

PUBLIC MEETING

Building Bylaw #32 and the Draft Master Transportation Plan February 16, 2011 Approved Minutes

DATE: February 16, 2011

TIME: 7:00 p.m. to 9:45 p.m.

PLACE: Stratford Town Centre, 234 Shakespeare Drive

COUNCIL: Deputy Mayor Gary Clow, Councillor Steve MacDonald, Councillor Diane Griffin, Councillor Emile Gallant, Councillor Randy Cooper and Councillor Steve Ogden

PLANNING BOARD: Rob DeBlois, Cliff Campbell, Bobbi Jo Dow-Baker

STAFF: Robert Hughes, Chief Administrative Officer; Vahid Ghomoshchi, Director of Planning; Kevin Reynolds, Development Officer; Joshua Collins, Building Inspector; Doug Deacon, Sustainable Economic Development Coordinator; and Adele Gillis, Recording Clerk

CONSULTANTS: Jeff Ward and Murray Lloyd, Delphi MRC, Alan Aitken, Traffic Operations Engineer, Capital Projects, Transportation & Infrastructure

MLA Alan McIsaac

PUBLIC: 40 people

1. CALL TO ORDER:

Deputy Mayor Clow called the meeting to order and thanked everyone for attending the public meeting. He noted that Mayor Dunphy sends his regrets.

An explanation of how the meeting would proceed was then presented by the Deputy Mayor.

It was noted that a copy of the draft Building Bylaw #32 and the draft Master Transportation Plan is available for viewing on the Town web site at www.townofstratford.ca

A copy of the draft Building Bylaw, as well as an information sheet on the Building Bylaw was available for the public at the beginning of the meeting.

The meeting was turned over to building inspector Joshua Collins, who gave a power point presentation on the Draft Building Bylaw, Bylaw #32. Joshua explained the National Building Code (NBC); why the NBC is important to follow; why the Town should adopt the code; and why the NBC is important to the residents.

Questions after the presentation:

Leslie Sack: Will the Town now be taking on the responsibility should anything occur once the building has been inspected?

Building Inspector: There are certain liabilities involved with the Town conducting inspections, but it does not relieve the contractor of their responsibility if it is an issue with their work. We are now in the process of reviewing this Bylaw with our lawyer and looking at other cases across the country.

Vince Murnaghan: When will the Bylaw come into effect?

Building Inspector: We will take the comments from this meeting and make any amendments. The Bylaw will be taken through Planning Board for a recommendation to Council. Council will then have a first and second reading to adopt the Bylaw. We hope to have the Bylaw adopted by the spring.

Grant MacLeod: Will the Town look at adding the energy component they are talking about adding to the NBC?

Building Inspector: There will be a grace period where we will look at everyone getting up to speed with the new requirements. That will be something that we will look at a little later.

Grant MacLeod: Any consideration or requirement for contractors who haven't taken a Building Code Course?

Building Inspector: It would certainly help if contractors had an information session where someone would give a presentation/overview explanation on the Code.

Grant MacLeod: Will the fee structure be increased?

Building Inspector: We are currently at .11 per sq. ft, and will probably increase that by .04 per sq. ft. for a total of .15 per sq. ft.

Grant MacLeod: When and how often will inspections be performed? Will the inspection be done in difference stages?

Building Inspector: We are still discussing whether or not we will have designated inspection points. It will be brought to your attention when you are issued the permit.

Grant MacLeod: Some municipalities have a supplement Building Code to the NBC. Will the Town have something like that?

Building Inspector: We mention the Barrier Free, the ratio for how many units will be in an apartment building. This has been recommended by the Council of the Disabled and is in line with what Summerside and Charlottetown are doing.

Grant MacLeod: Will the Town be referencing the Life Safety Code?

Building Inspector: This is something that was looked at in our discussion with both Summerside and Charlottetown, it does not really apply to us. This will allow them to have some kind of standard for building design. That is where they would apply the Life Safety Code. In the Town of Stratford we do not have buildings of that nature and we really want to focus on the one Building Code.

