TOWN OF HALTON HILLS
Working Together Working for You!

AGENDA
COUNCIL MEETING

Monday, October 21, 2019, Call to Order 4:45 p.m. in Council Chambers, 4:50 p.m. for Closed Session, Reconvene into Open Meeting at 6:00 p.m.

Halton Hills Town Hall, Council Chambers

1 Halton Hills Drive

WE REQUEST YOUR CO-OPERATION IN MAINTAINING THE FOCUS AT COUNCIL MEETINGS. PLEASE REFRAIN FROM TALKING DURING DELEGATION PRESENTATIONS, AND PLEASE ENSURE THAT ALL PAGERS AND CELLULAR TELEPHONES ARE SWITCHED TO A NON-AUDIBLE FUNCTION

Pages

1. **OPENING OF THE COUNCIL MEETING**

   4:45 p.m. Council Chambers

2. **CLOSED MEETING/CONFIDENTIAL REPORTS FROM OFFICIALS**

   1. **REPORT NO. CORPSERV-2019-0038**

      CORPORATE SERVICES REPORT NO. CORPSERV-2019-0038 dated September 26, 2019 regarding labour relations or employee negotiations. (CUPE Negotiations)

3. **RECESS AT THE CALL OF THE CHAIR**

4. **RECONVENE INTO OPEN SESSION**

5. **NATIONAL ANTHEM**

6. **ANNOUNCEMENTS**

7. **EMERGENCY BUSINESS MATTERS**

8. **DISCLOSURES OF PECUNIARY INTEREST/CONFLICT OF INTEREST**

9. **COUNCIL DELEGATIONS/PRESENTATIONS**

   1. **Lesley Mansfield, CEO of Halton Learning Foundation**

      Presentation to Council regarding Halton Learning Foundation.

10. RESOLUTION PREPARED TO ADOPT THE MINUTES OF THE PREVIOUS MEETING(S) OF COUNCIL

1. **Minutes of the Council Meeting held September 30, 2019.** 5

2. **Minutes of the Council Workshop held on September 30, 2019.** 15

3. **Minutes of the Appeal Hearing held on September 30, 2019 (Appeal of Site Alteration Committee Decision - SA-18028)** 20

4. **Confidential Minutes of the Council Workshop held on September 30, 2019.**

   (Under Separate Cover)

11. GENERAL COMMITTEE

COUNCIL TO CONVENE INTO GENERAL COMMITTEE

Councillor Moya Johnson, Chair

Vet Reports to be considered at General Committee

1. **Public Meetings / Hearings**

2. **Delegations/Presentations regarding items in General Committee**

3. **Municipal Officers Reports to be Considered by General Committee**

   All Reports and Memorandums considered in General Committee are deemed "Emergency Action Items" or "For Information Items" which require final disposition by Council at this meeting.

   Reports will be automatically held if there is a presentation, delegation, or public meeting on the matter.

   a. **REPORT NO. TPW-2019-0019** 27

      TRANSPORTATION AND PUBLIC WORKS REPORT NO. TPW-2019-0019 dated October 8, 2019 regarding 2019 Winter Control Operations.

   b. **REPORT NO. TPW-2019-0032** 49

      TRANSPORTATION AND PUBLIC WORKS REPORT NO. TPW-2019-0032 dated October 11, 2019 regarding Proposed Amendments to the Aggregate Resources Act.

4. **Adjourn back into Council**

12. REPORTS AND RECOMMENDATIONS FORWARDED FROM GENERAL COMMITTEE FOR APPROVAL

13. REPORTS OF THE STANDING COMMITTEES (ADOPTION / RECEIPT OF MINUTES & RECOMMENDATIONS)

1. Report of the Planning, Public Works and Transportation Committee Meeting held on October 8, 2019. 56

2. Confidential Minutes of the Planning, Public Works and Transportation Committee Meeting held on October 8, 2019.

(Under Separate Cover)

14. RECEIPT OF MINUTES OF ADVISORY/SPECIALCOMMITTEES

1. Minutes of the Committee of Adjustment Meeting held on September 4, 2019. 63

2. Minutes of the Downtown Georgetown BIA Board Meeting held on September 10, 2019. 66

3. Minutes of the Halton Hills Public Library Board Meeting held on September 11, 2019. 69

4. Minutes of the Heritage Halton Hills Committee Meeting held on September 18, 2019. 74

5. Confidential Minutes of the Heritage Halton Hills Committee Meeting held on September 18, 2019.

(Under Separate Cover)

15. PETITIONS/COMMUNICATIONS/MOTIONS

1. Endorsement of AMO Board Approved Submission on Joint and Several Liability. 78

2. Endorsement of Resolution regarding Enforcement for Safety on Family Farms. 81

16. ADVANCE NOTICE OF MOTION

Motion(s) to be brought forward to the next meeting of Council.

17. MOTION TO RECEIVE AND FILE GENERAL INFORMATION PACKAGE

Resolution prepared to receive the General Information Package dated October 21, 2019, for information.

18. MOTION TO APPROVE CLOSED SESSION ITEMS

(Council to reconvene into Closed Session if required)

19. CONSIDERATION OF BYLAWS

1. BY-LAW NO. 2019-0055 84

A By-law to deem Lots 35 and 36, Plan 32 not to be within a registered plan of subdivision for the purposes of subsection 50(3) of the Planning Act, R.S.O. 1990, as amended.

2. BY-LAW NO. 2019-0056 85

A By-law to adopt the proceedings of the Council Meeting held on the 21st day of October, 2019 and to authorize its execution.

20. ADJOURNMENT

MINUTES

COUNCIL MEETING

Monday September 30, 2019

The Town of Halton Hills Council met this 30th day of September, 2019 in the Council Chambers, Halton Hills Town Hall, commencing at 6:00 p.m., with Mayor R. Bonnette in the Chair.

MEMBERS PRESENT: Mayor R. Bonnette,
Councillor C. Somerville,
Councillor J. Fogal,
Councillor M. Albano,
Councillor J. Hurst,
Councillor T. Brown,
Councillor B. Lewis,
Councillor W. Farrow-Reed,
Councillor M. Johnson,
Councillor B. Inglis,
Councillor A. Lawlor

STAFF PRESENT: A. B. Marshall, CAO,
S. Jones, Clerk & Director of Legislative Services,
C. Mills, Commissioner of Transportation & Public Works,
J. Linhardt, Commissioner of Planning & Sustainability,
W. Harris, Commissioner of Recreation & Parks,
J. Diamanti, Commissioner of Corporate Services,
H. Olivieri, Chief & Commissioner of Fire Services,
W. O'Donnell, Deputy Treasurer,
G. Cannon, Chief Librarian,
V. Petryniak, Deputy Clerk,
R. Brown, Deputy Clerk

*** Denotes Change From Council Agenda**

1. OPENING OF THE COUNCIL MEETING

Mayor R. Bonnette called the meeting to order at 6:00 p.m. in the Council Chambers.

2. CLOSED MEETING/CONFIDENTIAL REPORTS FROM OFFICIALS

NIL

3. RECESS AT THE CALL OF THE CHAIR

NIL

4. RECONVENE INTO OPEN SESSION

NIL

5. NATIONAL ANTHEM

6. ANNOUNCEMENTS

6.1 October is Canadian Public Library Month

Mayor R. Bonnette announced that the month of October is Canadian Public Library Month and October 20-26 is Ontario Public Library Week.

6.2 Arts and Culture Working Group - Call for Applications

Mayor R. Bonnette announced that the Town of Halton Hills is seeking volunteers for the new Arts and Culture Working Group.

6.3 Town's Economic Prosperity, Cultural Vibrancy and Tourism Opportunities

Mayor R. Bonnette announced that the Town's Economic Development, Innovation and Culture division is launching an exciting new marketing video to tell the Halton Hills Story in an engaging and innovative way.

(Video was played)

6.4 Limehouse Kiln Society

Mayor R. Bonnette announced that the Limehouse Kiln Society has decided to cease operation, and that the Council for the Town of Halton Hills wishes to extend its sincere thanks to the members of the Society for their contribution to the preservation of the legacy of the local lime industry. In 2020 the Town will install a plaque in the Limehouse Conservation Area to formally acknowledge the contribution of the Society.

6.5 Climate Change Rallies

Councillor J. Fogal thanked Council and Staff for their interest and participation in the latest Climate Change Rallies. She further noted an upcoming Climate Change Debate set for October 3, 2019.

7. EMERGENCY BUSINESS MATTERS

NIL

8. DISCLOSURES OF PECUNIARY INTEREST/CONFLICT OF INTEREST

Councillor B. Lewis declared a conflict/pecuniary interest with respect to Item No. 11.1.a - Appeal Hearing - Appeal of Site Alteration Committee decision dated July 18, 2019 regarding a Site Alteration Permit for the property known as 9268 Fifth Line, Halton Hills (SA-18028) as at the time of the Site Alteration Committee decision his granddaughter was an employee of the appellant's company (Van Dongen Tree Company). He did not participate in the Hearing or vote on the decision.

9. COUNCIL DELEGATIONS/PRESENTATIONS

9.1 Heather Kaufmann, Recreation Supervisor - Community Development

W. Harris provided opening remarks and H. Kaufmann made a presentation to General Committee regarding Rogers Hometown Hockey at MoldMasters Arena, Halton Hills on October 5 and 6.

10. RESOLUTION PREPARED TO ADOPT THE MINUTES OF THE PREVIOUS MEETING(S) OF COUNCIL

Resolution No. 2019-0164
Moved by: Councillor A. Lawlor
Seconded by**:** Councillor M. Johnson

THAT the following minutes are hereby approved:

10.1 Minutes of the Council Meeting held on September 9, 2019.

10.2 Confidential Minutes of the Council Meeting held on September 9, 2019.

CARRIED

11. GENERAL COMMITTEE

Resolution No. GC-2019-0165
Moved by: Councillor T. Brown
Seconded by**:** Councillor J. Fogal

THAT Council do now convene into General Committee.

CARRIED

Councillor B. Inglis assumed the role of Presiding Officer.

11.1 Public Meetings / Hearings

11.1.a Appeal Hearing

Appeal of Site Alteration Committee decision dated July 18, 2019 regarding Site Alteration Permit for the property known as 9268 Fifth Line, Halton Hills (SA-18028)

(Appeal Hearing Minutes attached as Appendix A to these Minutes)

11.2 Delegations/Presentations regarding items in General Committee

11.2.a David Ellis and Ryan Bissonette of the Ministry of Transportation

D. Ellis and R. Bissonette of West Corridor Constructors in partnership with the Ministry of Transportation made a presentation to General Committee regarding the Highway 401 Expansion Project.

11.3 Municipal Officers Reports to be Considered by General Committee

11.3.a TRANSPORTATION AND PUBLIC WORKS MEMORANDUM NO. TPW-2019-0020 dated September 17, 2019 regarding Highway 401 Expansion Project Update.

Recommendation No. GC-2019-0070

THAT Memorandum No. TPW-2019-0020 dated September 17, 2019 regarding Highway 401 Expansion Project Update be received for information.

CARRIED

11.3.b OFFICE OF THE CAO REPORT NO. ADMIN-2019-0028 dated September 17, 2019 regarding the 2020 Council and Committee Calendar.

Recommendation No. GC-2019-0071

THAT Report No. ADMIN-2019-0028 dated September 17, 2019 regarding the 2020 Council and Committee Calendar be received;

AND FURTHER THAT the Community & Corporate Affairs Committee Meeting listed for February 24, 2020 and the Planning, Public Works and Transportation Committee Meeting listed for February 25, 2020 both be moved to February 18, 2020;

AND FURTHER THAT the Community & Corporate Affairs Committee Meeting listed for June 1, 2020 be moved to June 2, 2020;

AND FURTHER THAT the Community & Corporate Affairs Committee Meeting listed for May 12, 2020 be moved to May 11, 2020,

AND FURTHER THAT Council adopt the calendar of meetings as outlined in the attached document – "2020 Council & Committee Calendar" with the agreed upon amendments;

AND FURTHER THAT a copy of the 2020 Town of Halton Hills Council and Committee Calendar be circulated to the Region of Halton, City of Burlington, Town of Milton and the Town of Oakville.

CARRIED AS AMENDED

11.3.c RECREATION AND PARKS REPORT NO. RP-2019-0034 dated August 23, 2019, regarding the Hillsview Active Living Centre Georgetown - Lease Renewal.

Recommendation No. GC-2019-0072

THAT Report RP-2019-0034 dated August 23, 2019, regarding the Hillsview Active Living Centre Georgetown - Lease Renewal be received;

AND FURTHER THAT the Mayor and Clerk be authorized to enter into another five year lease agreement between the Town of Halton Hills and Lenbro Holdings Limited for the use of 9108 square feet of building space at 318 Guelph Street to support continued operations of the Hillsview Active Living Centre for the period of October 1, 2019 to September 30, 2024;

AND FURTHER THAT staff continue to work in partnership with the Board of Directors of the Hillsview Active Living Centre Georgetown to explore facility opportunities through the Town's Recreation and Parks strategic planning process.

CARRIED

11.4 Adjourn back into Council

Recommendation No. GC-2019-0073

THAT General Committee do now reconvene into Council.

CARRIED

12. REPORTS AND RECOMMENDATIONS FORWARDED FROM GENERAL COMMITTEE FOR APPROVAL

Resolution No. 2019-0166
Moved by: Councillor W. Farrow-Reed
Seconded by: Councillor B. Inglis

THAT the recommendations regarding the Reports & Memorandums from the Monday, September 30, 2019 General Committee Meeting are hereby adopted:

GC-2019-0070

GC-2019-0071 (As Amended)

GC-2019-0072

CARRIED

Resolution No. 2019-0167
Moved by: Councillor C. Somerville
Seconded by: Councillor T. Brown

THAT the decision of the Site Alteration Committee regarding Site Alteration Exemption SA-18028 for the property known as 9268 Fifth Line, Halton Hills be upheld as per the Site Alteration Committee minutes dated July 18, 2019.

CARRIED

13. REPORTS OF THE STANDING COMMITTEES (ADOPTION / RECEIPT OF MINUTES & RECOMMENDATIONS)

Resolution No. 2019-0168
Moved by: Councillor A. Lawlor
Seconded by**:** Councillor W. Farrow-Reed

THAT the following items are hereby approved:

13.1 Report of the Community and Corporate Affairs Committee Meeting held on September 16, 2019.

13.2 Report of the Planning, Public Works and Transportation Committee Meeting held on September 17, 2019.

13.3 Confidential Minutes of the Community and Corporate Affairs Committee Meeting held on September 16, 2019.

CARRIED

14. RECEIPT OF MINUTES OF ADVISORY/SPECIALCOMMITTEES

Resolution No. 2019-0169
Moved by: Councillor J. Fogal
Seconded by**:** Councillor B. Inglis

THAT the following minutes are hereby received for information:

14.1 Minutes of the Halton Hills Public Library Board Meeting held on June 12, 2019.

14.2 Minutes of the Committee of Adjustment Meeting held on August 7, 2019.

14.3 Minutes of the Downtown Georgetown BIA Board Meeting held on August 13, 2019.

CARRIED

15. PETITIONS/COMMUNICATIONS/MOTIONS

15.1 Motion to Support the Town of Wasaga Beach Resolution regarding Municipal Amalgamation.

Resolution No. 2019-0170
Moved by: Mayor R. Bonnette
Seconded by**:** Councillor C. Somerville

WHEREAS the Town of Wasaga Beach at their August 27, 2019 Council Meeting at the request of the Township of McKellar, adopted a resolution Regarding Municipal Amalgamations demanding that the Provincial Government hold a referendum letting the citizens decide whether to amalgamate or not and conduct an evidenced- based study to show that amalgamation actually saves costs, jobs, lowers taxes and reduces the provincial deficit;

AND WHEREAS the Council for the Town of Halton Hills agrees with the resolution passed by the Town of Wasaga Beach.

THEREFORE BE IT RESOLVED that the Council for the Town of Halton Hills supports and endorses the Town of Wasaga Beach Resolution demanding that the Provincial Government hold a referendum letting the citizens decide whether to amalgamate or not and conduct an evidenced-based study to show that amalgamation actually saves costs, jobs and stimulates and enhances economic development;

ANDFURTHER THAT a copy of this Resolution be sent to Doug Ford, Premier of Ontario; Christine Elliott, Deputy Premier; Steve Clark, Minister of Municipal Affairs and Housing; Andrea Horwath, Leader of the New Democratic Party; the Association of Municipalities of Ontario (AMO), Federation of Canadian Municipalities (FCM), Rural Ontario Municipalities Association (ROMA), Halton Region, Town of Milton, Town of Oakville, City of Burlington, Town of Wasaga Beach, the Township of McKellar, John Fraser, Interim Leader of the Ontario Liberal Party and Mike Schreiner, Leader of the Green Party

CARRIED

16. ADVANCE NOTICE OF MOTION

Councillor B. Lewis stated that he will be bringing a Motion in Support of the Town of Warwick Resolution regarding Safety for Farm Families, to the October 21, 2019 Council Meeting.

17. MOTION TO RECEIVE AND FILE GENERAL INFORMATION PACKAGE

Resolution No. 2019-0171
Moved by: Councillor T. Brown
Seconded by**:** Councillor A. Lawlor

THAT the General Information Package dated September 30, 2019 be received.

CARRIED

18. MOTION TO APPROVE CLOSED SESSION ITEMS

NIL

19. CONSIDERATION OF BYLAWS

Resolution No. 2019-0172
Moved by: Councillor J. Fogal
Seconded by**:** Councillor M. Johnson

THAT the following Bills are hereby passed by Council;

AND FURTHER THAT the Mayor and Clerk are hereby authorized to execute the said by-laws and affix the seal of the Corporation thereto:

BY-LAW NO. 2019-0053

A By-law to assume the Public Services and Street, namely Davidson, within Subdivision Plan 20M-1029.

BY-LAW NO. 2019-0054

A By-law to adopt the proceedings of the Council Meeting held on the 30th day of September, 2019 and to authorize its execution.

CARRIED

20. ADJOURNMENT

Resolution No. 2019-0173
Moved by: Councillor B. Lewis
Seconded by**:** Councillor J. Hurst

THAT this Council meeting do now adjourn at 8:11 p.m.

CARRIED

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Rick Bonnette, MAYOR

_____

Suzanne Jones, CLERK

TOWN OF HALTON HILLS
Working Together Working for You!

MINUTES

COUNCIL WORKSHOP

COUNCIL ROLES RELATED TO A SPECIAL EVENT (HOMETOWN HOCKEY) & PLANNING MATTERS

September 30, 2019

Minutes of the Council Workshop regarding Council Roles related to a Special Event (Hometown Hockey) and Planning Matters held on September 30, 2019, at 2:30 p.m., in the Council Chambers, 1 Halton Hills Drive, Halton Hills.

