

Transcript - Sept 23, 2026. Roseway River Trail. Public works. Glyphosate.

Speaker Summary

Mr. Deadrick		00:32:38 (30.4%)
Penny Smith		00:21:50 (20.4%)
Warren MacLeod		00:09:34 (8.9%)
Thoburn-Irvine		00:08:39 (8.1%)
Dale Richardson		00:07:41 (7.2%)
Ron Coole		00:07:38 (7.1%)
Kirk Reed		00:06:44 (6.3%)
Angie Shand		00:05:31 (5.1%)
Pamela Mehlman-Shand?		00:04:08 (3.9%)
Heidi Wagner		00:01:42 (1.6%)
Speaker D		00:00:44 (0.7%)
Speaker C		00:00:20 (0.3%)
Speaker ?		00:00:00 (0%)

[00:00:03] Pamela Mehlman-Shand?

[00:00:04] Penny Smith

It's six o'clock. So we will call our council meeting to order and welcome everyone who's with us in person and online. Our first item of business is the approval of the agenda for September 23, 20, 26. And we would like to add one item under eight administration. And that's the glycosulfate spraying that has occurred. So if we can add that one item Sorry, it's the spring that's under, yes, under administration 8B. And with that, if we can have a motion please to amend the agenda as presented. Thank you.

[00:00:48] Dale Richardson

Thank you.

[00:00:50] Penny Smith

It's been moved and seconded. All those in favor of the motion signify by saying aye. Aye. Those pose no. Motion is carried. Next item is the acceptance of the minutes of September 9th, 2026. Are there any changes required to these minutes? Hearing none, we will accept them as received. Next is the business arising from the minutes. Anything to be brought before Council this evening? Okay, we'll move on to proclamation. right to no weeks, September 28th to October 4th, 2026, whereas the municipality of the District of Shelburne has adopted the principles of openness, transparency and accountability, and whereas the Municipal Government Act gives citizens of right-of-access to information in the custody or under the control of the municipality of the District of Shelburne. And whereas access to information ensures citizens of Nova Scotia have the opportunity for meaningful participation in the democratic process, and whereas a celebration of the right of citizens to access information will facilitate and form public participation in policy formulation, ensure fairness and government decision making, and permit the airing and reconciliation of divergent views. And whereas the municipality of the District of Shelburne joins all other Canadian jurisdictions and democracies worldwide in acknowledging international right to no week. Therefore be it resolved that I, Penny Smith, warden for the municipality of the District of Shelburne to hereby proclaim September 28th to October 4th, 2026 to be right to no week in the municipality of the District of Shelburne. And with that, we'll move on to presentations. We have won this evening. Public Works Road Initiatives update and we have Kirk and Pamela with us this evening. So welcome to you both. And I think you know everyone around the council table. Pam, do you as well? Shall we go through the, would you like us to do introductions? We can.

[00:03:02] Thoburn-Irvine

So you know me.

[00:03:05] Penny Smith

Okay. All right. I'm not sure if you know, Councillor Schand, who has joined us in the last few months.

[00:03:14] Angie Shand

I would be the newest Councillor. I've just started back in like, perhaps I think is when we held the election because the previous councilor had to step down. So I've been here since then. Yes. And she's representing District 4. Yes.

[00:03:29] Penny Smith

Okay. So the floor is yours. And thank you for joining us this evening. So there is a list I believe that would have been provided earlier of some of the the items that council wanted to discuss this evening. If you want, we can go through that list. That's probably the easiest thing.

[00:03:50] Kirk Reed

Yeah, you guys kind of fire the questions and we try to come up with the answers.

[00:03:56] Penny Smith

Okay, so let's see if we can bring that up for you. Is that something that we can bring up as well?

[00:04:21] Speaker C

I can speak for mine.

[00:04:23] Penny Smith

As you know, Kirk, I'm all about the gravel roads. I've talked through a couple of residents and you and I have met with one in particular. But the main concern with the gravel roads is that the speed limit our understanding, at least, is that it's 80 kilometers an hour. Is that correct?

[00:04:45] Kirk Reed

That's a maximum right.

[00:04:48] Penny Smith

So unfortunately, most of the people who were using. or driving these gravel roads or doing them maximum and then some. And, you know, a couple of gravel roads in District 2 in particular, and I'm thinking a heart's point road for an example. It's, as you know, it's very narrow and in some places you really shouldn't even have two vehicles going you know, passing through in various sections of that road. So it's been a real concern for a number of residents. The other, of course, is the Roseway Beach Road that we have discussed quite recently actually. And so I guess we're just hoping that there's some way to deal with that, whether, you know, if there's an opportunity to do a petition and ask for a reduction in the speed limit or something along those lines. But that's the number one concern and number one priority that I've heard in district number two.

[00:05:51] Kirk Reed

Right. So basically how it's laid out is they don't put an actual speed like they don't post it because of the changing the road changes. Yes. A lot throughout the seasons. Some like in the summertime, it's a lot better to drive on and spring. So the fluctuation of the conditions, it would make any sense to put like a 50 kilometer on a gravel road. And then in summertime, have it be capable of traveling speeds of 70 or up to 80. So that's why the department has kind of chose this route. It's been that way for. That's long as I know anyway, so it has to do with the changing conditions of the gravel.

[00:06:40] Penny Smith

So I guess my question then would be does it make sense? for the residents to petition for this, then if that's the case. Because I know that there is a lot of concern, even on the best conditions, they're saying, and I would have to agree with them, the 80 kilometers even is just too fast for the conditions.

[00:07:02] Kirk Reed

Right. And I understand that, but it's provincially, like these were made up provincially. So I know there's gravel roads that are straight as narrow. Right. twice, three times as wide as heart's point. So these are also set up for them. Right. So it's kind of a blanket deal. Right. But as far as petitioning, I mean, people always have the right to speak their voice.

[00:07:32] Penny Smith

I'm just thinking a number of years ago, my heavens, it's been a while ago because I was a staff, I think I was still a staff at the time. Oh my gosh, I think it was called the Jordan Branch Road. So at the intersection at the highway by the church, going through, gosh, I don't know how many kilometers up that road it went, but we were successful in getting that area zone to, I think it was not looking at staff at the back, but it went from 80 kilometers to 70 kilometers, I believe. So would that be the same type of procedure, I guess, that we would go through if we wanted to look at those couple of gravel roads in particular, where I've had calls and who are wishing to have. something posted there to say less than 80. Right.

[00:08:27] Pamela Mehlman-Shand?

So follow the transportation association and Canada for setting speed limit. And speed limit is a regulatory sign and we're not keepable or determining that it's actually determined by the district traffic supervisor. So with paved roads, what we do is we go with the 85th percentile. So what people are traveling so we can account of the minimum 200 vehicles. And we use like a, we call it an armadillo type thing that we set up on a pole or something and leave it usually for a week, right? Actually, and then they come back and look at the data. And if it's, but generally, we're not lowering supplements. There's times that we're increasing them.

[00:09:18] Penny Smith

Right. Okay.

[00:09:20] Pamela Mehlman-Shand?

So I guess my question still stands at whether or not if the residents should or I think you're more likely to be able to get like if there's any kind of sharp corner or anything like that on the gravel road, like a warning sign or something like that. Okay, so warning, but I don't think well, in my experience, you will not see a sign. speed limit on a gravel road or a ship's field road. Okay.

[00:09:48] Penny Smith

So sorry, don't mean to belabor this at all. It may affect others who have gravel roads in their districts as well. So what about if the residents want it to put a sign of themselves, is that something that they would have to go through your department in order to get available to you right? It wouldn't, no, it wouldn't be a regulatory sign.

[00:10:13] Pamela Mehlman-Shand?

But if they want, if we don't require permits for a sign.

[00:10:18] Penny Smith

Okay.

[00:10:19] Pamela Mehlman-Shand?

But if we have complaints about it, it may have to come down.

[00:10:23] Penny Smith

Right. Okay. I'll read. Thank you for that. And thank you, Kirk, for all of your help with, but there was a couple of roads in particular because I have had numerous conversations with residents on those and of course one that we just recently spoke with. So I'm just, if there was anything else there under mine. Yeah, okay. Yeah, the other thing was just signage and we've already talked about that Kirk that was the one And create a close to cranes point, where there's kind of like the almost like the test of serving down there. So and I think you thought you were looking into that already. So thank you for that.

[00:11:08] Speaker C

Yeah.

[00:11:09] Penny Smith

All right. Thank you. So we'll go back. We'll start at the beginning. We'll go back to district one.

[00:11:16] Speaker D

I didn't form any question to you because it's simple as it was last year. The people around Ingraham and Northwest Harbor would like some brush cutting done off of the road, especially around the fire halls. It's very difficult to see there pulling out.

[00:11:34] Kirk Reed

I guess the corner there before the fire hall. But we usually cut that I believe every year or every other year as it progresses.

[00:11:44] Speaker D

Yeah, it's guessing that's the party grown up and down through Ingamer. Like, if you're pulling up of my road, it's pretty grown up around there too. The guy and people call me like two or three times, but that was it. And when it's complaining about the conditions of the road, that's the only thing they complain about.

[00:12:00] Penny Smith

That's good.

[00:12:02] Kirk Reed

Thank you.

[00:12:02] Penny Smith

Yeah. And I should say with one of the roads that Kirk and I had met the resident about I think that gentleman was going to go through the school board in order to get proper signage there because of the bus stop and things. So that was extremely helpful being told where to go. Nicely on that item. And just one other thing on District 2 for my area was the maintenance program, but again, we've had that conversation a number of times about the province having an inventory, which they do, of course, of the gravel roads and having some sort of a process in place where they're upgrading these roads because a lot of them are probably 50 plus years old and they weren't built for the use that they get in today's world. We've talked about the church lane, for example, in Carlton Village, where there is a, not a fish plant, a pound. So the amount of traffic there, from November to May, those large trucks and things that were just simply wasn't meant to handle that type of traffic. So I don't think the province has moved anywhere on that about having looking at the whole inventory and coming up with a program of- That would be more to the- Yeah, because it's more, it's more than just maintaining. It's really a more of a comprehensive review, I guess, of the gravel roads and deciding moving forward which ones are, perhaps, need to be a lack of DOT terms of built up to address the usage.

[00:13:47] Pamela Mehlman-Shand?

So we have a capital gravel program for gravel, just that, gravel roads. And over the last few years there's the significant cuts to the program. Okay, so I'd like to see it come back like right because it's definitely a good program, especially for us because we don't have the money to build them up ourselves in our maintenance budget. Right. There's a lot of financial pressure on the province. It's been a lot of cuts and months. One of the first things that was that flashed.

[00:14:23] Penny Smith

All right. Thank you. And again, we do appreciate everything that you do and being able to re-chode and to help the residents as much as we can. So thank you for that. Councilor, something like that was all for you. Okay, so Councilor Thoroughver-Nurivine.

[00:14:42] Thoburn-Irvine

Thank you, Audrey. Thank you. Um, so you can see what's, uh, do you, do you want to speak to the different items or should I?

[00:14:52] Kirk Reed

Yep. You can go down the list.

[00:14:54] Thoburn-Irvine

Okay.

