.4493; Email: mburton@tay.ca.

About AMO

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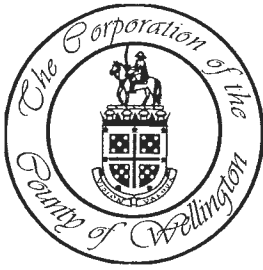
MEPCO Municipal Employer Pension Centre of Ontario

OMKN Ontario Municipal Knowledge Network

Media Inquiries, Tel: 416.729.5425

Municipal Wire, Career/Employment and Council Resolution Distributions

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THE CORPORATION OF THE COUNTY OF WELLINGTON
Engineering Services Department
Roads Division

NOTICE OF CONSTRUCTION

Wellington Road 14 (Frederick Street),
Arthur Reconstruction and Road Closure

County of Wellington Contract, CW2015-028

June 22 until late September/early October

The County of Wellington has hired a contractor to complete the reconstruction of Wellington Road 14 (Frederick Street) in Arthur from George Street (Highway 6) to Eliza Street, including the intersection of Frederick, Domville and Eliza Streets. Construction of the temporary watermain will commence in mid-June with the road closure starting on Monday, June 22. The contractor will be starting at the George Street end and working towards Eliza Street. Eliza Street will be kept open until work occurs within the intersection. A detour route using Tucker Street will be posted for the duration of construction.

Work is estimated to be completed at the end of September or beginning of October.

The roundabout at the intersection of Frederick, Domville and Eliza Streets will be completed as part of this project. The roundabout will be completed in September with other aspects of the road work.

Mark Eby, Construction Manager
County of Wellington
T 519.837.2601
www.wellington.ca

For more information, please visit www.wellington-north.com.





OFFICE OF THE MAYOR
Tony Van Bynen

June 3, 2015

Dear Sir or Madam:

RE: Community Mailboxes

The following resolution was adopted by the Council of the Town of Newmarket at its meeting held on June 1, 2015.

WHEREAS the installation of community mailboxes raises several of the same concerns as the installation of above-ground plant (e.g., utility boxes) in municipally-owned right-of-way; and

WHEREAS the installation of community mailboxes might require installation requests for additional sidewalks where no sidewalks currently exist; and

WHEREAS the installation of community mailboxes might require installation of additional sidewalk approach ramps for easier access, for persons with disabilities or pushing strollers and/or seniors; and

WHEREAS increased snow clearing responsibilities for adjacent property owners and the Town would be needed; and

WHEREAS installation of additional sign posts, adjacent to community mailboxes for parking regulation changes will be needed; and

WHEREAS the installation of community mailboxes might require additional street light requests to improve visibility to and from community mailbox locations and security at these locations.

NOW THEREFORE BE IT HEREBY RESOLVED THAT Council direct the Mayor to send a letter, copied to Members of Parliament, Ontario Members of Provincial Parliament, and all Ontario municipalities, that requests the Federal Minister of Transport, who oversees Canada Post, to require Canada Post to halt installation of community mailboxes immediately and to adhere to its Five-point Action Plan requirement to engage in full and meaningful consultation with all stakeholders, including the Town and its residents; and

BE IT FURTHER RESOLVED THAT Council direct staff to bring forward recommendations to the next Committee of the Whole or Council meeting to align the Town's by-laws with the City of Hamilton's By-law Number 15-091 which regulates the installation of equipment on roads; and

BE IT FURTHER RESOLVED THAT Council direct staff to develop appropriate standards to require Canada Post to apply for permits with an appropriate fee that reflects the resources required and costs incurred by the Town to install and maintain community mailboxes in established neighbourhoods; and

BE IT FURTHER RESOLVED THAT staff bring back a new by-law for Council's enactment at the next Council meeting.

