
A G E N D A

**Committee of the Whole
South Stormont Town Hall
Monday, August 8, 2016
9:00 A.M. – 12 Noon**

Call to Order

Confirmation of Agenda

Disclosure of Pecuniary Interest

Approval of Minutes

- July 4, 2016

Delegations

- Ingleside Capacity Study, Josh Eamon and Daniel Searle, WSP

Staff Reports

- Draft Action Request: Extension of Ice Season at Long Sault Arena
- Key Information Report: Human Resource Policy (*forthcoming*)

Discussion of Additional Items

- Cornwall Speedway Noise Complaint
- County Road 36 Speed Reduction Request: SDG Response
- County Road 2 (Ingleside) Speed Reduction Request and Crosswalk: SDG Response and Next Steps
- 2016 Capital Streetlight Projects

Unfinished Business

Closed Meeting

- Acquisition or Disposal of Land
Specifically: SDG Forestry Donation
- Litigation or Potential Litigation
Specifically: Kraft/Heinz, South Stormont News
- Advice that is Subject to Solicitor Client Privilege
Specifically: Law Society
- Personal
Specifically: Employees

Adjournment by Resolution

TOWNSHIP OF SOUTH STORMONT
COMMITTEE OF THE WHOLE MINUTES
July 4, 2016

A meeting of the Committee of the Whole of the Township of South Stormont was held at Town Hall at 9:00 AM, July 4, 2016.

Present

Council: Mayor Jim Bancroft
Deputy Mayor Tammy Hart
Councillors Donna Primeau, David Smith, and Richard Waldroff
Staff: Betty de Haan, Chief Administrative Officer
Loriann Harbers, Director of Corporate Services/Clerk
Guest (*via telephone*): Andrew Grunda, Watson and Associates

1. Call to Order

Members discussed correspondence received concerning the noise level from the Cornwall Speedway. Following confirmation that no by-laws are being contravened, a letter will be prepared advising that no further action will be taken at this time.

2. Confirmation of Agenda

3. Disclosure of Pecuniary Interest

4. Approval of Minutes

Resolution No. COTW-37-2016

Moved by Councillor Waldroff
Seconded by Councillor Smith

That the Committee of the Whole minutes dated June 22, 2016 be adopted as circulated.

CARRIED

5. Delegations

Andrew Grunda, Watson and Associates presented the findings of the Township's Water and Wastewater Rate Study via telephone.

The two Alternatives presented included:

Alternative 1: imposing a uniform consumptive rate for all water and wastewater customers (flat rate calculated for non-metered customers). Existing rates are forecast to remain constant until increases are required (i.e. no rate decreases).

Alternative 2: imposing a uniform rate structure with a consumptive rate and a monthly base charge (base charge designed to recover 50% of annual capital-related expenditures and provide greater revenue certainty for fixed costs).

Council agreed that additional dialog is required considering the forthcoming Ingleside Wastewater Capacity Study and Kraft Heinz Wastewater Rate discussion(s). It is anticipated this will take place in fall, 2016.

6. Staff Reports

CAO de Haan provided an overview of amendments to the lease agreement with the St. Lawrence Medical Clinic. The agreement and amending by-law will be presented at the July 20, 2016 Council meeting.

7. Discussion of Additional Items

8. Unfinished Business

Director of Corporate Services/Clerk Harbers provided a progress update on the property standards project in Osnabruck Centre.

9. Closed Meeting

Resolution No. COTW-34-2016

Moved by Deputy Mayor Hart

Seconded by Councillor Primeau

Be it resolved that Council, as provided in Section 239 (2) of the *Municipal Act, 2001* move into a Committee of the Whole closed meeting at 10:20 AM to address a matter pertaining to: personal matters about an identifiable individual, including a municipal or local board employees: Specifically; Employees and litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board; Specifically: Kraft Heinz .
CARRIED

Director Harbers left the meeting at 10:26 AM.

Resolution No. COTW-39-2016

Moved by Councillor Smith

Seconded by Councillor Primeau

That Council move out of this Committee of the Whole closed meeting at 10:36 AM.

10. Adjournment

Resolution No. COTW-40-2016

Moved by Deputy Mayor Hart

Seconded by Councillor Waldroff

That Council adjourn this Committee of the Whole meeting at 10:40 AM,
and return to the call of the chair.

CARRIED

Mayor

Clerk

Planning/Economic Development
Key Information Report
August 8, 2016



Subject

Update of Ingleside Wastewater Treatment Plant Reserve Capacity Study

Executive Summary

WSP Canada has prepared an update of the reserve capacity of the Ingleside Wastewater Treatment Plant (WWTP). This report summarizes the results of the study and potential tools for Council to consider regarding the allocation of remaining sewage capacity.

Background

WSP Canada Inc. prepared a report ("Technical Memorandum #4") in August 2014 evaluating the uncommitted water and wastewater reserve capacity in the Township. The 2014 report identified that the Ingleside WWTP was operating at 92% of design capacity, however capacity for future development was over-committed by 14 units if vacant Township-owned lands on the west side of Farran Drive were included. The Long Sault WWTP was operating at 56% capacity in 2014, and the Long Sault and Ingleside Water Treatment Plant was operating at 68% capacity.

The report has been updated for 2016 with a specific focus on development in Ingleside, in response to a request to transfer the equivalent of approximately 60 units of previously committed sewage capacity in Ingleside from Township-owned lands west of Farran Drive, to privately-owned lands on the east side of Ingleside (the "OPG/Bourgon lands"). The Township has advised the owners that the review of capacity is ongoing. The 2016 WSP review also updated the capacity data with other projects that had been approved but not included in the 2014 study.