Carl Hamm: Will the Town have information/hand out information for residents who are building a house and how will they know if they are getting things built to standard or what the standard is?

Building Inspector: The Town will certainly work with any individual to help them determine what is needed to obtain a permit. There are certain submission requirements; we will need detailed building plans, room layouts, cross sections, etc. If someone is constructing then we will review those plans ahead of time to make sure they meet the NBC. The inspection process will then ensure that they are meeting the information that was submitted for the permit.

Carl Hamm: What about the homes that are already constructed?

Building Inspector: We haven't formally adopted the NBC so there is little recourse because the builders were not required to build to the NBC standard. Once the NBC has been adopted, we will be able to check homes.

Tracey Gormley: Will the stages be the same for all applications or just based on the plan?

Building Inspector: We are still looking at what the stages will be. We may look at doing stages by the type of building, single family dwelling, etc.

There were no further questions on this portion of the meeting.

Deputy Mayor Clow thanked Joshua Collins, for his presentation and noted that Planning Board will review the comments from the meeting and then make a recommendation to Council. Residents are also asked to drop into the planning department or submit their additional comments in writing or email them to the Town.

Deputy Mayor Clow then proceeded with the second portion of the public meeting regarding the Town of Stratford Draft Master Transportation Plan.

A handout (Creating New Choices) with maps showing the Active Transportation Plan, Intersection

and Connectivity Plan, and Transit Plan was proved for the public.

Deputy Mayor Clow stated that “in collaboration with the PEI Department of Transportation and Infrastructure Renewal, local residents, and businesses, the Town of Stratford is developing its Master Transportation Plan (MTP). The draft of this plan has been prepared by Delphi MRC, Private Consultant and will be presented to the public.”

A Steering Committee was composed of Town and province staff, as well as representatives of the community at large. The Draft MTP was placed on the Town of Stratford web page for public review. The MTP was developed in consultation with numerous stakeholders, as well as an on-line survey of residents held in June and July 2010.

The meeting this evening is intended to allow residents an opportunity to listen to a presentation about the plan, to look at large scale maps, and to offer comments.

There will also be a period to receive written comments after which the Town will ask the consultants to make appropriate changes and submit their final report. Council will then decide whether to accept or reject all or part of the plan. The province will also decide whether it supports all or part of the conclusions and recommendations.

The meeting was then turned over to Jeff Ward, Delphi MRC, to give an overview on the MTP. Mr. Ward talked about the plan from its origin, the concepts, and the details of what is in the plan. He talked about what a transportation plan is, reviewed some of the stakeholder findings, discussed the plan overview and the plan of vision.

Mr. Ward also introduced Maurice Lloyd, Delphi MRC, and Alan Aitken from the province and noted that they may also answer some of the questions that you may have.

Questions and Comments:

John Reddin: Has there been a vehicle count completed that enters Mason Road and is that available to the Public? Also, was there a specific vehicle count done for Hollis Drive?

Jeff Ward: That was part of the analysis and the information is available to the public. I’m not sure if a count was done for Hollis Drive.

John Reddin: If you have a vehicle count, do you break it down by trucks?

Jeff Ward: Yes, we do break it down by trucks.

John Reddin: Have you anticipated the number of vehicles that will enter Hollis Drive after the Balderston Subdivision and Phase II of the Business Park is developed?

Jeff Ward: In the large scale there would have been some analysis, but not the actual number of

trucks.

John Reddin: What about the number of vehicles coming in and out of that area?

Jeff Ward: This is a global model scale and we would have had some assumption on the number of vehicles coming in and out of Hollis Drive.

John Reddin: There are a lot of gravel trucks that come in on the Mason Road four to five times a year and there are a lot of turns. How does the Mason Road handle the traffic? Have you factored that cost - how much will it cost to change this intersection?

Jeff Ward: That was not part of the analysis that we were asked to do.

John Reddin: You have mentioned that speed is one of the factors. Have you done anything to try and slow down the traffic such as law enforcement, or temporary signage?

Jeff Ward: That has been discussed as a possibility, and it is already at 70 km. It was part of the consideration, but no speed reduction exercises have been done.