MEMBERS PRESENT:	Mayor R. Bonnette Councillor C. Somerville Councillor J. Fogal Councillor M. Albano Councillor J. Hurst Councillor T. Brown Councillor B. Lewis Councillor W. Farrow-Reed Councillor M. Johnson Councillor B. Inglis Councillor A. Lawlor
STAFF PRESENT: (Open Session)	A. B. Marshall, CAO S. Jones, Clerk & Director of Legislative Services C. Mills, Commissioner of Transportation & Public Works J. Linhardt, Commissioner of Planning & Sustainability W. Harris, Commissioner of Recreation & Parks J. Diamanti, Commissioner of Corporate Services H. Olivieri, Chief & Commissioner of Fire Services G. Cannon, Chief Librarian W. O'Donnell, Deputy Treasurer
STAFF PRESENT: (Closed Session)	A. B. Marshall, CAO S. Jones, Clerk & Director of Legislative Services C. Mills, Commissioner of Transportation & Public Works J. Linhardt, Commissioner of Planning & Sustainability (arrived at 2:59 p.m.); W. Harris, Commissioner of Recreation & Parks

J. Diamanti, Commissioner of Corporate Services
H. Olivieri, Chief & Commissioner of Fire Services
G. Cannon, Chief Librarian
W. O'Donnell, Deputy Treasurer
H. Kaufman, Recreation Supervisor (Item 4.1)
E. Burger, Community Development Coordinator (Item 4.1)
F. Des Neves, Executive Assistant to the C.A.O. (Item 4.1)
A. Fuller, Manager of Corporate Communications;
R. Cockfield, Manager of Strategic Planning;
D. Szybalski, Director of Economic Development;
B. Parker, Manager of Planning Policy (Item 9.1)
J. Markowiak, Manager of Development Review (Item 9.1)
K. Hamilton, Planner – Policy (Item 9.1)
B. Andrews, Director of Engineering (Item 9.1)
D. Jones, Planning Analyst (Item 9.1)
M. Ricci, Senior Planner – Policy (Item 9.1)
R. Stribbell, Senior Planner – Policy (Item 9.1)
J. Kim, Finance Consultant (Item 9.1)

* Denotes Change From Council Agenda

1. OPENING OF THE COUNCIL WORKSHOP

Mayor R. Bonnette convened the Workshop at 2:30 p.m.

2. DISCLOSURES OF PECUNIARY INTEREST/CONFLICT OF INTEREST

NIL

3. CONVENE INTO CLOSED SESSION

Resolution No.: 2019-0159

Moved By Councillor W. Farrow-Reed
Seconded By Councillor B. Lewis

THAT the Council of the Town of Halton Hills convene this Workshop into closed session in order to address the following matter:

This workshop to be convened in accordance with Section 6 of the Town of Halton Hills Procedure By-law No. 2015-0060, and will be held in Closed Session for the purpose of educating or training Members of Council regarding Council Roles related to a Special Event (Hometown Hockey) that in no way materially advances the business or decision-making of the Council.

CARRIED

The Workshop convened in closed session at 2:34 p.m.

4. PRESENTATIONS

1. Heather Kaufmann, Supervisor - Community Development and Alexandra Fuller, Manager of Corporate Communications

Presentation regarding Council Roles related to a Special Event (Hometown Hockey).

(Presentation in Closed Session)

5. RECONVENE INTO OPEN SESSION

Resolution No.: 2019-0160

Moved By Councillor T. Brown
Seconded By Councillor M. Albano

THAT the Council of the Town of Halton Hills reconvene this Workshop into open session.

CARRIED

The Workshop reconvened into open session at 3:07 p.m.

6. STAFF DIRECTIONS

NIL

7. RECESS

Council Workshop recessed at 3:10 p.m.

8. RECONVENE INTO CLOSED SESSION

Resolution No.: 2019-0161

Moved By Councillor M. Johnson
Seconded By Councillor B. Inglis

THAT the Council of the Town of Halton Hills reconvene this Workshop into closed session in order to address the following matter:

This workshop to be convened in accordance with Section 6 of the Town of Halton Hills Procedure By-law No. 2015-0060, and will be held in Closed Session for the purpose of educating or training Members of Council regarding Planning

Matters that in no way materially advances the business or decision-making of the Council.

CARRIED

The Workshop reconvened into closed session at 3:21 p.m.

9. PRESENTATIONS

1. Planning Staff

Presentation regarding Planning Matters.

(Presentation in Closed Session)

10. RECONVENE INTO OPEN SESSION

Resolution No.: 2019-0162

Moved By Councillor C. Somerville
Seconded By Councillor B. Lewis

THAT the Council of the Town of Halton Hills reconvene this Workshop into open session.

CARRIED

11. STAFF DIRECTIONS

NIL

12. ADJOURNMENT

Resolution No.: 2019-0163

Moved By Councillor J. Hurst
Seconded By Councillor J. Fogal

That this workshop be adjourned at 5:23 p.m.

CARRIED

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Rick Bonnette, MAYOR

_____

Suzanne Jones, CLERK

APPEAL HEARING

Monday, September 30, 2019

Appeal of Site Alteration Committee decision dated July 18, 2019 regarding Site Alteration Permit for the property known as 9268 Fifth Line, Halton Hills (SA-18028)

Minutes of the Appeal Hearing held on Monday, September 30, 2019, 6:35 p.m., in the Council Chambers, Town of Halton Hills, Town Hall, 1 Halton Hills Drive, Halton Hills.

Councillor B. Inglis chaired the Appeal Hearing.

Councillor B. Inglis advised the following:

This Appeal Hearing is being conducted pursuant to the provision of the *Statutory Powers Procedure Act* R.S.O. 1990, Chapter S.22 and the relevant provisions of Section 11 (10) of By-law 2017-0040, a by-law to prohibit or regulate Site Alterations within the Town of Halton Hills. This is considered an oral hearing and therefore is being held in an open session to the public.

The purpose of the hearing is to provide the appellant, Michael Van Dongen, and/or his representative an opportunity to appeal the decision of the Site Alteration Committee, regarding the denial of a Site Alteration Exemption, SA-18028 for the property known as 9268 Fifth Line, Halton Hills.

General Committee of Council will hear and consider all of the evidence presented, and pursuant to the Municipal Act, Statutory Powers Procedure Act and the Town of Halton Hills Site Alteration By-law 2017-0040 and will make a recommendation to uphold or vary the Site Alteration Committee's decision of July 18, 2019, that decision being to deny the requested Exemption to the Site Alteration By-law 2017-0040.

Council will then uphold or vary the recommendation of General Committee, and Council's determination shall be final and binding.

The appeal hearing will be conducted in the following manner:

General Committee will hear from the appellant and/or their representative. Evidence provided is to be clear, concise and non-repetitive. The Chair can use his discretion in posing speaking time limits, however normal practice is 10 minutes.

General Committee members may then ask questions of the appellant and/or their representative. General Committee members may also ask questions of Town staff or the Town's representative. The appellant or his representative will be given an opportunity to respond to any information that arises out of such questions.

Any written material provided by the appellant, and/or their representative, relevant to the subject matter will be received however Council may exclude any correspondence that is unduly repetitious.

After General Committee members have exhausted all questions the Chair will call for a motion to make a recommendation. Should General Committee choose the motion can be debated.

Upon final recommendation through an approved motion the appeal hearing will be deemed to be concluded.

Council will then uphold or vary the recommendation of the General Committee, in accordance with Section 11(10) of the Site Alteration By-law 2017-0040.

The Chair called upon the appellant Michael Van Dongen, or his representative to come forward to state the reason for the appeal and present evidence in support.

M. Van Dongen came forward and stated that he is one of the owners of Van Dongen Landscape and Nurseries located in Milton, ON. He requested an appeal to a decision of a land alteration permit at 9268 Fifth Line, Halton Hills.

He noted that in his industry it is common practice as nursery growers to prepare the land grading to have consistent slope for our nursery production. Since they operate mostly in the spring time and also during the season to keep the health of plants, this is a very common practice. When they purchased the farm they did something very similar to the east half of the property, today when you drive by it you will just see rows of trees. For the west part of their property they approached the land alteration committee as well as Conservation Halton back in 2017 to prepare engineered drawings and approval for something that will work for their farm operation as well as something that they will be able to farm on an ongoing basis after this adjustment to the land.

They currently hold both active permits with the Site Alteration By-law as well as with Conservation Halton for a bridge way that goes through Conservation Haltons regulated land. Three days after receiving the land alteration permit they had already arranged to speak to the Site Alteration Committee regarding an exemption for Schedule C Section 2 Item M Subsections 3 & 5. These Items pertain to loads per day as well as the time parameters.

The request that they made was in two parts, the first was the number of loads to have it increased from the set 100 loads per day to 200 loads per day but they also requested to have a shut down in case of 5 mm of rain versus the 25 mm of rain that is noted in the By-Law. They discussed how any amount of rain on the roads is a little more hazardous, so they thought they would have a little more activity when it was clear out, and have a more firm shutdown after just a little bit of rain. In their opinion and in their contractors opinion the roads will become just as muddy after any amount of rain regardless.

The second part of their request was the opening and closing times which at the time was a little bit more of a personal issue because at 8:30 a.m. when a grouping of trucks will arrive according to the By-law, happens to be exactly when his children get picked up for school, so he wanted to move that forward to avoid that overlap.

During that meeting of the Site Alteration Committee there was good debate both for and against it. He stated that his opinion of it, is that a lot of the concerns that came out of the discussion were about the number of trucks and the increased frequency of trucks and in the end the motion that was made by the Site Alteration Committee was to uphold the standard of the By-law.

Since that meeting he has learned a lot about excavating, contractors and source soil sites and he has learned that the construction industry gets started much sooner than 8:30 a.m. and that they are bypassing or side lining their site because they have better sites to deliver the soil to then theirs, in other municipalities. To give it some perspective he stated that has had four sites that have been reviewed by his engineers which is a process mandated by the permit, as well as the land alteration by-law, that have been approved by his engineers and also have been approved by Town staff and their resources, only again to be side lined to other sites in other municipalities.

This inability to receive soil is a detrimental issue to his operation. As farmers they plan to plant most of their crops in the spring and they have a large commitment to this land already for plants and trees for the spring of 2020. The options that have been presented to them from their contractors is to take a lower standard of soil. He stated that he can't speak all the way to the criteria by the Ministry of the Environment but from his understanding there are about 15 tables or levels of soil, in practice they are able to take the top 3 and as a personal owner of the property he wants to keep it at the highest level, and he doesn't want to make a compromise on that standard.

Mr. Van Dongen recognized that asking for an appeal to a decision made by a committee is a challenge and although he supports his initial request of both the 200 load exemption as well as extending the hours, at this time his appeal is really focused on the opening time rather than the loads.

Mr. Van Dongen stated that he understands that similar requests have been granted to similar sites in the area and quarries and they have taken this responsibility serious as well as being a community partner, He stated that he believes that they can be partners in the community and in fact by opening earlier they believe that from what they have observed and monitored of buses in the area they could probably be enhancing the safety or un-associating the bus frequency and their truck interaction. The request for 7:15 a.m. as an opening time is consistent with all the hours posted on haul routes and are also permitted hours in their agricultural operation. He believes that the By-law is an excellent product for this region and for the farmers and he believes the intention of the By-law is to support both of those. Mr. Van Dongen also believes that his request to open at 7:15 a.m. supports both of those.

The Chair asked General Committee members if there were any questions they wished to ask of the representative or Town staff. The following are questions asked by General Committee members and the responses:

Q. - Is the closing time to be changed as well?

M. Van Dongen responded that with his initial request to the Site Alteration Committee it was three things the load amount from 100 to 200, opening hours moved from 8:30 a.m. to 7:15 a.m. and to have the closing hours from 3:00 p.m. to 4:00 p.m., given the situation of not getting soil it is the 8:30 am moving to 7:15 am is imperative, the other two requests he can be happy to do without.

Q. - What time do your children get picked up by the school bus?

Mr. Van Dongen stated that his children get picked up after 8:30 a.m. So what happens for his children is that the trucks have already started and there is an initial banding that happens right at open and then after that they get spaced out. As of right now there is a band that starts at 8:30 a.m. literally when his children are getting on the bus.

Q. - There is someone who lives in your area whose children get picked up almost immediately near your property at 7:20 a.m. so if the time moved to 7:15 a.m., that banding of trucks would occur when other children are getting picked up. Can you comment?

Mr. Van Dongen responded that It is probably not something that can go any further but as kind of for interest sake they had someone park along the intersection of Fifth Line and 5 Side Road and monitored for two days every single bus that came by and the way they leave. The vast majority of the buses passed between 8:15 a.m. and 9:03 a.m., the first bus coming as early as 6:55 a.m.

He stated that he is not an expert on how excavators work, but from his experience if they opened at 7:15 a.m., typically they are in rotations of about 10 trucks and they would be gone by about 7:45 a.m. in a perfect world. If that is the case then there would actually be less interaction with buses than if they started after 8:30 a.m. with the similar philosophy if they take a similar time in and out.

Q. - How long is this operation going to continue on?

Mr. Van Dongen stated that they have a certain requirement of soil that they need, the actual number is 38,000 cubic metres, which if they run about 100 trucks a day is about 40 days of operation. He noted that this was certainly some of the debate that came up on the pro side during the Site Alteration Committee, that if they were able to increase that to 200 loads per day it could be shrunk down, minimizing the number of days for disruption as well, so that was the other reasoning to the 200 load request.

Q. - Follow up to the preceding question as the member thought that this permit was for a year round operation. So you are looking for dispensation for this year for a maximum of say 60 days maximum starting in the spring is that correct?

Mr. Van Dongen responded that this request for the exemption is really just for this permit and once the farm is graded consistently, there is basically a valley that they are trying to eliminate and fill up, once this is accomplished they will close the permit and will never have to do this ever again.

Chair stated that he saw no further questions for the appellant and thanked Mr. Van Dongen.

Chair asked if Committee had any questions of staff. The following questions were asked:

Q. - The delegation mentioned that in some of the other instances when we have allowed a variation on the time for them to operate would be the first one, just under what conditions they work would be my recollection is usually when there have been no bussing routes, or in the summertime when there has been no bussing (hours of operation). The second question is when we have done so for loads. So if staff can refresh my memory if I am correct on that.

S. Grace responded that on several Site Alteration Permits in the past the only exceptions that have been during non-school times particularly the summer, on two occasions the number of loads have been extended but again only in summertime.

Q. - The issue of school bussing is one. Have we ever not discussed it on any application that we have ever had? If memory serves we have always discussed haul routes, soil conditions, school bussing are they not the standard items that we discuss on every application?

S. Grace stated that the Site Alteration By-law contains hours of operation and loads per day standards that were established when we were rewriting our by-law in consideration of school buses on our rural roads. The general consensus was 8:30 a.m. to 3:00 p.m. was generally clear from a school bus perspective and 100 loads from a nuisance perspective was determined to be an appropriate number. So if an applicant comes forward with a request for an exception to the By-law those are requesting exemptions to those two items contained in the by-law as a standard condition.

Q. - It appears that the school bus timing on this particular road is different than what the by-law covers, buses are coming later than 8:30 a.m., seems to be it’s a problem. Did anyone check the school bus schedules for this particular route when the decision was made?

S. Grace stated that, Mr. Van Dongen provided the schedule for the Catholic Elementary School, Sacre Coeur and those hours are pick up at 8:30 a.m. and a drop off at 4:31 p.m. When we found out that Mr. Van Dongen was coming back to request an exemption we did contact Halton Student Transportation Services which provided us with an email providing the hours of operation for both the public and catholic school boards in Halton

Hills. The bus stop times and bus routes travelling between Trafalgar Road and Fifth Line along Fifth Sideroad, we have buses picking up students starting at 7:35 am and continuing past 8:00 a.m. on a daily basis with regards to Fifth Sideroad between 10th line buses are picking up students between 7:15 a.m. up to and including 8:00 a,m. We have got three school boards responding and we seem to be clear after 8:30 a.m.

Q. - And yet Mr. Van Dongen's kids get picked up at 8:45 am?

S. Grace stated not according to the written information that we received. This is what he provided us.

Q. - I did have a resident on Fifth Line not far from the site and his pickup is 7:21 a.m. to go to Christ the King and the drop off is at 3:15 p.m. So it is very consistent with the questions that I was asking.

No response provided.

Q. - To the comment about buses and so forth, in my experience with kids and buses it is very precise when a kid is picked up on a bus at a particular stop and so the school boards have given ranges here 7:15 a.m. to 8:00 a.m., 7:35 a.m. to 8:00 a.m. I think for the purposes for this discussion I would have preferred to have some more specific information, because as the neighbour is being picked up at 7:21 a.m. that number I understand, but a range of 7:15 a.m. to 8:00 a.m., I don't think that is helpful for us when we are talking about pick-ups. So that is a comment that it makes it difficult for me personally to kind of sort through this.

No response provided.

Q. - I have another question about haul route times and other truck traffic that may be occurring on these roads. It was mentioned by the delegation that 7:00 a.m. is a time that normally haul routes are operating, is that something within your understanding as well?

S. Grace responded that with this particular application, the haul route is from Trafalgar Road west on 5 Side Road to the Fifth Line north to the address 9268 Fifth Line, the Fifth Line has a truck prohibition on. There has been an exemption granted by public works for this particular permit, as well as 5 Side Road has no heavy's. Trucks are permitted from 7:00 a.m. to 7:00 p.m. but no more than 5 tonnes per axle.

Q. - And what would be the weights that we would be talking about here?

S. Grace stated I am no expert but a tri-axle with 25000 pounds is over 5 tonnes per axle. It would be over a loaded dump truck is not permitted on 5 Side Road. An exemption has been offered and a dump truck driver must carry it or be subject to a fine by police if convicted.

Upon completion of questions the Chair called for a motion from the floor. The following motion was moved;

THAT General Committee of Council uphold the recommendation of the Site Alteration Committee, for the reasons given by the Committee as outlined in the Site Alteration Committee Minutes dated July 18, 2019. (Moved by: Councillor C. Somerville)

MOTION CARRIED

The Chair called the Appeal Hearing concluded at 7:03 p.m.

_____MAYOR
Rick Bonnette

_____CLERK
Suzanne Jones

REPORT

REPORT TO: Mayor Bonnette and Members of Council

REPORT FROM: Chris Mills, Commissioner of Transportation and Public Works

DATE: October 8, 2019

REPORT NO.: TPW-2019-0019

RE: 2019 Winter Control Operations

RECOMMENDATION:

THAT Report No. TPW-2019-0019, dated October 8, 2019, regarding 2019 Winter Control Operations, be received for information purposes only.

BACKGROUND:

The purpose of this report is to advise the Planning, Public Works and Transportation Committee on last winter events that have resulted in a number of public inquiries and concerns regarding ice buildup on local streets and sidewalks.

Compared to previous years, Public Works responded to a significant increase in the number of winter control events in 2019. Significant fluctuations in temperature combined with changing precipitation and blowing snow created unfavorable conditions on our roads, sidewalks, pathways and parking lots.

There are three areas where concerns were specifically raised. These are with blowing snow and icy road conditions on our roads, ice buildup on sidewalks, and ice buildup on local roads.

As a result, staff conducted a detailed review of the current Winter Maintenance Strategy with a view to recommend changes that would help improve the Town's response to extreme weather fluctuations on the public.

