

THE VIEW FROM BLUE

Published by Blue Mountain Ratepayers' Association

www.bmratepayers.com

BOX 198, THORNBURY, ON N0H 2P0

MARCH 2015

Property taxes - Good news and Bad news

(Terry Thompson Chair of BMRA Budget Committee delivered the following message to an Open Council meeting 3/23/2015)

First the good news: the "blended" rate of 1.3% we will pay for 2015 looks to be the lowest in several years as Grey county is reducing its levy by about 2% and the Education portion is not increasing.

The bad news is that the Town portion is presently showing an increase of about 5.4% and could grow to 6% if new items are added. Council will vote on the final budget on March 30th.

The Town's increase is primarily due to an increase of 2% planned for staff salaries and benefits and the addition of 3 new positions in the engineering and planning departments at an annual cost of \$250,000. The budget review committee recalls that 10 years ago the town staffing level was about 20 people less than the present level of 90. As the population of the Blue Mountains is 5.5% lower today than it was in 2006, we have begun an analysis of the factors involved in the staffing increase, as salary and benefit costs make up 46.6% of the towns expenses. The 2015 budget for salaries and benefits is 11% higher than the 2014 actual of \$7,352,917.

Grey county reduced its levy primarily because it is no longer collecting a special tax it put in place for the past three years and held in a designated reserve.

We are getting a "one time" rebate for past "contributions".

As you may have read in the local papers, the county voted to return half of what it collected in the special tax to the municipalities and hold back the remaining 50%, or \$728,621 to pay for future projects it says it needs. To their credit and with the full support of your ratepayers association, our town council requested the return of the full 100% but this was not supported by the other municipalities. We have asked our mayor to press harder, perhaps even holding back the amount from a future payment to Grey county or by setting up an account receivable from the county. In any event, our council has not yet made a decision or voted on what to do with the money returned from the county - we believe it should be returned to the taxpayers in the form of a reduced levy in 2015, not held back from us, as we paid the tax in the first place.

For more info visit <http://www.ownsoundsuntimes.com/2015/01/11/blue-mountains-will-see-more-money-from-grey>

Water and Wastewater - Good news!

We were pleased to see staff recommend no increase in usage and fixed charges for 2015 and subsequent years. As readers will recall, the Budget Review Committee has pressed council for restraint in this area, with some success. Based on our previous analysis we believe these charges have been inflated in prior years. This dates back to 2007 with the installation of water meters to measure consumption

and the introduction of fixed charges on your utility bill.

We believe this overcharging warrants a reduction in both fixed and usage rates in the future. As we continue our investigations, particularly into water and wastewater fixed charges and their related Reserves, we will keep ratepayers posted on developments.

New TBM Planner is optimistic about our future.

Interview with Michael Benner, Director of Planning, Building and Bylaw Services for the Town

Editor Ratepayers' Association: Welcome to the Blue Mountains, Michael. We are curious...what attracted you to this area?

Michael Benner: As a municipal planner, I have always preferred to work in smaller rural communities such as the Blue Mountains. I really like the small-town feel of the municipality, with its variety of cohesive and walkable neighborhoods. I am also encouraged by Council's determination to maintain its character. As a bonus, the general area is very familiar to my family and feels like a second home in many ways.

Editor: Is the small-town feel at risk, as a result of the new Provincial Policy Statement from Queen's Park which calls for intensification of our urban settlements?

Michael: Population increases experienced by the province are most

BLUE MOUNTAIN RATEPAYERS ANNUAL GENERAL MEETING, SATURDAY MAY 2, 2015
Members 9am; Public 10am; Marsh Street Centre, Clarksburg - Details inside

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prevalent in the Golden Horseshoe and the GTA, not us. We are still bound by the policies contained in the Provincial Policy Statement but we are not bound by the Growth Plan for the Greater Golden Horseshoe. This provides us with greater flexibility in how we manage growth. As a practical matter we can't be expected to do the things on a scale of the GTA.

Editor: One of the complaints heard from the development industry is that the Town is too slow in reviewing development applications. Will the new Official Plan (OP) facilitate TBM's new "Open for Business" attitude?