John Reddin: Have you looked at what happens if that intersection couldn't go there. You have a very short window between Kinlock Road and the Dale Drive intersection. Is it a concern that traffic may back up because of the short distance between intersections?

Alan Aitken: In the analysis that Delphi conducted, it identified a short window of where that new Mason Road intersection should be and it was essentially was from Dale Drive to a distance of less than 100 m which was based on good engineering principles.

John Reddin: Have you done any analysis on speed reduction on this road?

Jeff Ward: We have looked at the nature of this road, and it's a rural road. When we try to do traffic calming, which is what we are talking about, we are looking for what sort of clues can we offer to the driver that will signal to him that he is coming into a situation that is changing and he has to slow down. Even though there is a business park they focus inwardly and it still feels like a rural environment. There are no clues there to tell you that you should be slowing down. There is a speed limit sign, but the measurement that we did, indicated that they are going faster than that.

Alan Aitken: People tend to drive based on the environment around them. The type of road - it's still looking like a rural road as we approach the areas. They have been traveling at 90 km to 100 km since they came from Cherry Valley. They are speed adapted and they haven't come to an environment that clues them that they are in an urban area.

John Reddin: I don't accept that because if you haven't measured it then you don't know. You

haven't tried and I'm not quite sure why we have speed signs if people don't pay attention to them.

Alan Aitken: They are regulatory signs and they are based on what we want the traffic to travel at. People don't pay as much attention to speed signs as they do to the environment around them.

John Reddin: This is a major impact and I don't buy that you have tried. You have got the business park and I'm shocked that you didn't show the land on the other side for Phase II of the business park because that will be a major impact on this Town.

You have mentioned safety. Mason Road has been there like that for a long time. Has there been any documentation on the number of accidents?

Jeff Ward: What I mentioned was the increase in traffic volumes. We know that as traffic volumes increase the likelihood of accidents increases. I don't know what the numbers are.

John Reddin: There are no lights there right now - just a stop sign. I don't know of one accident in my life time. There must be some data that measures that.

I mentioned CRM Ready Mix and you said that everyone was spoken to.

Jeff Ward: We did not speak to everyone in Town.

John Reddin: CRM Ready Mix is a major business in this community, as are we, and a lot of trucks and trailers are moving. I would think that it would be quite logical to speak with people who are moving trucks that much and making that many turns. Is there any measurement of the effect of a truck and the safety of that truck when it makes a lot of turns? The Mason Road will have to be widened. It will not facilitate that much room to turn a truck.

Jeff Ward. We will ensure that comment is noted.

John Reddin: I don't think that you did due diligence with this report. This is a major effect on our business and it's a major effect on any business on the Mason Road side. It is also a major effect on the children who go to play soccer, the funeral home, and any of the businesses in the business park. The Balderson subdivision will have a lot of cars coming and going and turning. If you do not have the data that was asked for, you haven't gone all the way.

Jeff Ward: We are recommending one additional intersection on the TCH. It is opposite to where the Corner Stone Baptist Church is being proposed. We are proposing that Glen Stewart Drive not be extended, but that MacKinnon Drive would be brought up to a new

intersection at the TCH. The concern is if traffic is allowed to go onto Glen Stewart Drive it becomes used as a bypass around the TCH and there are now two schools on that road. This will add a level of traffic that you don't want to see. It allows traffic to stay on the highway and still functions, but doesn't effect the school zone.

We are trying to encourage people to find other ways than just relying on a car for transportation and make for a safer street.

One of the recommendations in the plan is that the Town would adopt a 'Walking School Bus' where someone who lives at the far end of the neighbourhood starts walking their child to school and other kids would join in. The theory is that there is safety in numbers, and this is one way to reduce the number of buses that have to go to the school, and people feel safer sending their kids to school in this environment.

Mr. Hamm: How are you going to change Bunbury Road?

Jeff Ward: We haven't really addressed Bunbury Road.

Alan Aitken: One option for that area is potentially a round about. There are no concrete plans nor has there been a schedule set. We would hope to bring those roads together and have a better angle.

Mr. Hamm: Where are the trucks going?