In discussions with neighboring communities, similar issues and challenges were experienced with winter control. They are also reviewing their practices to address the impacts of changing winter weather conditions. We will continue to monitor their work for best practices.

Over a six-week period, the weather events changed from snow to ice pellets to freezing rain to rain and back to snow again. Each of these types of precipitation and changes to the climate resulted in a wide range of surface conditions. As a result, this created unique challenges regarding how the event was approached and managed.

The following is a summary of major weather events that contributed to the road and sidewalk conditions:

Week of January 20th – January 26th:

Temperatures ranged from -15C (wind chill of -23) to 5C. Precipitation changed from snow to freezing rain to rain then back to snow.

Week of January 27th – February 2nd:

The week began with a total snow fall of 42 cm over three days. The highest snow fall since 1968. Temperatures fell to -17C (wind chill of -24C) and winds picked up, causing blowing snow conditions on rural roads.

Week of February 3rd – February 9th:

Temperatures rose to 11C and as they continued to fluctuate throughout the week, the precipitation changed from ice pellets (5cm total) to rain and back to snow.

Week of February 10th – February 16th:
Approximately 20cm of snow fell midweek. As temperatures increased to 2C the precipitation changed to rain. Temperatures then fell to -7C (wind chill of -14C).

Week of February 17th – February 23rd:

The week started with wind chills below -20C and a snowfall of 5cm before temperatures increased to 2C. With temperatures hovering around the freezing mark the week ended with back to back days of freezing rain.

Week of February 24th – March 2nd:

Although the week began with temperatures around 6C, high winds (90-120km/hr) caused a series of flurries that resulted in blowing snow, heavy drifting and dangerous driving conditions. Driving conditions were so hazardous that the neighbouring community of Wellington County closed their roads. By midweek, approximately 20cm of snow fell in Halton Hills and temperatures fell to -8C, (wind chills approached -27C).

CURRENT PRACTICES

Provincial Standards:

All municipalities are required to adhere to Provincial Minimum Maintenance Standards, Municipal Act, 2001- O. Reg 239/02 for road maintenance activities. These standards include minimum requirements for snow and ice clearing. Halton Hills meets or exceeds

these standards. These standards were endorsed by Council and are included in Attachment “A”.

Winter Road Patrol:

From November 15 until April 15 the municipal road network, along with regional roads, are monitored three times a day, seven days a week by Halton Hills staff. There are specific routes that are continuously followed and any road conditions that need attention are reported and staff are dispatched accordingly. It should be noted that winter road conditions vary greatly within Halton Hills from the south to the north.

Blowing Snow or Icy Conditions:

The winter control process begins with snow clearing on arterial and collector roads and then moves to local streets, parking lots, and sidewalks. Once the majority of streets are plowed, staff starts clearing municipal parking lots and sidewalks. Staff may be reassigned to road clearing should weather conditions dictate.

There are specific areas where blowing snow is a concern and when weather reporting indicates pending blowing conditions, staff are dispatched to those areas. It should be noted that standard salting operations may not be effective in blowing conditions. At times, sand is used. In addition, heavy traffic can create icy conditions with blowing snow.

Ice Build Up on Sidewalks:

The Town currently plows sidewalks and walkways based upon By-Law 10-0093 which considers the road category, traffic volume, and sidewalks part of school routes.

Public Works currently clears over 157 kilometers of sidewalk in the community. There are approximately 239 kilometers in total throughout Halton Hills.

In addition to the sidewalks in the Town, there are 66 walkways that connect streets to parks or other area streets. Public Works staff currently clears 19 of these walkways as part of their sidewalk snow clearing activity.

The priority for Public Works staff is to plow the Fire Station, Recreation and Parks, and public parking lots first. Once these are completed, staff then focuses on sidewalk clearing operation.

Ice Buildup on Local Roads:

The ice buildup on the local roads was a significant issue this year and one that many municipalities experienced. The Minimum Maintenance Standards and Town approved snow clearing standards state that the local roads are prioritized after arterial and collector roads. That being the case, snow and ice buildup was excessive due to the significant freeze, thaw cycles. By the time staff were able to get to the local roads, this ice accumulation was very difficult to remove with traditional equipment.

In addition, there was a significant amount of on-street parking that created hazards and risks when trying to clear the ice. It is recommended that on-street parking be reviewed as part of the update to the Uniform Traffic Control By-law 84-01, as amended.

Fleet and Resources:

To carry out the snow clearing process, the Town uses 2 graders, 17 tandem axle trucks, 6 single axle trucks, 11 3-tonne small plow trucks, 7 sidewalk plows, 3 tractors with plows and 4 4-wheel loaders.

A Fleet Management Strategy is currently being completed that will provide input to the Corporate Asset Management Strategy PLCY-2018-0003. This strategy will consider the equipment being used for our current operations and will determine if there is a need for new and different equipment based upon the review of the winter maintenance practices above.

The Town deploys 45 staff working 24/7 to maintain our road network to minimum winter maintenance standards. Town staff are deployed through three 8-hour shifts. During critical time periods the shifts are increased to 12 hours subject to Ministry of Labour requirements.

OPTIONS FOR ENHANCING THE WINTER MAINTENANCE PROGRAM

Blowing Snow and Icy Conditions:

Staff are proposing a number of enhancements to the program:

- The winter patrol program will be updated with more emphasis placed on the specific “problem areas” in Halton Hills. Criteria for immediate response will be based on the wind and resultant blowing snow, the traffic volume, the road geometrics, and the potential for early ice buildup. Patrol staff will respond quickly and call out staff accordingly.

- Communication protocols will be enhanced to include electronic notifications and warnings to the community.

- Signage will be reviewed and enhanced in areas where conditions dictate.

Ice Buildup on Sidewalks:

To enhance the sidewalk clearing program an additional six (6) seasonal staff will be required to fully utilize existing equipment. In order to fund the additional seasonal resources, the following approaches have been considered:

- Re-locate resources from other activities to obtain additional seasonal staff.

- Transfer the responsibility of plowing the Fire Hall parking lots (3) and the Gellert Community Centre parking lot from Public Works to a private contractor, similar to

the two Arenas. This would free up approximately 4 seasonal staff and allow them to respond to municipal sidewalk plowing on a priority basis. Under this option, the Town would still need to hire, or re-allocate from other programs, two (2) additional seasonal staff.

Any changes to service provisions will be determined through the Operating Budget process. The preliminary costs are included in the financial section.

Local Road Ice Buildup:

There are a number of initiatives that were considered in order to address the ice buildup on local roads as described earlier in this report.

Changes to the snow clearing and winter maintenance standards regarding increasing salt application are not recommended. Halton Hills obtains its water from well based systems and these systems can be negatively affected by excessive salt usage. The Source Water Protection Act requires municipalities to have salt management plans in order to protect the natural environment. As such, the Town will continue to look for ways to minimized salt usage.

A number of initiatives will be implemented to manage ice buildup, should it reoccur.

- The Town currently has a grader scheduled for replacement. It is proposed to replace it with a compact unit that would serve two purposes. Firstly, it would be utilized for much of the shoulder grading on right of ways where access is limited. Secondly, it will be utilized to deal with local road ice issues, should they arise.

- Staff will review the utilization of a Two-Stage plow that incorporates ice and slush clearing capabilities. This piece of equipment has been added to the scheduled purchase of a Tandem snowplow in 2019. Staff will evaluate the effectiveness during the winter season. A Two-Stage plow is illustrated in Attachment “B”.

- Parking restrictions and enforcement during winter storms will be reviewed. Other municipalities implement parking restrictions during storms to enable municipal equipment to effectively and safely clear the roads. These restrictions would be in place until the storm is over and the roads plowed.

RELATIONSHIP TO THE STRATEGIC PLAN:

This Report aligns with the strategic objective H.1 to provide infrastructure and services that meets the needs of our community in an efficient, effective and environmentally sustainable manner.

FINANCIAL IMPACT:

The financial impacts of the recommendations outlined in the Report are as follows:

- The cost implications of the blowing snow and icy conditions recommendations are minimal.

- The Purchasing Department obtained quotations for parking lot winter maintenance for the Fire Headquarters (D3), Maple Ave Fire Station (D2), Acton Fire Station (D1), and Gellert Community Centre from the existing contractor responsible for plowing Mold-Masters SportsPlex. According to the quotation, the winter season contract would be approximately $25,000 for each fire station and $49,000 for the Gellert Community Centre including plowing and salting after 5cm of snow for a total of $124,000.

- At this time staff will reallocate resources from other services to obtain the additional seasonal staff.

- Sufficient funds are available to purchase a grader through the Equipment Replacement Reserve.

- The acquisition of a Two-Stage plow has been included in the purchase of the scheduled tandem replacement for 2019.

COMMUNICATIONS IMPACT:

Any changes to winter control service levels will be communicated prior to operations commencing in the fall as part of our regular snow clearing news release.

SUSTAINABILITY IMPLICATIONS:

The Town is committed to implementing our Community Sustainability Strategy, Imagine Halton Hills. Doing so will lead to a higher quality of life. The relationship between this report and the Strategy is summarized below:

This Report is not applicable to the implementation of the Community Sustainability Strategy.

PUBLIC ENGAGMENT:

Public consultation was not required for this report.

CONSULTATION:

The option for transferring snow clearing responsibilities at the Gellert Community Centre and three Fire Halls has been discussed with the responsible Commissioners.

CONCLUSION:

Following the challenging winter conditions experienced earlier this year, staff have reviewed our winter control operations. As noted in the report, the changes identified will allow staff to better address ice buildup on roads and sidewalks. Staff will continue to monitor changing weather patterns and adjust our response as required to keep our roads and sidewalks safe during the winter months.

Reviewed and Approved by,

Brent Marshall, Chief Administrative Officer

Municipal Act, 2001
Loi de 2001 sur les municipalités

ONTARIO REGULATION 239/02

MINIMUM MAINTENANCE STANDARDS FOR MUNICIPAL HIGHWAYS

Consolidation Period: From May 3, 2018 to the e-Laws currency date.

Last amendment: 366/18.

Legislative History: 288/03, 613/06, 23/10, 47/13, 366/18.

This Regulation is made in English only.

Definitions

1. (1) In this Regulation,

"bicycle facility" means the on-road and in-boulevard cycling facilities listed in Book 18 of the Ontario Traffic Manual;

"bicycle lane" means,

(a) a portion of a roadway that has been designated by pavement markings or signage for the preferential or exclusive use of cyclists, or

(b) a portion of a roadway that has been designated for the exclusive use of cyclists by signage and a physical or marked buffer;

"cm" means centimetres;

"day" means a 24-hour period;

"encroachment" means anything that is placed, installed, constructed or planted within the highway that was not placed, installed, constructed or planted by the municipality;

"ice" means all kinds of ice, however formed;

"motor vehicle" has the same meaning as in subsection 1 (1) of the *Highway Traffic Act*, except that it does not include a motor assisted bicycle;

"non-paved surface" means a surface that is not a paved surface;

"Ontario Traffic Manual" means the Ontario Traffic Manual published by the Ministry of Transportation, as amended from time to time;

"paved surface" means a surface with a wearing layer or layers of asphalt, concrete or asphalt emulsion;

"pothole" means a hole in the surface of a roadway caused by any means, including wear or subsidence of the road surface or subsurface;

"roadway" has the same meaning as in subsection 1 (1) of the *Highway Traffic Act*;

"shoulder" means the portion of a highway that provides lateral support to the roadway and that may accommodate stopped motor vehicles and emergency use;

"sidewalk" means the part of the highway specifically set aside or commonly understood to be for pedestrian use, typically consisting of a paved surface but does not include crosswalks, medians, boulevards, shoulders or any part of the sidewalk where cleared snow has been deposited;

"significant weather event" means an approaching or occurring weather hazard with the potential to pose a significant danger to users of the highways within a municipality;

"snow accumulation" means the natural accumulation of any of the following that, alone or together, covers more than half a lane width of a roadway:

1. Newly-fallen snow.
2. Wind-blown snow.
3. Slush;

"substantial probability" means a significant likelihood considerably in excess of 51 per cent;

"surface" means the top of a sidewalk, roadway or shoulder;

"utility" includes any air, gas, water, electricity, cable, fiber-optic, telecommunication or traffic control system or subsystem, fire hydrants, sanitary sewers, storm sewers, property bars and survey monuments;

"utility appurtenance" includes maintenance holes and hole covers, water shut-off covers and boxes, valves, fittings, vaults, braces, pipes, pedestals, and any other structures or items that form part of or are an accessory part of any utility;

"weather" means air temperature, wind and precipitation.

"weather hazard" means the weather hazards determined by Environment Canada as meeting the criteria for the issuance of an alert under its Public Weather Alerting Program. O. Reg. 239/02, s. 1 (1); O. Reg. 23/10, s. 1 (1); O. Reg. 47/13, s. 1; O. Reg. 366/18, s. 1 (1, 2).

(2) For the purposes of this Regulation, every highway or part of a highway under the jurisdiction of a municipality in Ontario is classified in the Table to this section as a Class 1, Class 2, Class 3, Class 4, Class 5 or Class 6 highway, based on the speed limit applicable to it and the average daily traffic on it. O. Reg. 239/02, s. 1 (2); O. Reg. 366/18, s. 1 (3).

(3) For the purposes of subsection (2) and the Table to this section, the average daily traffic on a highway or part of a highway under municipal jurisdiction shall be determined,

(a) by counting and averaging the daily two-way traffic on the highway or part of the highway; or

(b) by estimating the average daily two-way traffic on the highway or part of the highway. O. Reg. 239/02, s. 1 (3); O. Reg. 23/10, s. 1 (2); O. Reg. 366/18, s. 1 (3).

(4) For the purposes of this Regulation, unless otherwise indicated in a provision of this Regulation, a municipality is deemed to be aware of a fact if, in the absence of actual knowledge of the fact, circumstances are such that the municipality ought reasonably to be aware of the fact. O. Reg. 366/18, s. 1 (4).

TABLE
CLASSIFICATION OF HIGHWAYS

Column 1 Average Daily Traffic (number of motor vehicles)	Column 2 91 - 100 km/h speed limit	Column 3 81 - 90 km/h speed limit	Column 4 71 - 80 km/h speed limit	Column 5 61 - 70 km/h speed limit	Column 6 51 - 60 km/h speed limit	Column 7 41 - 50 km/h speed limit	Column 8 1 - 40 km/h speed limit
53,000 or more	1	1	1	1	1	1	1
23,000 - 52,999	1	1	1	2	2	2	2
15,000 - 22,999	1	1	2	2	2	3	3
12,000 - 14,999	1	1	2	2	2	3	3
10,000 - 11,999	1	1	2	2	3	3	3
8,000 - 9,999	1	1	2	3	3	3	3
6,000 - 7,999	1	2	2	3	3	4	4
5,000 - 5,999	1	2	2	3	3	4	4
4,000 - 4,999	1	2	3	3	3	4	4
3,000 - 3,999	1	2	3	3	3	4	4
2,000 - 2,999	1	2	3	3	4	5	5
1,000 - 1,999	1	3	3	3	4	5	5
500 - 999	1	3	4	4	4	5	5
200 - 499	1	3	4	4	5	5	6
50 - 199	1	3	4	5	5	6	6
0 - 49	1	3	6	6	6	6	6

O. Reg. 366/18, s. 1 (5).

Application

2. (1) This Regulation sets out the minimum standards of repair for highways under municipal jurisdiction for the purpose of clause 44 (3) (c) of the Act. O. Reg. 288/03, s. 1.

(2) REVOKED: O. Reg. 23/10, s. 2.

(3) This Regulation does not apply to Class 6 highways. O. Reg. 239/02, s. 2 (3).

Purpose

2.1 The purpose of this Regulation is to clarify the scope of the statutory defence available to a municipality under clause 44 (3) (c) of the Act by establishing maintenance standards which are non-prescriptive as to the methods or materials to be used in complying with the standards but instead describe a desired outcome. O. Reg. 366/18, s. 2.

MAINTENANCE STANDARDS

Patrolling

3. (1) The standard for the frequency of patrolling of highways to check for conditions described in this Regulation is set out in the Table to this section. O. Reg. 23/10, s. 3 (1); O. Reg. 366/18, s. 3 (2).

(2) If it is determined by the municipality that the weather monitoring referred to in section 3.1 indicates that there is a substantial probability of snow accumulation on roadways, ice formation on roadways or icy roadways, the standard for patrolling highways is, in addition to that set out in subsection (1), to patrol highways that the municipality selects as representative of its highways, at intervals deemed necessary by the municipality, to check for such conditions. O. Reg. 47/13, s. 2; O. Reg. 366/18, s. 3 (2).

(3) Patrolling a highway consists of observing the highway, either by driving on or by electronically monitoring the highway, and may be performed by persons responsible for patrolling highways or by persons responsible for or performing highway maintenance activities. O. Reg. 23/10, s. 3 (1).

(4) This section does not apply in respect of the conditions described in section 10, subsections 11 (0.1) and 12 (1) and section 16.1, 16.2, 16.3 or 16.4. O. Reg. 23/10, s. 3 (1); O. Reg. 366/18, s. 3 (3).

TABLE
PATROLLING FREQUENCY

Class of Highway	Patrolling Frequency
1	3 times every 7 days
2	2 times every 7 days
3	once every 7 days
4	once every 14 days
5	once every 30 days

O. Reg. 239/02, s. 3, Table; O. Reg. 23/10, s. 3 (2).

Weather monitoring

3.1 (1) From October 1 to April 30, the standard is to monitor the weather, both current and forecast to occur in the next 24 hours, once every shift or three times per calendar day, whichever is more frequent, at intervals determined by the municipality. O. Reg. 47/13, s. 3; O. Reg. 366/18, s. 4.

(2) From May 1 to September 30, the standard is to monitor the weather, both current and forecast to occur in the next 24 hours, once per calendar day. O. Reg. 47/13, s. 3; O. Reg. 366/18, s. 4.

Snow accumulation, roadways

4. (1) Subject to section 4.1, the standard for addressing snow accumulation on roadways is,

(a) after becoming aware of the fact that the snow accumulation on a roadway is greater than the depth set out in the Table to this section, to deploy resources as soon as practicable to address the snow accumulation; and

(b) after the snow accumulation has ended, to address the snow accumulation so as to reduce the snow to a depth less than or equal to the depth set out in the Table within the time set out in the Table,

(i) to provide a minimum lane width of the lesser of three metres for each lane or the actual lane width, or

(ii) on a Class 4 or Class 5 highway with two lanes, to provide a total width of at least five metres. O. Reg. 47/13, s. 4; O. Reg. 366/18, s. 5 (1).

(2) If the depth of snow accumulation on a roadway is less than or equal to the depth set out in the Table to this section, the roadway is deemed to be in a state of repair with respect to snow accumulation. O. Reg. 47/13, s. 4.

(3) For the purposes of this section, the depth of snow accumulation on a roadway and, if applicable, lane width under clause (1) (b), may be determined in accordance with subsection (4) by a municipal employee, agent or contractor, whose duties or responsibilities include one or more of the following:

1. Patrolling highways.
2. Performing highway maintenance activities.
3. Supervising staff who perform activities described in paragraph 1 or 2. O. Reg. 47/13, s. 4; O. Reg. 366/18, s. 5 (2).