The results of WSP's 2016 review (attached) are that the Township has 59.93 cubic metres of remaining uncommitted reserve capacity at the Ingleside WWTP. This approximately is the equivalent of:

- 38 residential lots;
- 12,000 square metre shopping plaza;
- 800 employee office building; **or**
- 6 hectares of mixed industrial development. This is based on recent servicing study completed by WSP Canada in Cornwall's commercial park, which includes a mix of some larger water consumers along with warehouses and distribution centres.

It should be noted that the study does not allocate specific capacity for the Township's industrial park in Ingleside, and the potential for up to 126 units on Township-owned lands just west of Farran Drive was removed from the 2016 allocations, as there was not enough capacity to fully develop these lands.

Comments/Observations

Section 4.06.3.4 of the SDG Official Plan states that:

"A Local Municipality may limit the allocation of capacity for any development. Capacity which has been allocated to development may be reallocated where measures are instituted under the Planning Act to de-designate development (examples include an official plan amendment, deeming of subdivisions, rezoning)."

Many of the vacant lands in the settlement area are already subject to a holding zone that requires services to be available. Privately-owned lands that do not have a holding zone could potentially be redeveloped and reduce remaining sewage capacity for lands owned by the Township. Staff would have concerns that the Township-owned Ingleside Industrial Park could lose its "Certified Site" designation from the Province if it does not have capacity to accommodate a variety of industrial uses.

There are a number of potential tools the Township could use to ensure orderly development and effective use of the remaining capacity:

- The Township could transfer all, or a significant portion of the remaining capacity to the Ingleside Industrial Park site to ensure that the site can be developed for a variety of uses, until the expiration of the Certified Site designation and/or expansion of the WWTP capacity.
- The Township could allocate sewage capacity annually to allow for minor infill and redevelopment, while reserving a designated amount of capacity for the Ingleside Industrial Park.
- The Township could allocate some capacity to blocks of larger parcels such as the OPG/Bourgon lands or the Township-owned lands along Farran Drive, with the anticipation that the remaining blocks would be developed at a future date when the plant capacity is expanded.
- The Township could develop a policy and introduce a by-law to regulate development, including infill, based on the remaining capacity of the plant. This would formalize the capacity allocation maps and provide policies to prioritize development when multiple requests for capacity allocation are received. Locally, the Townships of Russell and South Glengarry have these types of policies and they are widely used throughout Ontario.
- Although staff are not aware of major developments planned on private lands not already included in the capacity study, an interim control by-law could be used if necessary to freeze development until a policy is developed.

It is anticipated that a formal report will come to Council later in 2016 with policy recommendations. Although the capacity issue is specific to the Ingleside WWTP at this time, capacity allocation policies could also be applied to the Township's other water and wastewater treatment plants.

It is anticipated the Ingleside WWTP plant re-rating study will be completed in September 2016. A potential outcome of the study could be the initiation of an environmental assessment to explore options to expand the capacity of the plant.

Prepared by:

Peter Young, MCIP RPP
Director of Planning/EDO

MEMO

To: Township of South Stormont
Date: June 16, 2016
From: Daniel Searle, Engineering Technician/Josh Eamon, P. Eng.
Project: Uncommitted Reserve Capacity
Project No. 151-02720-00
Subject: Ingleside WWTP Uncommitted Reserve Capacity

The Ingleside wastewater treatment plant (WWTP) has an ADF design capacity of 4,045 m³/d and a peak flow design capacity of 10,027 m³/d. For the purpose of this analysis flow records from 2011 to 2015 were evaluated. The ADF over this 5 year period was 3,857 m³/day.

To calculate the ADF of the residential users, water meter data was used to determine the water consumption of all non-residential or multi-user connections currently discharging to the WWTP, and this value was deducted from the ADF measured at the WWTP. It should be noted that Kraft's daily contribution of wastewater was established by assuming a daily flow of 1857 m³/day, which is Kraft's allowable ADF (without penalty) as permitted under the Sewage Agreement of 2011.

Using this data, Ingleside's uncommitted reserve capacity was calculated using two different assumptions for determining sewage generation for the committed lots; presented as Option 1 and Option 2 below.

Option #1:

This option assumes that future residential connections will generate the same volume per capita of wastewater that was calculated for the existing users.

There are currently 674 residential lots connected to the Ingleside WWTP's collection system (Appendix A). Therefore:

$$3,857 \text{ m}^3/\text{day} - 1893 \text{ m}^3/\text{day} = 1,964 \text{ m}^3/\text{day} \text{ consumed by residential users.}$$

$$1,964 \text{ m}^3/\text{day} \div 674 \text{ lots} = 2.915 \text{ m}^3/\text{day}/\text{lot}$$

The current number of lots committed but not serviced within the Ingleside WWTP service area is 81 (L).

$$C_R = 4,045 - 3,857$$

$$= 188 \text{ m}^3/\text{d}$$

and

$$C_u = C_R - \frac{[L \times F \times P]}{H}$$

$$\left[\frac{F \times P}{H} \right] = 2.915 \frac{\text{m}^3/\text{day}}{\text{lot}}$$

$$C_u = 188 - [81 \times 2.915]$$

$$= -48.59 \text{ m}^3/\text{d} \sim 16 \text{ residential lots (i.e. over capacity)}$$

Using this method, the WWTP is deemed to be over committed by 49 m³/d, or 16 lots; however, this is based on a calculated flowrate of 2.915 m³/day/lot, which is significantly higher than typical per capita wastewater flows. This is likely due to inflow and infiltration issues with the existing collection system, and wouldn't be indicative of the expected sewage flows for future connections.

Option #2:

The MOECC procedure D-5-1, which describes the method used to calculate the uncommitted reserve capacity for a WWTP, recognizes that theoretical sewage flows per capita can be used in situations where per capita flows for future development may substantially differ from historical flows. In this instance, where the historical flow is obviously being heavily influenced by inflow, infiltration or unmetered industrial flow, we would recommend utilizing theoretical sewage values for future and committed connections.