Alan Aitken: We are not looking at removing the direct merge. It is more at Bunbury & Hopeton Roads.

Larry MacDonald:

Currently there are nine houses on Dale Drive. You are proposing to remove one of the properties and put a road through and put a cul-de-sac in. There is currently a duplex around the corner and two apartment houses that have more people living there than the eight houses on Dale Drive, yet you are going to cut us off. I don't think that is right. Dale Drive has been there for a long while. I remember one accident in 37 years. I think that putting a cul-de-sac on Dale Drive is not a very well thought out plan now that you have allowed a duplex and apartments to be built on the corner. Previously it might have been an idea but not now.

Janet Altass: You are looking at the same situation that we have on Riverside Drive with a number of signalized intersection. I think you need to go back to the drawing board and look at it big time.

Bernard Keefe:

I work for CRM Ready Mix and cutting off this intersection is a major concern of ours. In the run of a year, we have trucks that make approximately 13,000 round trips and the majority is toward Charlottetown. The new proposed intersection is a lot of turning and ripping up asphalt. One of the major concerns for shutting this intersection is for safety. Speed seems to be the thing that is a major concern. There has to be a way to slow the cars and trucks down. One example, which John pointed out, is the ripple effect where it slows vehicles down, or law enforcement. Another suggestion would be to install a round about with an in lane off the TCH into the Mason Road and also an out lane onto the TCH. In my opinion I think that there has to be more thought put into this plan and it would probably be less expensive than the one that is being put forward.

Rose Mary Gallant:

I'm concerned about the Dale Drive area. Has the Town done anything about water studies? It is a low lying area. If that road goes through then we are in trouble. Who is responsible if we are flooded?

Jeff Ward: We will take that into consideration when it comes to detail design.

Rose Mary Gallant:

When will this take place?

Alan Aitken: We are probably talking in a year or two.

Rose Mary Gallant:

I own a vacant piece of property on Dale Drive where you are putting the cul-de-sac. Will you be purchasing land?

Jeff Ward: That would be a detail design question.

Philip Brown:

I would like to say that the rest was a really good presentation and you touched on a lot of great ideas with transit and trying to encourage people to use the transit. It is a very forward thinking idea.

We have the business E.D. Brown's Transport and Crane Service and Atlantic High Span next to the former PEI Bag Company. If you take the road off Dale and extend it to the Mason Road, where will you cut the new road into on Mason Road?

Jeff Ward: We are showing that it would come in right beside the Maritime Electric sub-station. To the south of the Sub-Station.

Philip Brown:

The Stratford Road, as it intersects with the TCH, will that be part of the Plan?

Jeff Ward: That intersection will be closed.

Philip Brown:

This is not first time that this idea has been approached. It has been brought up by DOTPW. Your consulting firm is basically reinforcing what was proposed a couple of years ago.

Jeff Ward: The difference is the location.

Philip Brown:

We have had two years, or it could have been in 2007 since the province proposed a similar idea and nothing has been looked at on how to provide better access on and off the Mason Road on the TCH. This might have been discussed when there was the proposed Atlantic Super Store. I have my concerns, but some of the ideas that have been mentioned regarding speeding, using a traffic calmer, and better education could provide an easier solution to the situation that we have on the Mason Road.

We produce Hi-Span bridge systems which could weigh up to 15 to 20 tons, so taking them around a traffic circle and getting them off to a destination will be an impediment. Just as it will be for the CRM trucks that are carrying up to 15 tons of concrete, as well as hauling gravel back and forth. I really appreciate everything that you gave in the report. It is a great report and I'm sure that you knew that it would be a contentious report, especially from the business operations on the South end of Mason Road. I think that as you increase the traffic because of rerouting, you are probably increasing more traffic at the end of the Mason Road where it connects to the Bunbury Road, and I find that a more dangerous intersection than the Mason Road and the TCH.

We are now back with the same idea. I would like you to reconsider this whole issue and look at some of the suggestions that were made. I'm not against a traffic circle or round about or any other ways in reducing traffic speed, but I think for the business owners on the south end of Mason Road will be the most effected and if you are looking at developing the business Park that will be another impediment to any development.

