



Council Meeting Minutes
Tuesday, March 20, 2012
1:00 p.m.
Council Chambers, Town Hall

Mayor M. Morrison
D. Beffort (left at 4:40 p.m.)
N. deBoer
P. Foley
G. McClure (Arrived at 1:11 p.m.)
R. Mezzapelli
R. Paterak (Absent – Personal Business)
A. Thompson
R. Whitehead

Chief Administrative Officer: D. Barnes
Fire Chief: B. Bigrigg
Director of Public Works: C. Campbell
Director of Development Approval & Planning Policy: M. Hall
Council/Committee Co-ordinator: B. Karrandjas
Director/Chief Financial Officer/Deputy CAO: R. Kaufman
Manager of Economic Development: N. Lingard
Director of Human Resources: J. Porter
Customer Service Manager/Deputy Clerk: D. Publow
Director of Parks & Recreation: K. Scott
Treasurer: F. Wong

Other Staff Present Specific Items Only
Senior Development Planner: C. Blakely
Project Manager – Capital Assets: S. Brake
Heritage Resource Officer: S. Drummond
Supervisor – Transportation Engineering/Traffic Operations: R. Grodecki
Accessibility, Election and Special Projects Manager: L. Hall
Manager of Engineering: J. Hasselbacher
Senior Development Engineering Co-ordinator: G. Hebbert
Executive Assistant to Mayor: J. Innis
Senior Policy Planner: O. Izirein
Manager of Development: S. Kirkwood
Manager of Finance: K. Kocialek
Senior Financial Analyst – Payroll: D. Law
Planning Student: K. Li
Landscape Project Co-ordinator: J. Sperling
Senior Development Planner/Urban Designer: P. Strachan
Manager of Revenue: P. Tollett
Site Plan Co-ordinator: E. Willard
Manager of Policy & Sustainability: H. Xu

1. **CALL TO ORDER**

Mayor Morrison called the meeting to order at 1:05 p.m.

2. **APPROVAL OF AGENDA**

Moved by A. Thompson - Seconded by D. Beffort

2012-111

That the agenda for the March 20, 2012 Regular Council Meeting, as amended be approved.

Carried.

3. **DISCLOSURE OF PECUNIARY INTEREST** – None stated.

4. **CLOSED MEETING**

Council was in Closed Meeting from 1:05 p.m. to 1:10 p.m.

Moved by R. Whitehead – Seconded by N. deBoer

2012-112

That Council shall go into closed session under Section 239 of the *Municipal Act* for the purpose of:

- Personal matters about an identifiable individual, including municipal or local board employees;
 - Confidential Report ADM-2012-013 - Appointments to the Environmental Advisory Committee

Carried.

Moved by A. Thompson – Seconded by D. Beffort

2012-113

That Council move into open session.

Carried.

5. MATTERS ARISING FROM CLOSED MEETING

1. Confidential Report ADM-2012-013 re: Personal matters about an identifiable individual, including municipal or local board employees - Appointments to the Environmental Advisory Committee.

Moved by A. Thompson – Seconded by P. Foley

2012-114

That Confidential Report ADM-2012-013 regarding personal matters about an identifiable individual, including municipal or local board employees - Appointment to the Environmental Advisory Committee be received; and

That Council accept the resignation of Heather Stock from the Environmental Advisory Committee; and

That Council hereby appoint Mirjana Zubac to the Environmental Advisory Committee effective March 20, 2012 to November 30, 2014 or until such time as a successor has been appointed.

Carried.

6. PRAYER AND O CANADA

Councillor McClure opened the meeting with a prayer.

7. SUMMARY OF ADDENDUM ITEMS

A1

Added Delegation

2 3:15 p.m. Tom Baskerville, Coscorp re: Roundabouts. (See CW1)

A2

Added Delegation

1a 2:00 p.m. Tom Bremner re: Tax Class Review. (See RB4)

8. DISCLOSURE OF PECUNIARY INTEREST – None stated.

9. COUNCIL WORKSHOP

Moved by P. Foley - Seconded by G. McClure

2012-115

That Council convene into Council Workshop.

Carried.