(4) The depth of snow accumulation on a roadway and lane width may be determined by,

(a) performing an actual measurement;

(b) monitoring the weather; or

(c) performing a visual estimate. O. Reg. 47/13, s. 4; O. Reg. 366/18, s. 5 (3).

(5) For the purposes of this section, addressing snow accumulation on a roadway includes,

(a) plowing the roadway;

(b) salting the roadway;

(c) applying abrasive materials to the roadway;

(d) applying other chemical or organic agents to the roadway;

(e) any combination of the methods described in clauses (a) to (d). O. Reg. 366/18, s. 5 (4).

(6) This section does not apply to that portion of the roadway,

(a) designated for parking;

(b) consisting of a bicycle lane or other bicycle facility; or

(d) used by a municipality for snow storage. O. Reg. 366/18, s. 5 (4).

TABLE
SNOW ACCUMULATION - ROADWAYS

Class of Highway	Depth	Time
1	2.5 cm	4 hours
2	5 cm	6 hours
3	8 cm	12 hours
4	8 cm	16 hours
5	10 cm	24 hours

O. Reg. 47/13, s. 4; O. Reg. 366/18, s. 5 (5).

Snow accumulation on roadways, significant weather event

4.1 (1) If a municipality declares a significant weather event relating to snow accumulation, the standard for addressing snow accumulation on roadways until the declaration of the end of the significant weather event is,

(a) to monitor the weather in accordance with section 3.1; and

(b) if deemed practicable by the municipality, to deploy resources to address snow accumulation on roadways, starting from the time that the municipality deems appropriate to do so. O. Reg. 366/18, s. 7.

(2) If the municipality complies with subsection (1), all roadways within the municipality are deemed to be in a state of repair with respect to snow accumulation until the applicable time in the Table to section 4 expires following the declaration of the end of the significant weather event by the municipality. O. Reg. 366/18, s. 7.

(3) Following the end of the weather hazard in respect of which a significant weather event was declared by a municipality under subsection (1), the municipality shall,

(a) declare the end of the significant weather event when the municipality determines it is appropriate to do so; and

(b) address snow accumulation on roadways in accordance with section 4. O. Reg. 366/18, s. 7.

Snow accumulation, bicycle lanes

4.2 (1) Subject to section 4.3, the standard for addressing snow accumulation on bicycle lanes is,

(a) after becoming aware of the fact that the snow accumulation on a bicycle lane is greater than the depth set out in the Table to this section, to deploy resources as soon as practicable to address the snow accumulation; and

(b) after the snow accumulation has ended, to address the snow accumulation so as to reduce the snow to a depth less than or equal to the depth set out in the Table to this section to provide a minimum bicycle lane width of the lesser of 1 metre or the actual bicycle lane width. O. Reg. 366/18, s. 7.

(2) If the depth of snow accumulation on a bicycle lane is less than or equal to the depth set out in the Table to this section, the bicycle lane is deemed to be in a state of repair in respect of snow accumulation. O. Reg. 366/18, s. 7.

(3) For the purposes of this section, the depth of snow accumulation on a bicycle lane and, if applicable, lane width under clause (1) (b), may be determined in the same manner as set out in subsection 4 (4) and by the persons mentioned in subsection 4 (3), with necessary modifications. O. Reg. 366/18, s. 7.

(4) For the purposes of this section, addressing snow accumulation on a bicycle lane includes,

(a) plowing the bicycle lane;

(b) salting the bicycle lane;

(c) applying abrasive materials to the bicycle lane;

(d) applying other chemical or organic agents to the bicycle lane;

(e) sweeping the bicycle lane; or

(f) any combination of the methods described in clauses (a) to (e). O. Reg. 366/18, s. 7.

TABLE
SNOW ACCUMULATION – BICYCLE LANES

Column 1 Class of Highway or Adjacent Highway	Column 2 Depth	Column 3 Time
1	2.5 cm	8 hours
2	5 cm	12 hours
3	8 cm	24 hours
4	8 cm	24 hours
5	10 cm	24 hours

O. Reg. 366/18, s. 7.

Snow accumulation on bicycle lanes, significant weather event

4.3 (1) If a municipality declares a significant weather event relating to snow accumulation, the standard for addressing snow accumulation on bicycle lanes until the declaration of the end of the significant weather event is,

(a) to monitor the weather in accordance with section 3.1; and

(b) if deemed practicable by the municipality, to deploy resources to address snow accumulation on bicycle lanes, starting from the time that the municipality deems appropriate to do so. O. Reg. 366/18, s. 7.

(2) If the municipality complies with subsection (1), all bicycle lanes within the municipality are deemed to be in a state of repair with respect to snow accumulation until the applicable time in the Table to section 4.2 expires following the declaration of the end of the significant weather event by the municipality. O. Reg. 366/18, s. 7.

(3) Following the end of the weather hazard in respect of which a significant weather event was declared by a municipality under subsection (1), the municipality shall,

(a) declare the end of the significant weather event when the municipality determines it is appropriate to do so; and

(b) address snow accumulation on bicycle lanes in accordance with section 4.2. O. Reg. 366/18, s. 7.

Ice formation on roadways and icy roadways

5. (1) The standard for the prevention of ice formation on roadways is doing the following in the 24-hour period preceding an alleged formation of ice on a roadway:

1. Monitor the weather in accordance with section 3.1.
2. Patrol in accordance with section 3.
3. If the municipality determines, as a result of its activities under paragraph 1 or 2, that there is a substantial probability of ice forming on a roadway, treat the roadway, if practicable, to prevent ice formation within the time set out in Table 1 to this section, starting from the time that the municipality determines is the appropriate time to deploy resources for that purpose. O. Reg. 366/18, s. 8.

(2) If the municipality meets the standard set out in subsection (1) and, despite such compliance, ice forms on a roadway, the roadway is deemed to be in a state of repair until the applicable time set out in Table 2 to this section expires after the municipality becomes aware of the fact that the roadway is icy. O. Reg. 366/18, s. 8.

(3) Subject to section 5.1, the standard for treating icy roadways is to treat the icy roadway within the time set out in Table 2 to this section, and an icy roadway is deemed to be in a state of repair until the applicable time set out in Table 2 to this section expires after the municipality becomes aware of the fact that a roadway is icy. O. Reg. 366/18, s. 8.

(4) For the purposes of this section, treating a roadway means applying material to the roadway, including but not limited to, salt, sand or any combination of salt and sand. O. Reg. 366/18, s. 8.

(5) For greater certainty, this section applies in respect of ice formation on bicycle lanes on a roadway, but does not apply to other types of bicycle facilities. O. Reg. 366/18, s. 8.

TABLE 1
ICE FORMATION PREVENTION

Class of Highway	Time
1	6 hours
2	8 hours
3	16 hours
4	24 hours
5	24 hours

O. Reg. 366/18, s. 8.

TABLE 2
TREATMENT OF ICY ROADWAYS

Class of Highway	Time
1	3 hours
2	4 hours
3	8 hours
4	12 hours
5	16 hours

O. Reg. 366/18, s. 8.

Icy roadways, significant weather event

5.1 (1) If a municipality declares a significant weather event relating to ice, the standard for treating icy roadways until the declaration of the end of the significant weather event is,

(a) to monitor the weather in accordance with section 3.1; and

(b) if deemed practicable by the municipality, to deploy resources to treat icy roadways, starting from the time that the municipality deems appropriate to do so. O. Reg. 366/18, s. 8.

(2) If the municipality complies with subsection (1), all roadways within the municipality are deemed to be in a state of repair with respect to any ice which forms or may be present until the applicable time in Table 2 to section 5 expires after the declaration of the end of the significant weather event by the municipality. O. Reg. 366/18, s. 8.

(3) Following the end of the weather hazard in respect of which a significant weather event was declared by a municipality under subsection (1), the municipality shall,

(a) declare the end of the significant weather event when the municipality determines it is appropriate to do so; and

(b) treat icy roadways in accordance with section 5. O. Reg. 366/18, s. 8.

Potholes

6. (1) If a pothole exceeds both the surface area and depth set out in Table 1, 2 or 3 to this section, as the case may be, the standard is to repair the pothole within the time set out in Table 1, 2 or 3, as appropriate, after becoming aware of the fact. O. Reg. 239/02, s. 6 (1); O. Reg. 366/18, s. 8 (1).

(1.1) For the purposes of this section, the surface area and depth of a pothole may be determined in accordance with subsections (1.2) and (1.3), as applicable, by a municipal employee, agent or contractor whose duties or responsibilities include one or more of the following:

1. Patrolling highways.
2. Performing highway maintenance activities.
3. Supervising staff who perform activities described in paragraph 1 or 2. O. Reg. 366/18, s. 8 (2).

(1.2) The depth and surface area of a pothole may be determined by,

(a) performing an actual measurement; or

(b) performing a visual estimate. O. Reg. 366/18, s. 8 (2).

(1.3) For the purposes of this section, the surface area of a pothole does not include any area that is merely depressed and not yet broken fully through the surface of the roadway. O. Reg. 366/18, s. 8 (2).

(2) A pothole is deemed to be in a state of repair if its surface area or depth is less than or equal to that set out in Table 1, 2 or 3, as appropriate. O. Reg. 239/02, s. 6 (2); O. Reg. 47/13, s. 6.

TABLE 1
POTHOLES ON PAVED SURFACE OF ROADWAY

Class of Highway	Surface Area	Depth	Time
1	600 cm²	8 cm	4 days
2	800 cm²	8 cm	4 days
3	1000 cm²	8 cm	7 days
4	1000 cm²	8 cm	14 days
5	1000 cm²	8 cm	30 days

O. Reg. 239/02, s. 6, Table 1.

TABLE 2
POTHOLES ON NON-PAVED SURFACE OF ROADWAY

Class of Highway	Surface Area	Depth	Time
3	1500 cm²	8 cm	7 days
4	1500 cm²	10 cm	14 days
5	1500 cm²	12 cm	30 days

O. Reg. 239/02, s. 6, Table 2.

TABLE 3
POTHOLES ON PAVED OR NON-PAVED SURFACE OF SHOULDER

Class of Highway	Surface Area	Depth	Time
1	1500 cm²	8 cm	7 days
2	1500 cm²	8 cm	7 days
3	1500 cm²	8 cm	14 days
4	1500 cm²	10 cm	30 days
5	1500 cm²	12 cm	60 days

O. Reg. 239/02, s. 6, Table 3.

Shoulder drop-offs

7. (1) If a shoulder drop-off is deeper than 8 cm, for a continuous distance of 20 metres or more, the standard is to repair the shoulder drop-off within the time set out in the Table to this section after becoming aware of the fact. O. Reg. 366/18, s. 9 (1).

(2) A shoulder drop-off is deemed to be in a state of repair if its depth is less than 8 cm. O. Reg. 366/18, s. 9 (1).

(3) In this section,

"shoulder drop-off" means the vertical differential, where the paved surface of the roadway is higher than the surface of the shoulder, between the paved surface of the roadway and the paved or non-paved surface of the shoulder. O. Reg. 239/02, s. 7 (3).

TABLE
SHOULDER DROP-OFFS

Class of Highway	Time
1	4 days
2	4 days
3	7 days
4	14 days
5	30 days

O. Reg. 366/18, s. 9 (2).

Cracks

8. (1) If a crack on the paved surface of a roadway is greater than 5 cm wide and 5 cm deep for a continuous distance of three metres or more, the standard is to repair the crack within the time set out in the Table to this section after becoming aware of the fact. O. Reg. 366/18, s. 10 (1).

(2) A crack is deemed to be in a state of repair if its width or depth is less than or equal to 5 cm. O. Reg. 366/18, s. 10 (1).

TABLE
CRACKS

Column 1 Class of Highway	Column 2 Time
1	30 days
2	30 days
3	60 days
4	180 days
5	180 days

O. Reg. 366/18, s. 10 (2).

Debris

9. (1) If there is debris on a roadway, the standard is to deploy resources, as soon as practicable after becoming aware of the fact, to remove the debris. O. Reg. 239/02, s. 9 (1); O. Reg. 366/18, s. 11.

(2) In this section,

"debris" means any material (except snow, slush or ice) or object on a roadway,

(a) that is not an integral part of the roadway or has not been intentionally placed on the roadway by a municipality, and

(b) that is reasonably likely to cause damage to a motor vehicle or to injure a person in a motor vehicle. O. Reg. 239/02, s. 9 (2); O. Reg. 47/13, s. 9.

Luminaires

10. (0.1) REVOKED: O. Reg. 366/18, s. 12.

(1) The standard for the frequency of inspecting all luminaires to check to see that they are functioning is once per calendar year, with each inspection taking place not more than 16 months from the previous inspection. O. Reg. 366/18, s. 12.

(2) For conventional illumination, if three or more consecutive luminaires on the same side of a highway are not functioning, the standard is to repair the luminaires within the time set out in the Table to this section after becoming aware of the fact. O. Reg. 366/18, s. 12.

(3) For conventional illumination and high mast illumination, if 30 per cent or more of the luminaires on any kilometre of highway are not functioning, the standard is to repair the luminaires within the time set out in the Table to this section after becoming aware of the fact. O. Reg. 366/18, s. 12.

(4) Despite subsection (2), for high mast illumination, if all of the luminaires on consecutive poles on the same side of a highway are not functioning, the standard is to deploy resources as soon as practicable after becoming aware of the fact to repair the luminaires. O. Reg. 366/18, s. 12.

(5) Despite subsections (1), (2) and (3), for conventional illumination and high mast illumination, if more than 50 per cent of the luminaires on any kilometre of a Class 1 highway with a speed limit of 90 kilometres per hour or more are not functioning, the standard is to deploy resources as soon as practicable after becoming aware of the fact to repair the luminaires. O. Reg. 366/18, s. 12.

(6) Luminaires are deemed to be in a state of repair,

(a) for the purpose of subsection (2), if the number of non-functioning consecutive luminaires on the same side of a highway does not exceed two;

(b) for the purpose of subsection (3), if more than 70 per cent of luminaires on any kilometre of highway are functioning;

(c) for the purpose of subsection (4), if one or more of the luminaires on consecutive poles on the same side of a highway are functioning;

(d) for the purpose of subsection (5), if more than 50 per cent of luminaires on any kilometre of highway are functioning. O. Reg. 366/18, s. 12.

(7) In this section,

"conventional illumination" means lighting, other than high mast illumination, where there are one or more luminaires per pole;

"high mast illumination" means lighting where there are three or more luminaires per pole and the height of the pole exceeds 20 metres;

"luminaire" means a complete lighting unit consisting of,

(a) a lamp, and

(b) parts designed to distribute the light, to position or protect the lamp and to connect the lamp to the power supply. O. Reg. 239/02, s. 10 (7).

TABLE
LUMINAIRES

Class of Highway	Time
1	7 days
2	7 days
3	14 days
4	14 days
5	14 days

O. Reg. 239/02, s. 10, Table.

Signs

11. (0.1) The standard for the frequency of inspecting signs of a type listed in subsection (2) to check to see that they meet the retro-reflectivity requirements of the Ontario Traffic Manual is once per calendar year, with each inspection taking place not more than 16 months from the previous inspection. O. Reg. 23/10, s. 7 (1); O. Reg. 47/13, s. 11 (1); O. Reg. 366/18, s. 13.

(0.2) A sign that has been inspected in accordance with subsection (0.1) is deemed to be in a state of repair with respect to the retro-reflectivity requirements of the Ontario Traffic Manual until the next inspection in accordance with that subsection, provided that the municipality does not acquire actual knowledge that the sign has ceased to meet these requirements. O. Reg. 47/13, s. 11 (2).

(1) If any sign of a type listed in subsection (2) is illegible, improperly oriented, obscured or missing, the standard is to deploy resources as soon as practicable after becoming aware of the fact to repair or replace the sign. O. Reg. 239/02, s. 11 (1); O. Reg. 23/10, s. 7 (2); O. Reg. 366/18, s. 13.

(2) This section applies to the following types of signs:

1. Checkerboard.
2. Curve sign with advisory speed tab.
3. Do not enter.

3.1 Load Restricted Bridge.

3.2 Low Bridge.

3.3 Low Bridge Ahead.

4. One Way.
5. School Zone Speed Limit.
6. Stop.
7. Stop Ahead.
8. Stop Ahead, New.
9. Traffic Signal Ahead, New.
10. Two-Way Traffic Ahead.
11. Wrong Way.
12. Yield.
13. Yield Ahead.
14. Yield Ahead, New. O. Reg. 239/02, s. 11 (2); O. Reg. 23/10, s. 7 (3).

Regulatory or warning signs

12. (1) The standard for the frequency of inspecting regulatory signs or warning signs to check to see that they meet the retro-reflectivity requirements of the Ontario Traffic Manual is once per calendar year, with each inspection taking place not more than 16 months from the previous inspection. O. Reg. 23/10, s. 8; O. Reg. 47/13, s. 12 (1); O. Reg. 366/18, s. 13.

(1.1) A regulatory sign or warning sign that has been inspected in accordance with subsection (1) is deemed to be in a state of repair with respect to the retro-reflectivity requirements of the Ontario Traffic Manual until the next inspection in accordance with that subsection, provided that the municipality does not acquire actual knowledge that the sign has ceased to meet these requirements. O. Reg. 47/13, s. 12 (2).

(2) If a regulatory sign or warning sign is illegible, improperly oriented, obscured or missing, the standard is to repair or replace the sign within the time set out in the Table to this section after becoming aware of the fact. O. Reg. 23/10, s. 8; O. Reg. 366/18, s. 13.

(3) In this section,

"regulatory sign" and "warning sign" have the same meanings as in the Ontario Traffic Manual, except that they do not include a sign listed in subsection 11 (2) of this Regulation. O. Reg. 23/10, s. 8.

TABLE
REGULATORY AND WARNING SIGNS

Class of Highway	Time
1	7 days
2	14 days
3	21 days
4	30 days
5	30 days

O. Reg. 239/02, s. 12, Table.

Traffic control signal systems

13. (1) If a traffic control signal system is defective in any way described in subsection (2), the standard is to deploy resources as soon as practicable after becoming aware of the defect to repair the defect or replace the defective component of the traffic control signal system. O. Reg. 239/02, s. 13 (1); O. Reg. 366/18, s. 13.

(2) This section applies if a traffic control signal system is defective in any of the following ways:

1. One or more displays show conflicting signal indications.
2. The angle of a traffic control signal or pedestrian control indication has been changed in such a way that the traffic or pedestrian facing it does not have clear visibility of the information conveyed or that it conveys confusing information to traffic or pedestrians facing other directions.
3. A phase required to allow a pedestrian or vehicle to safely travel through an intersection fails to occur.
4. There are phase or cycle timing errors interfering with the ability of a pedestrian or vehicle to safely travel through an intersection.
5. There is a power failure in the traffic control signal system.
6. The traffic control signal system cabinet has been displaced from its proper position.
7. There is a failure of any of the traffic control signal support structures.
8. A signal lamp or a pedestrian control indication is not functioning.
9. Signals are flashing when flashing mode is not a part of the normal signal operation. O. Reg. 239/02, s. 13 (2).