Michael: Most definitely! Having an up-to-date OP, as well as design standards, will provide the development industry with a clear set of rules. The new Official Plan sets out the broad vision for long-term growth, and the policy framework that identifies and protects what is important to the Town when making municipal decisions and assessing development applications. But a vision, without the tools to implement it, is just a dream.

Editor: The Ratepayers' Association is concerned that one of the tools, our Community Design Guidelines approved by Council in 2012, is not mentioned in the new OP.

Michael: I think it is not too late to include a reference to them in our OP now before Grey County for approval, and I believe the Guidelines should be rewritten as Design Standards, so there is no confusion about their relevancy. When I talk to residents they say: "it is vitally important to have a small town look and feel", and this is how we can ensure that new development fits seamlessly in the community.

Editor: Then as a practical matter how do you see developers reacting to this new approach?

Michael: They will be somewhat concerned if we set out definite rules. At least they will know what the rules are, and that they won't keep changing. The payback for them is that they

should see a faster review process, unless they choose to apply for an exception, through rezoning.

Editor: We heard a small scale developer ask in a hearing last year "why can't I walk in the door of TBM and have someone tell me what I need to do to get my project done in a timely manner?"

Michael: That is the goal, to make that person much happier with the process. Council has made it clear to me that they want to "streamline the process to quickly get a development application through." That will happen if the application meets the criteria that we are about to clearly set out.

Editor: Will you need to change your organization structure to streamline the review process?

Michael: Yes. Our process review consultant, Tim Dobbie, looked at the Town's development application review process, and recommended staff changes including the consolidation of development review under the Planning and Development Services Department. As well, the Dobbie Report supported the need for additional staff, and we are seeking Council's approval of 3 new positions.

Editor: An additional 3? That is going to take some selling to the ratepayers who always want more done with fewer people. How do you justify that?

Michael: I understand the ratepayer position. First, on a benchmarking basis, comparable municipalities have 10 or 12 people responsible for planning and engineering approvals, versus our existing 6. Under the new model, development engineering review will be moved from Public Works to Planning. To accomplish this task, new engineering staff are required as existing engineering staff are remaining with Public Works. Our existing engineers are competent and work hard but will better serve the public by looking at large demands in the infrastructure/public works area.

Secondly, I believe that it is important

that development application fees are charged according to the scale of the project. There is an opportunity to develop more appropriate revenue streams, and provided we deliver on timely approvals, I think the larger scale developers will concede that there is good value in a new fee arrangement.

Editor: It strikes us that there was not a sufficient macro approach to development, and that TBM was tilted too far into an engineering exercise versus a planning exercise.

Michael: That's what I want to change. My background is in the macro and long term vision areas. I want to help the residents recognize themselves in their Official Plan, Zoning By-Law and Design Standards. It will take some investment in personnel to accomplish this.

Editor: We admire your enthusiasm and agree that such an investment may be warranted, but have you looked at all the alternatives, such as hiring under a 2 year contract to help you turn things around?

Michael: In terms of contracts versus full time I would prefer full time staff as the Town is looking at a new permanent model for process delivery, not a temporary solution. However, that decision for staffing ultimately rests with Council.

Editor: We don't understand the bonusing formulas proposed in the OP. Your thoughts?

Michael: I'm not really fond of bonusing, although I understand why the Town has it in place. I prefer adhering to the standards as much as possible and working collaboratively with developers to apply those standards.

Editor: You also seem very enthusiastic about Thornbury and Clarksburg being suitable communities for people to "age-in-place".

Michael: Yes, they are very walkable for the old and young. We have a great

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opportunity here to maintain and enhance that, with the input of the community. That being said, "aging in place", is much more than having walkable communities. It's also about providing sustainable economic opportunities and health and social services for all ages.

Editor: And Sobey's/Foodland?

Michael: Yes, a classic case of an opportunity for process improvement. But Sobey's is moving ahead. Build season will be July to October. Arthur Street (Highway 26) will be down to one lane for a while this summer due to storm drain, sewer, water and utility hook-ups. The new building is to commence by July - if all goes well.