Willard MacKinnon:

When you are coming east on the TCH how much further do you have to go to get to the Lions Club building with this new proposal?

Alan Aitken: There is still one option and that is for the potential of a right in onto the Mason Road. The proposal that is being talked about is at or very close to Dale Drive.

John Reddin: This plan looks very familiar to me, but we sat down as business owner and said lets compromise. What about an option of having Hollis Drive go straight across. We spoke about the fire department and I'm quite surprised that you haven't mentioned fire and safety and RCMP. What if a round about is not possible? What if we go straight

across Mr. Jenkins land? It's economical, it's simple, and it doesn't effect the Dale Drive people because you would not be changing water flow - like they are today. This is your business and it should be part of your analysis, topography. There is no reason Hollis Drive can't come straight across to Mr. Jenkins property to the Georgetown Road. It's very simple, very cost effective.

If they re-draft this plan, will there be another public meeting? I think you will have a lot more people at the next meeting.

Deputy Mayor Clow:

The information gathered tonight will be taken back to planning and we will make a recommendation to Council. If we do need another public meeting we certainly could have one.

John Reddin: I would think that if there is a re-draft then the stakeholders should be involved in that and there are a lot of stakeholders who would be here if they knew the dramatic effect of this plan. I guess that you are telling us to call our Councillors.

Deputy Mayor Clow:

If there are major changes then I do believe that we will defiantly have to have another public meeting.

John Reddin: What concerns me the most is when the province bought the Ultramar Gas Station. To me this looks like this is done deal. When I spoke with my Councillor everyone was called. All the stakeholders were called and every time we ask, you are telling us that some were called. That is unfortunate that they didn't have a voice because this is our livelihood, and we do pay a lot of taxes. I think in fairness and respect to your residents and business owners, it's time to dial into this project and go back and answer the questions that we haven't answered and come back to the drawing board. This is the same plan that we have seen before.

Philip Brown:

Can you tell me what the problem is if you extend Hollis Drive as suggested by John?

Alan Aitken: It would not be in the window of opportunity where we can determine a safe location for a new intersection would be. It would depend whether it is a signal or round about. You would need adequate site lines on the curve to see the round about or signal, or the vehicles that are queued.

John Reddin: You are looking at today because you haven't looked at Phase II of the business park and all areas that open up behind the business park. This isn't even shown on this plan.

Jeff Ward: We don't show it, but we looked at the modeling level; we showed new employment in that area. An improvement of an existing intersection, and an improvement on the quality of the road at that location.

John Reddin: If it is a new entryway into the industrial park, you only have Hollis Drive to enter unless you are going through a gravel pit. I think that you need to supply a lot more facts and data on this project. We have open site lines and all we are asking is can we compromise.

The province has now bought the Ultramar gas station. This tells me that this is rubber stamped. A done deal and sorry to the residents and businesses, and I don't accept that.

Alan Aitken: One of the reasons we are here is to listen to the residents and business owners in the area, and to try and make this intersection as workable as possible for everyone. Our professional consultant Delphi MRC has looked at this more than once. They have identified and recommended that the optimal location for that new intersection is within that window. Basically where the old Ultramar gas station was and half way through the front old Home Hardware Building.

John Reddin: I agree with the word optimal, but there is another word called flexible and compromise. I realize that this is a tough project, but nothing has changed with your drawing of slight variance from when we saw it a number of years ago. This will be the most difficult intersection next to the Peter Pan corner. I challenge Council to hold another public meeting and see what the consultants bring back to us.

Janet Altass: I am very much in favor of what John Reddin has stated and I feel that Council should bring this issue back to a public meeting.

Carl Hamm: Is this being done for the convenience of the owners of the old Home Hardware place.

Jeff Ward: Not from our perspective. This was a technical analysis. This goes back to the Core Area Plan where they brought Mason Road and over to the Stratford Road on a diagonal. The engineers looked at that design and felt that it was not okay because it was too close to the corner. We looked at it from the point of view of what is called cue spill back.