Yours sincerely,

Tony Van Bynen
Mayor

Temara Brown
1970 Cedar Creek Rd
Cambridge ON, N1R5S5
temara.brown@gmail.com
226-791-0757

June 15, 2015

Township of Wellington North

7490 Sideroad 7 W, PO Box 125
Kenilworth, Ontario N0G 2E0
519-848-3620

Sent via email to township@wellington-north.com, smccabe@wellington-north.ca, mgoetz@wellington-north.ca, sburke@wellington-north.ca, dyake@wellington-north.ca, alennox@wellington-north.ca

To the Mayor and Council of Wellington North Township,

Re: The Need for a Planning Report prepared under the *Planning Act (1990)* for the H. Bye Construction Pit Zoning Bylaw Amendment and Official Plan Amendment Applications

I recently met with concerned residents from Wellington North Township regarding the application for the "Ghent Pit", which proposes to be located at 7572 Sideroad 3 E and 9458 Concession 4N. I have reviewed what application materials have been shared with me and write regarding the need for a Planning Report prepared under the *Planning Act (1990)*.

My interest in this matter is due to a concern for the unchecked adverse effects the aggregate industry inflicts socially, economically, and environmentally. I am the Executive Director of the Concerned Residents Association of North Dumfries ("CRAND") and reside in a township that hosts over 40 licenced gravel pits, which cause great distress to local citizens. Through CRAND or as an individual, I am also a member of Gravel Watch Ontario, the Ontario Greenbelt Alliance,

the Ontario Smart Growth Network, and strong supporter of the Food and Water First movement. I am also the critic for the Ministry of the Environment and Climate Change ("MOECC") for the Green Party of Ontario.

I had recently requested copies of materials supporting both the applications under the *Aggregate Resources Act (1990)* ("ARA") and the *Planning Act (1990)*. Materials were provided to me by Ms Karren Wallace, Clerk for the Township of Wellington North. The package included a copy of the documents that the Township and County had received by the applicant and included some technical studies, site plans, and what I believe is supposed to represent the Summary Report prepared for the ARA licence application. This document did not list an author nor acknowledged provincial planning policies.

This pit application requires two amendments under the *Planning Act (1990)*.

Planning Act (1990)

Purposes

1.1 The purposes of this Act are,

- (a) to promote sustainable economic development in a healthy natural environment within the policy and by the means provided under this Act;
- (b) to provide for a land use planning system led by provincial policy;
- (c) to integrate matters of provincial interest in provincial and municipal planning decisions;
- (d) to provide for planning processes that are fair by making them open, accessible, timely and efficient;
- (e) to encourage co-operation and co-ordination among various interests;
- (f) to recognize the decision-making authority and accountability of municipal councils in planning. 1994, c. 23, s. 4.

A Planning Report serves to outline how the application plans to meet the criteria outlined in provincial policy, including the *Planning Act* and the *Provincial Policy Statements (2014)* ("PPS 2014"). Section 3 of the *Planning Act (1990)* outlines the duty to be consistent with the PPS 2014.

Planning Act (1990)

Policy statements and provincial plans

3 (5) A decision of the council of a municipality, a local board, a planning board, a minister of the Crown and a ministry, board, commission or agency of the government, including the Municipal Board, in respect of the exercise of any authority that affects a planning matter,

(a) shall be consistent with the policy statements* issued under subsection (1)

that are in effect on the date of the decision; and
(b) shall conform with the provincial plans that are in effect on that date, or shall not conflict with them, as the case may be. 2006, c. 23, s. 5.

[*emphasis added]

A typical Planning Report will go through each PPS 2014 policy and explain how it is or is not consistent with provincial policy. Additionally, the PPS 2014 considers a broader range of areas than what is required under the ARA. It is not sufficient to accept even the most thorough Summary Report prepared under the ARA, which was not completed in this case, as a replacement to a report prepared under the Planning Act.

The introduction of the PPS 2014 provides further clarity on the need for a Planning Report:

Provincial Policy Statement 2014

Read the Entire Provincial Policy Statement

The Provincial Policy Statement is more than a set of individual policies. ***It is to be read in its entirety and the relevant policies are to be applied to each situation.**** When more than one policy is relevant, a decision-maker should consider all of the relevant policies to understand how they work together. The language of each policy, including the Implementation and Interpretation policies, will assist decision-makers in understanding how the policies are to be implemented.

While specific policies sometimes refer to other policies for ease of use, these cross-references do not take away from the need to read the Provincial Policy Statement as a whole.