Editor: We all agree change is needed. You have been very candid with us and we appreciate that. We will communicate your thoughts to BMRA members to spread the information about your optimism that improvements are necessary and likely to happen. That will be welcomed.

Michael: Thanks and my door is always open to keeping this communication process going.

UPDATE: Subsequent to the above interview Council has proceeded with the Dobbie Report, including the splitting of responsibilities in Planning and Infrastructure and going ahead with the 3 new hires. Mayor McKean commented that getting this structure in place is a necessary investment and will pay for itself if only by keeping TBM out of costly OMB hearings. Tim Dobbie, who has wide experience (was CAO in London and Burlington) confirmed that the comment by the Mayor on the OMB was valid.

Dobbie provided the following chart to demonstrate that our Engineering Department Structure is overwhelmed by its responsibilities under Roads & Drainage alone, yet they are presently also responsible for reviewing Development Plans which has proven to

be too great a burden.

The Town of The Blue Mountains Comparison of Number of Employees in the Roads and Drainage Area Vs Lane Kilometers

	<i>Employee's Roads and Drainage</i>	<i>Lane KM's</i>
Blue Mountains	11	470
Collingwood	20	338
Georgina	16	450
Innisfil	22	800
King	15	320
Niagara on the Lake	16	461
Wasaga Beach	15	394

CGMH plans for the future of your community hospital

It's not a secret that the Collingwood General and Marine Hospital (CGMH) is out of space and with all eyes to the future, the CGMH Board of Trustees is fully committed to find a solution to its current situation, with its 2013 - 2017 Strategic Plan identifying "Our Hospital" as one of its five strategic directions.

There has been good progress in this regard, as the hospital completed the first critical step in redevelopment planning by submitting a capital pre-proposal in 2010. The pre-proposal has received support from the North Simcoe Muskoka Local Health Integration Network (NSM LHIN) and the Ministry of Health and Long-Term Care (MOHLTC).

Guy Chartrand, CGMH president and CEO. "To move forward, we need to complete the Master Plan and Master Program and submit it to the MOHLTC for approval. There's still a lot of unknowns and ultimately the Ministry makes the final decision on whether we're renovating the space we have or if we receive support for a new build."

The Master Plan identifies the physical

space needed in the future (at 25 and 50 years), where and how services will be located, and describes the different stages of development.

We continue to explore the opportunity of a Health Campus and building the case for a campus of care for our community, which may take the form of a new hospital and/or a major expansion. "At the present time all options are on the table when it comes to the future location of the hospital and our focus remains on creating a great process, which ultimately equals great results," says Chartrand.

In April, CGMH is hosting the fourth on its tour of Community Engagement sessions which have included the Town of Blue Mountains, Collingwood and Wasaga Beach in 2014, to update the public on its journey and progress to date.

Councillor's Corner

Excerpts From Councillor Seguin's Blog - michaelseguin.ca

1) The Fire Department is undergoing some major challenges to 'response times' and the ability to mitigate fire risks. At the present time, the net cost of fire service in our municipality accounts for almost 12% (\$1.66 million) of our net operating budget. Over the past 5 years, the Fire Department averaged 191 calls per year, of which only 16 were fires and 4 were structural fires. The remainder of the calls for service were false alarms and other emergencies like auto accidents. In response to structure fires, we are advised that the department responds with approximately 20 personnel and the average 'on the scene' time is 10 minutes.

So what are the problems? The response times are high given our topography and limited volunteer program (should be closer to 4 minutes, which is considered the 'flashover' time for saving a building). In order to improve our Level of Fire Service, Fire

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Chief, Rob Collins, is recommending that we review our current Fire Master Plan immediately, maintain our current composite department comprised of existing permanent staff (now unionized) supported by a complement of up to 48 paid-on call volunteers, investigate the mandatory use of automatic sprinkler systems in new homes and existing high risk buildings, and continue to work (or push) with neighboring municipalities as well as potential community business partners to develop mutual assistance partnerships to facilitate enhanced response capabilities.