1. Roundabouts.

Craig Campbell, Director of Public Works provided the following information:

Purpose

- Make Council aware of the benefits and potential issues of Roundabouts in Caledon
- Debunk misinformation and untruths about Roundabouts

- Discuss proper use of Roundabouts and where they are best implemented

Roundabouts in Caledon

- Feedback on potential implementation of more roundabouts in Caledon
- Discussion on Roundabouts in Mayfield West Phase 1 area

Benefits and Concerns:

General Benefits

- Improved safety, fewer and less severe accidents
- Infrastructure cost savings, however does require more land
- Green house gas and noise reductions
- Gateway feature, unique identifier to indicate a change in environment which leads to Traffic Calming
- No requirement to enforce stop controls

Suitability Concerns

- Pedestrian crossings
- Elderly and youths
- Visually impaired
- Scooters and wheelchairs
- General acceptance by the community
- Education on proper use

Recent Study:

In 2000 the Insurance Institute of Highway Safety (IIHS) undertook a study of 24 intersections in the U.S. (urban and rural) converted to roundabouts and found a:

- 39% reduction in all crash types
- 76% reduction in injury crashes
- Over 90% reduction in fatal and incapacitating crashes

Accident Severity

- Average speed of accidents at roundabouts 29-35 kph
- Average speed of accidents at signalized intersection 50-82 kph
- Not only do roundabouts reduce the number of accidents at intersections they reduce the severity of the accident due to reduced speeds at impact and eliminate "T" type collisions (most severe type of accident)

Myths and Untruths:

Myth

- Modern roundabouts are unsafe for inexperienced and older drivers
- Roundabouts are unsafe for pedestrians
- The public will not embrace roundabouts

Truth

- They actually provide more time to evaluate condition and lower the speeds therefore are easier for elderly and inexperienced drivers
- Studies have shown on average a 67% reduction in pedestrian related accidents vs. standard intersection controls
- Within 3 to 6 months after implementation opinions move from skepticism and opposition to acceptance and preference

Where to use Roundabouts:

Where are roundabouts appropriate to use in lieu of traditional intersection controls?

- Roundabouts cannot be utilized at all intersections
- Should not be implemented in heavily signalized urban corridors when platooning of traffic is needed
- Should be considered where high occurrences of "T" type collisions are experienced
- Should be considered where traffic calming is needed
- Should be considered where traffic noise and vehicle emission are considered problematic (residential areas)

Phil Weber, Outston Roundabout Engineering provided the following information:

Accommodating Pedestrians at Roundabouts

What is a Roundabout, Exactly?

Types of Circular Intersections

- Roundabouts
- Rotaries/Traffic Circles
- Traffic Calming Circles

Safety at Roundabouts:

Driver Safety Studies

- In the U.S. a study by the Insurance Institute of Highway Safety of 24 intersections (urban and rural) converted to roundabouts found a:
 - 39% reduction in all crash types
 - 76% reduction in injury crashes
 - Over 90% reduction in fatal and incapacitating crashes
- In Australia a before/after study of 73 roundabouts in 1981 showed a reduction in injury crashes of 74%

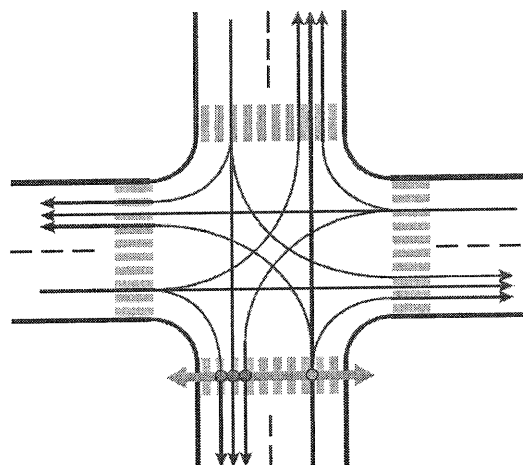
Pedestrian Safety Studies

- A 1993 study in the Netherlands at 181 intersections found that pedestrian crashes dropped 73% and pedestrian casualties dropped 89%
- Evaluations in Sweden in 2000 showed a 78% reduction in injuries at single-lane roundabouts, and little change at multi-lane roundabouts
- The Melbourne metro area in Australia experiences 1 pedestrian crash per year for every 9 signalized intersections, and 1 pedestrian crash per year for every 364 roundabouts
- The Region of Waterloo experiences 1 pedestrian crash every 11 years per signalized intersection, and 1 pedestrian crash every 25 years per roundabout
- A 2011 study by Regional staff found:
 - An estimated 1,200,000 pedestrians have crossed Regional roundabouts safely over the past 5 years
 - Pedestrian crash rates are 40 to 60 per cent less than at signalized intersections with similar traffic and pedestrian volumes
 - Less serious injuries occur at roundabouts compared to signalized intersections