Carl Hamm: You people seem to be dwelling on that subject. We have a light at the corner that has a site line that is no way near what you expect. Why would you want to change this intersection when so many people think that it is a bad idea. You can slow the traffic down; you can put a flashing light back on the TCH that would warn people that they are coming into an intersection. Ninety percent of the people who drive that road drive it every day. I'd be very very upset if they change this and I can see why the businesses are upset over this.

Alan MacIsaac, MLA

This does concern me. I don't think that this is carved in stone because I have not had anyone approach me on this. The last time I reviewed this plan was with John and Jack Reddin. If this is the final plan, I haven't seen it and I'd be very disappointed.

When you take the fact of the configuration coming out of Brown's or Reddin's taking a left on the Mason Road and then onto the TCH, you then stop at two sets of lights. To me the quickest route would be down Mason Road. Turn left from the businesses and then a merge at the bridge. If there are 13,000 trucks coming out of the concrete plant, and cars coming out of the soccer field, and the rest of the development in the industrial park, Mason Road may be the thoroughfare rather than the TCH. If it is such a bottle neck that we are hearing from the businesses at the present time, who would really want to move into the industrial park that we are wanting to develop.

How much more traffic will be generated on the Mason Road? The traffic flow up Mason Road and future development of the industrial park may deter people from building on the Balderston property. Some of these things really need to be looked at and I would certainly push for another public meeting.

Bob Sherren: I have been asked by my father to speak, as he is directly effected by the plan. A new commercial road is proposed to be constructed adjacent to his property and I know that the other resident has now left the meeting. What will happen to the enjoyment for the residents of those two particular homes? What I want to say is two things - other than putting a cul-de-sac idea onto Dale Drive this is the identical plan that was proposed before, and there was considerable amount of input given at that time. I'm wondering if you, the consultant, received any of that information with regards to being able to analyze it in conjunction with your proposal.

Jeff Ward: I do not recall seeing any public material on that, but I do remember seeing the drawing.

Bob Sherren: The only thing that you have is the drawing of a previous plan that you concur with.

Jeff Ward: This was looked at from road safety and from a larger point of view on how do we make this collector road system work better. We felt that this plan was a better way to make that happen with the two roads tying in.

Bob Sherren: You are doing a collector system in one little piece and you're doing another collector system over in another place, and by the schools you are also doing a collector system and also at MacKinnon Drive, and none of them are connected. You are not proposing that any of the collector systems be connected.

Jeff Ward: The key connection is the Trans Canada Highway. We are facilitating the movement of the traffic to the highway.

Bob Sherren: Isn't the proposal to take exit and entrance off the TCH to businesses that are located at the highway and have them serviced by a service road.

Jeff Ward: In some cases you would be permitted to have a driveway, but sometimes a service road

maybe appropriate.

Bob Sherren: In this instance, as you are well aware, there is a residential access to the TCH, and just west of my father's place there are several business entrances already in existence at the old Home Hardware. What might have been more useful this evening would be to see the option that you looked at as far as safety was concerned, and the sight line to satisfy people that there are two options and why you selected the second one. There is nothing wrong with going through the Jenkins property. What ends up being of contention is where it begins. What is safe and when we look at the planned intersection one is owned by the province and the other is owed by another local business whose representative told us at the last meeting that he attended that there is a covenant on the Kinlock Road intersection which prevented that company from building a competitive business. If you signalize the intersection at Dale Drive they will be able to develop on the East side of that intersection and not violate the covenant.

If this goes ahead, signalized or a traffic circle, where is the funding going to come from? Has the money been applied for yet? The last time the Town actually diverted money from the sewer and water project program, the allocation under the Infrastructure Program to this intersection with their portion being equal with the province and the federal government. It ended up just being with the province because the feds didn't know that the money was going to be diverted, because it was never asked to be diverted or reallocated, it was just done in this Council room. That's not a way of handling business in a fair and open way. The question that I still have now is, and that I had then is the Town of Stratford going to be on the hook for any of this project?