2) An application has been received and deemed complete (i.e. all required reports and drawings have been received by the TBM Planning Department) that will require an Official Plan Amendment, a Zoning By-law Amendment and Site Plan Approval for a proposed 242 unit residential consisting of 2-storey, 3-storey and 4-storey low rise apartment style units located at the north-west corner of Grey Road 19 and Grey Road 21. The development is being proposed as a 'Medium Density' one reflecting a density of 55 units per hectare (22.25 units per acre).

A Public meeting was held on March 2, 2015, with close to 50 people in attendance and some 36 written letters/emails (as of that date) being submitted and objecting to this development.

The area of concerns revolve around 10 themes, with the top 5 being;

- 1) high density is not compatible with the surrounding area;
- 2) height of 4-storeys is too high;
- 3) increase in traffic flows would create congestion, safety issues and diversion into residential communities;
- 4) there will be negative visual impact on the gateway to Blue and the character of surrounding neighborhoods; and
- 5) increase noise will be created by traffic and density.

Staff are in communication with the developer to discuss mitigating these concerns and will report back to Council Committee of the Whole sometime in May. If substantial changes are made to this proposed development, then another Public Meeting may be required (or recommended). If you have any concerns and haven't voiced your opinion, we want to hear from you.

Issues of Concern:

1) Staff provided a list of Community Services fees and Charges for 2015. If you have a favorite municipal service or facility that you use on a regular basis, you might want to check this list to determine what it will cost you in 2015. We are advised that new changes will result in an additional \$16,000 in revenue. The debate is still out in raising fees at Tomahawk and making it a full user-fee tourist/community facility and more sustainable.

2) Council approved a motion to reduce the speed limit along Beaver Street from 50km/hr to 40 km/hr to help deal with safety issues around Moreau Park and more pedestrian movement into Town. This will be more important once Sobeys and the LCBO are built. Council also agreed to include a provision of sidewalks or paved shoulders when Beaver Street is improved.

3) Frazil ice blockages on the Beaver River in Clarksburg this past winter have caused considerable concern and resulted in some damages to homes in the Margaret Street area. The cost of mitigating any further water damages (excavators, loaders, etc) has resulted in \$48,758 in costs to the Town. Council has agreed to bill 50% of these costs to the Grey Sauble Conservation Authority (GSCA), who are responsible for river management.

4) The Ontario Ministry of Transportation (MTO) wanted total relief from the Noise By-law to permit construction noise along Hwy. 26 (between Thornbury and Collingwood

boundary) after the permitted hours or during the night between 7 p.m. and 7 a.m. from the fall of 2015 to the fall of 2016. This would mean allowing blasting, milling, pulverizing, paving and the installation of culverts during night time periods. I moved a motion (that was approved) that we deny this request. MTO and their consultants will be advised to present a deputation to Council and the Public should they wish to pursue this request.

Quick Hits:

1) Council has agreed to enter the Heart and Stroke Foundation Big Bike Event to be held in Thornbury on May 11th ride a 30-seat bicycle along a proposed route (an easy one I hope) to raise awareness and funding to support the work of the Foundation.

2) We have been approached by Mountain Goat Film Company requesting that the Town consider creating a film policy to attract film and television productions to our area and the surrounding area.

3) Grey County has commenced an environmental assessment regarding Grey Road 19 and Grey Road 21 intersection improvements. This will be a joint venture with the County of Simcoe and the Town of Collingwood, who have jurisdiction over Mountain Road. There will be a Public Information meeting in the upcoming months. A number of views have been expressed by stakeholders requesting the construction of a two lane roundabout that would support the existing roundabout at Gord Canning Drive and Grey Road 119 and help ensure better long-term, 2015.

4) Grey County received \$100,000 provincial grant to be used to create a central dispatch to help the transit systems in the county work together to serve users. Hopefully, there will be some benefits to the residents of The Blue Mountains and maybe some help to provide additional services to our successful Collingwood-Blue Mountains Bus Transit system.

February 18th, 2015
 TO: Mayor and Council
 Town of The Blue Mountains

RE: Application for Zoning By-law Amendment 209553 Highway 26 Blue Mountains

The purpose of the above mentioned application for a Zoning By-law Amendment is to consider a site specific change of zoning from Residential R1-4 (low density) to permit the Commercial use of the property for Short Term Accommodation rentals. We wish to provide the following comments for your consideration when assessing this application.