[00:14:57] Kirk Reed

So you have brush cutting, roadside trimming. That, that's a yearly, like our tractor does the yearly mowing. Unfortunately, someone gets it first and then someone has to be last. That's a yearly transition and we get a lot of calls on the grasses too high on the side of the road. Well, I sympathize, but like we one tractor, sheltered county. I know it gets done within the year, but then the guys are on the road. Like I put them out there the first June and it's usually into November if everything goes well that they're done cutting so it's it's a pretty labor intense and if we have breakdowns along the way then that slows the process and that's gravel roads paved roads that's everything so right so i'm going to jump in

[00:15:54] Thoburn-Irvine

I want to jump in when we're going through the different points. I absolutely get that and I've explained that to residents as well, but there's a rotational, you know, it starts in the spring coming a winter coming into spring. You're doing your roadside ice management and then the You know, grading and then the vegetation management, etc. So I appreciate that. Right now because of Nova Scotia power, there is a good deal of brush that they have to come through with and do that vegetation management. So having said that. talking to a resident, he was caught up in the wintertime because of the vegetation that was there in the snow load.

[00:16:37] Pamela Mehlman-Shand?

And he kind of, I think, do we even mention it here?

[00:16:41] Thoburn-Irvine

He kind of plowed over potentially by a snow plow. And I do want to tie into that as it relates to the second item, the purple house that's so close as it relates to snow plowing. I've talked to those residents and because there was an elder that lived in there, obviously the snow plow driver was somebody that knew the area. and he slowed down. So because it's very, very close to the road. And so that lady has moved on while she's passed on, actually. And so whoever was driving that snow pole last year smashed windows in the house. That's how close, you know, like the cast-up of the rocks and the ice that smashed one of their windows. And it also took out the oil tank pipe. And again, it would be a quantity of snow that caused that. So we're just asking, you know, I don't know who the snowplow driver will be this year, but if we could respect that particular house as they drive by, and it obviously is dependent on the snow load, 100%. And that's where our vegetation management comes back in, because if there is, and we're not talking grass right along the side of the road, but vegetation management to knock that down because then when there's that cumulative snow, there's one of our, he was my neighbor actually almost got wiped out because of his ability. So it's just that caution that, you know, we'd like to communicate because then I can go back to the resident and say, you know, our maintenance people have heard this and certainly are going to take, you know, that into consideration. So greatly appreciated.

[00:18:21] Kirk Reed

yeah yeah yeah and as far as the purple has like I'll make a special point to talk sure you know be aware yeah absolutely yeah circumstances like you mentioned snow lows yeah exactly put the snow somewhere and fortunately if this is within our right away I know you know we try right right we're definitely not purposely trying to

[00:18:46] Thoburn-Irvine

Oh gosh, no. And you know, can you just imagine in the whole municipality, how many houses do we need to look out for here? But this one's like right on the road. And it was pretty severe last year. And so I would just say back to vegetation management. Again, if you look at Venerys, there's that that guard rail there. And that vegetation is creeping out and it doesn't allow drivers to see deer. You know, so that's why I mentioned that. Ah. You know, on item number four, if I can just say this, public works, you know, was so appreciated that you did diplomatically clear the view scape for the older residents coming out of harbor side landing. I did meet with them and I made it clear that, you know, it really still is the responsibility of the owners, which is I think the Atlantic Baptist Association to take that in because this was done diplomatically this year. Because the residents were confused, they didn't know if it was the municipalities, responsibility, public works, when in fact it is the property owners. Now, having said that because people saw that being done by your public works, then we were getting other calls. Well, what about my corner? So diplomatically, we really did communicate to the people at Harborside that you'll want to have a discussion with your owners because that should be because they're really great at curating and mowing and all that kind of stuff. That's got to be one thing that they should be doing. So thank you for that service. And then the paving. So we knew that we got back a bit, you know, a bit. I will have to say I want to commend the paving crews for what they did. There was great care and attention the way they cut in every single driveway and paved either to gravel or extended it to people's driveways. So that work effort, I don't know how you transmitted the feelings of gratitude, but that was really appreciated. So I'm guessing in the next cycle, will we be on next year as well for a portion? Or we'll find out later, I guess, I don't know.

[00:21:00] Speaker C

Okay.

[00:21:13] Thoburn-Irvine

Right. And then I know Kirk, you and I had talked about the depressed pavement at the culvert, a decent from him and Lane. So you've got a new, I don't know some kind of patching service that could look at doing that. I see that there's a couple patches there, but we're kind of talking about addressing the entire depression.

[00:21:34] Kirk Reed

Right.

[00:21:34] Thoburn-Irvine

Yeah.

[00:21:35] Kirk Reed

There is, there's new equipment that's been brought into the department just recently. doing some hot hole patch in it. She will was hot. So that will be a good candidate. Unfortunately, this time year, it's it's not probably going to be on the not optimum is what you're saying going forward into the next season that that is a prime candidate for the machines that we have.

[00:22:02] Thoburn-Irvine

Okay, perfect. I appreciate all that you do.

[00:22:15] Speaker C

this season completed.

[00:22:17] Angie Shand

I was kind of the biggest that I had the most concerns about for people who weren't on the main It's five ones that are to get them applied within 24, which is kind of hard to do. You can only do so many to get them in that time frame, but I did have several residents with that being served, specifically on Davis Road. They had a major issue that they were far beyond the 24 objects, and then elderly couple at the end of the road needed to get out, to get to medical services, and someone had, they had to find someone who could come and try to make their way down the road to be able to get them. And they were into the second day, later into day two before they were like that road had been plowed at all. So that was a major concern this year.

[00:23:01] Kirk Reed

I would definitely all talk with crew again, like as I will, but that I was. But we make every effort to get there within our level of service. Sometimes unfortunately, it does happen. I mean, I'll own it. Like it happens. There's a lot going on in the winter. And we have new people in on the machines and everyone is switching. We'll just make a harder effort to be there, I guess, is the best thing to do.

[00:23:31] Angie Shand

And they say mentioned about new people on the machines was that apparently a particular driver. went to go down the road and decided against it and carried on and went to the next road and just skip them and did the next road instead. I don't, I don't know that's what was shared just by horizon it, so they didn't know if there was concern that they didn't feel they were able to plow the road or not, but that was something that was brought forth about that piece. The next concern was the bridge. Just before the bridge before the bridge road, the surface that you approach to that is significantly deteriorated, so that was a major concern of residents. And then the stretch in Indian fields that road was in really poor condition as well. And the plow, I guess, ended up going the ditch a couple of times. Why season of that area? No, okay. Sharing residents.

[00:24:23] Kirk Reed

I read that and was a little confused about it. We did have machines in the ditch. It'll get me wrong, but it wasn't due to the.

[00:24:34] Angie Shand

I had shared a photo that there was a metal bar that was exposed in the road as well. But that may have been fixed since that time, I'm not certain. I did check back. I called back a couple of times to see what happened done, but I didn't like recently. So it may have possibly been fixed. And I haven't had a resident call again about it. So I'm not certain if it has been repaired or not, but I did include the photo of what the state that that particular spot was in. And the other thing was really just the brush cutting and roadside swimming as well. I had a few residents that on Welshtown Road kind of going across from Owens Park when you go in that direction that said that the turn coming out of there was quite difficult to see traffic that were, traffic coming down the Birch Town Road that the connection there was. They had some concerns in that area.

[00:25:20] Kirk Reed

But that was welcome park, you said coming out there?

[00:25:22] Angie Shand

No, I'm from Welshtown Islands Park, so if you were going to go like to the Welshtown area in that direction, Um, that there was apparently there's a lot of brush there and it's hard to see to make the corners coming out of there. So coming down birch down to come out under that entrance.

[00:25:39] Speaker C

Okay. Great. I'll take a look at that.

[00:25:44] Penny Smith

Okay. Thank you very much for that. Just to make curiosity, how much did your budget get cut by this year? Like a personal. Yeah.

[00:25:59] Pamela Mehlman-Shand?

For the communal plan, I don't have an amount because it was over like I have two and a half counties.

[00:26:05] Penny Smith

Right.

[00:26:05] Heidi Wagner

Okay.

[00:26:06] Pamela Mehlman-Shand?

Yeah.

[00:26:07] Heidi Wagner

Okay.

[00:26:08] Pamela Mehlman-Shand?

Deputy Warden, you're next.

[00:26:10] Heidi Wagner

So I didn't submit anything because I didn't have no complaints this last year. So look out next year. But the only one resident just made the comment that the brush cut and that had happened. was leaving some exposed branches at the top like that were sharp for whatever. They went and cut them themselves. They didn't know if they were allowed, but they did do it. So that was the only comment that was ever made.

[00:26:35] Penny Smith

So I'm good. Thank you for that. Okay, Councilor Cool for District six.

[00:26:42] Ron Coole

Thank you. A couple of things. I'll keep the highway three on there until it's probably gets done or I But that was supposed to be done, but then it was put on hold. And that is a real bad issue because that road is starting to deteriorate and especially this winter. It was actually for a while there, the plows were only center-line bearing it because they couldn't even get into ditches. But I noticed that the winter came by. You got a little better on it. They got a little better on it and that and it did clear. But that, that, uh, any rain would, but we're wide, I have complaints of people who are almost, um, what's the word I call when it's lost the word when you hit water.

[00:27:36] Dale Richardson

I've been playing it.

[00:27:36] Ron Coole

I've been playing it.

[00:27:37] Dale Richardson

Yes.

[00:27:38] Ron Coole

Yeah. And, uh, and there's a lot of folks who have, I, as I was saying to someone earlier, the calls that I get the most are the ones I pretty well put on my list. Um, The road between West Green Harbor and Lotport, the Warden and I met with you in that and there was the discussion about who owned it and that. And I have the document now. And that road is owned and under the care of you guys. And just wondering, just for instance, I was down there the other day and when I came around, there was a bike coming up and I didn't see them. also because of the brush there, and I almost hit them. And I don't want to see it happen, but at the rate it is, and if that isn't fixed, you're going to have a death there.

[00:28:35] Kirk Reed

And I believe that that is still under discussion. I don't think there's been any hasn't been finalized. Okay, our resources are. But I did get through. We've seen that that's been passed around in emails and whatnot.

[00:28:52] Pamela Mehlman-Shand?

The 1977 caution.

[00:28:54] Kirk Reed

Yeah. I believe that's the 1977 agreement you're referring to. Yes, it is.

[00:29:01] Ron Coole

And so that the other thing, of course, is the grass and the brush clearing. I get a lot of calls on that, especially on the top of West Green Harbor Road. And a couple other areas there and I'm down that road a lot. So even coming out of itself, I almost come to the center of the road in the day or to the sea. I can't even see hardly there anymore.

[00:29:29] Kirk Reed

It's so much brush and.

[00:29:30] Ron Coole

I grew up in the intersection of that intersection. Yeah, that intersection. Yeah. Okay. That is very poor. And there's a couple others there. And the other one is, and I talked to you on this one and you and I met on this one. When I talked to you and Nolan asked me about this yesterday, actually, and he was on the impression the same as I was that we were going to do a part that we were going to do But at least I thought that day wasn't done. And the park that probably wouldn't get done other than that one little area was done. But what I'm finding there is if you it's clear and the water is going into that ditch all right, but the road is, but the ditch is going up from where the house beyond where we were. The water's coming down there, but it's so full of grass and that no water's getting through and then of course you said yourself that day that the wooden culvert there and I noticed again last night that it's that piece is broken again in one area and so and. When they put the old one in last year and they replaced the old part, they didn't clean it up underneath. They just stuck the piece of wood on top of all the rotten stuff. So that's why it's starting to collapse again. And I mean, I appreciate the bottom part because that was a hazard in itself. But water still isn't going through there. I know we're getting the one red since getting probably going to be about \$2,500 worth of work done. And we're going to put a metal culvert in there that will go over the bank. And that's the only way we can avoid because we can't, because once it goes downhill, it just backing up and destroying the thing. But I'm worried about good that going over the hill because that goes over the hill. And that starts to flood. You're going to have even more damage and more work. But it was only done half. And I talked to one of the guys and they said, well, you know, they said, well, we did this side, not that side, so.