(3) Despite subsection (1) and paragraph 8 of subsection (2), if the posted speed of all approaches to the intersection or location of the non-functioning signal lamp or pedestrian control indication is less than 80 kilometres per hour and the signal that is not functioning is a green or a pedestrian "walk" signal, the standard is to repair or replace the defective component by the end of the next business day. O. Reg. 239/02, s. 13 (3); O. Reg. 366/18, s. 13.

(4) In this section and section 14,

"cycle" means a complete sequence of traffic control indications at a location;

"display" means the illuminated and non-illuminated signals facing the traffic;

"indication" has the same meaning as in the *Highway Traffic Act*;

"phase" means a part of a cycle from the time where one or more traffic directions receive a green indication to the time where one or more different traffic directions receive a green indication;

"power failure" means a reduction in power or a loss in power preventing the traffic control signal system from operating as intended;

"traffic control signal" has the same meaning as in the *Highway Traffic Act*;

"traffic control signal system" has the same meaning as in the *Highway Traffic Act*. O. Reg. 239/02, s. 13 (4).

Traffic control signal system sub-systems

14. (1) The standard is to inspect, test and maintain the following traffic control signal system sub-systems once per calendar year, with each inspection taking place not more than 16 months from the previous inspection:

1. The display sub-system, consisting of traffic signal and pedestrian crossing heads, physical support structures and support cables.
2. The traffic control sub-system, including the traffic control signal cabinet and internal devices such as timer, detection devices and associated hardware, but excluding conflict monitors.
3. The external detection sub-system, consisting of detection sensors for all vehicles, including emergency and railway vehicles and pedestrian push- buttons. O. Reg. 239/02, s. 14 (1); O. Reg. 47/13, s. 13 (1); O. Reg. 366/18, s. 13.

(1.1) A traffic control signal system sub-system that has been inspected, tested and maintained in accordance with subsection (1) is deemed to be in a state of repair until the next inspection in accordance with that subsection, provided that the municipality does not acquire actual knowledge that the traffic control signal system sub-system has ceased to be in a state of repair. O. Reg. 47/13, s. 13 (2).

(2) The standard is to inspect, test and maintain conflict monitors every five to seven months and at least twice per calendar year. O. Reg. 239/02, s. 14 (2); O. Reg. 47/13, s. 13 (3); O. Reg. 366/18, s. 13.

(2.1) A conflict monitor that has been inspected, tested and maintained in accordance with subsection (2) is deemed to be in a state of repair until the next inspection in accordance with that subsection, provided that the municipality does not acquire actual knowledge that the conflict monitor has ceased to be in a state of repair. O. Reg. 47/13, s. 13 (4).

(3) In this section,

"conflict monitor" means a device that continually checks for conflicting signal indications and responds to a conflict by emitting a signal. O. Reg. 239/02, s. 14 (3).

Bridge deck spalls

15. (1) If a bridge deck spall exceeds both the surface area and depth set out in the Table to this section, the standard is to repair the bridge deck spall within the time set out in the Table after becoming aware of the fact. O. Reg. 239/02, s. 15 (1); O. Reg. 366/18, s. 13.

(2) A bridge deck spall is deemed to be in a state of repair if its surface area or depth is less than or equal to that set out in the Table. O. Reg. 239/02, s. 15 (2); O. Reg. 47/13, s. 14.

(3) In this section,

"bridge deck spall" means a cavity left by one or more fragments detaching from the paved surface of the roadway or shoulder of a bridge. O. Reg. 239/02, s. 15 (3).

TABLE
BRIDGE DECK SPALLS

Class of Highway	Surface Area	Depth	Time
1	600 cm²	8 cm	4 days
2	800 cm²	8 cm	4 days
3	1,000 cm²	8 cm	7 days
4	1,000 cm²	8 cm	7 days
5	1,000 cm²	8 cm	7 days

O. Reg. 239/02, s. 15, Table.

Roadway surface discontinuities

16. (1) If a surface discontinuity on a roadway, other than a surface discontinuity on a bridge deck, exceeds the height set out in the Table to this section, the standard is to repair the surface discontinuity within the time set out in the Table after becoming aware of the fact. O. Reg. 23/10, s. 9; O. Reg. 366/18, s. 13.

(1.1) A surface discontinuity on a roadway, other than a surface discontinuity on a bridge deck, is deemed to be in a state of repair if its height is less than or equal to the height set out in the Table to this section. O. Reg. 47/13, s. 15.

(2) If a surface discontinuity on a bridge deck exceeds five centimetres, the standard is to deploy resources as soon as practicable after becoming aware of the fact to repair the surface discontinuity on the bridge deck. O. Reg. 23/10, s. 9; O. Reg. 366/18, s. 13.

(2.1) A surface discontinuity on a bridge deck is deemed to be in a state of repair if its height is less than or equal to five centimetres. O. Reg. 47/13, s. 15.

(3) In this section,

"surface discontinuity" means a vertical discontinuity creating a step formation at joints or cracks in the paved surface of the roadway, including bridge deck joints, expansion joints and approach slabs to a bridge. O. Reg. 23/10, s. 9.

TABLE
SURFACE DISCONTINUITIES

Class of Highway	Height	Time
1	5 cm	2 days
2	5 cm	2 days
3	5 cm	7 days
4	5 cm	21 days
5	5 cm	21 days

O. Reg. 239/02, s. 16, Table.

Sidewalk surface discontinuities

16.1 (1) The standard for the frequency of inspecting sidewalks to check for surface discontinuity is once per calendar year, with each inspection taking place not more than 16 months from the previous inspection. O. Reg. 23/10, s. 10; O. Reg. 47/13, s. 16 (1); O. Reg. 366/18, s. 13.

(1.1) A sidewalk that has been inspected in accordance with subsection (1) is deemed to be in a state of repair with respect to any surface discontinuity until the next inspection in accordance with that subsection, provided that the municipality does not acquire actual knowledge of the presence of a surface discontinuity in excess of two centimetres. O. Reg. 47/13, s. 16 (2).

(2) If a surface discontinuity on or within a sidewalk exceeds two centimetres, the standard is to treat the surface discontinuity within 14 days after acquiring actual knowledge of the fact. O. Reg. 366/18, s. 14.

(2.1) REVOKED: O. Reg. 366/18, s. 14.

(3) A surface discontinuity on or within a sidewalk is deemed to be in a state of repair if it is less than or equal to two centimetres. O. Reg. 366/18, s. 14.

(4) For the purpose of subsection (2), treating a surface discontinuity on or within a sidewalk means taking reasonable measures to protect users of the sidewalk from the discontinuity, including making permanent or temporary repairs, alerting users' attention to the discontinuity or preventing access to the area of discontinuity. O. Reg. 366/18, s. 14.

(5) In this section,

"surface discontinuity" means a vertical discontinuity creating a step formation at any joint or crack in the surface of the sidewalk or any vertical height difference between a utility appurtenance found on or within the sidewalk and the surface of the sidewalk. O. Reg. 366/18, s. 14.

Encroachments, area adjacent to sidewalk

16.2 (1) The standard for the frequency of inspecting an area adjacent to a sidewalk to check for encroachments is once per calendar year, with each inspection taking place not more than 16 months from the previous inspection. O. Reg. 366/18, s. 15.

(2) The area adjacent to a sidewalk that has been inspected in accordance with subsection (1) is deemed to be in a state of repair in respect of any encroachment present. O. Reg. 366/18, s. 15.

(3) For greater certainty, the area adjacent to a sidewalk begins at the outer edges of a sidewalk and ends at the lesser of the limit of the highway, the back edge of a curb if there is a curb and a maximum of 45 cm. O. Reg. 366/18, s. 15.

(4) The area adjacent to a sidewalk is deemed to be in a state of repair in respect of any encroachment present unless the encroachment is determined by a municipality to be highly unusual given its character and location or to constitute a significant hazard to pedestrians. O. Reg. 366/18, s. 15.

(5) If a municipality determines that an encroachment is highly unusual given its character and location or constitutes a significant hazard to pedestrians, the standard is to treat the encroachment within 28 days after making such a determination, and the encroachment is deemed in a state of repair for 28 days from the time of the determination by the municipality. O. Reg. 366/18, s. 15.

(6) For the purpose of subsection (4), treating an encroachment means taking reasonable measures to protect users, including making permanent or temporary repairs, alerting users' attention to the encroachment or preventing access to the area of the encroachment. O. Reg. 366/18, s. 15.

Snow accumulation on sidewalks

16.3 (1) Subject to section 16.4, the standard for addressing snow accumulation on a sidewalk after the snow accumulation has ended is,

a) to reduce the snow to a depth less than or equal to 8 centimetres within 48 hours; and

b) to provide a minimum sidewalk width of 1 metre. O. Reg. 366/18, s. 15.

(2) If the depth of snow accumulation on a sidewalk is less than or equal to 8 centimetres, the sidewalk is deemed to be in a state of repair in respect of snow accumulation. O. Reg. 366/18, s. 15.

(3) If the depth of snow accumulation on a sidewalk exceeds 8 centimetres while the snow continues to accumulate, the sidewalk is deemed to be in a state of repair with respect to snow accumulation, until 48 hours after the snow accumulation ends. O. Reg. 366/18, s. 15.

(4) For the purposes of this section, the depth of snow accumulation on a sidewalk may be determined in the same manner as set out in subsection 4 (4) and by the persons mentioned in subsection 4 (3) with necessary modifications. O. Reg. 366/18, s. 15.

(5) For the purposes of this section, addressing snow accumulation on a sidewalk includes,

(a) plowing the sidewalk;

(b) salting the sidewalk;

(c) applying abrasive materials to the sidewalk;

(d) applying other chemical or organic agents to the sidewalk; or

(e) any combination of the methods described in clauses (a) to (d). O. Reg. 366/18, s. 15.

Snow accumulation on sidewalks, significant weather event

16.4 (1) If a municipality declares a significant weather event relating to snow accumulation, the standard for addressing snow accumulation on sidewalks until the declaration of the end of the significant weather event is,

(a) to monitor the weather in accordance with section 3.1; and

(b) if deemed practicable by the municipality, to deploy resources to address snow accumulation on sidewalks starting from the time that the municipality deems appropriate to do so. O. Reg. 366/18, s. 15.

(2) If the municipality complies with subsection (1), all sidewalks within the municipality are deemed to be in a state of repair with respect to any snow present until 48 hours following the declaration of the end of the significant weather event by the municipality. O. Reg. 366/18, s. 15.

(3) Following the end of the weather hazard in respect of which a significant weather event was declared by a municipality under subsection (1), the municipality shall,

(a) declare the end of the significant weather event when the municipality determines it is appropriate to do so; and

(b) address snow accumulation on sidewalks in accordance with section 16.3. O. Reg. 366/18, s. 15.

Ice formation on sidewalks and icy sidewalks

16.5 (1) Subject to section 16.6, the standard for the prevention of ice formation on sidewalks is to,

(a) monitor the weather in accordance with section 3.1 in the 24-hour period preceding an alleged formation of ice on a sidewalk; and

(b) treat the sidewalk if practicable to prevent ice formation or improve traction within 48 hours if the municipality determines that there is a substantial probability of ice forming on a sidewalk, starting from the time that the municipality determines is the appropriate time to deploy resources for that purpose. O. Reg. 366/18, s. 15.

(2) If ice forms on a sidewalk even though the municipality meets the standard set out in subsection (1), the sidewalk is deemed to be in a state of repair in respect of ice until 48 hours after the municipality first becomes aware of the fact that the sidewalk is icy. O. Reg. 366/18, s. 15.

(3) The standard for treating icy sidewalks after the municipality becomes aware of the fact that a sidewalk is icy is to treat the icy sidewalk within 48 hours, and an icy sidewalk is deemed to be in a state of repair for 48 hours after it has been treated. O. Reg. 366/18, s. 15.

(4) For the purposes of this section, treating a sidewalk means applying materials including salt, sand or any combination of salt and sand to the sidewalk. O. Reg. 366/18, s. 15.

Icy sidewalks, significant weather event

16.6 (1) If a municipality declares a significant weather event relating to ice, the standard for addressing ice formation or ice on sidewalks until the declaration of the end of the significant weather event is,

(a) to monitor the weather in accordance with section 3.1; and

(b) if deemed practicable by the municipality, to deploy resources to treat the sidewalks to prevent ice formation or improve traction, or treat the icy sidewalks, starting from the time that the municipality deems appropriate to do so. O. Reg. 366/18, s. 15.

(2) If the municipality complies with subsection (1), all sidewalks within the municipality are deemed to be in a state of repair with respect to any ice which forms or is present until 48 hours after the declaration of the end of the significant weather event by the municipality. O. Reg. 366/18, s. 15.

(3) Following the end of the weather hazard in respect of which a significant weather event was declared by a municipality under subsection (1), the municipality shall,

(a) declare the end of the significant weather event when the municipality determines it is appropriate to do so; and

(b) address the prevention of ice formation on sidewalks or treat icy sidewalks in accordance with section 16.5. O. Reg. 366/18, s. 15.

Winter sidewalk patrol

16.7 (1) If it is determined by the municipality that the weather monitoring referred to in section 3.1 indicates that there is a substantial probability of snow accumulation on sidewalks in excess of 8 cm, ice formation on sidewalks or icy sidewalks, the standard for patrolling sidewalks is to patrol sidewalks that the municipality selects as representative of its sidewalks at intervals deemed necessary by the municipality. O. Reg. 366/18, s. 15.

(2) Patrolling a sidewalk consists of visually observing the sidewalk, either by driving by the sidewalk on the adjacent roadway or by driving or walking on the sidewalk or by electronically monitoring the sidewalk, and may be performed by persons responsible for patrolling roadways or sidewalks or by persons responsible for or performing roadway or sidewalk maintenance activities. O. Reg. 366/18, s. 15.

Closure of a highway

16.8 (1) When a municipality closes a highway or part of a highway pursuant to its powers under the Act, the highway is deemed to be in a state of repair in respect of all conditions described in this Regulation from the time of the closure until the highway is re-opened by the municipality. O. Reg. 366/18, s. 15.

(2) For the purposes of subsection (1), a highway or part of a highway is closed on the earlier of,

(a) when a municipality passes a by-law to close the highway or part of the highway; and

(b) when a municipality has taken such steps as it determines necessary to temporarily close the highway or part of a highway. O. Reg. 366/18, s. 15.

Declaration of significant weather event

16.9. A municipality declaring the beginning of a significant weather event or declaring the end of a significant weather event under this Regulation shall do so in one or more of the following ways:

1. By posting a notice on the municipality's website.
2. By making an announcement on a social media platform, such as Facebook or Twitter.
3. By sending a press release or similar communication to internet, newspaper, radio or television media.
4. By notification through the municipality's police service.
5. By any other notification method required in a by-law of the municipality. O. Reg. 366/18, s. 15.

REVIEW OF REGULATION

Review

17. (1) The Minister of Transportation shall conduct a review of this Regulation and Ontario Regulation 612/06 (Minimum Maintenance Standards for Highways in the City of Toronto) made under the *City of Toronto Act, 2006* every five years. O. Reg. 613/06, s. 2.

(2) Despite subsection (1), the first review after the completion of the review started before the end of 2007 shall be started five years after the day Ontario Regulation 23/10 is filed. O. Reg. 23/10, s. 11.

18. OMITTED (PROVIDES FOR COMING INTO FORCE OF PROVISIONS OF THIS REGULATION). O. Reg. 239/02, s. 18.

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TWO STAGE REVERSIBLE PLOW

The North American Leader in innovative snow & Ice control equipment.

VIKING GIVES

STANDARD FEATURES

- ✓ **Power Ram Reversing** Polymer moldboard can discharge snow left or right side.
- ✓ **Trip Edge Design:** Torsion springs Allow the blade to trip when hitting immovable objects, protecting the road and the plow.
- ✓ **Levelling System** reduces plow list.
- ✓ **2nd Stage Carbide Tipped Tines** use air pressure to scrape the road surface to remove tough ice without damaging pavement. Reducing the need for salt.
- ✓ **Safety Valves** easily raise both stages for ease of use and requires the operator to deploy when the plow is lowered.

Width	Height	Moldboard Thickness	Approx. Weight
11’	39”	3/8” Poly	2 750 lbs
12’	39”	3/8” Poly	2 950 lbs

REPORT

REPORT TO: Mayor Bonnette and Members of Council

REPORT FROM: Chris Mills, Commissioner of Transportation and Public Works

DATE: October 11, 2019

REPORT NO.: TPW-2019-0032

RE: Proposed Amendments to the Aggregate Resources Act

RECOMMENDATION:

THAT Report No. TPW-2019-0032, dated October 11, 2019, regarding the Proposed Amendments to the Aggregate Resources Act be received;

AND FURTHER THAT staff be authorized to provide comments on the Proposed Amendments to the Aggregate Resources Act posted on the Environmental Registry of Ontario (ERO);

AND FURTHER THAT staff reports back to Council after the Amendments to the Aggregate Resources Act are finalized;

AND FURTHER THAT the Town Clerk forward a copy of Report No. TPW-2019-0032 to the Ministry of Natural Resources and Forestry, the Ministry of Municipal Affairs and Housing, the Regional Municipality of Halton, the City of Burlington, the Town of Oakville, the Town of Milton, Conservation Halton, Credit Valley Conservation, the Grand River Conservation Authority, the Niagara Escarpment Commission, the Association of Municipalities of Ontario, and Halton's MPPs for their information.

BACKGROUND:

On September 20, 2019, the Ministry of Natural Resources and Forestry (Ministry) posted proposed amendments to the Aggregate Resources Act (ARA) for a 45 day comment period (closes November 4, 2019) on the ERO (Number 019-0556). The ERO posting provided only a summary of the proposed changes and did not include details regarding the specific wording of the proposed amendments to the ARA. At the time of this Report, details associated with the proposed amendments have not been made public.

The Ministry indicated that they hosted an Aggregates Summit in March of 2019 that included industry, municipal and indigenous leaders to allow for sharing of ideas for cutting red tape, creating jobs and promoting environmental stewardship and economic growth within the aggregate industry. While Halton Hills became aware of the summit just before the event through other channels, Staff were not formally invited and did not attend. As noted in the Ministry's ERO posting, the key themes heard at the summit included:

- Reducing duplication, inefficiency, and inconsistency in application and approval processes.
- Improving access to aggregate resources.
- Protecting agricultural lands and water resources.
- Enhancing rehabilitation.
- Continue public engagement and outreach on any proposed changes to the ARA framework.

The stated intent of the proposed amendments to the ARA is "to reduce burdens for business while maintaining strong protection for the environment and managing impacts to communities".

COMMENTS:

ERO Number 019-0556 refers to six proposed amendments to the ARA and identifies six regulatory changes which are under consideration. Included with the ERO posting for the Proposed Amendments to the Aggregate Resources Act were links to the following documents:

- Aggregate Resources Act
- Ontario Regulation 244/97 (Aggregate Resources Act)

The purpose of the posting is to invite comments on the proposed amendments, although at the time of preparing this Report, details of the specific changes to the Act and its associated Regulations were not available through the ERO. This section of the Report outlines a summary of the proposed changes and comments (based on the available information) for Council's consideration.