Therefore, for this option all future lots were assumed to have 3.5 persons per lot and generated 450 Lpcd.

There are currently 674 residential lots connected to the Ingleside WWTP's collection system (Appendix A). Therefore:

$$0.45 \text{ m}^3/\text{cap}/\text{day} \times 3.5 \text{ cap}/\text{lot} = 1.575 \text{ m}^3/\text{day}/\text{lot}$$

The current number of lots committed but not serviced within the Ingleside WWTP service area is 81 (L).

$$C_R = 4,045 - 3,857$$

$$= 188 \text{ m}^3/\text{d}$$

$$C_u = C_R - \frac{[L \times F \times P]}{H}$$

and

$$\left[\frac{F \times P}{H} \right] = 1.575 \frac{\text{m}^3/\text{day}}{\text{lot}}$$

$$C_u = 188 - [81 \times 1.575]$$

$$= 59.93 \text{ m}^3/\text{d} \sim 38 \text{ residential lots (i.e. under capacity)}$$



Therefore, basing the findings on the recommended Option 2, the Ingleside WWTP has an uncommitted reserve capacity of 59.93 m³/d, which is equivalent to 38 lots. Considering how close to capacity the WWTP is currently operating, WSP recommends that this calculation is updated annually.

Respectfully submitted,
WSP Inc.

A handwritten signature in black ink, appearing to read "Daniel Searle".

Daniel Searle
Municipal Engineering Technician

A handwritten signature in black ink, appearing to read "Josh Eamon".

Josh Eamon, P.Eng.
Director of Infrastructure
Eastern Ontario

Ingleside WasteWater Plant - Calculation of Uncommitted Reserve Capacity



Design Parameter			
$C_u = Cr - (L \times F \times P/H)$			
$C_u =$	Uncommitted Hydraulic Reserve Capacity (m^3/d)	$P =$	Existing Connected Population
$Cr =$	Hydraulic Reserve Capacity (m^3/d)	$H =$	Number of Households or Residential Connections
$L =$	Number of Unconnected Approved Lots	$F =$	Average Daily Flow per Capita ($m^3/capita/d$)

Year	ADF
2011	3601
2012	3789
2013	4286
2014	3984
2015	3628
ADF 2011-2015	3857

	Non Residential Flows (ADF) (as determined by Kraft sewer use agreement and of all ICI users)		Existing Residential Connections
Ingleside	36	m^3/d	674
Kraft	1857		
Total	1893	m^3/d	674

Plant Capacity ADF = 4045 m^3/d
 Plant Capacity Peak = 10027 m^3/d
 WWTP ADF 2011-2015 = 3857 m^3/d

Uncommitted Reserve (Using Existing Flow Per Capita)	
Total Usage by Residential Lots	1964 m^3/d (WWTP ADF - ICI Flow = 3857 - 1893)
Total Usage Per Lot (Existing) =	2.915 $m^3/d/lot$
$Cr =$	188 m^3/d
$L =$	81 lots
$(F \times P) / H =$	2.915 $m^3/d/lot$
$C_u =$	-48.59 m^3/d
	-48.59 m^3/d or -16 Lots

Uncommitted Reserve (Using 450 lpcd & 3.5 cap/lot)	
Total Theoretical Usage Per Lot (Assumed 450 lpcd & 3.5 cap/lot) =	1.575 $m^3/d/lot$
$Cr =$	188 m^3/d
$L =$	81 lots
$(F \times P) / H =$	1.575 $m^3/d/lot$
$C_u =$	59.93 m^3/d
	59.93 m^3/d or 38 Lots

WSP
 WASTE SERVICE PARTNERSHIP
 1000 W. 10th St. Suite 100
 Grand Rapids, MI 49503
 PHONE: 616.233.1000
 FAX: 616.233.1001

TOWNSHIP OF SOUTH STORMONT

SOUTH STORMONT UNCOMMITTED RESERVE

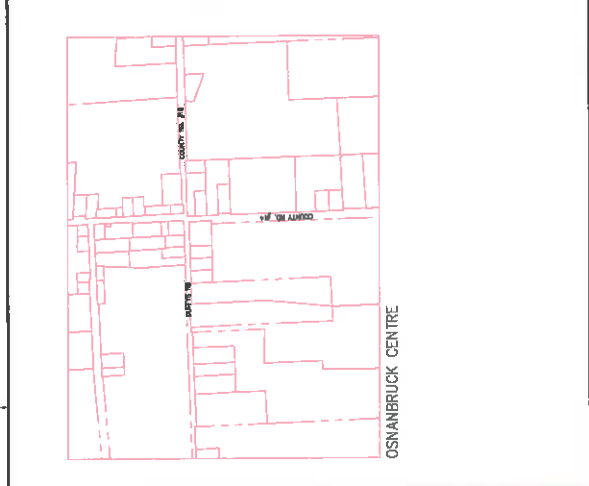
WASTE WATER SERVICING AREA (A)

1. LOT NUMBERS AND CORNER POINTS LOCATED ON THIS MAP ARE BASED ON THE RECORDS OF THE TOWNSHIP OF SOUTH STORMONT. THE TOWNSHIP ENGINEER HAS CONDUCTED A VISUAL INSPECTION OF THE PROPERTY AND HAS FOUND THAT THE PROPERTY IS NOT A LEGAL SERVICE AREA. THE ENGINEER HAS MADE NO ATTEMPT TO ESTABLISH LEGAL PROPERTY.