There is no implied priority in the order in which the policies appear.*

[*emphasis added]

In the materials provided thus far, the applicant has failed to have adequate regard for provincial policy and the obligations of council to make a fully informed decision.

It is vital that council appreciate its approval authority role in the context of the "downward creep" strategy. Once initial zoning approvals are given, unless conditions are written into the bylaws or official plans, the municipality relinquishes its authority as a decision-maker in the event the licensee applies to radically amend their licence and site plans through the Ministry of Natural

Resources and Forestry ("MNR"). I have been witness to several cases where an application with less of an environmental impact is granted only to have the applicant apply for a more invasive licence through the MNR process shortly afterwards. Municipalities are permitted to comment, the public is not. It is vital that municipal decision-makers appreciate their role in this stage, champion the interests of their residents, and thoroughly consider all potential outcomes in order to properly plan for the social, environmental, and economic impacts this application could cause.

I look forward to reviewing the Planning Report for this application.

Please do not hesitate to contact me for further information.

Sincerely,



Temara Brown

temara.brown@gmail.com

226-791-0757

CC:

C Booi

V McHugh

B McHugh

K Wallace

M Givens

A Brown

K White

C Cody

S Stublely

L Rocque



Gord Flewwelling
President
RR 3 Arthur ON
N0G 1A0
519-323-9953
gflewwelling@gto.net

WELLINGTON FEDERATION OF AGRICULTURE

www.wfofa.on.ca

Lisa Hern
Secretary-Treasurer
RR 2 Kenilworth ON
N0G 2E0
519-848-3774
jplh1@xplornet.ca

Monday, June 23, 2014.

Gary Cousins
Director of Planning and Development
County of Wellington
Administration Centre
74 Woolwich St
Guelph ON N1H 3T9

Re: Ghent Pit-H. Bye Construction, Application for Official Plan Amendment, OP-2014-02

The Wellington Federation of Agriculture (WFA) is the largest farm organization in the County of Wellington and works in concert with the Ontario Federation of Agriculture (OFA). Both federations work to develop consensus in a diverse agriculture industry and lobby for policies that create a sustainable and profitable environment for farming in Ontario.

Prime agricultural land is the foundation of a secure food supply. Ontario has the greatest area of the best farmland in Canada. However, even with attempts to strengthen protections for prime farmland the loss of farmland seems unstoppable as noted by OFA:

“Every day, prime agricultural land is lost to non-agricultural uses like housing and commercial developments and aggregate extraction. Statistics Canada reports illustrate this very clearly. In the five-year period between 2006 and 2011, nearly 260,000 hectares of farmland was lost. Whatever the reason, Ontario cannot sustain this level of land loss and continue producing enough food, fiber and fuel.”

260,000 hectares or 642,000 acres lost in just the last 5 years! This translates to about 350 acres every day - an unsustainable attrition happening across the province! A direct result of an accumulation of too many “minor” changes to official plans for “just” 60 acres here and there. This application for the Ghent Pit is typical of the processes that lead to the overall depletion of farmland in this province.

The Wellington Federation of Agriculture does not support this application to change the Official Plan to allow a pit on Class 1 farmland.

Specifically:

- There seems to be little discussion in the application about the need for the aggregate that will take this property out of food production for the foreseeable future. Currently there would appear to be 38 licensed sites covering nearly 1,600 acres with over 5.6 million tonnes set as the annual maximum tonnage that could be drawn from pits surrounding Mount Forest. (Source: MNR website listing of licenses for geographic townships of Arthur, Egremont, and Minto.)
- A similar lack of discussion is noted about the potential impacts on local farm operations and local residents resulting from increased use of roads and daily aggregate extraction. For example, the Mount Forest area has been home to Old Order Mennonite congregations since the 1960's. Horse and buggies, bicycles and pedestrians of all ages are commonly found travelling the narrow gravel roads. What is the

track record of the operator of this proposed pit in terms of minimizing adverse impacts? What steps will be taken to insure public safety along the haul route?