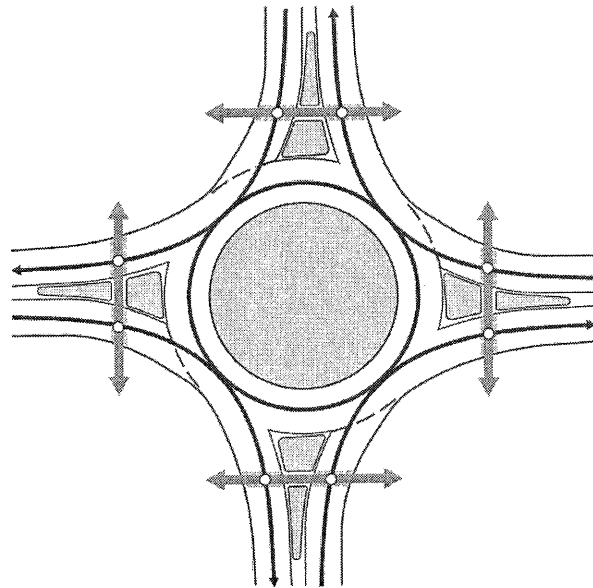
Why are Pedestrians Safer at Roundabouts?

- Traffic speeds are lower, giving pedestrians and drivers more time to judge gaps and react to each other (and making crashes less severe)
- The crossing distance is less
- Pedestrians only have to watch for traffic in one direction at a time
- Drivers are more likely to be looking in the direction of pedestrians – at signalized intersections, approaching drivers are looking up at the signals, and turning drivers are watching for oncoming traffic and not where they are going (i.e. looking left while turning right)

Why Roundabouts are Safer



- Right turn on green conflict
- Red light running conflict
- Left turn on green conflict
- Red light running or right turn on red conflict



○ Vehicle/Pedestrian Conflicts

Perception vs. Reality

- Despite this, the perception is that roundabouts are not as safe for pedestrians due to the absence of a positive exchange of right-of-way priority

The Ontario Highway Traffic Act

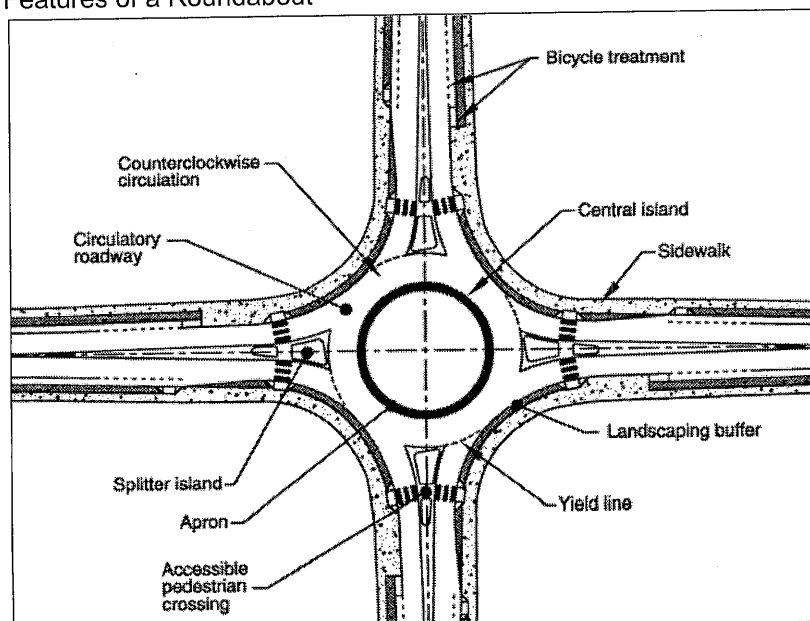
- “When a pedestrian or a person in a wheelchair crossing a roadway within a pedestrian crossover,
 - (a) is upon the half of the roadway upon which a vehicle or street car is travelling; or
 - (b) is upon half of the roadway and is approaching the other half of the roadway on which a vehicle or street car is approaching so closely to the pedestrian crossover as to endanger him or her,
 the driver of the vehicle or street car shall yield the right of way to the pedestrian or a person in a wheelchair by slowing down or stopping if necessary.”