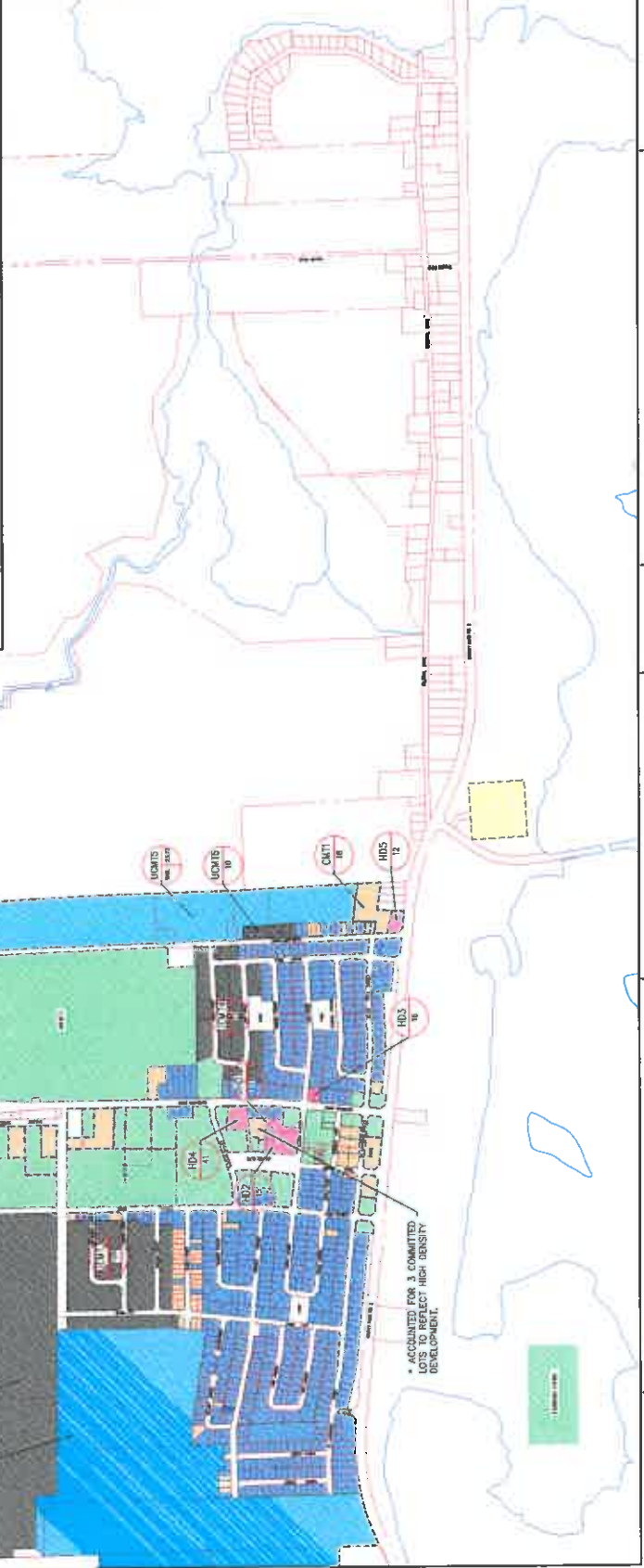
LEGEND:

WASTE WATER SERVICING AREA (A)

1. LOT NUMBERS AND CORNER POINTS LOCATED ON THIS MAP ARE BASED ON THE RECORDS OF THE TOWNSHIP OF SOUTH STORMONT. THE TOWNSHIP ENGINEER HAS CONDUCTED A VISUAL INSPECTION OF THE PROPERTY AND HAS FOUND THAT THE PROPERTY IS NOT A LEGAL SERVICE AREA. THE ENGINEER HAS MADE NO ATTEMPT TO ESTABLISH LEGAL PROPERTY.