[00:31:53] Kirk Reed

Okay. Just just to get it straight, this is like your future residents there that.

[00:31:58] Ron Coole

Yeah. Okay. And I'm careful what I'm saying is because it's actually. going to be my home in the next few weeks. So, but it's not because of that. And I've already checked out. I don't know.

[00:32:11] Kirk Reed

It's just for not at a conflict of interest. That's not what I mean. I just wanted to verify location. Yeah. You kind of answered the question in your statement. The water is coming from behind your property or the property next to you. That water is coming down towards our road. That's not our water. That's making that happen. So.

[00:32:37] Pamela Mehlman-Shand?

The ditches are our water, not for.

[00:32:43] Ron Coole

I understand, but to that, but where I'm looking at where that ditch is, the wooden one there. There used to be a kind of hole or something that would take water there, but now that has been paved over. And it was paved over by the municipality or not by the municipality. public works whenever and I checked with all three residents and they all said the same because it used to be a big hole there and it was deep and it would cover all that water got through. I have a feeling that when that water comes down, what it's doing, it's not going into one ditch, but it's not going into the second ditch.

[00:33:26] Kirk Reed

All right, but the origination of the water It is not coming from us is what I'm trying to relay like the ditches for our water. And if our water is coming off the road going into your property, then the ditch would be there to protect that. But what you're talking about is the water coming downhill from really coming down from the other good. from the tree, or the one next to it, it's not ours. Like it's not in our right away. That's far beyond us. Like that's not our water.

[00:34:10] Ron Coole

But that ditch in there is yours and it's got nowhere water to flow through there.

[00:34:15] Kirk Reed

That's what I'm saying. I don't follow you.

[00:34:20] Ron Coole

When the water comes down, It comes down into the ditch up by Shannon's house and comes down from the other house. But what it's doing, it should come right down because it was fixed a couple of years ago up top. And the water came down and flowed good. But because of the wooden grate there, and it's all rotten underneath, all that rot is in the ditch. And that area needs to be cleared out. And that is the part of the public works, not the resident.

[00:35:00] Kirk Reed

We'll look at the the wooden culvert again because there may even be a case that it doesn't need to be there because that in a section road area that doesn't isn't supposed to receive maintenance.

[00:35:14] Pamela Mehlman-Shand?

It was there. I remember when it went in, I was the operation supervisor and child learning it went in because it was run off from that driveway. So that's why they're typically put in. There's a couple in the sandy point. it's, yeah, and that's, it's usually one of the properties above our road elevation.

[00:35:38] Kirk Reed

Oh, my concert is rather out. But I haven't seen evidence of that happening these past few winners like it coming down into the pay section of the road. I'll definitely monitor it and keep an eye on that. And I'm not trying to like, pitch with you here. It's why I know. And I know the situation is that the water is coming from your house. Exactly.

[00:36:07] Ron Coole

But it's not flowing under that thing because it's all rotted underneath from the Colbert. And that's what's blocking the actually the water there. So you're going to have a look and yeah I'll look at it.

[00:36:20] Penny Smith

back in touch.

[00:36:20] Ron Coole

And will you get back on this one and let us know?

[00:36:24] Penny Smith

So, yeah, I was going to say, but when it sounds like DOT is still doing a bit of research of your own, and we'll get back to the group or to the individuals.

[00:36:33] Kirk Reed

Yeah, any time. Call me. We'll be down there again like we did.

[00:36:37] Penny Smith

Okay. Excellent. Thank you. Thank you, Councillor Coole. We have District 7. Next, Councillor Richardson.

[00:36:46] Dale Richardson

Well, we can use same overall. What can I say? You know the problems there of course it's the chip seal and when it breaks down the potholes are not potholes they're trenches and it's certainly hard on vehicles and equipment. I mean typically the road is good when it's good and when you get to those sections if you're driving you'll say like the word was saying 50 plus you're in for significant front end damage and puddles and tires. Other sections that have been repaired, for instance, the upgrades that was done on the claims like broke, they appreciate that and it stood up well. Again, the new manufacturers don't. The other one comes to mind is Rockland and some of the West Sable Road extension down to hemmings. Those sections stand up really well when they've been upgraded. But of course, that doesn't leave any problem on that ship sealed section. Again, it has two or three dips into it of covers that have been repaired. I don't know the magic solution. I think it was conveyed that some of the solution may be this new apparatus you have of hot patching or not, or what's the, is there a solution?

[00:38:25] Pamela Mehlman-Shand?

So the ECBO road, the gravel portion, as well as the chip field was on the capital program for their season, and unfortunately the program got part of the program was cut. And so it's not going to be done this year. and we're going to look to push for the future because it's one that should be done. However, I was able to get some money for it and we're going to be putting 500 tons of asphalt on the worst part of this season.

[00:39:05] Dale Richardson

Yeah, there is two or three small sections that are been known to break up.

[00:39:10] Pamela Mehlman-Shand?

So if we can alleviate some of the potholes, those are the ones that are the bad ones.

[00:39:13] Dale Richardson

That's what we'll be focusing on, like around the Edwards Lane and what not. And Down from there is another bad set down what we call the goose hills section is always been known to break up there.

[00:39:37] Kirk Reed

Those would be the ones that I'll be concentrating. With upper five.

[00:39:43] Pamela Mehlman-Shand?

We also were doing. Okay, we're also doing a patch there as well for the same amount that was one that got cut from the profile. So it'll be \$510 on that.

[00:40:05] Speaker C

Sounds impressive.

[00:40:08] Dale Richardson

The other beef I have, West Savel Road. We got a small section and when I emphasized the word small, I don't know how many loads it was, three or four truckloads of asphalt, I guess. But there's two places on that West Sable Road that have eight, nine inch deep runs. They don't get cloud. They're lakes that are the one is in particular. You're probably very familiar with it. It's between the breakwater road and Little Harvard. The other section is coming up over the hill past the church. There's eight or nine inch rut there. If cars don't drive on the high side, they drag. It's only SUVs that do not drag in that. And that one we put a fire truck over the top of that, which is not warm and fuzzy when you have a load of water on it and you have a rut that you have to do it. That's in good weather. but it won't refer. And I've been advocating to have those two places at least repaired and fixed.

[00:41:27] Kirk Reed

And so that road is on my rim program and that's two years.

[00:41:36] Dale Richardson

And we have to keep in mind, I keep driving this point. We have a plant there that puts out 15 possibly trucks a day that are trailer trucks loaded, coming in and going. I'm being conservative in the, that's, I don't know if we put a counter on the average. We haven't had major issues, but some of the trucks won't even use that one route. They come the other way. Just pointing that out, the other part is the brush clean. If I want my windshield cleaned, all I have to do is drive on the shoulder of the road, because the limbs will do. West Savel Road is overgrown. You come up past Western Onal Savel's cemetery, and it's over in the road. The out towards Rockland, Little Harborway, it's all been pushed back and cleared. But West Savel up through to Savel River, there's a lot of sections there that are grown out in the road, and it needs not just side mower, it needs to be pushed back. Because every time it snows, we're dodge entries.

[00:42:53] Kirk Reed

So that will be my push cutting here. The trunk free sable is on my rim to seven in for that.

[00:43:05] Dale Richardson

There's an hopes it could be done this fall. And of course, the other prevalent one to me is county line. The county line. The province, I don't know, have been aware of the circumstances every time we turn around, the highways shut down, and the send of the problems are shut off. That is notorious, that hill and corner has always been a problem. Again, even this summer, we couldn't even get a windmill up it.

[00:43:40] Kirk Reed

I'll let Pamela handle that one.

[00:43:44] Penny Smith

because that you are here for district seven. Yeah.

[00:43:49] Kirk Reed

That's beyond maintenance, like my my.

[00:43:51] Pamela Mehlman-Shand?

Well, there's no question beyond maintenance, but I would suggest you push that with your. If they think it added some kind of capital.

[00:44:04] Dale Richardson

Of course, the big thing that I struggle with is we're spending millions upon millions upon millions of dollars of double to bridge water on safety issues, and yet we have these pinch points that have been notorious with county line corner, along with the hill, is always been, and there's been all kinds of decisions to back it up.

[00:44:27] Penny Smith

Yeah, it is a very dangerous situation.

[00:44:30] Pamela Mehlman-Shand?

I'm going to surely agree with you on the first hand. I have been clean and work in here. So you know, I've been held up many, many now.

[00:44:40] Penny Smith

Yeah. Okay. Thank you, Councillor Richardson. I appreciate that. We have a couple more questions if we may. The CAO, we'll start with the CAO and then Councillor Sutherland and then Councillor Thornton or Brian, please.

[00:44:54] Warren MacLeod

Thank you very much. Following the flooding event up in Cape Braden and then previously Hance, West Hance. A lot of the CAO's have been talking about culverts and Doing some sort of proactive analysis of culverts that might be vulnerable. There have been some 12 foot ones that have been washed out up in Cape Breton. Now, I see one highway 14. They're doing a great job upgrading the culverts down highway 14. But the province of, or a really good job on inland flood assessments, we're going to be getting the data sometime before Christmas. And our remote coordinator is going to be looking at that flood assessment trying to identify roads that might be within these flood zones. Are you open to our remote coordinator to talk into you and maybe going out and taking doing sort of field visits and identifying culverts that might be of concern if you have a 200 millimeter or more rain event coming and sort of link to that. That a question. Do you have like a menu of signs that you can put leading up to a culvert that says something like road subject to flooding or water over road or anything like that. Do you have something like that in your repertoire?

[00:46:15] Kirk Reed

We do have those and we put them in strategic places. Yeah, the county here.

[00:46:21] Warren MacLeod

Yeah. So just giving your heads up, like when we get that data on that, Jason will probably call you guys up and see if they can work with you on something like that. Yeah, yeah, definitely. Awesome question.

[00:46:34] Penny Smith

Great. Thank you. Councilor Sutherland.

[00:46:37] Speaker D

As I was sitting here, I received an email, which I know you probably are more of an MLA question, the Gettys Bridge replacement.

[00:46:54] Pamela Mehlman-Shand?

I don't think it's going to go this year as originally planned. I think that is on with late getting in. And if I can let you know. It is one of the things that's covered under our mitigation funding. Don't force it.

[00:47:18] Penny Smith

And I see it.

[00:47:22] Speaker C

Thank you.

[00:47:23] Penny Smith

Thank you. Counselor Thoroughby-Nervally.

[00:47:26] Thoburn-Irvine

So thank you to one quick question that's really a question of principle and I submitted it to the 1-800 number and and then I was having difficulty recalling it because I just want to mention it here here and now. So if a community does decide to put up its own roadside sign into the future. Whose responsibility is it to maintain that sign or to own that sign? So is it the public works the province or is it the municipality? And I think I already know the answer to that, but I really want to be definitive because I'm going to go to an executive meeting of this community group. And before they ever entertain the idea of changing out that sign, which has real potential for tourism, point and pride in the community, they're sold during such a burden with doing the Lighthouse Restoration. They do not want any other future costs, so I think this is going to be dead in the water. But please, just in principle, if we decide to take the Sandy Point sign out, put it in a roadside sign. Who's responsible for it?

[00:48:38] Kirk Reed

I can speak for, I can't see us taking on any private sign.

[00:48:45] Thoburn-Irvine

I can't either, but I just, I do want to get it from the source.