Deputy Mayor Clow:

This hasn't been discussed yet. I am hoping that the answer is no. As you know before they wanted to split it three ways, Town, province and federal, and we voted that down at that time. This is a draft proposal and I'm not sure what the cost will be.

Bob Sherren: My recall is a little different, the original proposal was voted down and then the tie was broken by the Mayor - that this concept would go through and \$70,000 was going to come out of the water and sewer allocation.

Deputy Mayor Clow:

I don't recall that, I will need to check the minutes for that information.

Bob Sherren: The issue is, who is going to pay for this and there is no answer to that. There wasn't then and there still is no answer. The other question was what impact have you considered about the two residential properties, my father's and the adjacent resident, who is going to have according to this diagram a commercial roadway adjacent to her home. You must understand that this will impact significantly on those two families. Again, why did you not show the alternative plan tonight to businesses and residents that would have been consistent with the posted speed limit rather than a 90 kph safety

zone and could that be done by engineering the corner to better improve the site line and put your round about or traffic intersection closer to the existing Mason Road intersection.

Jeff Ward: We did look at that particular question about what you could do to make the curve work better so that you could actually get to see this intersection. It became a very long curve that would encroach on the business park. We actually did some costing for that option and it came in at 11 to 15 million dollars. We judged that those costs would not go over very well, so we said that there may be a cheaper way, and that brought us back to find out where a good location would be for an intersection. We looked at the intersections that have been proposed and found that they were wanting.

Bob Sherren: I think that you would get more buy in if you would demonstrate what the option is - put a cul-de-sac in, traffic driving techniques, it will not be beneficial if we do it this way. If we engineer it, it's cost prohibited. Who's going to pay for it in the first place? Is there a tri proposal of the three orders of government?

Philip Brown:

If you have another meeting could you take another look at Hollis Ave?

Jack Reddin: A number of times this evening there were references made to site lines. What is the radius of the curve and the grade of the Trans Canada Highway?

Jeff Ward: I apologize, I do not have the report in front of me.

Jack Reddin: When I look at the curve on the TCH and I look at the curve on the TCH at the Esso, it appears that the curve by the Mason Road is a much softer and larger curve. I would be very interested in getting the information on the curves and grades for both the Mason Road and Esso intersection.

Larry MacDonald:

Why are you putting in a cul-de-sac on Dale Drive?

Jeff Ward: It is viewed as preventing shortcutting from the Stratford Road to the TCH.

Alan Aitken: We would look at it as a benefit to the Dale Drive residents making the residential area more separate from the commercial area. If every resident of Dale Drive says they don't want a cul-de-sac then I don't think that we would be opposed to that idea.

Larry MacDonald:

I'm not very happy with not being notified about this meeting. The meeting that was held in October - there was suppose to be something passed out in my mail box, but I was away. There was nothing in advance to that, so I couldn't even prepare to be home to come to the meeting. Putting a cul-de-sac on Dale Drive you are restricting easy access to the TCH, and yet there is now a duplex and two apartment buildings and I

understand that there is a proposal in the future for single family on the Jenkins property. You are going to have more traffic on the collector road than would possibly be going on Dale Drive.

Jeff Ward: I think that Alan just stated that if the residents didn't want a cul-de-sac then they would not be opposed to leaving the street open.

Jan Green: There is a lot of truck traffic on the Stratford Road

Jeff Ward: We have talked about establishing a truck route for the Town. We looked at this new road being a truck route and not Stratford Road. If there were trucks on the Stratford Road all the time they don't belong there. You would be able to call the Town and complain. That would be the benefit of a truck route for you.

Bernard Keefe:

I think that a round about would work at the end of the Mason Road, or as John mentioned to come out on Hollis Ave. I think that we can work at this together and come up with a compromise.

Deputy Mayor Clow:

I think that you the residents spoke loud and clear this evening. I'm glad to see that we have a number of Councillors and planning members here to hear your concerns. There have been a lot of good questions and ideas that came out of this meeting. This is why we have a public meeting, I think we need to get everyone involved and come up with a solution. We need to hold another public meeting. Thank you everyone for coming to this meeting.

Meeting adjourned at 9:45 p.m.