<u>Proposed Amendments to the ARA</u>:

1) **"Strengthen protection of water resources by creating a more robust application process for existing operators that want to expand to extract aggregate within the water table, allowing for increased public engagement on applications that may impact water resources. This would allow municipalities and others to officially object to an application and provide the opportunity to have their concerns heard by the Local Planning Appeal Tribunal".**

The current process for aggregate operators to amend existing aggregate licenses for below the water table extraction does not include for any public consultation, no mandatory municipal consultation or any form of appeal process. The proposed change would provide the opportunity for municipalities and the public to provide input into the amendment approval process and if necessary, the ability to trigger a formal hearing process (i.e., LPAT). Staff are generally supportive of the proposed change, however, further consultation on the specific details of this amendment is warranted.

2) **Clarify that depth of extraction of pits and quarries is managed under the Aggregate Resources Act and that duplicative municipal zoning by-laws relating to the depth of aggregate extraction would not apply.**

The proposed change would have significant implications for municipalities. Although the Town's Comprehensive Zoning By-Law does not address aggregate extraction depths at this time, Staff recommend that the Province not restrict the applicability of municipal zoning by-laws for aggregate operations to ensure that municipalities can have appropriate input on projects that impact the community and environment.

3) **Clarify the application of municipal zoning on Crown land does not apply to aggregate extraction.**

The proposed amendment would not apply in the Town. Based on the MNRF Crown Lands Portal, there is no Crown land within the Town of Halton Hills.

4) ***Clarify how haul routes are considered under the Aggregate Resources Act so that the Local Planning Appeal Tribunal and the Minister, when making a decision about issuing or refusing a license, cannot impose conditions requiring agreements between municipalities and aggregate producers regarding aggregate haulage. This change is proposed to apply to all applications in progress where a decision by the Local Planning Appeal Tribunal or the Minister has not yet been made. Municipalities and aggregate producers may continue to enter into agreements on a voluntary basis.***

Haul routes are critical component of any aggregate operation and have the potential to generate significant impacts on communities through increased road maintenance costs, impacts to traffic operations and road safety, noise and dust, etc. Aggregate haulage cannot be accommodated on all municipal roads which must be taken into consideration when aggregate operations are being approved.

Given the issues with aggregate haulage, Ontario municipalities have routinely secured haul route agreements with aggregate operators to simultaneously outline expectations and responsibilities for road maintenance/upgrades and to protect the safety of quarry operators, and the public. The Town currently has a haul route agreement with Dufferin Aggregates for the Acton Extension Quarry. As previously reported the number of trucks

on Maple Avenue was reduced by approximately 25 percent as result of the haul route agreement.

The proposed ARA amendment appears to be designed to take this critical instrument away from the Minister and the LPAT. Without this, the ability for the municipality to address public safety, and road access, function, and maintenance will be severely restricted. This change has the potential to impact ongoing applications such as the Hidden Quarry proposal in the Township of Guelph-Eramosa, wherein the proponent proposes to use haul routes on Main Street and Mill Street in Acton. The impact of heavy truck traffic is a primary concern with the Hidden Quarry application. The Hidden Quarry LPAT hearing concluded in July 2019 and no decision has been released at the time this Report was prepared. It is staff's opinion that this change would apply to Hidden Quarry if the LPAT decision is not made prior to the amendments being enacted.

In addition, the Mayor recently received the Minister of Transportation's response on the Town's request to partner with the Town on the next phase of the Acton By-pass study and implement a truck inspection station along the Highway 7 corridor between Trafalgar Road and Acton. Notwithstanding the identified concerns with traffic operations at the Mill Street and Main Street intersection and constrained geometrics through the village, the Ministry has stated that the traffic volumes and operations do not warrant their participation. In addition, Highway 7 is not being considered for a truck inspection area.

With the inability to require haul routes from aggregate producers, the possible approval of the Hidden Quarry and the lack of support by the Ministry of Transportation, the ability of the Town to mitigate the impacts of additional truck traffic through Acton will be severely limited.

It is unreasonable to preclude the Minister and LPAT from imposing conditions on haul routes through agreements where road conditions, safety and financial issues are at risk. Such costs and risks should not be borne by citizens and taxpayers of the municipalities. Staff recommend that the ability for the Minister and the LPAT to impose conditions on haul routes should be maintained.

5) **Improve access to aggregates in adjacent municipal road allowances through a simpler application process (i.e. amendment vs. a new application) for an existing license holder, if supported by the municipality**.

Staff generally support a simplified application process. It is recommended that the Ministry engage municipalities on the specific nature of the change proposed to ensure that the municipal interests are addressed.

6) **Provide more flexibility for regulations to permit self-filing of routine site plan amendments, as long as regulatory conditions are met.**

Currently, the MNRF has sole discretion as to whether or not to circulate site plan amendments to the Town for comment. In some cases, the MNRF reviews and makes decisions without municipal input and the revised final site plan is provided to the municipality for information. It is essential that municipalities be consulted on this proposed change which must include the provision of a clear definition of "routine site plan amendments".

Regulatory Changes Under Consideration:

1) **Enhanced reporting on rehabilitation by requiring more context and detail on where, when and how rehabilitation is or has been undertaken.**

Staff support enhanced reporting on rehabilitation. Without the details of the revised regulations, further comments cannot be provided.

2) **Allowing operators to self-file changes to existing site plans for some routine activities, subject to conditions set out in regulation. For example, re-location of some structures or fencing, as long as setbacks are respected.**

It is essential that municipalities have the opportunity to review the details of the revised regulations that include a clear definition of "routine activities" in order to provide meaningful comments.

3) **Allowing some low-risk activities to occur without a licence if conditions specified in regulation are followed. For example, extraction of small amounts of aggregate if material is for personal use and does not leave the property.**

It is essential that municipalities be provided with the details of the revised regulations that include clear definitions of the terms "low-risk activities" and "personal use" in order to provide meaningful comments.

4) **Clarifying requirements for site plan amendment applications.**

It is essential that municipalities be provided with the details of the revised regulations and until such time, meaningful comments cannot be provided.

5) **Streamlining compliance reporting requirements, while maintaining the annual requirement.**

Staff may support "streamlining" if it provides up-to-date and accurate information that is verified by the MNRF and if the proposed change does not involve a reduction in the level of detail than what is currently provided. Until details of the revised regulations are provided, meaningful comments cannot be provided.

6) **Reviewing application requirements for new sites, including notification and consultation requirements.**

Notification and consultation requirements should not be reduced from that which is currently prescribed. It is essential that municipalities be provided with the details of the revised regulations and until such time, meaningful comments cannot be provided.

Staff recommends the Town request that prior to implementation of the proposed amendments to the Aggregate Resource Act, the Ministry conducts additional consultations with stakeholders to ensure that the details associated with the proposed amendments are clearly understood and that stakeholders can provide meaningful comments.

RELATIONSHIP TO STRATEGIC PLAN:

This Report does not have a direct relationship to the Strategic Plan, as its purpose is to seek approval to provide the above noted comments on the EOR posting for the Proposed Amendments to the Aggregate Resources Act.

FINANCIAL IMPACT:

There is no financial impact associated with this Report.

CONSULTATION:

The Ministry indicated that they hosted an Aggregates Summit in March of 2019 as part of their consultation process. Staff were not formally invited and did not attend the Summit.

Staff will report back to Council after the amendments to the Aggregate Resources Act are finalized or if additional consultation opportunities are provided by the Ministry.

The Manager of Policy Planning was consulted in the preparation of this Report.

PUBLIC ENGAGEMENT:

N/A

SUSTAINABILITY IMPLICATIONS:

The Town is committed to implementing our Community Sustainability Strategy, Imagine Halton Hills. Doing so will lead to a higher quality of life.

The recommendation outlined in this Report advances the Strategy's implementation.

This report supports the Environmental Health and Social Well-being pillars of Sustainability and in summary the alignment of this report with the Community Sustainability Strategy is Good, Excellent.

COMMUNICATIONS:

Comments on the proposed amendments must be submitted to the ERO posting by November 4, 2019.

CONCLUSION:

Staff recommends Council approves this Report to authorize Staff to provide the above noted comments to the ERO posting. Staff will report back to Council after the amendments to the Aggregate Resources Act are finalized or if additional consultation opportunities are provided by the Ministry.

Reviewed and Approved by,

Brent Marshall, Chief Administrative Officer

REPORT OF THE

PLANNING, PUBLIC WORKS AND TRANSPORTATION COMMITTEE

Minutes No. PPT-12-2019

Minutes of the Planning, Public Works and Transportation Committee meeting held on Tuesday, October 8, 2019 at 3:00 p.m., in the Council Chambers Halton Hills Town Hall.

Members Present:	Mayor R. Bonnette, (Ex-Officio), Councillor C.Somerville, Chair, Councillor J. Fogal, Councillor M. Albano, Councillor B. Lewis, Councillor M. Johnson, Councillor B. Inglis
Staff Present: (Open Session)	B. Marshall, CAO, S. Jones, Clerk and Director of Legislative Services, C. Mills, Commissioner of Transportation and Public Works, J. Linhardt, Commissioner of Planning and Sustainability, W. Harris, Commissioner of Recreation and Parks, J. Diamanti, Commissioner of Corporate Services, H. Olivieri, Chief & Commissioner of Fire Services, M.J. Leighton, Manager of Accounting and Town Treasurer, G. Cannon, Chief Librarian, R. Brown, Deputy Clerk
Staff Present: (Closed Session)	B. Marshall, CAO, S. Jones, Clerk and Director of Legislative Services (5.a), C. Mills, Commissioner of Transportation and Public Works(5.a), J. Linhardt, Commissioner of Planning and Sustainability(5.a), W. Harris, Commissioner of Recreation and Parks(5.a), J. Diamanti, Commissioner of Corporate Services(5.a), H. Olivieri, Chief & Commissioner of Fire Services(5.a), M.J. Leighton, Manager of Accounting and Town Treasurer(5.a), G. Cannon, Chief Librarian(5.a), R. Brown, Deputy Clerk(5.a)
Others Present:	Councillor J. Hurst, Councillor T. Brown, Councillor W. Farrow-Reed (left at 4:00 p.m.), Councillor A. Lawlor

1. CALL TO ORDER

Councillor C. Somerville, Chair called the meeting to order at 3:00 p.m.

Prior to the commencement of the formal Committee Meeting Special Guest Ron MacLean of Rogers Hometown Hockey thanked Members of Council and Staff for their part in making Rogers Hometown Hockey a success.

2. DISCLOSURE OF PECUNIARY INTEREST

There were no disclosures of conflict or pecuniary interest.

3. COMMITTEE DELEGATIONS/PRESENTATIONS

3.a Terry Martins, Consultant from G.M. Blue Plan Engineering (Opening Remarks by Chris Mills, Commissioner of Transportation and Public Works)

C.Mills, Commissioner of Transportation and Public Works provided opening remarks and introduced Terry Martins, Consultant from G.M. Blue Plan Engineering who made a presentation to Committee regarding the Corporate Fleet Management Strategy.

3.b Melissa Ricci, Senior Planner - Policy (Opening Remarks by John Linhardt, Commissioner of Planning and Sustainability)

J. Linhardt, Commissioner of Planning and Sustainability provided opening remarks and introduced M. Ricci, Senior Planner who made a presentation to Committee regarding Terms of Reference for the Glen Williams Scoped Secondary Plan Review.

3.c Ian Jarvis, President and Gillian Henderson, Vice President of Enerlife Consulting (Opening Remarks by Michael Dean, Senior Sustainability Planner and Energy Coordinator)

M. Dean, Senior Sustainability Planner and Energy Coordinator provided opening remarks and introduced I. Jarvis, President of Enerlife Consulting who made a presentation to Committee regarding the 2019 Corporate Energy Plan.

4. REPORTS & MEMORANDUMS FROM OFFICIALS – SIX (6) ITEMS FOR RECOMMENDATION AND ONE (1) STAFF DIRECTION

4.a TRANSPORTATION AND PUBLIC WORKS REPORT NO. TPW-2019-0020 dated September 25 2019, regarding the Corporate Fleet Management Strategy. (Recommendation No. PPT-2019-0071)

THAT Report No. INF-2019-0020, dated September 25 2019, regarding the Corporate Fleet Management Strategy, be received; and

AND FURTHER THAT the Council adopt the Corporate Fleet Management Strategy submitted by G.M. Blue Plan dated May 24, 2019.

AND FURTHER THAT the full project costs of the Implementation Plan be referred to Budget Committee.

CARRIED

4.b PLANNING AND SUSTAINABILITY REPORT NO. PLS-2019-0043 dated September 4, 2019, with respect to the Terms of Reference for the Glen Williams Scoped Secondary Plan Review. (Recommendation No. PPT-2019-0072)

THAT Report PLS-2019-0043 dated September 4, 2019, with respect to the Terms of Reference for the Glen Williams Scoped Secondary Plan Review, be received;

AND FURTHER THAT the Terms of Reference (attached as Schedule 1 to this report) for the proposed Glen Williams Scoped Secondary Plan Review be approved;

AND FURTHER THAT the Manager of Purchasing be authorized to release a Request for Proposal in keeping with the Terms of Reference as described in this report;

AND FURTHER THAT a Project Steering Committee be established to provide input into the Glen Williams Scoped Secondary Plan Review comprised of Members of Council, Town staff from Planning, Engineering and Parks and Recreation and three interested residents/landowners of Glen Williams including representatives from the Hamlet of Glen Williams Residents Association Inc. (HGWRA).

AND FURTHER THAT a Glen Williams Scoped Secondary Plan Review project web page be created to communicate the study deliverables, opportunities for community engagement and progress of the study to the public;

AND FURTHER THAT a copy of this report be forwarded to the Region of Halton for information.

CARRIED

4.c PLANNING AND SUSTAINABILITY REPORT NO. PLS-2019-0067 dated September 20, regarding the 2019 Corporate Energy Consumption and Activities Report and the 2020-2025 Corporate Energy Plan. (Recommendation No. PPT-2019-0073)

THAT Report No. PLS – 2019 – 0067, dated September 20, regarding the 2019 Corporate Energy Consumption and Activities Report and the 2020-2025 Corporate Energy Plan, be received;

AND FURTHER THAT the 2019 Corporate Energy Consumption and Activities Report and the 2020-2025 Corporate Energy Plan, attached under separate cover to Report No. PLS – 2019 – 0067, be approved;

AND FURTHER THAT Town staff be directed to submit the 2019 Corporate Energy Consumption and Activities Report and the 2020-2025 Corporate Energy Plan and the data to the Province and make it publically available, as per the *Electricity Act;*

AND FURTHER THAT the resources required to successfully implement the 2020-2025 Corporate Energy Plan on an on-going basis, be brought forward and considered as part of the annual capital and operating budgeting process.

CARRIED

4.d PLANNING AND SUSTAINABILITY REPORT NO. PLS-2019-0066 dated September 10, 2019 regarding a by-law to deem Lots 35 and 36, Plan 32 not to be within a registered plan of subdivision for the purposes of subsection 50(3) of the *Planning Act*, R.S.O., 1990, as amended, (subdivision control). (Recommendation No. PPT-2019-0074)

THAT Report No. PLS-2019-0066 dated September 10, 2019 regarding a by-law to deem Lots 35 and 36, Plan 32 not to be within a registered plan of subdivision for the purposes of subsection 50(3) of the *Planning Act*, R.S.O., 1990, as amended, (subdivision control) be received;

AND FURTHER THAT staff be authorized to bring forward a by-law under subsection 50(4) to deem Lots 35 and 36, Plan 32, not to be within a registered plan of subdivision for the purposes of subsection 50(3) of the *Planning Act*, R.S.O., 1990, as amended;

AND FURTHER THAT the Clerk be directed to lodge a certified copy of such by-law in the office of the Minister of Municipal Affairs and Housing, pursuant to subsection 50(26) of the *Planning Act;*

AND FURTHER THAT the Clerk be directed to give notice of the passing of such by-law within thirty (30) days of the passing to each person appearing on the revised assessment roll to be the owner of the land to which the by-law applies, which notice shall be sent to the last known address of such person, pursuant to subsection 50(29) of the *Planning Act*.

CARRIED

4.e PLANNING AND SUSTAINABILITY REPORT NO. PLS-2019-0068 dated September 16, 2019, regarding the Halton Area Planning Partnership (HAPP) Joint Submissions on the Provincial Review of the Provincial Policy Statement. (Recommendation No. PPT-2019-0075)

THAT Report PLS-2019-0068, dated September 16, 2019, regarding the Halton Area Planning Partnership (HAPP) Joint Submissions on the Provincial Review of the Provincial Policy Statement, be received;

AND FURTHER THAT Council endorse the comments on the Provincial Review contained in the Joint Submission attached as Schedule One to this report, to be submitted to the Province in advance of the commenting deadline of October 21, 2019;

AND FURTHER THAT a copy of this report be forwarded to the Ministry of Municipal Affairs and Housing, the Region of Halton, the Local Municipalities of Burlington, Milton and Oakville, Conservation Halton, Credit Valley Conservation and the Grand River Conservation Authority.

CARRIED

STAFF DIRECTION:

THAT Staff prepare a letter for the Mayor to sign, to the Minister of Municipal Affairs and Housing expressing the Town of Halton Hills concerns regarding the proposed changes to the Provincial Policy Statement. (Moved by: Councillor J. Fogal)

CARRIED

4.f TRANSPORTATION AND PUBLIC WORKS MEMORANDUM NO. TPW-2019-0019 dated September 19, 2019 regarding Investing in Canada Infrastructure Program for Public Transit Stream Update. (Recommendation No. PPT-2019-0076)

THAT Memorandum No. TPW-2019-0019 dated September 19, 2019 regarding Investing in Canada Infrastructure Program for Public Transit Stream Update be received for information.

CARRIED

5. CLOSED SESSION

Recommendation No. PPT-2019-0077

THAT the Planning, Public Works and Transportation Committee hereby convene into Close Session for the following purposes:

5.a PLANNING AND SUSTAINABILITY REPORT NO. PLS-2019-0070 dated September 24, 2019 regarding litigation or potential litigation, including matters before administrative tribunals, affecting the local municipality or local board. (OMB Appeal Update)

5.b Verbal Update by B. Marshall, Chief Administrative Officer regarding personal matters about an identifiable individual, including municipal or local board employees.

CARRIED

Committee moved into Closed Session at 4:50 p.m.

6. RECONVENE INTO OPEN SESSION

Recommendation No. PPT-2019-0078

THAT the Planning, Public Work and Transportation Committee hereby reconvene into Open Session.

CARRIED

Committee reconvened into Open Session at 5:22 p.m.