[00:48:50] Kirk Reed

And as you can, like, we struggle with what we have now, like, it's a lot of signage out there on a private sign put up by this.

[00:49:01] Thoburn-Irvine

So if we take it on, it's going to be the municipal unit. No, sorry. It's good. Sorry, sorry. I did not need to say that. It'll be the communities. It'll be the community's ownership into the future. So thank you for that clarification. And this is the RCAR. so yeah so so can I can I put you on the spot can you definitely say that this would not also be your the municipal's responsibility I know it and thank you for that seriously thank you it could it clarifies things thank you

[00:49:54] Speaker C

100%. Absolutely.

[00:50:11] Thoburn-Irvine

We would do all that if we get past this ownership issue. Bookworks did send me some criteria. So I do have that. Thank you again.

[00:50:20] Penny Smith

Thank you for that. questions. Thank you both to and to Pam for coming this evening and listening to all of the concerns that are brought forward to us by our residents. That, um, especially as tight as budgets are and then receiving cuts, I mean, it makes it even more difficult, I guess, to balance those priorities that you have. So we do appreciate the work that you do on behalf of our residents and we'll continue to look forward to a good working relationship that we have and now into the future.

[00:51:02] Kirk Reed

Thank you very much.

[00:51:03] Penny Smith

Okay. Thank you and safe travels home. I just want to watch for the deer out here.

[00:51:07] Pamela Mehlman-Shand?

The Dory's bridge is on for rehab. Oh, they're for next year.

[00:51:13] Penny Smith

Next one.

[00:51:14] Pamela Mehlman-Shand?

Unless the tender come. But like, that's the plan for priority ship. But as far as I know, I just found it.

[00:51:24] Dale Richardson

Well, hopefully we'll have no snow to plan. We'll have more money to spend. That's right.

[00:51:31] Penny Smith

All right. Thank you again. Have a good evening. All right, next is our recreation and parks. The first item is Eastern Shelf and County Accessibility Advisory Committee, member appointment, and that's Mr. Deadrick. Good evening.

[00:51:46] Speaker C

Good evening. Let me get my papers sorted. Few reports.

[00:51:57] Penny Smith

It's your show tonight.

[00:51:58] Mr. Deadrick

Yeah. So, yes, so the first report. So the accessibility advisory committee, Eastern Sherwin County Accessibility Advisory Committee. For since it's been formed in 2021, we've tried to maintain two municipal representatives. We have one currently, so. We did advertise for it, and we did receive this application from Kathy McNaughton. And based on her background, so as you see here, she has experience working with public projects, where accessibility was a consideration and design and planning. So she has knowledge of accessibility codes and standards and things like that. But she was also involved in the Sandy Point Community Recreation Group. for a few years and as vice president and she was involved with helping coordinate events, long-term or short-term, and it was for that lighthouse and the whole self. So she's familiar with like working those kind of committee settings and what that entails and in her application she expressed like she really wants to dedicate some of her time to volunteer, specifically related to accessibility. So Based on that, it is a recommendation for her to be appointed as a public member of the Eastern Charlotte County Testability Advisory Committee.

[00:53:19] Penny Smith

Okay, thank you for that. There is a prepared motion of some of you looking forward to that.

[00:53:27] Ron Coole

Be it resolved that the Council of the Municipality of District of Shelburne appoint Kathy McNaughton to the Eastern Shelburne County and accessibility advisory committee as a member of the public representing the municipality of Shelburne for it to be adjourned.

[00:53:43] Penny Smith

Thank you. Is there a seconder please?

[00:53:46] Ron Coole

A seconder.

[00:53:48] Penny Smith

Thank you. It's been moved and seconded. Any discussion on the motion? All those in favor of the motion signify by saying aye. I was supposed to know motion is carried. Thank you next item is the recreation program right off.

[00:54:06] Mr. Deadrick

So we had a, this was actually a registration program fee from the summer of 2025. So it was amount of \$100 and there was extensive effort made by our tax clerk to try to proceed that payment. But after numerous attempts and subsequently they had another, I guess, invoice to be paid, which they did pay, but they did pay the the recreation program one. So we've kind of had to assume It's not going to be paid because efforts have been made since last September, like, monthly notice and things like that. So it is being, you know, recommended that it be expensive, a recreation program, GL to pay that. I'll cover that to cost.

[00:54:49] Penny Smith

Thank you for that. They're a mover and I'm looking over to my right here.

[00:54:55] Angie Shand

Councilor Shandt, it resolved that the council and the municipality of the District of Shelburne expense the recreation program registration fee of \$100 through the summer expense program GL00-27120-902 to pay for uncollected invoice number 2025151442. Thank you. It's the seconder.

[00:55:19] Penny Smith

Thank you. It's been moved and seconded. Any discussion on this motion? We're none. All those in favor of the motion signify by saying aye. Aye. I suppose no motion is carried. Next item is surplus properties can use in trailer.

[00:55:38] Mr. Deadrick

So yes, we have four tandem canoes that comes along with 10 paddles and a canoe trailer that also has two storage bins for the paddles. And if you see from there is two photos there provided. So the four canoes they are quite well worn. We've had it for quite a long time, but they don't have any holes or punctures. We just don't have a use for these anymore. We don't do any kind of program with the canoes. They're extremely heavy. They're not the easiest things to move around, but we just don't use them anymore for our home kind of purposes. And so the trailer it's like so the news there's four three or 17 feet length of one is 15 feet. The trailer itself is probably the thing that is in. as the most deterioration on it. As you can see from the pictures, a lot of rust, the tires, I think, are more than flat. They're probably just disintegrating. Yeah, they're just rotten. And so it's obviously not rich, they're not seeking inspected. We haven't used it for many years. So we just no longer have a use for these in our, you know, requesting they be declared surplus property and then also the ability to put them over tender.

[00:56:51] Penny Smith

All right. Thank you for that. There is a prepared motion. If someone would like to make that please.

[00:56:58] Dale Richardson

I can.

[00:56:59] Penny Smith

Okay. Thank you. Councilor Richardson.

[00:57:02] Dale Richardson

It resolves that the Council of the Music Quality District of Shelburne approved 4 TANDA canoes and 10 paddles to be declared as surplus property and that Council of the Music Quality of the District of Shelburne approved sale of 4 TANDA canoes and 10 paddles by tender at a minimum a bit of \$1 plus HST and the council of municipality of the district of Shelvin approved the canoe trailer to be declared as a surplus property and the council of the municipality of the district of Shelvin approved sale of the canoe trailer by tender at a minimum bit of \$1 plus HST.

[00:57:45] Penny Smith

Thank you, councilors. Their seconder please. Thank you. It's been moved and seconded. Any discussion on this motion? Yes.

[00:57:55] Thoburn-Irvine

I'm according, you just got me perhaps according to to protocol here. I know that the fall fling in Ohio so well advertised. I'm wondering if, you know, I don't know what the process is for the municipality, but that would be a great contribution to their fundraising effort. It's upcoming. Yeah. process. I don't know.

[00:58:24] Mr. Deadrick

So there's different ways to dispose of surplus property or whatever. One of them is the tender by a minimum bit. I don't have the policy in front of me, but if I recall, there is, you can, I think, donate it. or whatever that process is there is other options there to I guess dispose of it or get rid of it type thing.

[00:58:51] Penny Smith

We are talking only a minimum bit of a dollar plus HST to so.

[00:58:57] Mr. Deadrick

Yeah, so the plan, it's just not in here. So Director of Operations, Mercia, has a numerous items and she was looking to put everything in the kind of one, I guess, advertisement type thing. And so this was something that would be included in that. It was just, it was my department's equipment. So we're trying to get that, I guess the final item ready to be as long as declared surplus property, then we can move forward with it.

[00:59:27] Penny Smith

Okay. Thank you for that. I have Councilor Richardson and then Councilor Schand.

[00:59:33] Dale Richardson

I guess that's sort of a question. A minimum tender of \$1 is the tender process. Because the way it reads here to me if I offered a dollar and said I'll take them, I would think they were mine.

[00:59:50] Mr. Deadrick

Well, I guess at the minimum, well, yeah, unless someone else bid higher, I guess you would have it open to bids.

[00:59:55] Dale Richardson

Then it's sort of a pinder. That being said, the picture, what's underneath the canoes, putting that in the trailer?

[01:00:04] Mr. Deadrick

Those are the storage bins for the paddles. There's one on each side.

[01:00:09] Dale Richardson

So the paddles are inside of the storage bin?

[01:00:11] Mr. Deadrick

Yes. And those, those storage bins you can see they're, it's, well, it's the paint that's peeling quite a bit. I don't know how much we brought it would actually be. That's what that's for.

[01:00:21] Dale Richardson

I guess just in discussion wise, I would be very surprised if anybody would give you two cents for the trail. Little on a dollar. That being said, the canoes certainly would have some value, but yeah, the canoes do. And right now, I mean, it's also long would would bring you. Yeah, well, a lot more than five, I think, but anyhow, that being said, I was just curious as to what was in that.

[01:00:51] Mr. Deadrick

Yeah, they're just the story.

[01:00:54] Penny Smith

Thank you for that. Councillor here.

[01:00:58] Angie Shand

I'm quite interested in Councillor Thurmond. suggestion, obviously, the Ohio Hall being in my district, it would be a great addition, I'm sure, to their spring thing, but how does something like that even work? Like how do you make that fair if we were? The next organization, we wouldn't be able to do the same. I mean, clearly, I would be 100% for supporting the Ohio Hall. But I also see how that could be a little bit of a conflict for other places who may then in turn be expecting that there would be a donation made to they are. Yeah.

[01:01:31] Penny Smith

It won everyone to have the same opportunity. Yeah. Yeah. Yeah.

[01:01:38] Mr. Deadrick

I don't have the policy for me, so I don't know what exactly that process. But it is one of the options of disposing is you can sell it. You can put it off a tender market value donation or give it away, whatever.

[01:01:53] Penny Smith

Okay. CAO, please.

[01:01:55] Warren MacLeod

I'm just scanning the policy right now. So under applicable sale methods, there is a line here that says donation assets in usable condition, don't longer require for the municipalities purposes, maybe donated to not the proper organization schools or community groups.

[01:02:11] Mr. Deadrick

Yeah, it doesn't tell you the process how you would choose that, but that's yeah.

[01:02:17] Penny Smith

Yeah, that's, that's the question, I guess, is exactly that. If that's being donated to one organization, That's the expectation moving forward. Councilor Cool and then Councilor Thorgen or Vine.

[01:02:31] Ron Coole

The only concern I would have when I go either way with it for the tender, but as a tender, it would be sold as is tender. The person buying it, you get responsibility of taking that as is where we donated it to something like, I go out and take a bit of say \$50 over that to Ohio and bind them. And all of a sudden I think because they were bad and we didn't realize it was responsible for that then go back to the hall and in turn, they look and come back to us.

[01:03:16] Penny Smith

You're wondering about the liability.

[01:03:19] Ron Coole

That's the only thing, especially with material like this, And that I can understand deaths and chairs and stuff like that. I'm just thinking I might and I could be totally up there, but.

[01:03:35] Mr. Deadrick

That could be a thing that provides with legal on if we were going to donate equipment. Is there a certain like a thing that needs to be signed or something?

[01:03:42] Warren MacLeod

We can ask legal about that. But yeah, you know, if you just had a release.