Pedestrian Treatments at Roundabouts:

Pedestrian Design Principles

- Crosswalks are typically installed at roundabouts where there is a reasonable chance of pedestrian activity
- Crosswalks should be located one vehicle length (or a multiple) behind the yield line to separate the driver tasks of looking for pedestrians and looking for oncoming traffic
- Curb cuts and ramps should be provided on the outer curbs and splitter islands
- Splitter islands should be wide enough to provide a refuge area between crossing traffic entering and exiting the roundabout

Features of a Roundabout



Examples of Crosswalk Signs

RA-4 Pedestrian Crosswalk sign
(Canadian MUTCD)



Wc-7 Pedestrians Ahead sign
(Ontario Traffic Manual)

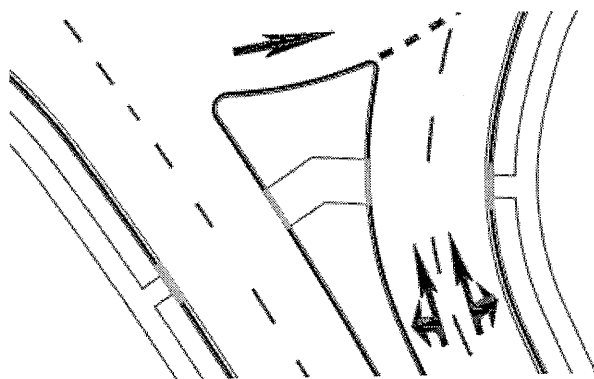


R1-5 Yield Here to Pedestrians sign
(U.S. MUTCD)

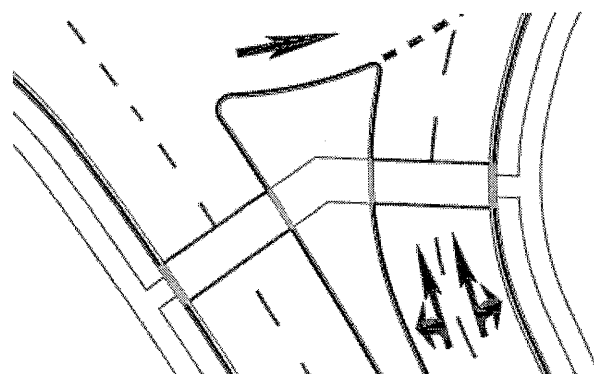


Examples of Crosswalk Markings

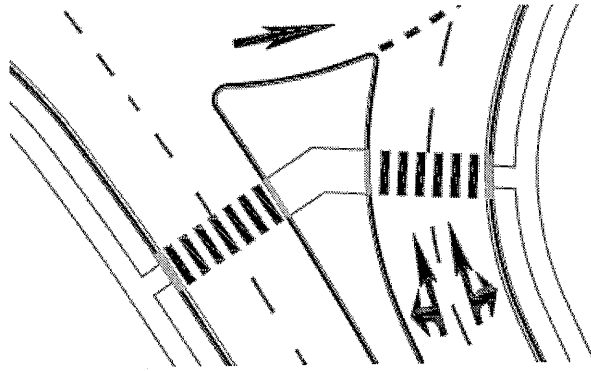
None



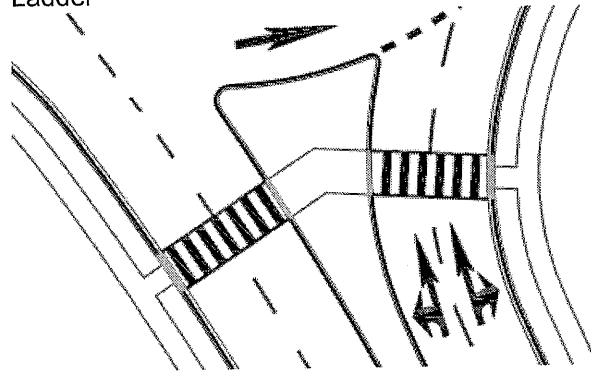
Parallel



Zebra



Ladder



Pedestrian Behaviour:

Steps for Crossing at a Roundabout

- Step up to the curb of the marked pedestrian crossing, extend your arm and point your finger across the crosswalk
- Do not start to cross if a driver cannot safely stop for you
- Look and listen for a safe gap in traffic before crossing
- As you cross a multi-lane roundabout, watch for a driver coming in the next lane and make sure that the driver sees you
- Use the splitter island so you can cross one direction of traffic at a time
- Do NOT cut across the middle of the roundabout

Pedestrian Campaign in Waterloo Region:

Good Pedestrian Body Language

- Coming up to the crosswalk briskly and deliberately (this also shows that they will not make drivers wait a long time for them to cross)
- Scanning for a gap in traffic as they come up to the crosswalk
- Looking at the drivers
- If they have to wait, stepping up to the curb or even standing with one foot into the crosswalk
- Pointing across the crosswalk
- Starting to cross as soon as they are sure that the driver intends to slow or stop to yield the crosswalk to them

Poor Pedestrian Body Language

- Slowly ambling up to the crosswalk
- Not looking at drivers
- Standing on the sidewalk back from the curb
- Setting down grocery bags
- Playing with cell phone or music player
- If jogging up to the intersection, beginning muscle stretches to fill in the time
- Waving drivers on
- Hesitating and not starting to cross even when a vehicle is slowing to yield the crosswalk