- Much is riding on the applicant's commitment to progressive rehabilitation of the site back to agriculture production. Can evidence be provided that the applicant can deliver on commitments made in this application? The applicant holds other licenses in the area. Can the applicant provide proof that rehabilitation is proceeding in a timely fashion on these sites? Have there been site plan amendments to these pits or changes to the conditions of the existing permits?

The WFA expects that rehabilitation will meet the standard set by the recently updated Provincial Policy Statement (2014) to return the land to an agricultural condition, "...a condition in which substantially the same areas and same average soil capability for agriculture are restored." As an example if this property can produce a yield of 140 bushels of corn per acre currently, will it be returned to a state where that yield can be anticipated using the same agronomic practices after extraction of aggregate? The WFA sees this as a reasonable expectation of a successful rehabilitation back to agriculture. Anything short of this expectation means that food production capacity is lost for future generations.

- 60 acres will be lost to food production for a generation or more if this pit proceeds. Proof that the aggregate industry, locally, is demonstrating "due diligence" is more than reasonable given past history of the aggregate industry at the provincial level. Is the local industry living up to its commitments to put farmland back into viable food production?

It is not the wish of WFA to single out only this particular application. Most of WFA's comments would be applicable to other applications, as well. The WFA's cautions reflect not just those expressed in the farm community. Much criticism has been directed at the oversight and enforcement level of the aggregate industry. Local decisions makers are tasked more than ever to provide cautious oversight and due diligence in approving the extraction of our aggregate resources ...

"The [Ontario] government is sending a strong message that the public should lower its expectations about what MNR [Ministry of Natural Resources] will do to sustainably manage the province's natural resources," says the Environmental Commissioner. "Cuts to MNR's core laws and regulations, cuts to staff, and cuts to programs will indeed transform the ministry. These short-sighted changes to MNR will potentially have disastrous results for our province's natural heritage."

(Source: Gutting MNR: Lowered Standards, Dangerous Risks, Gord Miller, Environmental Commissioner of Ontario, October 10, 2013)

Extra due diligence is required for all those in the position of approving this request.

The Wellington Federation of Agriculture, in the interest of preserving Class 1 farmland, does not recommend changes to the Official Plan to allow for the Ghent Pit application.

Respectfully,



Gordon Flewwelling
President

cc:
Township of Wellington North,
Bruce Fulcher,



TOWNSHIP OF WELLINGTON NORTH

FIRE SERVICE



7490 Sideroad 7 West, PO Box 125, Kenilworth, Ontario N0G 2E0

RE: Aaron Weber

June 17th, 2015

Mike Givens,

On May 22, 2015 at approximately 0845hrs, I received a phone call from Mr. Aaron Weber of Concession 11 of Wellington North Township.

Mr. Weber advised he had a burn permit and was going to burn today (May 22). He was asking about the size of the burn pile. It was 60'-80' long and about 10'-12' high. I suggested to him to reduce the pile size. He indicated that the equipment was gone now and he could not make the pile smaller. He stated that he was burning tree stumps and brush.

I advised Mr. Weber that he could burn the pile, however it would need to be supervised at all times. He then stated he would probably burn next week, but would call back. There was never a call back and at no time did I speak about the fire trucks coming out or people are silly.

At approximately 10:23hrs, the Wellington North Fire Service and the Minto Fire Service were notified of a structure fire at 7031 Side Road three (3) just south of Mount Forest. Upon arrival the fire Captain/Incident Commander advised the fire was actually a brush fire. It should be noted that at approximately the same time the Wellington North Fire Service received a call for a medical assist (VSA) Vital signs absent. Mount Forest Station could not attend this call, so Harriston Station responded by sending another truck on our behalf. There was an obvious delay to the VSA.

The incident commander made the decision to have the brush fire extinguished. The reasons for the extinguishment are as follows:

1. Heavy smoke blowing across highway 6
2. The pile was over 100' long
3. Remains of rubber tires could be seen
4. Steel Belting from tires visible
5. Old farm equipment
6. Garbage

When I was advised of the situation I concurred with the incident commander that he extinguish the fire.