[01:03:48] Thoburn-Irvine

Yeah. So I'll just add that through the tendering process, let's say the Ohio people who are working hard at their fall fair. Fundaries or understand that there's a tender process if they don't want a bit of dollar and they want a bit five then those and let's say they do in the bid it is buyer but where and They offer those up to auction to their community citizens anybody in the municipality and the other two They either get the better, they get the auctioned item or they don't. So, you know, I don't think there's any conflict as it relates to the tendering process, you know, or per the policy that our CAO suggested. So, then it's just, you know, it's up a benefit to whoever wins that tendering process and potentially there's a venue occurring in Ohio and it just might be an advantage to them. That's the point I was trying to make.

[01:04:42] Penny Smith

And I'm going to play devil's advocate and say there are probably other fall events that are going to be taking place in the municipality. I'm thinking stable river for one. We'd have one. So it's cool.

[01:04:55] Ron Coole

It's kind of like a point of order. Yes, that we're into a different subject. It appeared to the tender here.

[01:05:03] Penny Smith

I don't think so. What do you mean?

[01:05:05] Ron Coole

Because the suggestion there, we were dealing with the tender right now. We would have to deal with that and go back to, wouldn't we? I would think. Yeah.

[01:05:18] Penny Smith

Yeah. Yeah. Yeah.

[01:05:21] Mr. Deadrick

Yeah. I guess anyone could bid on it. Yes. Organization group, individual.

[01:05:26] Penny Smith

Yeah. Okay. We do have a motion that has been moved and seconded. Any further discussion on this motion. If not, all those in favor of the motion, signify by saying aye. Aye. Those opposed, no.

[01:05:46] Pamela Mehlman-Shand?

Motion is carried.

[01:05:48] Penny Smith

Thank you for that. And moving on to the last item under recreation and parks, Roseway River Trail, off highway vehicle options.

[01:05:58] Mr. Deadrick

Nicole, do you have the picture thing? Okay. Thank you. She's on it.

[01:06:08] Penny Smith

What would we ever do without Nicole?

[01:06:13] Mr. Deadrick

So this this report is a result of initially a request by Council. Kind of an additional request, I guess, back in December, I did do a staff report on potential options for the residential and off highway vehicles. And then also we received a letter from the Wood & M. O. T. U. Straits Association requesting the Moose Valley Change Letter of Authority from multi-use to authorize shared multi-use, which means hopefully not trail up to off highway vehicles. And that was back on June 18th. But this report is really for information purposes. There's no recommendations with it. and be due to developments since that last report in December. It is kind of timely, so. But as you should, most of you probably are aware, our roads are over trail, and it's location just outside of town. It's less than a kilometer long, and right now it is only open for pedestrians and cyclists. It's not open off either vehicles, but the trail itself for small trailers and it does have two bridges. One is the Bailey Bridge, the larger bridge, and a smaller bridge, which I just referred to as the trail bridge. The Bailey Bridge that was fairly new, it's not very old that went in the same time as the road bridge when they replaced that.

[01:07:38] Speaker D

But the trail bridge itself is over like a hundred years old. That's an original rail, a real big trail or bridge.

[01:07:48] Mr. Deadrick

So that trail connects basically from where the town the town trail ends and then goes through and connects the over where Ones Park Road meets the railbed that DNR is responsible for. So that is currently a gap in the trail system, meaning for off-highway vehicle connection. You can walk it, but right now there's no legal route for an off-highway vehicle to the town trail where ends and then connect with the heart. I'll just call it the Hurts Point Trail. There, there's just no legal connection that they would have to go around illegally. So there's a gap there in connectivity and that's the reason for the request from with them will to Australia Association. We've been aware of this for a while. So with the two bridges on there, the Bailey bridges in good condition, it's fairly new, but the trail bridge is old. And since that last report that I came to council with, I had, we call them load rating inspections. We actually, it's kind of a combination of things. It was a condition review and a structural assessment, if you will. And basically, We did this bridge, the Roger River Trail Bridge, but we also did the Tom Tigny Bridge, which is an saviour river. So the Tom Tigny Bridge is smaller than the Jordan River Trail Bridge, our current bridge project, but it's pretty much the same. It just has one pier instead of two, but it's the same bridge, essentially, the steel bridge, over 100 years old, in the same sort of scenario that the Jordan River Bridge was in. And the reason it was done on both of those, because as per last inspection reports that had done in 2024, they were, it was noting that those bridges are starting to get near the end of their life. And, you know, you will need to do further inspections and we're supposed, we're required to do them every five years, condition reviews. But a condition review is more of a visual inspection. They're not doing the structural analysis. That's what this inspection gives us. And it looks at what kind of loads can it handle? So pedestrian loads, off highway vehicle loads, the dead loads can hold itself in other scenarios. And that's what we want to know because of the situation with the Rosa River Trail. We need to know like we know it's getting at the end of its life. How much life doesn't have left? Do we have a few years? Do we have? whatever. So the results of this, we've had preliminary results for the Roosevelt River Trail Bridge report. At this time, there's just a draft report available. It's not stamped by the engineer, so I did include it with this report because it's not really ready for to be released because they haven't stamped it to say this is our work. The Tom Tigney one is still being worked on, and I'll get to that in a minute. But it related to the Roots River Trail Bridge. So as the based on the draft report, what came back, which was really not a big surprise, but it is basically considered to be in poor overall condition with a lot of deterioration and mainly in the in its steel. So they do have a good, I'll just read this from the report because they did a good job at kind of summarizing this without too much engineering words. But basically, significant deterioration has been observed throughout the steel components of the bridge, widespread corrosion, substantial section loss, and localized errors with the steel had deteriorated completely through the section. So that's not good when you're losing complete sections of steel. in the areas that are supposed to be supporting. They know the steel bracing to help stabilize the bridge under lateral load wind is also severely deteriorated and can no longer be relied upon to provide adequate support. The biggest thing, one of the main factors with this bridge is that it's not, they're not saying that if just the pedestrian was on it, it can't hold that load or just not probably vehicles crossing it, it can't hold that load. It's the combination of a pedestrian and maybe a significant wind event or an off how a vehicle and significant wind event. So those combined together as a scenario, they're basically concluding saying that then it would not be deemed safe. And there's a lot of engineering formulas and how they turn that in, but the end result is that due to that, you know, they say it's possible to rehabilitate it and rehab is not a replacement rehabilitating to like repairing it. The work, but it would require extensive repairs to the steel racing system reinforcement of the girders. replacement of the bearings, but even with those repairs, it would have little remaining service life. And so basically this did the extent of the deterioration and those potential costs. The amount of work that would be required to rehabilitate it is not considered a practical long-term solution for the structure. So essentially, we're now at times with bridges, especially that repairs, you can't get repairs that are cost-effective for long-term compared to like replacing. It's the cost is so similar that it's not cost-effective necessarily to do a repair that's only going to give you 10 to 15 years. Where is a replacement? They replace bridges now for 75 years when they do new bridges. So anyway, but based on all that, they say for those reasons, that it's, you know, they recommend a long-term approach, but also that until it happens, they recommend the bridge to be closed to public. So what that That's their recommendation based on what their findings are for the bridge. And it doesn't say this right in the report, but the engineer did say to me, even without the structural assessment, just a condition review, they would have probably came to the same conclusion just because of the shape it's in, so much deterioration and siege. But the structural assessment, so like looking at the load ratings and whatnot, that really kind of confirms that for them to make that recommendation. So, um, that kind of throws a, um, we have a wrench in what are the options for, uh, that area now, not necessarily the trail, but that area for off highway video connectivity. Um, so, but

you also have to know what their kind of preliminary findings are for Tom Tigny trail bridge, too, because That bridge also was in an important section of trail. So basically, I don't have, I mentioned, I don't have that report right now, but they're based on their preliminary findings. And that bridge is the same. It's over 100 years old. But that bridge currently is on a trail that is open off highly vehicles. So it does have pedestrians off highly vehicles and cyclists. So basically based on their preliminary findings, They're kind of finding similar findings as the Roads of River Trail Bridge. But before they, they're trying to avoid looking at a closure recommendation as a last resort. So right now what they're doing is they're trying to explore like high-level rehabilitation and strengthening options to determine whether a practical interim solution could be identified to keep that bridge open for safely and that would meet code. Um, there's all these, all the things they look at, they're looking at it against the code that exists. And if you don't meet that code, they can't, that's a fail, right? So, um, so right now that report they're working on that, there's, and I just talked to him today. They're trying to really figure out, can they come up with recommendations that they can recommend? That they're comfortable with as engineers and they can back. They're never going to say anything that would make them liable, right? They're going to, it's pretty straightforward information. So that's what's happening there. So you kind of have put both into consideration and context for the trail system and where they're located. So the Tom Tigny Bridge in the Civil River, which is just beyond really the Jordan River Bridge. So right is is another critical point in the trail system. Essentially because there's no legal alternate route for users around that bridge. So if you think of the Jordan River Trail Bridge, the one we're working on right now, that was the same scenario. Like you either got to go through the bridge, or you got to go in places you're not supposed to go as a rider, or even as a, or places that are not safe as a pedestrian, like going out on rail, it's in highways and things like that to get around it. The Tom Tegney Bridge is the exact same situation. You would have to go on to roads and highways to get around it, which are not currently road trails to do that with, right? So you've got that bridge there, and then, so that impacts the risk of river trail in some ways. Where it has to be considered, because the trail now for the risk of river trail, it limits options for connectivity between its two endpoints. So you've got two trails coming from the town, the pedestrian trail, and then you've got the town trail. Um, now the, um, if you look at, let's see here, where you at Nicole, go to the next, keep going. I'll keep going. So that's the Tom, take me bridge. As you see, like if you stuck another peer in there, it looks just like Jordan River Bridge. It's just smaller, but that's essentially so it's the same setup. It's like almost identical scenario. Um, okay, Nicole, we go to the next one. So yeah, you can see so this is the stable river area the red is the trail where the red crosses the river that's where the bridge would be. So the only way to get around that is to connect to if you couldn't get across there you're going back it on the highway, Freeman's Mill, you have to go in other areas that are not legal right now to get to that bridge so if you go to the next slide. Right, so this, this shows you where, this is just a Google map aerial view of where the Roosevelt River Trail is, the two bridges, right where it says, shall we kind of real trail, that crosses the, the Bailey Bridge, and then as you move towards Owens Park, you can see there's a driveway. So the small bridge is right in between those two. But, You to cross the river, you need both bridges, so you can't cross one get around it, you have to have both to get from the viewpoint lane to connect some trail right with that driveway is I guess so that due to that. But there is an option maybe to bypass that section. Now it's different for off highway vehicles and pedestrians. There is a potential option there for off highway vehicles because the town trail goes to McGill Point Lane. Roughly, I think, or almost by up is the bridge. You could have a road trail potentially go from there. then connect on Spark Road and go along the on Spark Road to Heart's Point Trail. So those two bridges, you do have a bypass. Tom, take me, you do not have that option. But just to focus on the road's river trails. So that is a potential option for off-highway vehicles. Road trails now are not, they're new, but they are in many places and they've been done locally, obviously. Now for off highway vehicles, that seems like a potential solution. For pedestrians, however, it's not as simple as that. If you go to the next slide. Right, so that was a show where you across with the road trail. And it's a sec here. Let's see what lines. Right, so you go to the next slot. Yeah. Um, yes, stay right right there, I guess. Right, so if you were a pedestrian. If you came from the town trail, like this is the only this is really the only way around it and it's, it's not one that. that would really probably work very well for safety reasons, but you would have to basically leave the trail, go on to the main road, cross the main road bridge and the connect where that driveway is to get back to the trail. So you bypass, but as a pedestrian, There is no sidewalk there. There's not really a walking lane. So it's not really a safe, I wouldn't say it would be a safe connection point, or a place that you would want to direct people to, to go around. This is if the scenario was that you couldn't use, if the bridge was closed, let's just say, if you couldn't go across that trail bridge anymore, you have to bypass the bridges. So that would be one that maybe if the trail bridge was closed, Unfortunately, people would have to stop. You would only have to go so prior. You'd have to join the trail some results or start another location. However, people could on their own if they want to take that and walk across