Pedestrians with Vision Loss at Roundabouts:

Pedestrians with Vision Loss

- Pedestrians with vision loss can find roundabouts difficult to navigate because of unfamiliarity with the layout and the continuous movement of motor vehicle traffic

- Extra treatments can be used to help them locate the crosswalk and establish alignment
- Extra treatments can be used to help them decide when it is safe to cross

Pedestrians at Roundabouts

- It is acknowledged that some user groups, such as young children and seniors, may find it more difficult to cross at a roundabout
- Pedestrians with vision loss will definitely find it more difficult
- The likelihood of these groups using an intersection should be considered, and balanced against the other benefits a roundabout will provide

Craig Campbell, Director of Public Works provided the following information:

Challenges

Biggest challenges facing roundabouts in Caledon

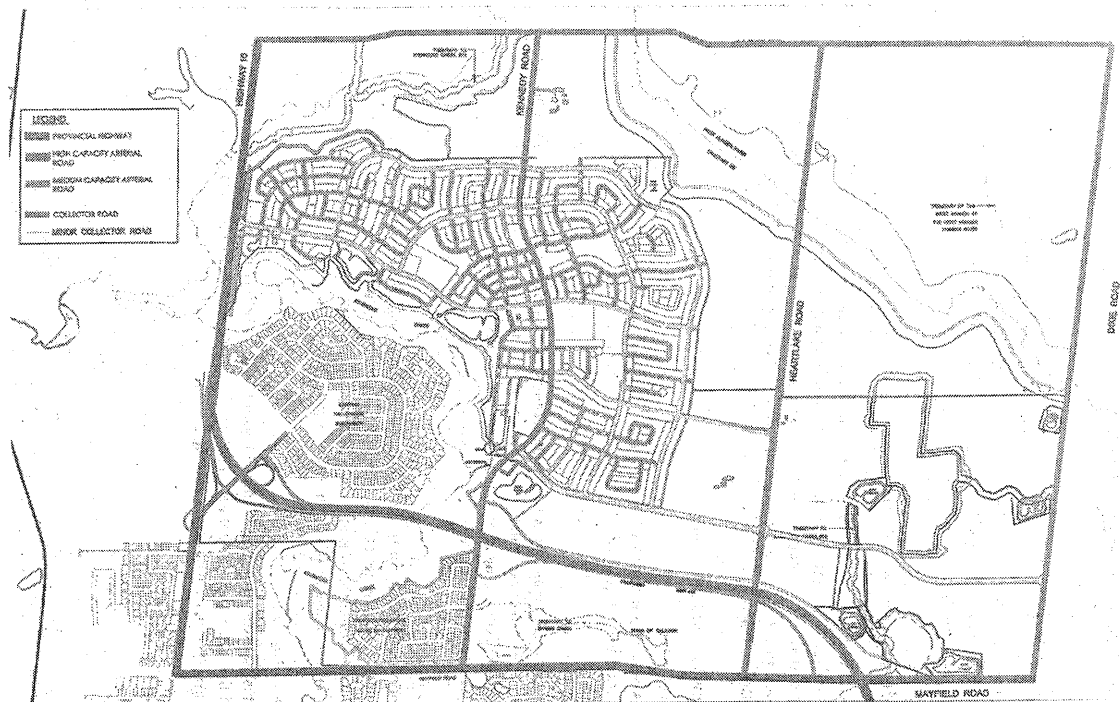
- Providing for accommodation of all users
- Gaining public trust in the dedicated lane assignment configuration of a roundabout
- Documenting the safety benefits of the reduction in accident volumes and severity at roundabouts
- Obtaining buy-in from the community and public at large

Discussion on roundabouts for Mayfield West:

Secondary plan included Traffic Management Plan (TMP) 2008

- TMP identified 2 intersections needing further study on preferred controls
- Ourston Roundabouts Engineering is currently doing the study
- Study will guide staff in determining best intersection control for the Community and Taxpayer in the long term

Location Map of Intersection Studies



Items to be Addressed in the Study:

Ourston will evaluate the following to determine the preferred intersection control

- Potential collision reductions based on general knowledge since there is no history for these intersections
- Potential operational performance
- Life cycle costs and benefits
- Property impacts
- Access
- Pedestrians, including elderly, youth, visually impaired, etc.
- Bicyclists
- Noise and emissions

Cost Considerations

- General notes on cost comparison of a roundabout vs. signalized intersection controls
- Roundabouts, in some instances, do not fit in standard right of way widths and require additional property. This must be considered in the evaluation.