TOWNSHIP OF WELLINGTON NORTH



FIRE SERVICE

7490 Sideroad 7 West, PO Box 125, Kenilworth, Ontario N0G 2E0

Mr. Weber violated the requirements of the burn permit and operated outside the parameters of the burn by-law. Several hundred burn permits are issued each year within our coverage area and 1% of those permits result in charges laid.

The Fire Chief is responsible for his words; The Fire Chief indicated to Mr. Weber that he could burn. However when there is a threat to public safety or the environment the Fire Chief will exercise his legislated authority (AHJ) to ensure firefighter and public safety.

I remain,


A handwritten signature in black ink, appearing to read 'D E Guilbault', with a long horizontal flourish extending to the right.

Dave Guilbault
Fire Chief
Wellington North Fire Service
Tel: 519-323-1441
Fax: 519-323-0412
Email: dave@adsfireservicepro.com

cc:/ I File.

It's
YOUR
Community
... MAKE THE CALL!



GUELPH WELLINGTON
CRIME 
STOPPERS
1-800-222-TIPS (8477)

THE INFORMANT

SUMMER 2015



NEWS

BOARD OF DIRECTORS

We'd like to welcome **three new members** to our Board of Directors who joined us on April 8th: Deryck West, David Guilbault and Diane Ballantyne.

In addition, we have a **new Executive** as of June 10th. Peter Canning has moved from the role of Secretary to Chair, Dave Guilbault has taken on Vice Chair and Therin Andrew has moved into the Secretary position. *Congratulations to all!*

We say goodbye to three members who left the Board this past May. Dirk Kuemmling was with the Board for three years, Mark Hasson for four years and Jennifer Avery for 16 months. We thank them for their contribution to the program and wish them all the best!

NEW MEMBERS

We are seeking individuals who may have connections and expertise in areas that will help enhance our program's growth and who want to be actively engaged in our community.



If this sounds like you, contact us by phone at **519-846-5371** or by email at **info@csgw.tips** to obtain an application.

www.csgw.tips



PROGRAM STATISTICS

Guelph and Wellington County stats since 1988 through November 2014:

Arrests	1487
Charges Laid	4078
Narcotics Seized	\$27,150,802
Property Recovered	\$10,070,080
Authorized Rewards	\$154,605

The numbers speak for themselves...Crime Stoppers works!

UPCOMING EVENTS

COMMUNITY SHREDDING EVENT



Saturday September 12th from **10am-2pm** at the same location of **Stone Road Mall** parking lot at the corner of Stone and Edinburgh in Guelph. Community members are invited to bring all their unwanted personal documents for shredding by our NEW PARTNER – FileBank mobile truck.

All we ask is for a donation of \$5 per banker's box. It works like a drive through and our volunteers will be on hand to assist. Tell your friends and family and start saving your papers so you can avoid Identity Theft!



FILEBANK
MEMBER OF THE INNOVATIVE
RECORD SYSTEMS GROUP

PARTNERS AND DONORS

THANK YOU to our **Police** and **Media partners** and to the **local businesses** and **service groups** across Guelph and Wellington County who help promote and support our program throughout the year.

If you wish to make a donation, please make your cheque payable to Crime Stoppers Guelph Wellington and mail to P.O. Box 391, Fergus, ON, N1M 3E2 or donate on-line through PayPal at www.csgw.tips.

Tax receipts can be issued upon request for donations of \$10.00 or more.

Charitable registration #13701 5491 RR0001

AWARENESS

SCHOOL BUS DECALS

Bus companies throughout the City of Guelph and County of Wellington have been eager to post the recently released CSGW bus sticker.

The sticker ties in with the student poster launched in January, and is funded by United Way Guelph Wellington Dufferin. The stickers are one more way to generate awareness within the student population.



Pictured above is CSGW Program Coordinator, Sarah Bowers-Peter and Elliott Coach Lines/STC Branch Manager, Shirley Hastie)

MEDIA

Listen to **92.9 The Grand** radio in Fergus. Crime Stoppers is featured monthly, during "Swap Talk" LIVE which airs Tuesdays at 7:00pm. Points of discussion include unsolved crimes, history of our program, upcoming community events, as well as information about our program and how you can be involved.