the bridge and connect elsewhere. That's totally either on discretion and maybe taking their own risk. That's if the bridge was no longer, you know, open type thing. With that being said, the question that was posed for the request that was opposed was changing the trail L.O.A. letter of authority to make it open to off highway vehicles. If there was a scenario where the trail bridge was closed, I'm not sure how you would be to pursue changing in L.O.A. if you couldn't have off Highway vehicles wanted to utilize it for the time being anyway. Because there wouldn't be any they wouldn't be able to legally access it as well. And we looked, we were actually on site looking and looking at Kudau Paweb equals maybe access that driveway, that's just passed, but it is a driveway. And interestingly enough, there was a resident there that approached us which has happened to be there and who lived right That was their driveway, and kind of expressed how they did not want to see ATVs on the trail, but also their driveway. Anyway, a driveway connection, I think we could create a lot of risk and liability if it was off I would be directed there, but also being that it's a driveway, and there's probably way to reason easements for those homeowners that it does pass through the trail corridor. But there actually is another piece of property that goes right through the trail right where the road meets the trail. So it would be probably a complicated and timely legal endeavor that may end up being you wouldn't get permission or it might not work out. But that's why the road trail is an easy bypass potentially. So it also kind of raised the question about and this is just what kind of comes up through giving thought further this is these are not recommendations, but the question about should the municipality continue to hold the all the way for the trail. So. And just to kind of give perspective on that so that we do have. Kern, we have three trail bridges, which are all part of L.O.A. 's that require replacement, but we have more than three bridges. So there's a river trail bridge, there's a tom technique, and we're currently working, the Jordan River is not done yet. I mean, there's nothing there right now, but it's in the works, but it's not done yet. So we have three bridges. One in the works and two that are being discovering that need, you know, extensive rehabilitation or replacement. In last, so we know the Jordan Bridge project is over \$3 million. And based on our last engineering inspection, that was done in the fall of 2024, the Tom Taylor Bridge, they give estimates, they're like class the estimates, They had a cost of 2 million for the replacement of the Tom Tigney. And then for the Rose River Trail Bridge. Now, this was probably based on a steel bridge, but they had it anywhere from 800,000 to 1.2 million. There's many options for small bridges like that too, so that doesn't mean that price is a, these are not solid, but we do know from what the Jordan River Bridge should be compared to Tom Tigney. We kind of know what would be in the works for a replacement cost for Jordan River. for Tom Tigny, the Jordan River Bridge is the one that we are pursuing was the lowest bid, and that's a timber bridge, and they just went up higher from there. So if you were looking to replace say Tom Tigny in a year or two, it's fair to say that costs would be probably similar, because I'm sure things will increase. But that's just to give you some rough numbers. And we do have two other bridges, the Sabre River Foot Bridge, which is not part of the trail system, but we own that one out right. We don't own any of these bridges, the part of the other ways. They're technically not ours. We're responsible for them as part of the layers of authority. But we do own the stable river for bridge out, right? And then the Rose River Trail, the Bailey Bridge, that was the other one. Luckily, that's in good shape, because it's new, barely new. But that's quite a few bridges. And we now are in a place where we have multiple at the same time, the same kind of state. I mentioned earlier that the Tom Tigny Bridge is almost identical to River Trail Bridge project as it's a place that's crucial for connectivity. And I guess the difference from Roseway is that it doesn't have that alternate route, a potential alternate route where the Roseway River Trail Bridge does mainly, especially for off-highway vehicles. So I put in there hypothetically if the Roseway River Trail L.O.A. was terminated, you know, you're no longer responsible for those two bridges on the operation maintenance of the trail. That would transfer back to DNR, and you know, instead of maybe two costly bridge projects, you know, you could focus money on one like the top technique, which is at a very critical connection point, because what would have The Jordan River was the one that was the critical point. It was the one that, you know, we were, let's say we're getting pressure from, but that was on the minds of riders and trail users. That would just switch over to Tom Tegney, once you've done Jordan River, and then you have to go to that one. If you had to close it, say, but the engineers are looking at his or possible ways to keep that open. And also to keep in mind, What comes under these reports, they say we recommend it to be closed. It's then up to the municipality, like we can go to legal to say, okay, you know, based on this, is there options that we can keep in open that we're we're making sure we're limiting liability and we're not going to be putting ourselves in the situations that, you know, we would be liable. So, This is just pre-lement. The this is information that will help going forward because I expect once the two reports, the final reports are done for the inspections that I would bring those back with more details to give you all a better understanding of how they came to those conclusions. and what it really means and also probably exploring what are some of these options. Because at this point, I've not talked to DNR or anybody like, you know what I mean?

But at this time, that's what this information is for. It's to think about what are the options, how that bridge affects this situation and where is it fit within the kind of context of the trail connectivity locally.

[01:29:01] Penny Smith

Okay, thank you very much for that. And thank you for all the work that you've done on these trails. I mean, it's been a lot. I know a lot of these sections. Yeah, I'm glad that we have a project manager over there as well.

[01:29:18] Mr. Deadrick

Oh, yes. So design, design point, they did the, yeah, so the others, there's The process in this design point is actually the same who did who are our owners engineer for the project. They're very, very, very good. So it's very helpful.

[01:29:35] Penny Smith

I do. I've got a number of questions. They're not in any particular order now, but just I can scribble on the cell. But CAO, did you want to start?

[01:29:42] Warren MacLeod

I did.

[01:29:42] Penny Smith

Okay. Thank you.

[01:29:44] Warren MacLeod

So I just want to try to make this in a more concise version for you guys. Rosemary River Trail. Riches failing. You've got two options. Option A, we keep the LOA. We have to replace that bridge. 800,000 to 1.2 million. Option B is you hand the LOA back to the province. The bridge becomes their issue. We can hand them the inspection report so that they've got that on hand. We get the trail association to apply for a road, OHV license to go across the road bridge to Sandy Point or to Island Park Road around to Harts Point. Those are your two choices there. If you kept it and it fell in the water, you then got issues with Department of Environment and all the rest of it. Tom Tigny, we're going to talk to the lawyer to see what the options are there for keeping it open longer. It's also going to depend on what the report comes back and says. So if you wanted to replace that bridge, it's not going to happen next year. It'll happen the year after that subject to funding, like we've done with Jordan. Jordan, hopefully we can get some kind of response back from the lawyers that says, you know, put a sign up saying use your own risk, something like DNR does, try and avoid it closing it if we If we have to, if we can, if we have to as possible, I might be close for let's say a year or something like that. Madam, have I got that right?

[01:31:22] Mr. Deadrick

Yeah, and I think there's probably like that's very, that's to the point. And until we get that final, until we get that report on the Tom Tigny Bridge itself, because they may have some options that are backed by engineers, that's, that would be great. Because even the Rosa River Trail Bridge, I mean, I don't know how it works with DNR, but there's several bridges that are in the same state as that, and there's just signage. But like, if you go by what they're finding, yeah, it's, if the recommendation is to say it's at the end of its life, it needs to be closed. And I know that doesn't always sit well with trail users, but it doesn't be safe. Yes, and I think I think that is to explore what are the options there of how could you keep something open when you get a report that says this is it even possible.

[01:32:22] Penny Smith

Yeah. Okay. Thank you. See you for that. So. You know, I think we all agree that, well, we all support the connectivity, but it's just, how do we do it? And how can we afford to do it? And so my questions, one, the CAO really touched on was about if the Roseway River Trail was signed, like DNR does on various locations, enter at your own risk. And what is that liability to the municipality? And I'm hearing that that'll be a discussion with legal. to find if that's something that can be done, and if it's something that we should be doing. When do you expect to have the final reports?

[01:33:08] Mr. Deadrick

So the Rosary River one is pretty much like pretty much, it's good to go, just they need to stamp it for the most part, I think. The Tom taking one is still working on, but I would think I could have, I'm the way I've been talking with two of them is, you know, for the next council meeting, I guess, the one in middle October. I could probably have have them ready for that. And that way, you could receive them and with, you know, some summaries or whatever to help explain. And so you could get to the nitty gritty of things.

[01:33:43] Penny Smith

Yeah, because I think we do need to look at this.

[01:33:45] Mr. Deadrick

Yeah, for sure.

[01:33:46] Penny Smith

Together. It's definitely. Trans separately and then making decisions on another at another time we have to look at this.

[01:33:52] Mr. Deadrick

Yeah, and they would have been this also this this all is developed pretty quick in the last couple weeks. Like this preliminary findings this for draft was like what we meant last week at site and it was that was right up pretty much like a. We got the information. So yeah, it would be good to have some more time anyway to put together a more extensive, a better report to both these reports. And even in that time period, maybe we can get some information from legal or some feedback from that too.

[01:34:28] Penny Smith

And so the Jordan Trail, we've put \$525,000 more than that. We actually put

[01:34:36] Mr. Deadrick

It's almost 540-ish, 530-something, because we had that increase when we did the tender. We had to go ask for more money, so we had to put a little more.

[01:34:45] Penny Smith

It's going to be around \$2 million. I would think it hopes to be able to find some funding for that as well.

[01:34:51] Mr. Deadrick

So the same process?

[01:34:53] Penny Smith

Particularly probably about the same amount.

[01:34:56] Mr. Deadrick

I don't know. The major fund that we got for Jordan and Bridge was the province at 1.8. That was a result of following their application process for they have a specific process now for this kind of thing and what usually happens is it's almost like it goes to a queue and they look at it and say, is this a good project. So we did it twice actually the first year they're like, yeah, we're not ready. We're not ready to find it. where you're not, and then it became, hey, this is really a good project, and it was deemed almost like an emergency project. That's why we got that 1.8. I would say Tom Tigny is no different. Now, I can't say, obviously, if they would give that same amount. But considering we have another bridge at the same time, there's a lot more external factors putting pressure on fixing one of those, but the pressure Even the engineer, I think they are already preliminary saying they would say due to its location, its critical point in the trail system, Tom Tegney would be the one of the two that you would address first.

[01:36:04] Penny Smith

Yeah, and so realistically in like two years, we'd be looking at over a million dollars ourselves. And, and, and then looking.

[01:36:14] Mr. Deadrick

I think you've got additional. It's usually your main funders to province, the COA, the OHEB fund. The same ones we have now in, in the municipality. It might be a little less than the, than the Jordan River Bridge. But I would say that it's, that's what you, you want to try to get those amounts for sure. But if you've got another bridge at the same time, you're trying to, like, it would be a lot.

[01:36:38] Penny Smith

Yeah. And so my last question is just, What's the expectation from council this evening was this just to bring us up to.

[01:36:46] Mr. Deadrick

I think it was to give information in the only direction.

[01:36:48] Penny Smith

I was comprehensive discussion on what we actually.

[01:36:54] Mr. Deadrick

Yeah, I think it just it just warrants a second. Another time for me to come back with another report with these final reports. And to explore some of those, whatever the tone taping one says as well, but like we talked about getting legal advice, to explore what those options are. If they both came back as if you need to close both well, we definitely want to see what are the parameters outside of that. They're not going to tell us you should close it in a week now and once now they just say we recommend it be closed.

[01:37:24] Penny Smith

which we- Right.

[01:37:27] Mr. Deadrick

Right. So we have to be the adjustment of that, but that- anyways, that's yes.

