Delegation #2
Ross Slaughter- GSS Engineering
RE: Isthmus Bay Environmental Assessment Update

Mayor McIver introduced Mr. Ross Slaughter from GSS Engineering. Mr. Slaughter informed Council that he will be reviewing the decisions that are to be made both before and after the Public Meeting on August 11, 2018 for the Isthmus Bay Road Improvements.

Mr. Slaughter displayed a photo depicting the location of Isthmus Bay Road, followed by a flow chart representing the various phases for the planning and design process. He emphasized that a preferred solution should be selected. He noted that he has summarized input from the previous public meeting and confirmed that a legal survey has been completed on Isthmus Bay Road.

Mr. Slaughter presented photos of water pooling on Isthmus Bay Road. He then presented alternative solutions. He stated that Alternative Solution #3 is both the least expensive and most popular solution: “Upgrade the Isthmus Bay Road to reduce flooding problems and resurface the road”. Mr. Slaughter then provided a table of the estimated project costs for each alternative. Alternative #3 has an estimated project cost of $1,480,200.

The following slide was a summary of comments from residents; the table showed many residents in favour of improving drainage (60%), re-surfacing (45%), and providing a bike and pedestrian lane (37.5%). Mr. Slaughter said that Design Alternative #3 involves improving drainage and resurfacing the road, and Design Alternative #3A involves improving drainage, resurfacing the road, and constructing a bike path/walkway.

Comments after the Public Meeting on July 17, 2017 indicated that 73% of the comments were in favour of Alternative #3 (improve drainage and resurface). Mr. Slaughter said that the Isthmus Bay Road is approximately 5.5-6m wide and would require widening, however that may be difficult in certain areas. He mentioned that there is more room on the West side of the road compared to the East side. He recommended to Council that the bike path/walkway be only along the West side.

Mr. Slaughter then displayed an index map of the proposed road improvements. The index map was broken down into nine (9) sections. Throughout the index maps, it was evident that there were structures placed outside of their designated property lines, more often on the East side, which may pose an issue for road reconstruction. Mr. Slaughter recommended that Council obtain a legal opinion on how to approach the issue for the affected properties.
Mr. Slaughter ensured Council that any concerns can be addressed during the final design process including visibility going north at the corner of Isthmus Bay Road and Whippoorwill Road/Forty Hills Road. He informed Deputy Mayor Greig that the bike path/walkway can be all on one side of the road or it could be split with three (3) feet on each side. He mentioned that signs can also be erected to inform the public that the bike path and walkway are shared. Mr. Slaughter showed photos of properties on the west side of Isthmus Bay which depicted the steepness of the properties and the driveways.

Next, Mr. Slaughter presented cross sections which noted elevations, property lines and buildings. He noted that the cross sections further emphasize issues that need to be addressed during final design, like structures placed over property lines onto the road allowance and the steep elevations on the west side. He then presented schematics of Lots 136 and 138, showing two (2) options for the possible placement of the bike path/walkway, the east side versus west side.

A table of the cost breakdown was displayed by Mr. Slaughter for Design Alternative #3, with a total estimated project cost of $1,347,000.00. Design Alternative #3A (being Design Alternative 3 plus a bike path/walkway) has a total project cost of $1,604,266.00; however, for an asphalted bike path/walkway the cost would be an additional $78,000.00. Mr. Bill Jones recommended that Council pave the bike path/walkway as it would get more use and prevent complaints of stone dust being tracked into homes and further, that the paving would be a good investment.

Mr. Slaughter noted Council’s next steps in the process. He said that Council needs to confirm that they are recommending Alternative #3 to the public before the Public Meeting takes place on August 11, 2018. Mayor McIver mentioned that Design Alternatives #3 and #3A have the most support. Mr. Slaughter recommended to allow the public to decide between Design Alternatives #3 or #3A. He also recommended that Council tender the job in February 2019 as prices may be lower at that time of the year.

In response to a question from Councillor Boyle regarding phasing the job, Mr. Slaughter said that it may be a good idea to present the phasing options at the public meeting. Mayor McIver recommended that the worst section be completed first. Mr. Slaughter advised that the north half will be cheaper to repair than the south and that there is enough room on the bridge for the bike path/walkway.

Councillor Boyle questioned if the road construction would take place on private property. Mr. Slaughter explained that it would only occur within the road allowance but there will be a cost for improving retaining walls and shortening driveways by about two (2) meters.

Mr. Slaughter responded to Council’s inquiries as follows: the bike path/walkway can be completed in its own phase, phases can be determined and brought to the public for
comments, the cost differences between Design Alternative #3 and #3A are based on the bike path/walkway with an additional $78,000.00 for paving of same.

In response to Deputy Mayor Greig’s question on how the bike path/walkway would impact parking, Mr. Slaughter said that the bike path/walkway could be solely on the west side as there is more room there and people generally park on the east side.

Mr. Slaughter recommended that Council pass a resolution stating that Alternative #3 has been selected with the possibly of Design Alternative #3A. Furthermore, he recommended that Council obtain an opinion from a lawyer prior to the public meeting regarding areas that may present issues for road reconstruction.

Mr. Jones said that he would determine if the Niagara Escarpment Commission needs to be or has been contacted for comments on the proposed road reconstruction as Councillor Boyle questioned if a development permit would be required.

Mr. Slaughter stated that another survey should be conducted in October to finalize locations and allow time for designing during the winter months followed by tendering.

Deputy Mayor Greig said that Council should present information to the public with a timeline to prove that Council is committed to the project.

Messrs. Slaughter, Jones and Mayor McIver discussed dates for public and agency comments to be requested and received. Mr. Jones stated that it would be fine to request agency comments before the public meeting if it is stated that Alternative #3 has been selected. Mr. Jones then said that he, Messrs. Slaughter and Cameron will prepare slides for the public meeting outlining timeframes.

In response to Deputy Mayor Greig’s question on public meetings, Mr. Slaughter advised Council that they may hold another public meeting before construction commences if they wish. Deputy Mayor Greig mentioned that the public should be notified at the public meeting on August 11, 2018 that they will still be able to communicate comments at the final stage of the 30 day Notice of Completion.

The following resolution was then presented:

Moved by T. Boyle
Seconded by P. Greig
Resolution# 18-03-2018

THAT Council supports Alternative Solution #3, the upgrading of Isthmus Bay Road to reduce flooding and resurfacing of the road;

AND THAT Council is seeking public input pertaining to the potential construction of a bike/walkway known as Design Alternative #3A.

Carried