CONFIDENTIAL REPORTS & MEMORANDUMS FROM OFFICIALS – TWO (2) ITEMS FOR RECOMMENDATION

5.a PLANNING AND SUSTAINABILITY REPORT NO. PLS-2019-0070 dated September 24, 2019 regarding litigation or potential litigation, including matters before administrative tribunals, affecting the local municipality or local board. (OMB Appeal Update). (Recommendation No. PPT-2019-0079)

THAT Report No. PLS-2019-0070 dated September 24, 2019 regarding litigation or potential litigation, including matters before administrative tribunals, affecting the local municipality or local board (OMB Appeal Update) be received for information.

CARRIED

5.b Verbal Update by B. Marshall, Chief Administrative Officer regarding personal matters about an identifiable individual, including municipal or local board employees.(Recommendation No. PPT-2019-0080)

THAT the Confidential Verbal Update by B. Marshall, Chief Administrative Officer regarding personal matters about an identifiable individual, including municipal or local board employees be received for information.

CARRIED

7. ADJOURNMENT

The meeting adjourned at 5:26 p.m.

_____

Rick Bonnette, MAYOR

_____

Suzanne Jones, CLERK

TOWN OF HALTON HILLS

COMMITTEE OF ADJUSTMENT

MINUTES

Committee of Adjustment hearing on **Wednesday, September 4, 2019** at 6 p.m. in the in the Council Chambers, Town Hall, 1 Halton Hills Drive, Halton Hills (Georgetown).

MEMBERS PRESENT: Gordon Driedger, Jane Watson, Neal Panchuk, Thomas Hill, Wayne Scott
STAFF PRESENT: Tony Boutassis, Senior Planner John McMulkin, Planner Niloo Hodjati, Secretary-Treasurer, Committee of Adjustment

1. CALL TO ORDER / CHAIR'S OPENING REMARKS.

2. DISCLOSURES OF PECUNIARY INTEREST. None declared.

3. RECEIPT OF PREVIOUS MINUTES.

It was MOVED by Neal Panchuk, SECONDED, and CARRIED
THAT the minutes of the hearing held on Wednesday, August 7, be received.

4. APPLICATIONS HEARD:

4A. HEARING #1 Minor Variance D13VAR19.020H - Tavares

Location: 37 Barraclough Boulevard, Town of Halton Hills (Glen Williams), Regional Municipality of Halton

Purpose: Requesting relief from Zoning By-law 2010-0050, as amended,

1. To increase the floor area of a detached private garage from 60 sq m to permit a floor area of 85 sq m for a detached private garage.
2. To increase the floor area for all other accessory structures from 20 sq m to permit a total of 61 sq m for all other accessory structures.
3. To increase the height for a private garage from the maximum 4.5 m to permit a height of 5.9 m.

To accommodate a proposed accessory building (covered outdoor living/storage shed) and garage addition.

Owner: Robert Tavares, **Agent:** Patryk Kot

Present (oral submissions)**:** Robert Tavares

The Committee was in support of the revised proposal.

It was MOVED by Wayne Scott, SECONDED, and CARRIED
THAT the application be approved, subject to condition.

4B. HEARING #2 Minor Variance D13VAR19.023H - Martinez

Location: 68 Foxtail Court, Town of Halton Hills (Georgetown), Regional Municipality of Halton

Purpose: Requesting relief from Zoning By-law 2010-0050, as amended,

1. To reduce the interior side yard setback from the minimum 1 m to permit a 0.6 m interior side yard setback (pool equipment).

To accommodate existing pool equipment.

Owner: Nicole & Omario Martinez

Present (oral submissions)**:** the owner was not present.

The Secretary-Treasurer advised that the Notice of Hearing states that the owner or agent must be in attendance or the decision will be deferred; no objections had been received; and it was at the discretion of the Committee to decide how to proceed.

It was MOVED by Wayne Scott, SECONDED, and CARRIED
THAT the application be approved, subject to condition.

4C. HEARING #3 Minor Variance D13VAR19.024H - Gabel

Location: 18 Morris Street, Town of Halton Hills (Georgetown), Regional Municipality of Halton

Purpose: Requesting relief from Zoning By-law 2010-0050, as amended,

1. To increase the floor area for a single accessory building from the maximum 40 sq m to permit a 97.5 sq m accessory building.
2. To increase the height for an accessory building from the maximum 4.5 m to permit a height of 6 m.

To accommodate a proposed accessory building.

Owner: Taylor Gabel & Maria D'Orazio

Present (oral submissions)**:** Maria D'Orazio

The Town Planner noted no objection to approval, subject to read conditions, and in

response to questions, clarified the deeming by-law procedure (for ensuring that the house and garage are on the same lot).

It was MOVED by Thomas Hill, SECONDED, and CARRIED
THAT the application be approved, subject to conditions.

4D. HEARING #4 Minor Variance D13VAR19.025H - Dawson

Location: 12133 Eighth Line, Town of Halton Hills (Glen Williams), Regional Municipality of Halton

Purpose: Requesting relief from Zoning By-law 2010-0050, as amended,

1. To increase the floor area for a single accessory building from the maximum 40 sq m to permit a 117.01 sq m accessory building (proposed garage).
2. To increase the total floor area of all accessory structures from the maximum 60 sq m to permit a total floor area of 171 sq m.
3. To increase the height for an accessory building from the maximum 4.5 m to permit a height of 7.48 m (proposed garage).
4. To reduce the rear yard setback from the minimum 1.5 m to permit a 0.95 m rear yard setback (existing shed).
5. To reduce the rear yard setback from the minimum 3 m to permit a 2 m rear yard setback (proposed deck greater than 0.6 m in height).

To accommodate a proposed accessory building, and deck.

Owner: Barry Dawson, **Agent:** Matthews Design & Drafting Services Inc., Doug Matthews

Present (oral submissions)**:** Doug Matthews

The Town Planner noted no objection to approval, subject to conditions. The agent stated that a breezeway will join the existing garage to the house. In response to questions, the Town Planner responded that there are no concerns with the size of the proposed garage.

It was MOVED by Jane Watson, SECONDED, and CARRIED
THAT the application be approved, subject to conditions.

5. ADJOURNMENT: approximately 6:30 p.m.

_____

Secretary-Treasurer

C: Halton Hills Clerks, Deputy Clerk - Legislation & Elections

Downtown Georgetown BIA
Board Meeting Minutes – September 10, 2019 meeting
To be approved on October 8, 2019 – 9:00 AM Start

Board Members Present: Randy Kerman (Board Chair), Cindy Robinson (Treasurer), Suzanne Clarke (Secretary), Jane Fogal (Council Appointee), Maria Bettencourt, Carolyn Callero, Sandy Mackenzie, Tony Rampulla, Connie Ward.

Regrets: Beverley King (Vice Chair)

Staff Attending: Yaw Ennin (BIA Manager), Nikki Jackson (Membership & Events Co-ordinator)

Guests: Jessica Jerome (Coldwell Banker Fieldstone Realty)

1. ***Call to order – 9:01 am*** ***By Suzanne Clarke (Secretary)***

2. **Acceptance of Agenda:**
   ***Motion*: To Approve the Amended Agenda**
   Motion Moved By: Cindy Robinson ***Second: Tony Rampulla***
   Motion passed

3. **Declaration(s) of Conflict of Interest**
   None

4. **Approval of Previous Meeting Minutes**
   ***Motion*: To Approve the Meeting Minutes of the August 13, 2019 Board Meeting**
   Motion Moved By: Sandy Mackenzie ***Second: Cindy Robinson***
   Motion passed

5. **Correspondence –**
   a) **Ladies Auxiliary sponsorship request –** See Business Arising.
   b) **Light Up The Hills sponsorship request –** See Business Arising.

6. **Consent Agenda – None**

7. **Manager's Report** ***Attached***
   Action: Report accepted with no changes

8. **Business arising**
   a) **Accessibility –** Nikki reached out to the Town for assistance in understanding the guidelines of AODA-compliance with regards to building renovations. Suzanne Jones will discuss with her staff. Nikki also emailed Kay Matthews from OBIAA, asking if she can please suggest a person to contact at AODA.
      Action: Jane Fogal will follow up and ask the building department for assistance in interpreting AODA-compliance for building renovations in Downtown Georgetown.
   b) **Bike racks**
      Dick Spear and Jane Fogal walked through the Downtown area and identified 14 potential locations where bike racks could be installed. The Town will do the installation at no cost to the BIA if the BIA pays for the bike racks. Yaw provided a few bike rack options and their associated costs.
      Action: BIA will prioritize 3-4 locations and determine the cost for the 2019. The board will make a motion in the next board meeting to accept the proposal. Additional rack purchases will be included in the 2020 budget.
   c) **Digital Main Street**

Rose and Sarah were hired, by the BIA, to promote the Digital Main Street program and the Transformation Grant. Their final day of contract is Friday, October 4th 2019. They have reached out to all the businesses in the Downtown area. They have been helping the businesses improve their digital marketing and online presence. The staff will be producing a final report.

d) **Downtown Dollars: sponsorship request from the Royal Canadian Legion Ladies Auxiliary**
Motion: To approve 2 x $50 BIA gift certificates (total of $100) to be given to Royal Canadian Legion Ladies Auxiliary because its event falls within the Downtown area.
Motion Moved By: Cindy Robinson Second: Maria Bettencourt
Motion passed

e) **Sponsorship request from Light Up the Hills**
Motion: To decline sponsorship of Light Up the Hills event because it does not take place within the Downtown area.
Motion Moved By: Connie Ward Second: Carolyn Callero
Motion passed

9. **Council update - Jane Fogal**

a) **Destination Downtown Secondary Plan –** It was approved by Council on September 9th. It's a 20-year plan that maybe the Region needs to approve. If so, once approved it comes into immediate effect. All future building plans and development must adhere to the Plan.

b) **Climate Change Rally –** It will take place at 3:45 P.M. on September 20th, 2019 at the Dominion Garden Park. There will be another rally at Acton Arena on September 26th, 2019. The Town has declared a "Climate Emergency". $155M of Town infrastructure is at risk of flooding. Climate Change is a concern for everyone.

10. **Financial Statements - Cindy Robinson**

a) **Acceptance of financial statements**
***Motion*: To accept the September financial statements as presented**
Motion Moved By: Cindy Robinson Second: Jane Fogal
Motion passed

b) **Recommendation: $100,000 to transfer to GIC account**
Action: The treasurer will approach banks and financial institutions to find an account with the best rate of return and terms to present at the next board meeting.

c) **Budget sub-committee formed: Connie, Randy, Cindy, Yaw, Beverley.** The budget goes to the AGM for presentation.

11. **Committee Updates**

a) **Governance –**
Action: Board members must read all the revised governance and by-law documents for the next board meeting to approve. Any suggestions to be directed to Randy or Beverley.
Action: To send BIA members the revised documents and financial reports at least three weeks prior to the AGM, by October 15th.

b) **Farmers Market –** Seasonal vendors are dropping out which is typical for the time of the year and the weather turning cold. The Manager has been replacing these losses with daily vendors. Last week there were two vehicles left on Main Street South. One vehicle was removed by its owner and the other was towed away.

c) **Car Show – See Car Show Report** Anecdotally, people have been saying it was the largest attendance ever. It was very well received. More volunteers are needed for future events and they should be given more shift options and breaks. They can be rewarded with BIA dollars and volunteer hours sign-off.

d) **Marketing - See Social Media Report** Social media performed well before, during and after the Car Show event. As expected, engagement has dropped off to normal levels of engagement.

e) **Beautification –** The beautification committee recommends weeding to be done three times a year: 1) May 24 2) Mid-June 3) Before the Car Show.
Action: The BIA Manager will ask businesses and landlords to please monitor the weeds in front and around their businesses and properties.

12. **New Business –**

a) **Rogers Hometown Hockey Tour –** The 2019/2020 launch happened today with it publicized on Sportsnet, Breakfast Television and throughout social media and media publications. Halton Hills is the launch city, October 5-6th 2019. The theme is: "paint the town red". Activities and contests will be run. Event location is MoldMasters Sportsplex. Rogers will likely film the Farmers Market, though it is not confirmed. The BIA is arranging pick-up hockey games on Main Street at the Farmers Market on Saturday, October 5th.
Action: Notify the Farmers Market vendors and ask them to participate in some way to mark the occasion.

b) **Holiday Magic & Market –**
Action: Send the Farmers Market vendors and anyone interested in becoming a Holiday Magic vendor the updated application form. Notify the change in day and time from previous years. Offer them the option to be a vendor on the street or in the Church basement.

c) **The Spa On Main –** Connie brought to attention that The Spa On Main may have been sold and will stop honouring any existing gift cards/certificates at the end of September. The business model and type of the business is changing to become more of a clinic.
Action: The BIA to find out more of what is happening at The Spa On Main.

d) **Formerly the restaurant Latitudes –**
Action: The BIA or Suzanne to find out more information about Tabletop Tavern.

13. **Meeting Adjournment**:
***Motion*: To Adjourn**
Motion Moved By: Sandy Mackenzie ***Second: Cindy Robinson***
Motion passed

There being no further business to conduct the Georgetown BIA adjourned at 10:41 AM

Next Meeting – Tuesday, October 8, 2019 @ 9:00 AM

APPROVED

Halton Hills Public Library Board
Wednesday, September 11, 2019
Georgetown Branch-Board Room
7:00 p.m.
Minutes

Present: Ted Brown, Lisa Caissie, Matt Kindbom, Ann Lawlor, Keith Medenblik (via telephone), Joanna Meler, James Schumacker, Tamara Smith (Chair)

Staff Present: Geoff Cannon, Douglas Davey, Barb Elliott (Recorder)

Regrets: Betsy Cosper, Larry Hawes, Marilyn Willis

1.0 Declaration of Quorum

- T. Smith declared a quorum was present and called the meeting to order at 7:00pm.

2.0 Approval of Agenda

Moved by A. Lawlor — That the agenda be approved as presented.
Seconded by J. Schumacker
09/11/19-1 — **CARRIED**

3.0 Declaration of pecuniary interest

- None

4.0 Minutes

4.1 June 12, 2019
Moved by T. Brown — That the Minutes of June 12, 2019 be approved.
Seconded by L. Caissie
09/11/19-2 — **CARRIED**

4.2 In Camera June 12, 2019
Moved by A. Lawlor — That the In Camera Minutes of June 12, 2019 be approved.
Seconded by L. Caissie
09/11/19-3 — **CARRIED**

5.0 Consent Agenda

Moved by A. Lawlor — That Consent Agenda items 5.1 – 5.10 be approved.

5.1 Canadian Urban Libraries Council Statement (June 2019) re: Changes to digital loans
5.2 Second Quarter Report
5.3 New Tanner article (June 13, 2019) re: HHPL kicks off another season of Summer…

5.4 Independent article (July 4, 2019) re: Halton Hills Public Library Adds 3D Printer
5.5 New Tanner article (July 4, 2019) re: Halton Hills Public Library announces Drag Storytime
5.6 Independent article (July 11, 2019) re: Toronto Drag Queens to Host Storytime…
5.7 New Tanner article (July 15, 2019)re: Halton Hills Interlibrary Loan Service crawls…
5.8 New Tanner article (July 18, 2019) re: 2019's One Book One Halton Hills author…
5.9 Independent article (Aug. 1, 2019) re: HHPL Announces One Book One Halton Hills…
5.10 Independent article (Aug. 1, 2019) re: Interlibrary Loan Service Reinstated at Library

be approved.

Seconded by J. Meler
09/11/19-4 **CARRIED**

6.0 Correspondence

- None

7.0 Business Arising

7.1 2020 Budget – Recruitment Services

- G. Cannon presented for Board consideration, a motion to remove the request for Capital Budget funding for Executive Recruitment Services in favour of funding through the 2020 Operating Budget. This change would reflect the Town procedure for procuring these services. If the operating budget is overspent, funding already allocated to this project in the Library Reserve would automatically be used.

Moved by L. Caissie

That the Library Board not submit the Executive Recruitment Services as part of the 2020 Capital Budget;

AND FURTHER THAT the Halton Hills Public Library Board fund the Executive Recruitment Services through the 2020 Operating Budget.

Seconded by J. Meler
09/11/19-5 **CARRIED**

7.2 Advocacy Sub-Committee Update

- On behalf of M. Willis who was elected Chair of the sub-committee at the June 18th meeting, T. Smith reported that D. Roberts had reviewed the updated presentation about library services that the committee will be presenting to local community groups. It is expected that minor revisions will be done by mid-September, at which time the committee will meet to discuss which organizations will be approached for presentation.

8.0 Executive Search Sub-Committee Report

- T. Smith reported that the Executive Search Committee had met on July 18th. Information was provided by Daryl Novak, a former SOLS consultant, regarding the various options available for performing an executive search.
- A Chair for this committee will be we elected at the next meeting on September 23rd, at which time the committee will also meet with Laura Lancaster, the Town's Manager of Human Resources, who will answer questions and provide additional information about the Town's recruitment process.

9.0 Council Update

- T. Brown announced that A. Lawlor is now the Chair of the Town's Tourism Advisory Committee.
- A. Lawlor noted that Council recently attended a very informative Climate Emergency Workshop with Dr. Dianne Saxe, the former Environmental Commissioner of Ontario.
  A. Lawlor suggested that the Library Board may wish to consider ways that the library can contribute to reducing the future carbon footprint, possibly as an education source/centre for residents. G. Cannon indicated that the Library's 2020 Business Plan will include an item(s) related to sustainability and climate change.
- T. Brown announced that the Town would be hosting the first Rogers Hometown Hockey broadcast of the season at the Mold-Masters Sportsplex on October 5-6. This event will be hosted by Ron MacLean and Tara Slone and include a community celebration of all sports.
- A. Lawlor noted that the budget process is occurring later than usual this year, due to uncertainties at the provincial level.
- G. Cannon noted that Council had passed a resolution that menstrual products provided in all Town facilities would now be free of charge. This resolution is the result of a suggestion put forward by Larry Hawes at the March Board meeting, that HHPL provide these items at no cost in both branches.

10.0 Friends of the Library Update

- The next meeting of the Friends of the Library will be on Thursday, September 19th.

11.0 Community Connections Update

- A. Lawlor noted that the Library is very involved in the upcoming Culture Days event on September 27, 28, 29 and that the annual Doors Open Halton will also take place that weekend.
- A. Lawlor noted that in the past, the Board has been active in promoting the democratic process and asked how the Library may be involved in the upcoming Federal election.
  G. Cannon responded that the library would be assisting with the all-candidates meeting sponsored by the CFUW; ensuring there is public access to all candidate information; and promoting to "Get the Vote Out".

- G. Cannon reported that as a representative for medium-sized libraries, he would be participating in a provincial workgroup regarding the effects due to the changes in the Inter Library Loan system.

12.0 Financial Report

12.1 Month End Report (May, June, July)

- D. Davey reported that as of July 31st, spending is slightly below the target of 42%. This is primarily due to staffing gaps resulting from the part-time nature of many positions.
- The May, June and July Month End Reports were received by the Board.

13.0 New Business

13.1 Report No. LBD-2019-012 re: Unaccompanied Adults

- D. Davey presented for Board consideration, a recommendation to revise the Board's Children's and Youth Services policy to include a statement regarding unaccompanied adults. This addition would provide staff with the ability to ask someone to move from the Children's or Teen spaces to another area of the library, if they feel it is warranted. Staff would be provided training to handle specific situations, and a written incident report would be required if it becomes necessary to enact this policy.