[01:37:34] Penny Smith

Okay. Great. Thank you. And again, thank you for all your work on this. I'm C.A.L. and then Councillor Richardson.

[01:37:41] Warren MacLeod

I actually want to be a little bit more aggressive than that. You've got the information you need now on the Rosary River Bridge. I think you need to have a discussion right now on what the option is you want to choose. We're just waiting for the stamp on that report. He's giving you all the information on that report. So discuss those those two options and see if we can get some consensus on council. Because I think we're probably going to have to take some action on that pretty soon. Once you've got their report in hand and they're saying that it could could fall due to a wind event, you've then got a liability issue if you don't take action. So I don't think this is something you can push down the road.

[01:38:22] Penny Smith

So even to wait to the next meeting, like two weeks or no?

[01:38:26] Mr. Deadrick

He's going to get that stamp report probably this week. I don't know about the time taken one. I won't get that this week, but this one, this one of the rosemary. Oh, rosemary. Yeah, likely. I just have to tell him it's ready. Like it's good. Like everything. I was just waiting for after this meeting case. We need to adjust, like getting more clarification on things.

[01:38:47] Penny Smith

So has there been sorry councilor Richardson? Has there been discussion with legal about the posting of?

[01:38:53] Mr. Deadrick

I have no we haven't this this for me was to come and give you the information and say and get some direction around or even say locate what the next step would be this.

[01:39:01] Penny Smith

Okay. Great. Thank you for that.

[01:39:03] Mr. Deadrick

From the staff perspective.

[01:39:05] Penny Smith

Right. Councilor Richardson and then councilor Sutherland.

[01:39:08] Dale Richardson

Well, I'm just going to help Warner.

[01:39:11] Speaker ?

I'll

[01:39:15] Dale Richardson

right along, have been saying that we need to rescind the L.O.A. on that section in Rose River. And the sooner we do that, the better. In my opinion, once we notify them that we are no longer going to carry on with it, then that's up to DNR from that point forward to say, you know what? They can do the signage and so on. of that being said, I don't see any problem. We have reviewed it, looked it over, we were on site, and so on, and I think there are alternative options and where there's problems with people walking, not DNR, but Department of Highways or Public Works, built that bridge. There was a walking section to that bridge that they replaced. from there on, it would be up to them if they want to accommodate workers.

[01:40:18] Penny Smith

Thank you very much, Councillor Richardson. Just one item of clarification, if we were to say that we no longer want to hold the L.O.A. there's a period. I think it's three months. It's three months.

[01:40:33] Dale Richardson

Yes, and I think we'd be fine with the three months, but the point being, I think, and more to make the point The longer we go, the more it becomes questionable.

[01:40:48] Penny Smith

Thank you. The one thing I clarify, if we, depending on direction of the council, if we drop the LOA, I think it's important at the same time to say we're dropping the LOA,

[01:41:11] Warren MacLeod

We intend to work with a trail association to get a work around for the OHVs and that we're intending on applying for the LWA on a hards point trail to the hards point. So they get the message that, listen, we're not giving up on this trail section on the trail connectivity. We are working for the connectivity. We just don't have the resources for fixing this problem. And I was remiss in not saying that.

[01:41:34] Penny Smith

Yeah, that is a good message to have councilor Schand.

[01:41:38] Angie Shand

I fully agree if we have to pick one to city, the Tom Tingenburg is definitely the one to use because there is an option for the Roseway. If there were no option, it'd be a really hard choice, but since there is an option to apply for that, do you have an access point possibly?

[01:41:54] Mr. Deadrick

Yeah, so the only thing I would note is that for a road trail, I guess there's no guarantee a road trail will be approved. I don't know. It's in. I don't think it's ever sure thing. And I guess I don't know how it's determined. I just know there's an application process, but I think that I know the trail solution has done that for other several trails in the area. But I just want to note that like. If it wasn't approved, then there is an alternative route, I guess. But there is no route if you have a bridge closed either. It's just just to be aware. That's all. You know, like there's no guarantee, I guess, but.

[01:42:37] Penny Smith

No. Thank you for that. Anything for their council issues?

[01:42:41] Angie Shand

It's a lot of money to mounting three bridges. And I think that even for like residents to look at that, like to actually put out their to residents, the dollar figure to repair all three of these bridges. This is how much of your taxpayer dollars, we have to invest in this for talking millions of dollars to do so. So unfortunately, we do have to make some of those choices as what provides the best connectivity between the two. And I think applying for that learned around would definitely be the way to go there. Yeah. And like you say, to share with residents that it's not because we don't care about the connectivity, because it's great to have. It helps. I mean, you look at the number of people that are coming through town and going to the Chinese restaurant and getting gas, we clearly want to support having this trail system, but at what cost do you sell?

[01:43:27] Penny Smith

Yeah. And there is a way around it.

[01:43:32] Mr. Deadrick

And I guess the other thing is to know that if that bridge was fine, and we wanted to open the trail up to our holy vehicles, there is a public consultation process. And it's spending on that result of how that could go. There's obviously people that might not want that to happen on that trail, but there might be some who live on the trail that, too, is adjacent landowners. But sometimes it had, you don't know the results of that until you hold a public meeting or a public consultation. So just like the road trail, there's no guarantee that trail could, we just can't say we're going to open it up. I believe there's actually a process through the NRA that we have that you have to follow. But we did it for the Jordan River Trail when we opened that up. And with them, we'll use trail associations had to do it for some of their trails. Like it's it is. And again, those meetings, it depends on who shows up and who, you know, who's really they're voicing what what they want. with the town trail when they tried to go through their pedestrian trail that got shut down pretty quick with public meeting. So it's there's no guarantees any of it. It's just these are potential options, but with the bridge out you lose that option to open up the trail.

[01:44:50] Heidi Wagner

So I just want to note that too. I'm in agreement with that too. Looking at Handenbacker all the way on the Roseway River trail bridge. My big concern is that the Tom Tigney bridge that we don't receive any kind of funding and then we're looking at \$3 million. Yeah.

[01:45:12] Penny Smith

Yeah. It's a scary thought. Yeah. Yeah. See you.

[01:45:19] Warren MacLeod

Okay. I've got a challenge for you. You've got to make a motion. So it's going to be a complicated motion in the sense that you've got to deal with.

[01:45:29] Penny Smith

You have a new person.

[01:45:31] Warren MacLeod

Yeah. You've got to deal with number one. dropping the LWA and giving the CAO authority to do that. But then you've got to have a second part to the motion, and that is to give the CAO authority to start the process of, I don't know how you would word it, Adam, applying for a road.

[01:45:54] Mr. Deadrick

I think the question before that is who, I guess the question for me would be, is that does council want to use the policy to apply for that road? Or are we asking?

[01:46:09] Warren MacLeod

Just give a general language where it gives us the authority to start the process. That process might involve us working with the trail association for them to make the application, right? Yeah. Or you could actually be very specific. Give this CIO authority to work with the trail association for them to make the application to open that road path. I don't know how to define that road path, what would you call it the the town to Island Park?

[01:46:37] Mr. Deadrick

Yeah, I guess. It's almost like an extension.

[01:46:41] Penny Smith

Road trail. So that we know exactly what it is that we want to say here. I'm just going to continue.

[01:46:52] Dale Richardson

Did we drop the alloy?

[01:46:53] Mr. Deadrick

It would be that you terminate.

[01:46:55] Dale Richardson

and donate the L.O.A. on the Rumsley River.

[01:46:58] Penny Smith

CAO is going to write out the emotions for us.

[01:47:02] Speaker D

So I do have the L.O.A. right here.

[01:47:04] Mr. Deadrick

It says you may terminate or suspend this letter of authority frame reason whatsoever. Provide a 30 days notice is given to the private natural resources, peel box, 690, help out whatever. So it's 30 days notice. I thought it was three months. Sorry, it's 30 days notice. We terminate or suspend, suspend could be like you need to, you keep it, but you're just suspending it for a certain period.

[01:47:33] Dale Richardson

Now, just that we will support the trail association for.

[01:47:42] Penny Smith

I think the CAO's comment was clear that the municipality work with the association. So so it's it's make that as a separate motion if you want, so you don't connect the two. So it's. They're responsible.

[01:47:58] Mr. Deadrick

So you pro the so here's the thing with our L away. The Jordan River has its own L away with a different number, the original L away was actually for all the trails. So the roseway, the stable river trail, which Tom Taney's on. And the Jordan River trail. So it has. It still has the joint red trailer because it's the original of the way. But it has other trails, but it does have a number. So you might want to reference the number in the, but be specific to the Roseway River.

[01:48:34] Warren MacLeod

Trail section, I guess. Sorry, you want me to put a number in there?

[01:48:38] Mr. Deadrick

Well, it does have a number.

[01:48:39] Warren MacLeod

So I just got a very simple resolution being resolved that, that the Mitch Balford district of Southern provide the CAO with authority to proceed with the canceling. of the L-O-A on the Rosary River Trail. Do you want me to sort of put in brackets, numbers, so and so and so.

[01:48:55] Mr. Deadrick

So there is the L-O-A number is L-O-A 2-0-04-034.

[01:49:05] Speaker C

But it is for specific to the Rosary River Trail section.

[01:49:15] Mr. Deadrick

I would just name the trail itself because there's more than one trail on that. You're not looking to terminate the entire. Just that.

[01:49:25] Penny Smith

So there isn't anything else that we need to be.

[01:49:28] Mr. Deadrick

Just let me double check on the next one. Right, so it's just ball and termination things you have to do remove signage and whatnot. Yeah, that's. It's just the other side as well as the DNR. Cont terminator suspended at any time. And they don't even have to give notice. Yeah, now that's that's what it says right there. That's the. What's the full name of the trail association would land multi use trail association.

[01:50:23] Speaker C

Okay, the Woodland Multituse Trail Association for them to apply for. Give me some words here.

[01:50:34] Dale Richardson

Hi, pardon me. Hi, Lee.

[01:50:35] Warren MacLeod

Yeah, I'm looking for some of this here. Oh, I'll be finished off this resolution. We've resolved the music out of district of Shelton, provide the CEO of the authority to engage with the Woodland Multituse Trail Association for them to apply for. Could you just say alternate route?

[01:50:54] Mr. Deadrick

We're going to be applying specifically for road trail. For road trail, I would say from the Gills Point Lane, Chalvern, to Ones Park Road, to where the DNR Railbit starts, because it's actually, they don't consider it trail, they consider it railbit still, but it's not. because they don't maintain it, right? So it's, I think they refer to it as real dead.

[01:51:21] Penny Smith

That's why it takes a couple of us to make the motions proper.

[01:51:27] Warren MacLeod

All right, hundreds of sound. It resolved that the municipality just take a shelter and provide a CAO with the authority to engage with the Woodland Multi-Use Trail Association for them to apply for a road trail from McGill's Lane to Islands Park Road to Harts Point Trail.

[01:51:44] Mr. Deadrick

McGill's Point Lane.

[01:51:45] Warren MacLeod

McGill's Point Lane?

[01:51:51] Mr. Deadrick

I think that I don't know if that's for the road trail ends or it's up closer to where but that's a rough point that is it okay it's hard to tell on our map it's not I'm going to try my best okay so we have two motions thank you CAO and

[01:52:13] Penny Smith

Mr. Dittrick for preparing, creating them, I guess, for us. The first is be it resolve the municipality of the District of Shelburne, provide the CAO the authority to proceed with terminating the LOA on the Roseway River Trail. And then in brackets, LOA 2004-034. Is that correct, Mr. Dittrick?