NO.	DATE	DESCRIPTION
1	2014/07/20	ISSUED FOR TECH MEMO #A
2	2014/07/25	ISSUED FOR TECH MEMO #A
3	2014/07/25	ISSUED FOR TECH MEMO #A
4	2014/07/25	ISSUED FOR TECH MEMO #A
5	2014/07/25	ISSUED FOR TECH MEMO #A
6	2014/07/25	ISSUED FOR TECH MEMO #A
7	2014/07/25	ISSUED FOR TECH MEMO #A
8	2014/07/25	ISSUED FOR TECH MEMO #A
9	2014/07/25	ISSUED FOR TECH MEMO #A
10	2014/07/25	ISSUED FOR TECH MEMO #A
11	2014/07/25	ISSUED FOR TECH MEMO #A
12	2014/07/25	ISSUED FOR TECH MEMO #A
13	2014/07/25	ISSUED FOR TECH MEMO #A
14	2014/07/25	ISSUED FOR TECH MEMO #A
15	2014/07/25	ISSUED FOR TECH MEMO #A
16	2014/07/25	ISSUED FOR TECH MEMO #A
17	2014/07/25	ISSUED FOR TECH MEMO #A
18	2014/07/25	ISSUED FOR TECH MEMO #A
19	2014/07/25	ISSUED FOR TECH MEMO #A
20	2014/07/25	ISSUED FOR TECH MEMO #A
21	2014/07/25	ISSUED FOR TECH MEMO #A
22	2014/07/25	ISSUED FOR TECH MEMO #A
23	2014/07/25	ISSUED FOR TECH MEMO #A
24	2014/07/25	ISSUED FOR TECH MEMO #A
25	2014/07/25	ISSUED FOR TECH MEMO #A
26	2014/07/25	ISSUED FOR TECH MEMO #A
27	2014/07/25	ISSUED FOR TECH MEMO #A
28	2014/07/25	ISSUED FOR TECH MEMO #A
29	2014/07/25	ISSUED FOR TECH MEMO #A
30	2014/07/25	ISSUED FOR TECH MEMO #A
31	2014/07/25	ISSUED FOR TECH MEMO #A
32	2014/07/25	ISSUED FOR TECH MEMO #A
33	2014/07/25	ISSUED FOR TECH MEMO #A
34	2014/07/25	ISSUED FOR TECH MEMO #A
35	2014/07/25	ISSUED FOR TECH MEMO #A
36	2014/07/25	ISSUED FOR TECH MEMO #A
37	2014/07/25	ISSUED FOR TECH MEMO #A
38	2014/07/25	ISSUED FOR TECH MEMO #A
39	2014/07/25	ISSUED FOR TECH MEMO #A
40	2014/07/25	ISSUED FOR TECH MEMO #A
41	2014/07/25	ISSUED FOR TECH MEMO #A
42	2014/07/25	ISSUED FOR TECH MEMO #A
43	2014/07/25	ISSUED FOR TECH MEMO #A
44	2014/07/25	ISSUED FOR TECH MEMO #A
45	2014/07/25	ISSUED FOR TECH MEMO #A
46	2014/07/25	ISSUED FOR TECH MEMO #A
47	2014/07/25	ISSUED FOR TECH MEMO #A
48	2014/07/25	ISSUED FOR TECH MEMO #A
49	2014/07/25	ISSUED FOR TECH MEMO #A
50	2014/07/25	ISSUED FOR TECH MEMO #A
51	2014/07/25	ISSUED FOR TECH MEMO #A
52	2014/07/25	ISSUED FOR TECH MEMO #A
53	2014/07/25	ISSUED FOR TECH MEMO #A
54	2014/07/25	ISSUED FOR TECH MEMO #A
55	2014/07/25	ISSUED FOR TECH MEMO #A
56	2014/07/25	ISSUED FOR TECH MEMO #A
57	2014/07/25	ISSUED FOR TECH MEMO #A
58	2014/07/25	ISSUED FOR TECH MEMO #A
59	2014/07/25	ISSUED FOR TECH MEMO #A
60	2014/07/25	ISSUED FOR TECH MEMO #A
61	2014/07/25	ISSUED FOR TECH MEMO #A
62	2014/07/25	ISSUED FOR TECH MEMO #A
63	2014/07/25	ISSUED FOR TECH MEMO #A
64	2014/07/25	ISSUED FOR TECH MEMO #A
65	2014/07/25	ISSUED FOR TECH MEMO #A
66	2014/07/25	ISSUED FOR TECH MEMO #A
67	2014/07/25	ISSUED FOR TECH MEMO #A
68	2014/07/25	ISSUED FOR TECH MEMO #A
69	2014/07/25	ISSUED FOR TECH MEMO #A
70	2014/07/25	ISSUED FOR TECH MEMO #A
71	2014/07/25	ISSUED FOR TECH MEMO #A
72	2014/07/25	ISSUED FOR TECH MEMO #A
73	2014/07/25	ISSUED FOR TECH MEMO #A
74	2014/07/25	ISSUED FOR TECH MEMO #A
75	2014/07/25	ISSUED FOR TECH MEMO #A
76	2014/07/25	ISSUED FOR TECH MEMO #A
77	2014/07/25	ISSUED FOR TECH MEMO #A
78	2014/07/25	ISSUED FOR TECH MEMO #A
79	2014/07/25	ISSUED FOR TECH MEMO #A
80	2014/07/25	ISSUED FOR TECH MEMO #A
81	2014/07/25	ISSUED FOR TECH MEMO #A
82	2014/07/25	ISSUED FOR TECH MEMO #A
83	2014/07/25	ISSUED FOR TECH MEMO #A
84	2014/07/25	ISSUED FOR TECH MEMO #A
85	2014/07/25	ISSUED FOR TECH MEMO #A
86	2014/07/25	ISSUED FOR TECH MEMO #A
87	2014/07/25	ISSUED FOR TECH MEMO #A
88	2014/07/25	ISSUED FOR TECH MEMO #A
89	2014/07/25	ISSUED FOR TECH MEMO #A
90	2014/07/25	ISSUED FOR TECH MEMO #A
91	2014/07/25	ISSUED FOR TECH MEMO #A
92	2014/07/25	ISSUED FOR TECH MEMO #A
93	2014/07/25	ISSUED FOR TECH MEMO #A
94	2014/07/25	ISSUED FOR TECH MEMO #A
95	2014/07/25	ISSUED FOR TECH MEMO #A
96	2014/07/25	ISSUED FOR TECH MEMO #A
97	2014/07/25	ISSUED FOR TECH MEMO #A
98	2014/07/25	ISSUED FOR TECH MEMO #A
99	2014/07/25	ISSUED FOR TECH MEMO #A
100	2014/07/25	ISSUED FOR TECH MEMO #A



ISSUED FOR TECH MEMO #A

0



Township of South Stormont
ACTION REQUEST
FOR DISCUSSION: COTW August 8, 2016

To: Council
Date of Meeting: August 10, 2016
Subject: Extension of Ice Rental Season at the Long Sault Arena for the 2016-2017 Season

Recommendation:

That Council approves the recommendation to extend ice rentals at the Long Sault Arena for the 2016-2017 season for an additional five (5) weeks up to and including May 6, 2017.

Executive Summary:

At the June 8, 2016 meeting, Mr. Joseph Harty made a presentation to Council requesting consideration to extend the 2016-2017 ice rental season to accommodate spring hockey programs and tournaments. Mr. Harty suggests that there is an increasing demand for ice rentals and that the overall number of participants utilizing these programs continues to grow, with a large number of them living in the Township of South Stormont. Following the presentation, Council directed staff to research and review potential impacts to current operations of the facility and present options for future consideration of an extended ice rental season.