Signalized intersection

- Signals \$166,000
- Signal Maintenance, \$5,500/year for hydro and controller maintenance
- \$10,000/year average, depreciation of signals

Roundabout

- No signals unless required for special pedestrian needs. Additional intersection infrastructure typically greater than \$20,000 for a local road intersection plus landscaping if required
- \$500/year for extra pavement markings and sign replacement
- No significant depreciation outside of normal intersection infrastructure depreciation

Moving Forward:

Study of two intersections in Mayfield West Phase 1 area

The study being conducted by Ourston will evaluate:

- Collision performance
- Operational performance
- Life cycle costs and benefits
- Other considerations (property impacts, access, pedestrians and bicyclists, noise, emissions, etc.)
- Ourston study will help guide staff in determining what is the best intersection controls. Best for the community and the taxpayer in the long term.
- Guide staff in using Best Practices for future designs across Caledon.

Conclusion:

Benefits on roundabouts

- Safer with fewer and less serious accidents, traffic calming, less expensive, gateway feature, less GHG emissions and noise, less enforcement requirements

Concerns about roundabouts on local roads and in communities

- Concerns must be addressed before implementation of roundabouts such as about suitability in community, proximity to elementary schools with younger pedestrians, elderly users, wheelchairs and scooters, long term acceptance and enough opposing traffic to yield benefit or warrant installation

Best Practices

- Caledon needs to determine what is the best solution for its communities and what is best for the taxpayer in the long term and implement Best Practices which may include roundabouts where warranted

Moved by N. deBoer – Seconded by R. Mezzapelli

2012-116

That Council rise out of Council Workshop.

Carried.

10. INTRODUCTIONS OF NEW STAFF

1. Peggy Tollett, Manager of Revenue introduced Doris Law, Senior Financial Analyst – Payroll.

11. DELEGATIONS/PRESENTATIONS

1. Liz Ruegg, President & CEO, Headwaters Health Care Centre and Joan Burdette, Executive Director, Headwaters Health Care Foundation re: overview of programs, services and fundraising activities.

Moved by D. Beffort – Seconded by R. Mezzapelli

2012-117

That the delegation of Liz Ruegg, President & CEO, Headwaters Health Care Centre and Joan Burdette, Executive Director, Headwaters Health Care Foundation regarding overview of programs, services and fundraising activities, be received.

Carried.

- 1a. Tom Bremner re: Tax Class Review.

Moved by D. Beffort – Seconded by A. Thompson

2012-118

That the delegation of Tom Bremner regarding Tax Class Review, be received.

Carried.

2. Tom Baskerville, Coscorp re: Roundabouts.

Moved by A. Thompson – Seconded by P. Foley

2012-119

That the delegation of Tom Baskerville, Coscorp regarding Roundabouts, be received.

Carried.

12. COUNCIL COMMUNICATIONS/INQUIRIES AND ANNOUNCEMENTS

12.1 Announcements

- (i) Mayor Morrison noted the recent passing of Dr. Bob Williams. Council honoured his memory with two minutes of silence.
- (ii) Mayor Morrison displayed the plaque recently received from the Credit Valley Conservation Foundation as a "Proud Supporter of the Credit Valley Conservation Foundation".

12.2 Urgent Business - None.

12.3 Notices of Motion – printed with the agenda.

- (i) Councillor Foley re: Sign By-law.

Moved by P. Foley – Seconded by R. Mezzapelli

2012-120

Whereas Town of Caledon's sign by-law does not currently prohibit flashing signs; and

Whereas the Town's Industrial/Commercial Design Guidelines provides objectives for signs to be integrated in the building and landscape design and internally illuminated or floodlit; and

Whereas flashing signs may be considered a safety and a hazard for pedestrians and vehicle drivers; and

Whereas flashing signs could potentially have negative impacts on the health and well being of the public;

Now therefore be it resolved that staff report back to Council on the feasibility of including a provision within the Town's sign by-law to regulate or prohibit the flashing of illuminated signs.

Carried.

12.4 Notices of Motion – presented at meeting.

- (i) Councillor Thompson re: Parking in Mayfield West.

12.5 Council Inquiries.

- (i) Rockside Cultural Heritage Landscape

Mayor Morrison requested staff to include the Rockside Cultural Heritage Landscape in the public education program being developed for the Silver Creek Cultural Heritage Landscape.