We are supported by **CJOY, Magic 106.1, 101.7 The One and Classic Rock 94.5** radio stations who are now airing our public service announcements and our Crime of the Week.

"Rogers TV" will return in September and Crime Stoppers will be featured along with other community groups during the segment entitled

"Inside Guelph" airing at noon on the first Tuesday of every month.

Wightman TV is producing a segment with Crime Stoppers highlighting outstanding crimes in the Township of Centre Wellington. Watch for airing on Wightman's community **Channel #6** around mid- summer.

Eastlink TV – Eastlink TV is running our Crime of the Week.

Cogeco TV: is running our Crime of the Week during their daily news segments. In addition, Crime Stoppers will be featured on the segment entitled "Over the Fence" from July 23rd through August 4th.

We truly appreciate the support we receive from our Media Partners. **Thank You.**

PAST EVENTS

6th ANNUAL MULCH SALE FUNDRAISER

Both events were a **HUGE SUCCESS** and we have **YOU** to **THANK!**



Money raised will help raise further awareness about our program and help assist in the fight against crime in our communities. Thank you to our police partners, Wellington County OPP and the Guelph Police Service for their support.

Thank you to **All Treat Farms** for their continued partnership. We wish to recognize and thank **Scotiabank** and **Fleming Fast Freight** for their contributions. Thank you to our **media partners!**

A big thanks to our Volunteers!

GUELPH POLICE SERVICE OPEN HOUSE



Guelph Police hosted their annual open house on May 9th at their headquarters in Guelph and Crime Stoppers was there. Over 1,000 people attended this year. **Thank you** to our "Friends of Crime Stoppers" for volunteering their time at this event.



**THE CORPORATION OF THE
TOWNSHIP OF WELLINGTON NORTH**

BY-LAW NUMBER 052-15

BEING A BY-LAW TO CONFIRM THE PROCEEDINGS OF THE COUNCIL OF THE CORPORATION OF THE TOWNSHIP OF WELLINGTON NORTH AT ITS REGULAR MEETING HELD ON, JUNE 22, 2015.

WHEREAS Section 5 of the Municipal Act, S.O. 2001 c.25 (hereinafter called "the Act") provides that the powers of a Municipal Corporation shall be exercised by its Council;

AND WHEREAS Section 5(3) of the Act states, a municipal power, including a municipality's capacity, rights, powers and privileges under Section 9, shall be exercised by by-law, unless the municipality is specifically authorized to do otherwise;

NOW THEREFORE the Council of The Corporation of the Township of Wellington North hereby **ENACTS AS FOLLOWS:**

1. The action of the Council of the Corporation of the Township of Wellington North taken at its meeting held on June 22, 2015 in respect of each motion and resolution passed and other action taken by the Council of the Corporation of the Township of Wellington North at its meeting, is hereby adopted and confirmed as if all such proceedings were expressly embodied in this By-law.
2. That the Mayor and the proper officials of the Corporation of the Township of Wellington North are hereby authorized and directed to do all things necessary to give effect to the action of the Council of the Corporation of the Township of Wellington North referred to in the proceeding section hereof.
3. The Mayor and the Clerk are authorized and directed to execute all documents necessary in that behalf and to affix thereto the Seal of the Corporation of the Township of Wellington North.

**READ A FIRST, SECOND AND THIRD TIME AND FINALLY PASSED
THIS 22ND DAY OF JUNE, 2015.**

**ANDREW LENNOX
MAYOR**

**KARREN WALLACE
CLERK**

MEETINGS, NOTICES, ANNOUNCEMENTS

Wednesday, June 24, 2015	Economic Development Committee – Joint Meeting with Minto and Mapleton	5:30 p.m.
Tuesday, July 7, 2015	Public Works Committee	8:30 a.m.
Monday, July 13, 2015	Regular Council Meeting	7:00 p.m.
Thursday, July 16, 2015	Cultural Roundtable	12:00 p.m.

The following accessibility services can be made available to residents upon request with two weeks notice:

**Sign Language Services – Canadian Hearing Society – 1-877-347-3427
- Guelph location – 519-821-4242**

Documents in alternate forms – CNIB – 1-800-563-2642