The original request was to extend the season up to eight (8) weeks, which would potentially move the end of the 2016-2017 rentals season from April 3, 2017 to May 29, 2017. Part of the research conducted by staff was a meeting with the current facility refrigeration service provider. It is the recommendation of this service provider that "a seasonal slab with NO warm floor needs a minimum of four (4) months between ice-out and ice-in. This would be an industry rule of thumb to reduce the risk of perma-frost damage" that could cause the slab to heave. Unlike facilities with newer arena floors that extend ice rental season until late May (North Stormont) or through the summer (City of Cornwall), the Long Sault Arena was not built with a sub floor heating source. In order to preserve the integrity of the facility, it is the opinion of staff that the Township not consider extending the 2016-2017 season beyond May 7, 2017, which represents an additional five (5) weeks.

Staff reviewed the spring program schedule at the facility and believe that the extended season would only cause a 2 to 3 week delay to the

annual programs and rentals that utilize the cement floor during the spring months. The extended season might represent an opportunity to offer more recreation opportunity in a month that is typically quiet for youth and adult programs as the weather changes and programs transition from indoor winter sports to outdoor spring programs. The extension of the 2016-2017 ice rental season will also provide exact demands for ice rental during this time and also the impact to the operations of the facility that can be considered before a decision is made on future rental seasons.

Background Information:

Through discussions with Mr. Harty, other youth spring hockey providers, and current adult rental groups the Township feels that an extended five (5) weeks could produce up to four (4) full weekend tournaments and at minimum weekday rentals of 5:00 p.m. to 10:30 p.m.

It is typical that facilities offering ice rentals beyond April 1 charge a premium rental rate to help offset additional operational cost, it would be the recommendation of staff that Council consider an extended season rate increase of 15% to 20% for all ice rental categories.

With no previous extended season at the Long Sault Arena staff can only use anticipated revenue and expenses to forecast potential impact to the operational budget of the facility that includes increase in rental rates but also additional increase in wages, utilities, maintenance, and it is anticipated that an additional seasonal student employee might be required for 2017 to ensure that service standards at other recreation facilities are still being maintained. Staff is suggesting that after the revenue of five weeks of ice rentals, the additional expenses and related equipment cost to the operations of the facility could potentially increase to the current subsidized cost of the Long Sault Arena by an additional \$5,000.

Estimates above are based on reduced hours of operation on weekdays when there is no rentals. Unionized recreation employees will be required to continue working shift hours for the additional 5 weeks; however, the reduced weekday operation and additional hours for our spare Zamboni operator could result in a mixture of shifts at the arena and at the outdoor park facilities.

There is a possibility that an extended season at the Long Sault Arena could have a negative effect on the amount of hours rented for other local facilities in the City of Cornwall and the Township of North

Stormont. The North Stormont Arena Supervisor and their Economic Development Officer have been made aware of the situation but at this time have not expressed any concerns.

Extending the ice-in season to May 7, 2017 will result in the arena floor not being available for spring programs and rentals until the week of May 22, 2017. This will result in a reduction of 3 weeks of programming for senior shuffleboard, South Stormont Minor Ball Hockey, and adult rental groups.

Options and Discussion:

1. That Council approves the recommendation to extend ice rentals at the Long Sault Arena for the 2016-2017 season for an additional five (5) weeks up to and including May 6, 2017.
2. Council declines the recommendation and direct staff to end ice rentals at the Long Sault Arena for the 2016-2017 season up to and including April 3, 2017.

Recommended By

Approved By

July 25/16

30

South Stormont Council:

The people who live within hearing distance of the Cornwall Speedway would appreciate the race time being changed to Sunday instead of Sunday evening.

The noise from the race track is keeping people awake on Sunday nights when they need their sleep for work on Monday.

We would appreciate Council giving serious consideration.

Thank you.

Sue
Laine

613 1

Cornwall

KOK



TRANSPORTATION AND PLANNING SERVICES

26 Pitt Street, Suite 223, Cornwall, Ontario K6J 3P2

Tel: 613-932-1515 • Fax: 613-936-2913 • Email info@sdgcounties.ca • www.sdgcounties.ca

STORMONT • DUNDAS • GLENGARRY

Ross Gellately
Director of Public Works
Township of South Stormont
2 Mille Roches Rd., P.O. Box 84
Long Sault, ON
K0C 1P0

July 5, 2016

by email only: ross@southstormont.ca

Re: Speed Limit Reduction Request – County Road 36, Long Sault, Township of South Stormont

Dear Mr. Gellately,

The United Counties of SDG Transportation and Planning Services has reviewed the Township's request of May 16, 2016 to reduce the speed limit on County Road 36 from 60km/hr to 50km/hr from Jim Brownell Boulevard easterly past Arrowhead Estates, Phase 7, in Long Sault. The findings of this review are detailed below.

Background

Transportation and Planning Services often receive requests to modify existing speed limits. County Council approved Roads Policy 2-6 which established a uniform approach to process speed reduction requests along specific sections of County Roads. For your information, speed limits are established by both the Highway Traffic Act (Ontario Government), and Speed by-laws (Municipal Government).

Numerous studies have been completed which demonstrate that lowering posted speed limits will not automatically translate to drivers slowing down. The speed of vehicles on a roadway is largely dependent on the physical characteristics of the road and its surroundings. For example, drivers tend to increase their speed on long, straight and open stretches of road. It has been shown that reducing speed limits below what is warranted will actually lead to accidents as the crash potential is increased between the drivers obeying the speed limit and the drivers who are speeding because they feel the limit is unreasonable.

When the County receives a request regarding a speed limit adjustment, staff consider traffic engineering principles coupled with the roadside environment.