13. **REGULAR BUSINESS**

1. ADM-2012-016 re: Licensing of Driving School Operators and Instructors.

Moved by A. Thompson – Seconded by N. deBoer 2012-121

That Report ADM-2012-016 regarding Licensing of Driving School Operators and Instructors, be received.

Carried.

2. CAO-2012-003 re: Mayfield West Phase 1: Status Update.

Moved by A. Thompson – Seconded by R. Whitehead 2012-122

That Report CAO-2012-003 regarding Mayfield West Phase 1: Status Update, be received; and

That, if required, the additional non-growth payment in 2012, in the estimated amount of \$115,000, be funded from the Town's Capital Tax Levy Reserve Fund.

Carried.

NOTE: Doug Barnes, Chief Administrative Officer advised of a change to page RB2.1 regarding the Industrial (Ha) to be changed from "TBD" to "8".

NOTE: Council requested staff to provide an update on what the development will look like.

3. CS-2012-010 re: 2011 Statement of Mayor and Council Remuneration and Expenses.

Moved by N. deBoer – Seconded by D. Beffort 2012-123

That Report CS-2012-010 regarding 2011 Statement of Mayor and Council Remuneration and Expenses, be received.

Carried.

4. CS-2012-020 re: Assessment Appeals.

Moved by D. Beffort – Seconded by A. Thompson 2012-124

That Report CS-2012-020 regarding Assessment Appeals, be received; and

That Council authorize the filing of complaints (appeals) to the Ontario Assessment Review Board in respect of the 2012 assessment of lands described in Schedule A to Report CS-2012-020; and

That Council authorize the Treasurer, to retain Municipal Tax Equity Consultants Inc. and to designate appropriate consultants or staff as the Treasurer's representatives, for the purpose of conducting these complaints before the Ontario Assessment Review Board; and

That Council approve the direct purchase with Municipal Tax Equity Consultants Inc, in the amount of \$9,600, funded from Corporate Services Revenue Division's 2012 operating budget; and

That Council ratify and confirm the actions of the Treasurer, and the consultants and staff in the filing and serving of these complaints on or before March 31, 2012; and

That Council authorize the Treasurer, the consultants, designates, and staff, to continue to conduct these complaints before the Ontario Assessment Review Board, including any negotiation, settlement or other relevant legal proceedings; and

That Council authorize the Treasurer, the consultants, designates, and staff, to pay the costs of conducting these complaints including the filing fees of the Ontario Assessment Review Board, the fees and disbursements of any consultants and any costs awarded by the Ontario Assessment Review Board; and

That Council enact a by-law to delegate the powers and duties of the municipality in respect of filing complaints with the Assessment Review Board to the Treasurer; and

That staff review comments of delegation and review manner in which residents are notified that property will be considered.

Carried.

5. DP-2012-013 re: Heritage Register - Recommendation for Removal of Listed Property at 2412 Mayfield Road.

Moved by D. Beffort – Seconded by A. Thompson

2012-125

That Report DP-2012-013 regarding Heritage Register - Recommendation for Removal of Listed Property at 2412 Mayfield Road, be received; and

That Council remove the listed property at 2412 Mayfield Road from the Heritage Register to allow for the demolition of its existing structures; and

That Council make the removal of this property from the Register conditional upon receiving a written undertaking from the property owner to commemorate the property history by plaquing, street or park naming during the development process, and to salvage and donate to Heritage Caledon the remaining original interior doors, baseboard and two lancet windows from the John Wray farmhouse prior to demolition; and

That Council direct staff to advise the property owner, the Mayfield West Phase 2 project manager and the Building and Support Services section of the Development Approval and Planning Policy Department of its conditional decision.

Carried.

6. DP-2012-016 re: 2012 Earth Hour.

Moved by A. Thompson – Seconded by P. Foley

2012-126

That Report DP-2012-016 regarding 2012 Earth Hour, be received.

Carried.

7. FES-2012-001 re: Fire and Emergency Services - 4th Quarter and Year End Report 2011.

Moved by R. Mezzapelli – Seconded by D. Beffort

2012-127

That Report FES-2012-001 regarding Fire and Emergency Services - 4th Quarter and Year End Report 2011, be received.

Carried.

8. PREC-2012-003 re: Naming of the lands dedicated as a United Nations Peacekeeping Parkette located on Mill Street in Bolton as Founders Park.

Moved by P. Foley – Seconded by R. Mezzapelli

2012-128

That Report PREC-2012-003 regarding Naming of the lands dedicated as a United Nations Peacekeeping Parkette located on Mill Street in Bolton as Founders Park, be received; and

That Council removes the dedication of a United Nations Peacekeeping Parkette from the Town owned parcel of land on Mill Street; and

That Council name the Town owned parcel of land located on Mill Street, "Founders Park"; and

That staff proceed with the installation of the necessary signage and minor landscape improvements recognizing the land formerly dedicated as a United Nations Peacekeeping Parkette as Founders Park in consultation with the Bolton Community Action Site.