[01:52:41] Dale Richardson

Yes.

[01:52:41] Penny Smith

Okay. That's the first motion. If someone would like to make that please.

[01:52:44] Dale Richardson

I would make that motion.

[01:52:47] Penny Smith

Thank you and seconder. Thank you. It's been moved and seconded. Any discussion on this motion? All those in favor of the motion, signify by saying aye. Aye. Those supposed no motion is carried. Now the second is, be it resolved at the municipality of the District of Sheldon, provide the CAO the authority to engage with the Woodland Multi-Use Trail Association for them to apply for a road trail from McGill's Point Lane to Islands Park Road to the Hertz Point Trail. So that sounds proper.

[01:53:36] Mr. Deadrick

I don't know what you call that section. If you want to call it, is it, I don't, I mean.

[01:53:41] Penny Smith

Is there a more general way to put that then? I don't know.

[01:53:44] Mr. Deadrick

I think, I think we know, you know what it means. So, yeah.

[01:53:49] Penny Smith

Okay. Is there a mover in a seconder? I will move that motion. Thank you. It's been moved and seconded. Any discussion on this motion? All those in favor of the motion, signify by saying aye. I, those opposed, no. She is carried. Thank you. Thank you, gentlemen, for your assistance with those motions. We'll send those down to Miss Nicole. Thank you. Thank you again for all your work on these items. All right. We are moving on to administration 8A showroom community well project update and that's our CAO.

[01:54:33] Warren MacLeod

Thank you, Warden. Sorry. Okay, so we received the letter from Lindsey with seed. with regard to the community well. So what seat has been doing is being updating all of the operating costs and capital costs, et cetera, for the community well. They've hired Dylan consulting to do that. The long and short of it is that the costs have gone up dramatically from 241,000 unchanged to 453,000 unchanged. So the good news, and it's quite shocking when you actually look at the numbers. you know, a pump out structure that's what like 10 by 12 or something like that is \$100,000. Yeah, I know. Yeah, you'll build it for 50. Anyway, so continue on to this. So the good news off this is that the SECF grant, they said that They felt that they had enough funds to continue with their 80% share. So long as the municipality and seed increase their shares. So seed have increased their, they've passed a motion and agreed to increase their share. I'm trying to see what the number is again here to 40,000 to 40,000. And they've asked us to increase our previous commitment of 10,920 up to 25,000. You probably can't remember a budget process, but we actually already have budgeted 25,000 for the community well within our budget. So the funds are there within our budget. And I think it's a good project provides a community need. So I have a motion there for you to consider.

[01:56:31] Penny Smith

Okay, thank you, C-A-L. Someone would like to make that motion, please. Councillor Shan.

[01:56:39] Angie Shand

be resolved at the Council of the Municipality of the District of Shelbon, approved contribution of \$25,000 to the Shelbon Community World Project to be funded from the municipality's operating reserve and flowed through GL0021250662. Thank you.

[01:56:55] Penny Smith

Okay. Thank you. It's been moved and seconded. Any discussion on this motion? Councillor Richardson.

[01:57:05] Dale Richardson

I just point out it is alarming to see that increase but problem is everything is going to guy high and I mean I would hate to delay it another two months because it's just going crazy.

[01:57:21] Penny Smith

Thank you.

[01:57:22] Warren MacLeod

I'll just add one more point to this. I should have mentioned earlier is that I have had verbal conversations with Sarah from the town in which she's agreed to the idea of their water operator operating the actual filtering mechanisms and doing the water sampling in kind. So, and that we would cover all the other operating costs, maintenance costs and costs of supplies and all of that. But I will qualify by saying this that we don't yet have a town motion. to pass that. If for some reason they said no, we're not going to do it. We do have writing from the Department of Environments that says that that well would not be a well that would be subject to someone with a water ticket to operate that well. So it would mean that one of our staff could operate it if we wanted to. We would just have to get ourselves trained up on the specific mechanics of that filtration system.

[01:58:25] Penny Smith

Okay, thank you for that, CAO.

[01:58:27] Angie Shand

Councillor Shan, that was actually answered one of my questions because I did really notice that when I was reading through it, which was a little bit of a concern. So that's good news. And second, I was just curious. They noted in there that the community college themselves, their carpentry class, were originally supposed to help build it. Did they give a reason as to why that's no longer an option?

[01:58:47] Warren MacLeod

It came from higher up. It came from the province saying that they are not going to get involved in any water projects anymore. And they basically said to NSCC, this can't be your project anymore. So Louise is doing all the costing with Dylan and getting it ready. One of the first things that has to happen is the province actually has to transfer the land into our name. And then once that transfer occurs, and we get the the rights of way that are necessary for getting from the well head to the property, then they can build it. And then hopefully if everything goes well, it could be operational in paper may.

[01:59:33] Penny Smith

That's the hopeful timeline. We've been helping for a couple of years at least. So I really do hope that it that it just come to fruition to the shore.

[01:59:44] Heidi Wagner

Deputy Warden, do we still or do we know that we still have the commitment from Elliot Page for some of the operational monies.

[01:59:51] Warren MacLeod

Yes.

[01:59:55] Penny Smith

Thank you. I know it's been a long evening because I had to whisper to Deputy Warden, did we vote on this yet? So she tells me we haven't. So all those in favor of the motion signified by saying I, I, those supposed no motion is carried. Okay. And the added item that we had was the glycosol fate. Yeah, spraying. And the fact that we had no idea that it was happening, we just happened to come across it on the Facebook page. And I believe Deputy Warden, the resident had reached out to you and said, like, what is happening here? And so just to put it out there, we were not contacted by the province or anyone else about the spring. And my understanding is that they have sprayed in Ohio. but they have not sprayed at Lake George.

[02:00:51] Heidi Wagner

It's been canceled for Lake George's understanding.

[02:00:54] Penny Smith

You may want to speak to it.

[02:00:56] Heidi Wagner

I received the letter from a resident that owns property around Lake George and asked if I was aware or the municipality was aware that this was happening. We weren't. So at that point we started asking some questions. It was all over Facebook. social media was having a heyday and basically the only thing that I know is that the resident come back to me stated that they had received a phone call Monday afternoon from this company and stated that there would be no spraying happening around like George. So it had been canceled in that area. However, it did. There was some spraying that happened in Ohio and not sure exactly between what civic numbers are where, but that is what I was told by a resident.

[02:01:52] Penny Smith

Well, so, Councillor Thoroughver and Irvine. Well, sorry. So, who is contracting it?

[02:01:58] Thoburn-Irvine

Who is contracting it? Because I actually got a notice, and I didn't actually think it was an arm municipality. So, who is the contractor behind this, the initiative?

[02:02:07] Heidi Wagner

I have no idea. It's a number.

[02:02:13] Penny Smith

But I guess to that point, the province must have approved it. So we should be able to reach out to them, I assume, and try to find out more information. But I guess the reason why we're bringing it up this evening for a couple of reasons, one, because to let the residents know we had no idea what this was happening. But just as importantly, you know, we're seeing a pattern with the province, you know, these things that are happening all around us and the municipality not being advised in any way. We of course don't with something just a couple of months ago and I mean these are important issues and you know we'd like to be able to communicate to our residents at least if we know that they're happening to have at least a Facebook post on it but more so even perhaps have them come to council and make a presentation regarding the issue of cell. Yeah. Councilor Richardson, did you have your... No, okay. So, I'm not sure at this point what we want to do, whether we do want to still have someone come and speak to Council, or whether we write to the province, or how we want to handle this. See you.

[02:03:21] Warren MacLeod

Leave it with me. I can contact the province through our municipal advisor and ask who the person is. So we talked to the issues, the licenses. I would like them to come and talk to Council. because I think you all deserve the opportunities to ask some questions on all the topics you said. Why didn't you notify us? Give us a heads up. But not only that, I just want to ask some technical questions because apparently glycosol fate dries out the underbrush and given the fact that all summer we've had wildfire warnings and all the rest of it. We just had a wildfire a few years ago. Does it really make sense to spray glycosol fate in an area that you may have a fire risk. It doesn't make any sense to me, so I'd like the answer to that. Also point out that Quebec is actually banned like a sulfate. They've obviously banned it for a reason, like to find out more about that.

[02:04:19] Penny Smith

Yeah, just the effect on our physical well-being. Okay, is there consensus for this around the table? Great. Thank you. All right, we are now going to move on to operations. Nine, we have the monthly building report for August. And we see one new construction, one new dwelling, which is under \$4.3 million worth of construction to date. That's for information purposes.

[02:04:54] Warren MacLeod

Yes, yeah, yeah.

[02:04:59] Penny Smith

Well, the number of permits, but not the amount. Right. Yeah. Okay. Thank you for that. Next is committee reports and more than update. Are there any reports to come before council this evening? Okay. Councilor Thorbener.

[02:05:16] Thoburn-Irvine

This past Thursday, there was a quarterly meeting for the Western County Regional Library Board and the Davis Peer Consulting staff presented in the process of consultation will continue. Our executive director, as I mentioned last time when we had our governance meeting, she intends to meet with municipal leadership in the region. So this consultation will go out for the public and we'll get the that what we've heard, documented, etc. So the process of consultation is just beginning and we understand that there's real challenges around the province's inability to provide both sustainable and stable funding. So it's really important. So and then as some of us attended the Roseway River explanation by Adam, and that was very helpful. Yeah, I attended.

[02:06:20] Penny Smith

Thank you. Councilor Cool.

[02:06:23] Ron Coole

September 11th, I met with the region six. It was my first meeting in a couple of years with them, because I have been off the committee for the last term. And a lot of good things brought up, a lot of kind of catching up for me, but there are a couple of things I think Marcia is going to deal with those in her report a little later.

[02:06:51] Penny Smith

Okay, thank you for that. Any others?

[02:06:53] Angie Shand

Councilor Shandt? Last Monday, I attended the arena meeting. The ISIS underway going in, they'll be ready to open very soon and they've undergone almost a complete renovation in the kitchen. Steelings have been replaced, some of the walls. Um, covered doors have all been taken down painted clean, new furniture, a whole new vent system, new friars, new stove, a hole. It's pretty nice. And you walk in and it is like so fresh and clean and can't wait to drop the franchise in the fire.

[02:07:30] Pamela Mehlman-Shand?

Great.

[02:07:31] Penny Smith

Thank you for that.

[02:07:32] Pamela Mehlman-Shand?

Any others?

[02:07:35] Penny Smith

Okay, I just have a couple to report on September 10th the CAO and I met with Louise Lindsay who gave an update on the community well project and of course we just dealt with that by motion. September 16th, I attended the Shalvan County leadership meeting in Barrington with the CAO and I have to say it really is one of my favorite meetings because it's just a wonderful opportunity for the five units to come together and just in a very informal manner, talk about the different matters issues that have arisen that affect, you know, sometimes it's all of us. Sometimes it's just a couple of us, but it's just having that opportunity to, you know, to discuss them and to try to come up with the best solutions, I guess, for our residents. And then this morning, myself, excuse me, in the deputy warden, attended the regular monthly meeting that staff has with the Chamber of Commerce, the president in the past president. And they are planning to make a presentation to council. And I think they will talk about where they are and how they plan to continue to support the businesses in our area moving forward. And quite likely there will be an ask of some sort. coming forward before budget. And then tomorrow morning we will be attending a joint services board exploration committee meeting in Lockport. So it is now 809 PM and I will pass for a motion to go in camera please. Thank you. Thank you. It's been moved and seconded. All in favor of the motion signify by saying aye. Those opposed no. Motion is carried.