Speed limit changes will be recommended in three circumstances:

1. The area meets the definition of a "built-up" area (Highway Traffic Act);
2. The change is recommended by a Traffic Engineer – usually caused by poor road geometry or other issues which would make the section "accident prone" (County By-law);
3. The location is an area where a normal driver would perceive the roadside as one where a reduced speed is appropriate (County By-law).

Review of Existing Conditions

County Road 36 in this location has a posted speed limit of 60km/hr. The road is designated as Class 3, with an average annual daily traffic (AADT) count of 1360. The physical characteristics of the road are varied with rural areas and agricultural fields interspersed with rural residential dwellings. There are residential subdivisions on both sides of the road. Access to these residential homes are provided through local roads. The horizontal alignment of the road in this area has several curved sections. The vertical alignment has both flat sections and a vertical curve with negligible sight lines. As the Township is likely aware, in 2012 the speed limit was reduced in this area, from 80km/hr to 60km/hr, after a study determined that the road was designed for a 60km/hr speed limit. There are paved shoulders on both sides of the road along most of the length of the review area.

Does the Area Qualify for a Speed Reduction under the Highway Traffic Act?

For an area to qualify for a speed limit reduction according to the Highway Traffic Act it must meet the definition of a "built up area". A built up area is an area where:

- (a) not less than 50 per cent of the frontage upon one side of the highway for a distance of not less than 200 metres is occupied by dwellings, buildings used for business purposes, schools or churches;
- (b) not less than 50 per cent of the frontage upon both sides of the highway for a distance of not less than 100 metres is occupied by dwellings, buildings used for business purposes, schools or churches, or;
- (c) not more than 200 metres of the highway separates any territory described in clause (a) or (b) from any other territory described in clause (a) or (b).

Section 128 of the Highway Traffic Act establishes that speed limits within built up areas cannot be greater than 50km/hr. This section of County Road 3 **does not** meet the definition of a built-up area.

Does the Area Qualify for a Speed Adjustment under County Policies and By-laws?

County staff reviewed the existing site conditions in conjunction with the Transportation Association of Canada (TAC) Speed Guidelines to determine if this section of County Road 36 would justify a speed limit increase. Our analysis included the following elements:

- Horizontal alignment ('straightness' of the road);
- Vertical alignment (hills);
- Road cross section (width);
- Roadside hazards;
- Pedestrian and cyclist exposure; and
- Number of Entrances.

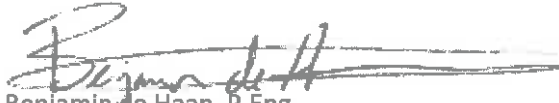
The total risk score according to the TAC Speed Limit Guidelines for this section of County Road 36 confirmed that a speed limit of 60km/hr is appropriate based on the existing cross section and alignment. It should be noted that a higher pedestrian and cyclist exposure was considered in this analysis; however the risk was mitigated because of the newly paved shoulder along this section of road. For information, the 85th percentile speed under relatively ideal driving conditions for roads with a posted speed of 70km/hr or less should be within +/-10km/hr of the posted speed. A review of the speed counts collected with the County traffic counters indicate that the majority of vehicles are travelling more than 10km/hr over the posted speed. The County will advise the OPP that there appears to be a speeding issue in this area.

Conclusions – Speed Limit Review

After a thorough review, Transportation and Planning Services **cannot** support decreasing the speed limit to 50 km/hr as this would be contrary to the County policy. The above noted findings were reported to County Council at the June meeting.

Thank you for taking the time to voice your concerns and advocate on behalf of the road users. If you have any questions related to the aforementioned, please do not hesitate to contact me.

Best regards,

A handwritten signature in black ink, appearing to read 'Benjamin de Haan', with a long horizontal flourish extending to the right.

Benjamin de Haan, P.Eng

Director of Transportation and Planning

*United Counties
May 13/16*

TOWNSHIP OF SOUTH STORMONT

RESOLUTION

MOVED BY *S. Waldroff*

RESOLUTION NO 131/2016

SECONDED BY *Donna Primeau*

DATE May 11, 2016

That Council send a resolution requesting permission to install a crosswalk at the intersection of Dickinson Drive and County Road #2 to the United Counties of Stormont, Dundas and Glengarry.
And further, that the posted speed on County Road #2, in the area of the proposed crosswalk be reduced to 60 km/h from the current 70 km/h.

CARRIED DEFEATED DEFERRED

[Signature]
Chairperson

Recorded Vote:	
Councillor Primeau	—
Councillor Smith	—
Councillor Waldroff	—
Deputy Mayor Hart	—
Mayor Bancroft	—



TRANSPORTATION AND PLANNING SERVICES

26 Pitt Street, Suite 223, Cornwall, Ontario K6J 3P2

Tel: 613-932-1515 • Fax: 613-936-2913 • Email info@sdgcounties.ca • www.sdgcounties.ca

Ross Gellately
Director of Public Works
Township of South Stormont
2 Mille Roches Rd., P.O. Box 84
Long Sault, ON
K0C 1P0

July 5, 2016

By Email only: ross@southstormont.com

**Re: Speed Limit Reduction and Crosswalk Request – County Road 2, Ingleside
South Stormont Township**

Dear Mr. Gellately,

The United Counties of SDG Transportation and Planning Services has reviewed the Township's request to reduce the speed limit from 70km/hr to 60km/hr and install a crosswalk on County Road 2 at its intersection with County Road 14. This request was provided to the County via Township of South Stormont Resolution 131/2016. Please note the findings of the County's review:

SPEED LIMIT ANALYSIS

Background

Transportation and Planning Services often receives requests to modify existing speed limits. County Council approved Roads Policy 2-6 which established a uniform approach to process speed reduction requests along specific sections of County Roads. For information, speed limits are established by both the Highway Traffic Act (Ontario Government), and Speed by-laws (Municipal Government).