Carried.

9. PW-2012-007 re: Additional Work and Award for McLaren Road Bridge Replacement.

Moved by D. Beffort – Seconded by A. Thompson

2012-129

That Report PW-2012-007 regarding Additional Work and Award for McLaren Road Bridge Replacement, be received; and

That Council authorize a direct award to Morrison Hershfield Limited for Consulting Engineering Services in the amount of \$15,010 (inclusive of the non-recovery HST) for completing the detailed engineering design drawings and tender documents for the Replacement of the McLaren Road Bridge; and

That the revised budget for the McLaren Road Bridge EA capital project (Project 10-72) in the amount of \$54,124 be approved with the budget shortfall, in the amount of \$25,860, funded from a budget transfer from the Innis Lake Road Bridge Replacement Project (Project 11-03).

Carried.

14. RECEIPT OF MINUTES

Moved by R. Mezzapelli - Seconded by R. Whitehead

2012-130

That the minutes of the following meetings be adopted as written and distributed:

- Council Meeting held March 6, 2012.
- Closed Council Meeting held March 6, 2012.

And that the minutes of the following meetings be received as written and distributed:

- Committee of Adjustment Meeting held February 8, 2012.

Carried.

15. PROCLAMATIONS

1. Earth Hour – March 31, 2012.

Moved by A. Thompson – Seconded by P. Foley

2012-131

Whereas climate change is one of the biggest threats to our planet and our quality of life; and

Whereas at exactly 8:30 p.m. on Saturday, March 31, 2012 towns and cities around the world will turn off their lights for one hour to raise awareness about climate change and recognize that, by working together, the people of the world can make a difference in the fight against climate change; and

Whereas the World Wildlife Fund (WWF) event, called 'Earth Hour', has grown from a single event in Sydney, Australia to a global phenomenon that has inspired action in over 4000 communities across 135 countries; and

Whereas the Town of Caledon supports the WWF's call to go beyond one hour and will continue to promote the actions and intent of Earth Hour throughout the year; and

Whereas the Town of Caledon's participation in Earth Hour sends a powerful message to its citizens and the citizens of the world that inaction is no longer acceptable and that, collectively, simple actions like switching off our lights can help to address a global problem like climate change;

Therefore be it resolved by the Council of the Corporation of the Town of Caledon proclaim that at 8:30 p.m. on Saturday, March 31, 2012, the Town of Caledon will join communities around the world by turning off all non-essential lighting and devices in its facilities for one hour; and

Further be it resolved that the Town of Caledon's participation in Earth Hour be promoted and publicized in order to raise awareness about climate change mitigation and to encourage individuals, households and businesses in Caledon, and beyond, to take action by conserving energy for one hour at 8:30 p.m. on March 31, 2012, and to continue that behaviour throughout the year.

Carried.

16. CORRESPONDENCE PACKAGE

1. Moved by R. Whitehead – Seconded by R. Mezzapelli

2012-132

That the correspondence items as listed in the correspondence package for the March 20, 2012, Council meeting, be received.

Carried.

2. Moved by P. Foley – Seconded by R. Mezzapelli 2012-133

That the e-mail received from Sherry Brioschi regarding Roundabouts dated March 20, 2012, be received.

Carried.

17. **PUBLIC QUESTION PERIOD** – No one in attendance came forward.

18. **BY-LAWS**

Moved by N. deBoer – Seconded by R. Whitehead

2012-134

That the following by-laws be taken as read three times and finally passed in open council:

2012-021 Filing Complaints with the Assessment Review Board.


2012-022 To exempt Lots 1 to 8, Blocks 91 and 92 on Plan 43M-1855 and Lot 82, Blocks 129 and 130 on Plan 43M-1860 from the part lot control provisions of the Planning Act.

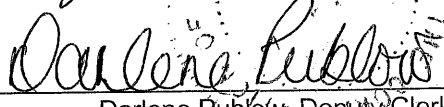
2012-023 To confirm the proceedings of the March 20, 2012 Council Meeting.

Carried.

19. **ADJOURNMENT**

On verbal motion moved by Councillor Foley and seconded by Councillor Mezzapelli, Council adjourned at 5:02 p.m.


Marilyn Morrison, Mayor


Darlene Publowl, Deputy Clerk

(Faint circular council seal is visible in the background)