Moved by M. Kindbom	That report LBD-2019-012 dated May 22, 2019, regarding an Unaccompanied Adults Policy be received; AND FURTHER THAT the Board's Children's and Youth Services Policy be modified to include reference to unaccompanied adults as outlined in Appendix 1 of the report.
Seconded by J. Schumacker	
09/11/19-6	**CARRIED**

13.2 Memo No. LBM-2019-002 re: Drag Queen Storytime Follow-up

- D. Davey provided a memorandum for Board information, as a follow-up to the Drag Queen Storytime that was held at the Georgetown Branch on July 20, 2019. This program was very well-received with an attendance of approximately 150 people. The majority of attendees were from Halton Hills, with others travelling from Hamilton, Burlington, Guelph, Waterloo, and Erin. It was noted that several informal complaints had been received and were addressed in-person by either D. Davey or G. Cannon. One formal request for program reconsideration was received and responded to by D. Davey.
- It is hoped that similar programs will run in the future.

13.3 Report No. LBD-2019-017 re: 2020 Holiday Closure Schedule

- D. Davey presented for Board consideration, a recommendation regarding the 2020 Holiday Closure Schedule.

Moved by M. Kindbom — That Report No. LBD-2019-017 dated September 11, 2019 regarding the 2020 Holiday Closure Schedule be received;

AND FURTHER THAT the Halton Hills Public Library Board approves the Holiday Closure Schedule for 2020.

Seconded by J. Schumacker
09/11/19-7 — **CARRIED**

14.0 Health & Safety Report

- G. Cannon reported that there had been no staff Health & Safety incidents since the June Board meeting.

15.0 Next Meeting

Wednesday, October 9, 2019
7:00p.m.
Acton Branch – Community Room

16.0 Adjournment

Moved by J. Schumacker — That the meeting be adjourned.
Seconded by L. Caissie
09/11/19-8 — **CARRIED**
The meeting adjourned at 8:35pm.

Signed: _____
Tamara Smith, Chair
Halton Hills Public Library Board

Signed: _____
Geoff Cannon, Chief Librarian
Halton Hills Public Library Board

APPROVED: October 9, 2019
DATED: October 9, 2019

MINUTES

HERITAGE HALTON HILLS COMMITTEE

Minutes of the Heritage Halton Hills Committee held on Wednesday September 18, 2019, at 6:30 p.m. in the Esquesing Room at Town Hall.

Members Present

D. Brock; Councillor T. Brown (Chair); B. Cosper; C. Donaldson; A. Douglas; S. Frick; G. Miller; J.M. Rowe; L. Quinlan; A. Walker

Staff Present

S. Burke, Manager of Special Projects and Research; M. Headrick, Heritage Halton Hills Summer Student; A. Mancuso, Information Governance & Records Management Specialist; B. Parker, Manager of Planning Policy

Regrets

R. Denny

General

1A Disclosure of Conflict or Pecuniary Interest

1A(i) G. Miller declared a pecuniary interest with respect to item no. 2A of the agenda, 2019 Heritage Property Grant Program, specifically item no. 2A(ii) as she is the spouse of the applicant who submitted an application to the 2019 Heritage Property Grant Program for the Beaumont Knitting Mill. She did not partake in any discussion or voting on 2A(ii).

1A(ii) D. Brock declared a pecuniary interest with respect to item no. 2A of the agenda, 2019 Heritage Property Grant Program, specifically item no. 2A(ii) as he is the owner of the Williams Mill and submitted an application to the 2019 Heritage Property Grant Program. He did not partake in any discussion or voting on 2A(ii).

1B Receipt of Heritage Halton Hills Meeting Minutes dated June 19, 2019

Recommendation No. HERITAGE-2019-0029

THAT the Minutes of the Heritage Halton Hills Committee meeting held on June 19, 2019, be received for information.

CARRIED

1C Receipt of Heritage Halton Hills Confidential Meeting Minutes dated June 19, 2019

Recommendation No. HERITAGE-2019-0030

THAT the Confidential Minutes of the Heritage Halton Hills Committee meeting held on dated June 19, 2019, be received for information.

CARRIED

1D Receipt of Heritage Halton Hills Workshop Minutes dated July 17, 2019

Recommendation No. HERITAGE-2019-0031

THAT the Minutes of the Heritage Halton Hills Workshop held on July 17, 2019, be received for information.

CARRIED

1E Receipt of Heritage Halton Hills Confidential Workshop Minutes dated July 17, 2019

Recommendation No. HERITAGE-2019-0032

THAT the Confidential Minutes of the Heritage Halton Hills Workshop held on dated July 17, 2019, be received for information.

CARRIED

1F B. Parker announced a Senior Heritage Planner has been hired and will start at the Town on October 15.

Closed Meeting

Recommendation No. HERITAGE-2019-0033

THAT Heritage Halton Hills meet in closed session in order to address the following matter:

2A 2019 Heritage Property Grant Program – Personal matters about an identifiable individual, including municipal or local board employees

CARRIED

Heritage Halton Hills Committee convened into Closed Session at 6:36 p.m.

Reconvene into Open Session

Recommendation No. HERITAGE-2019-0034

THAT Heritage Halton Hills reconvene this meeting in open session.

CARRIED

Heritage Halton Hills Committee reconvened into Open Session at 7:11 p.m.

2A Committee recommendations regarding the 2019 Heritage Property Grant Program:

2A(i) **Recommendation No. HERITAGE-2019-0035**

THAT Heritage Halton Hills acknowledges receipt of approval from the Heritage Foundation of Halton Hills to use Heritage Property Grant Program surplus funds in the amount of $8,889 toward the 2019 Heritage Property Grant Program;

AND FURTHER THAT Heritage Halton Hills acknowledges the $1,111 forthcoming from the Heritage Foundation of Halton Hills to be used for the 2019 Heritage Property Grant Program;

AND FURTHER THAT funding for the 2019 Heritage Property Grant Program is capped at $10,000;

AND FURTHER THAT the cap of $10,000 leaves a shortfall of $11,330.70 in funding for the 2019 Heritage Property Grant Program.

CARRIED

2A(ii) **Recommendation No. HERITAGE-2019-0036**

THAT the following 2019 Heritage Property Grant Program applicants be awarded 46.8% of the full matching grants previously approved by Heritage Halton Hills based on the estimates provided:

Beaumont Mill, 586 Main Street Glen Williams (HERITAGE-2019-0023)

Craiglea House, 9722 Third Line, Esquesing (HERITAGE-2019-0016)

Glen Williams Town Hall, 1 Prince Street Glen Williams (HERITAGE-2019-0025)

Syndicate Housing – 69 Bower Street, Acton (HERITAGE-2019-0025)

Syndicate Housing – 71 Bower Street, Acton (HERITAGE-2019-0025)

Syndicate Housing – 87 Bower Street, Acton (HERITAGE-2019-0025)

Syndicate Housing – 89 Bower Street, Acton (HERITAGE-2019-0025)

Williams Mill, 515 Main Street Glen Williams (HERITAGE-2019-0024)

AND FURTHER THAT staff advise the property owners, in writing, of the shortfall of funding for the 2019 Heritage Property Grant Program.

CARRIED

Programs & Properties (Designated, Listed, Other)

3A Barn Inventory

M. Headrick presented a PowerPoint presentation on the 2019 Barn Inventory. Photos are needed for a number of properties. Future use of such an inventory could include a driving tour, and collaboration with the Halton Hills Camera Club to update photos of the barns.

3B Signage Program

J.M. Rowe is currently working on a signage program request for 34 Edith Street, Georgetown. The date is still in question so more research is required.

3C Update on 14 Church Street, Georgetown

J.M. Rowe circulated a photo of the construction to 14 Church Street, taken on July 12. The new dormer has been constructed on the back and not the front as originally proposed.

3D Heritage Halton Hills Priority Setting

S. Burke distributed copies of the Priority Setting notes taken during the July 17 Workshop.

3E Heritage Listed Properties Site Visits Sub-Committee

Copies of the updated Terms of Reference for the Heritage Listed Properties Site Visits Sub-Committee were distributed to members. The discussion regarding this sub-committee will continue with the new Senior Heritage Planner.

Information, Announcements & Upcoming Events

4A Possible Committee Promotions and Awareness

A. Douglas distributed samples for a poster campaign to promote heritage using key words such as Unique Culture, Beauty in your Backyard, Heritage at its finest, and Our Community. They could be displayed in showcases at Town facilities such as the library and Gellert Centre. Members like the concept and agreed it would help build awareness around heritage. B. Parker suggested contacting Communications to assist with promoting the poster campaign through Let's Talk Halton Hills and social media. A. Douglas asked members to come with ideas for more key words for the next meeting.

Adjournment

The meeting adjourned at 7:44 p.m.

Next Scheduled Meeting

Wednesday October 16, 2019
6:30 p.m.
Esquesing Room, Town Hall, 1 Halton Hills Drive

TOWN OF
HALTON HILLS
Working Together Working for You!

THE CORPORATION
OF
THE TOWN OF HALTON HILLS

Moved by: _____ Date: October 21, 2019

Seconded by: _____ Resolution No.: _____

15.1

WHEREAS litigation against local governments has increased significantly and municipalities have had to divert public money to support these costs, even when the municipal share of liability is as low as 1%;

AND WHEREAS earlier this year, Attorney General Doug Downey invited municipalities to comment on the existing joint and several liability system;

AND WHEREAS AMO's Task Force examined the existing liability landscape and options for reform;

AND WHEREAS on September 27, 2019 the AMO Board approved a submission on joint and several liability entitled "A Reasonable Balance: Addressing growing municipal liability and insurance costs", which includes seven recommendations on actions which the government could take to reduce the negative impact of joint and several liability (Seven (7) Recommendations Attached);

AND WHEREAS AMO is encouraging Municipal Councils to endorse the report and its recommendations;

AND WHEREAS the Ministry of the Attorney General has agreed to accept municipal resolutions up until November 1, 2019.

THERFORE BE IT RESOLVED THAT the Council for the Town of Halton Hills supports and endorses the AMO Board approved submission on joint and several liability entitled "A Reasonable Balance: Addressing growing municipal liability and insurance costs", which includes seven recommendations on actions which the government could take to reduce the negative impact of joint and several liability;

AND FURTHER THAT a copy of this motion be sent to The Honourable Doug Downey, Attorney General of Ontario, AMO, Halton Region, Town of Milton, Town of Oakville and City of Burlington.

_____

Mayor Rick Bonnette

AMO's Task Force regarding Reforms to the Joint and Several Liability System in Ontario
Seven (7) Recommendations

That the Provincial Government of Ontario:

1. Adopt a model of full proportionate liability to replace joint and several liability.

2. Implement enhancements to the existing limitations period including the continued applicability of the existing 10–day rule on slip and fall cases given recent judicial interpretations, and whether a 1-year limitation period may be beneficial.

3. Implement a cap for economic loss awards.

4. Increases the catastrophic impairment default benefit limit to $2 million and increase the third-party liability coverage to $2 million in government regulated automobile insurance plans.

5. Assess and implement additional measures which would support lower premiums or alternatives to the provision of insurance services by other entities such as non-profit insurance reciprocals.

6. Compel the insurance industry to supply all necessary financial evidence including premiums, claims, and deductible limit changes which support its, and municipal arguments as to the fiscal impact of joint and several liability.

7. Establish a provincial and municipal working group to consider the above and put forward recommendations to the Attorney General.

TOWN OF
HALTON HILLS
Working Together Working for You!

THE CORPORATION
OF
THE TOWN OF HALTON HILLS

Moved by: _____ Date: October 21, 2019
Councillor B. Lewis

Seconded by: _____ Resolution No.: _____
Councillor T. Brown

15.2

WHEREAS the Township of Warwick adopted a Resolution at their June 17, 2019 Council Meeting regarding Enforcement for Safety on Family Farms;

AND WHEREAS the Halton Region Federation of Agriculture endorsed the Township of Warwick Resolution at their board meeting held on September 26, 2019 (Attached);

AND WHEREAS the Town of Halton Hills supports their local agricultural community, and want to keep their farm families, employees and animals safe.

THERFORE BE IT RESOLVED THAT the Council for the Town of Halton Hills endorses and supports the resolution by the Township of Warwick;

AND FURTHER THAT this motion be circulated to the Honourable Doug Downey, Ministry of the Attorney General, the Honourable Doug Ford, Premier of Ontario, the Honourable Sylvia Jones, Solicitor General, the Honourable Ernie Hardeman, Minister of Agriculture, Food and Rural Affairs, AMO and ROMA.

_____
Mayor Rick Bonnette

Halton Region Federation of Agriculture

Halton Region Federation of Agriculture •650 Joyce Blvd., • Milton, ON L9T 3C6
Telephone/Fax: 905-876-8026, E-Mail: hrfa@outlook.com

October 8, 2019

Re: Resolution Regarding Enforcement for Safety on Family Farms

Attention: Halton Hills Councillor Bryan Lewis

Dear Bryan

At the Thursday, September 26, 2019 Halton Region Federation of Agriculture's Board meeting, the attached motion was endorsed. Part of the motion included encouraging Halton municipalities and the Halton Agricultural Advisory Committee to endorse this motion as well.

We are greatly concerned about animal activitists, trespassing, bio-security protocols on farms being broken and the damage done in fields and to crops.

Your support of this motion would be greatly appreciated.

Sincerely,

Allan Ehrlick
HRFA President

Re resolution passed by Norfolk County on trespass and farm safety. This resolution has been passed by many Ontario municipalities and calls on the Attorney General to work with MPPs to find a better way forward on strong enforcement of existing laws to ensure the safety of Ontario farm families, employees and animals.

Township of Warwick
Re: Resolution Regarding Enforcement for Safety on Family Farms
9. (Van Paassen/Masschaele)
THAT the Township of Warwick's resolution regarding Enforcement for Safety on Family Farms be endorsed as follows:
WHEREAS agriculture is the second largest industry in Ontario, contributing $13.7 billion annually to Ontario's GDP and is essential for putting food on the tables of millions of people here and around the world;
AND WHEREAS in recent months there has been a steady increase in harassment of farmers and livestock transporters by activists opposed to animal agriculture and the consumption of animals;
AND WHEREAS the protests have become blatantly illegal in nature with extremist groups trespassing onto private property, unlawfully entering into buildings and removing animals without fear of prosecution and even promoting and publishing their crimes on social media;

Council - July 9,2019 Page 6 of 16
AND WHEREAS maintaining proper biosecurity is essential to ensure the health and well-being of the animals cared for on these agricultural operations;
AND WHEREAS the recent attacks on farmers homes and businesses have resulted in no criminal charges laid, leaving farmers feeling unprotected by the Ontario legal system and afraid for the welfare of themselves, their families, their employees and the animals they care for;
NOW THEREFORE BE IT RESOLVED THAT the Council for the Corporation of Norfolk County requests that Hon. Doug Downey work with his fellow MPP's and agricultural leaders to find a better way forward to ensure stronger enforcement of existing laws - or new legislation - to ensure the safety of Ontario's farm families, employees and animals;
AND BE IT FURTHER RESOLVED THAT this motion be circulated to Hon. Doug Downey, Ministry of the Attorney General, Hon. Doug Ford, Premier of Ontario, Hon. Sylvia Jones, Solicitor General and Hon. Ernie Hardeman, Minister of Agriculture, Food and Rural Affairs AMO, and ROMA.
Carried.

TOWN OF HALTON HILLS
Working Together Working for You!

BY-LAW NO. 2019-0055

A By-law to deem Lots 35 and 36, Plan 32 not to be within a registered plan of subdivision for the purposes of subsection 50(3) of the Planning Act, R.S.O. 1990, as amended

WHEREAS pursuant to subsection 50(4) of the *Planning Act*, R.S.O. 1990, the council of a local municipality may by by-law designate any plan of subdivision, or part thereof, that has been registered for eight years or more, which shall be deemed not to be a registered plan of subdivision for the purposes of subsection 50(3);

AND WHEREAS Registered Plan 32 was registered in 1859;

AND WHEREAS The Corporation of the Town of Halton Hills wishes to deem Lots 35 and 36 on Plan 32 not to be within a registered plan of subdivision for the purposes of subsection 50(3) of the *Planning Act*, R.S.O. 1990, as amended.

AND WHEREAS on October 8, 2019, Council for the Town of Halton Hills approved Report No. 2019-0066, in which certain recommendations were made relating to a the passing of a by-law under Subsection *50(4) of the Planning Act* for the purpose of subdivision control.

NOW, THEREFORE, BE IT RESOLVED THAT THE COUNCIL OF THE CORPORATION OF THE TOWN OF HALTON HILLS ENACTS AS FOLLOWS:

1. THAT the lands described as Lots 35 and 36, Plan 32, in the Town of Halton Hills, in the Regional Municipality of Halton are hereby deemed not to be within a registered plan of subdivision for the purposes of subsection 50(3) of the *Planning Act*, R.S.O. 1990, as amended.

BY-LAW read and passed by the Council for the Town of Halton Hills, this 21st day of October, 2019.

MAYOR – RICK BONNETTE

CLERK – SUZANNE JONES

TOWN OF HALTON HILLS
Working Together Working for You!

BY-LAW NO. 2019-0056

A By-law to adopt the proceedings of the Council Meeting held on the 21st day of October, 2019 and to authorize its execution.

WHEREAS Section 5(3) of *The Municipal Act,* 2001, c.25, as amended, provides that Council's powers shall be exercised by by-law;

AND WHEREAS certain actions of Council do not require the enactment of a specific by-law;

NOW, THEREFORE, BE IT RESOLVED THAT THE COUNCIL OF THE CORPORATION OF THE TOWN OF HALTON HILLS ENACTS AS FOLLOWS:

1. Subject to Paragraph 3 of this by-law, the proceedings of the above-referenced Council meeting, including all Resolutions, By-laws, Recommendations, Adoptions of Committee Reports, and all other motions and matters decided in the said Council Meeting are hereby adopted and confirmed, and shall have the same force and effect, as if such proceedings were expressly embodied in this by-law.

2. The Mayor and Clerk are hereby authorized to execute all such documents, and to direct other officials of the Town to take all other action, that may be required to give effect to the proceedings of the Council Meeting referred to in Paragraph 1 of this by-law.

3. Nothing in this by-law has the effect of conferring the status of a by-law upon any of the proceedings of the Council Meeting referred to in Paragraph 1 of this by-law where any legal prerequisite to the enactment of a specific by-law has not been satisfied.

4. Any member of Council who complied with the provisions of Section 5 of the *Municipal Conflict of Interest Act*, R.S.O. 1990, Chapter M.50 respecting the proceedings of the Council Meeting referred to in Paragraph 1 of this by-law shall be deemed to have complied with said provisions in respect of this by-law.

BY-LAW read and passed by the Council for the Town of Halton Hills this 21st day of October, 2019.

MAYOR – RICK BONNETTE

CLERK – SUZANNE JONES