Numerous studies have been completed which demonstrate that lowering posted speed limits will not automatically translate to drivers slowing down. The speed of vehicles on a roadway is largely dependent on the physical characteristics of the road and its surroundings. For example drivers tend to increase their speed on long, straight and open stretches of road. It has been shown that reducing speed limits below what is warranted will actually lead to accidents, as the crash potential is increased between the drivers obeying the speed limit and the drivers who are speeding because they feel the limit is unreasonable.

When the County receives a request for a speed limit reduction, staff consider traffic engineering principles coupled with the roadside environment.

Speed limit changes will be recommended in three circumstances:

1. The area meets the definition of a "built-up" area (Highway Traffic Act);
2. The change is recommended by a Traffic Engineer – usually caused by poor road geometry or other issues which would make the section "accident prone" (County By-law);
3. The location is an area where a normal driver would perceive the roadside as one where a reduced speed is appropriate (County By-law).

Review of Existing Conditions

County Road 2 through Ingleside has a posted speed limit of 70km/hr. The road is designated as Class 3, with an average annual daily traffic count (AADT) of 4669. The physical characteristics of the road are rural with several commercial properties abutting the north side of the road and vacant land on the south. The road section reviewed for this analysis is within the settlement area of Ingleside and includes the intersection with County Road 14. County Road 14 has an AADT of 2570 and is 'stop controlled' at its intersection with County Road 2. The horizontal alignment of County Road 2 in this area is straight with no curved sections. The vertical alignment is flat throughout the review area. There is a turning lane for westbound - northbound traffic along most of the length of the review area.

Does the Area Qualify for a Speed Reduction under the Highway Traffic Act?

For an area to qualify for a speed limit reduction according to the Highway Traffic Act it must meet the definition of a "built up area". A built up area is an area where:

- (a) not less than 50 per cent of the frontage upon one side of the highway for a distance of not less than 200 metres is occupied by dwellings, buildings used for business purposes, schools or churches;
- (b) not less than 50 per cent of the frontage upon both sides of the highway for a distance of not less than 100 metres is occupied by dwellings, buildings used for business purposes, schools or churches, or;
- (c) not more than 200 metres of the highway separates any territory described in clause (a) or (b) from any other territory described in clause (a) or (b).

Section 128 of the Highway Traffic Act establishes that speed limits within built up areas cannot be greater than 50km/hr. This section of County Road 2 **does not** meet the definition of a built-up area.

Does the Area Qualify for a Speed Reduction under County Policies and By-laws?

County staff reviewed the existing site conditions in conjunction with the Transportation Association of Canada (TAC) Speed Guidelines to determine if this section of County Road 2 would justify a speed limit reduction. Our analysis included the following elements:

- Horizontal alignment ('straightness' of the road);
- Vertical alignment (hills);
- Road cross section (width);
- Roadside hazards;
- Pedestrian and cyclist exposure; and
- Number of Entrances.

The total risk score according to the TAC Speed Limit Guidelines for this section of County Road 2 indicate that a speed limit of 80km/hr is appropriate based on the existing cross section and alignment. As noted above, reducing the speed limit to a value less than 80km/hr will not have a significant effect on the speed that people travel because the roadside conditions do not support any speed less than 80km/hr. For information, a review of the speed counts collected with the County traffic counters indicate that the 85th percentile speed is 84.6km/hr; suggesting that the existing 70km/hr speed limit is less than what drivers perceive to be appropriate.

The TAC warrant was then recalculated by staff to include a crosswalk within the review area (at the intersection of County Road 14). Based on this increased pedestrian exposure, the evaluation confirmed that a speed limit of 70km/hr would be appropriate with a crosswalk installed. Considering that the speed limit within the review area is already posted at 70km/hr, no change to the posted speed is recommended.

Conclusions – Speed Limit Review

After a thorough review, Transportation and Planning Services **cannot** support lowering the speed limit to 60 km/hr as this would be contrary to County policy. The above noted findings were reported to County Council at the June meeting.

CROSSWALK ANALYSIS

Background

In 2015, County Council approved Transportation and Planning Policy 2-14. Policy 2-14 provides a framework for the installation of pedestrian crossings on County roads and outlines the general conditions necessary for the consideration and approval of a crosswalk. These conditions include:

- 1) The submission of a resolution by the local municipal Council supporting the request.
- 2) The review and confirmation of the preferred location by the County.
- 3) The installation of following safety features (at minimum):
 - Approved pedestrian signs located in advance of the crossing;
 - White line paint markings;
 - Signage indicating that “cars are not required to stop”;

All costs associated with the work are to be borne by the Municipality installing the crosswalk.

Analysis and Conclusions - Crosswalk

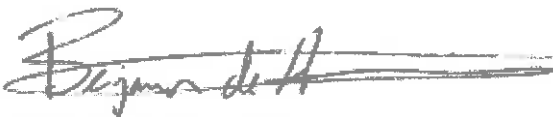
Transportation and Planning Services have reviewed the site and note the following:

- A parking lane is situated on the east side of County Road 14 extending northerly from County Road 2 past College Street.
- A sidewalk is also located on the east side of County Road 14 beginning at Santa Cruz Drive and extending to the Kraft property.
- There are no pedestrian facilities from Santa Cruz Drive to County Road 2.

The County is supportive of the installation of a crosswalk across County Road 2 from the east side of County Road 14 and would strongly recommend that the Township consider extending the sidewalk from Santa Cruz Drive south to SDG 2 in conjunction with the installation of this crosswalk.

The County would appreciate if you could please contact our office prior to the start of installation of the crosswalk.

Best regards,



Benjamin de Haan, P.Eng
Director of Transportation and Planning