Background

The Blue Mountain Ratepayers' Association (BMRA) has been actively involved and fully supportive of the Town's efforts during the past 7-10 years to address the intolerable incompatibility issues between these two very distinct land uses within our community. The BMRA fully realizes that STA's are an essential ingredient to be a successful Open for Business Tourism destination.

However, we need to resolve these conflicting land uses - Commercial/business (STA) use vs. Residential use was the justification and focus of the Interim Control By-Law (ICB) passed in February, 2008 followed by the amendments to the Town's Official Plan (OP) and Zoning By-laws in January, 2009. These amendments were upheld by the OMB and upon appeal to the Superior Court.

Evidence presented at the OMB hearing stated that as early as December 2001, the Municipality was responding to resident's complaints about STA use and took steps to try to mitigate the problems by implementing fines and informing the OPP to enforce a zero tolerance policy for breach of the town's noise and parking by-laws.

However, the problems continued and in 2005, the Municipality sought legal advice on regulating and licensing STA use in residential zones. The Municipality then began the process of amending the OP and Zoning By-law, which was presented at a Public Meeting on October 13th, 2007. Further consultation and study was undertaken which necessitated the passing of the ICB in February, 2008 due to the public's concern about a number of new STAs locating in residentially zoned area. How does this apply to the above mentioned application?

a) Being in the STA business, the applicant for the property at 209553 Hwy 26 would have been well aware of the prohibition of any new STA uses locating in low density residentially R1-4 zoned areas **BEFORE** applying for the building permits for the 3 adjacent buildings to be constructed on lots #66, 67, & 68 Plan 320 Town of Blue Mountains in the spring of 2009.

b) He also would have been well aware of the new "minimum" Zoning By-law requirements for STAs in effect as at January, 2009. If his intentions were to operate one or more of the 3 new units as STAs, he could have made adjustments to incorporate the new Zoning requirements for a STA business use into his building plans and applied for a Zoning By-law Amendment at that time.

Instead, the applicant chose to complete construction based on the properties being zoned as "Residential Use" and then ignored the "Commercial STA use" zoning restrictions and commenced operating this location as an STA.

The Provincial Policy Statement, Grey County Plan, and the Town of Blue Mountain Official Plan

The OMB Board ruled that the Town acted prudently in its decision to prohibit STA uses in low density residential areas and that the Amendments to the OP and Zoning By-laws concerning STA uses represented good planning. The Superior Court concurred with that

decision, adding that "the promotion of tourism and economic development cannot be looked at in isolation from other legitimate goals, such as the preservation of the residential nature of certain neighbourhoods.

The Board further concluded that "the expectation was that low density residential neighbourhoods would be reserved for permanent dwellings and the protection of the integrity and character of these neighbourhoods should be the paramount objective when considering the establishment of commercial uses in those neighbourhoods."

As to directing STA development to locations with appropriate levels of servicing and infrastructure, where the intensity of use could be better accommodated and where future growth needs could be met, the Board found that this was in keeping with the policies of the PPS "for a strong, liveable and healthy community and will provide opportunities for sustainable tourism development."

These "certain neighbourhoods" were defined as low density R1-4 zoned areas. The Town may consider a Zoning Amendment only if the new USE is allowed under the OP, the application has merit, and there will be no negative impact on the abutting properties or the environment.

The Zoning By-law

The provisions contained in the Zoning By-law are one of the primary tools used by Municipalities to achieve the goals set out in their OP. Its purpose is to implement the Town's Official Plan and provide for its day-to-day administration, while providing a legally enforceable way of managing land use and future development.

Our Zoning By-law sets out clear standards and regulations designed to protection of Residential Neighbourhoods in relation to Short Term Accommodation (STA) uses. It states that "large scale operations, with high occupancy and frequent rentals, which are considered to

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be the principle commercial use of the property, shall be subject to the requirements for commercial resort accommodations under section 3.4.1 and only located where specifically permitted under the Zoning By-law."

The STA business use which is the subject of this application for Zoning By-law Amendment clearly fits into this category.

In addition, the Zoning By-law requirements state that "Accommodation uses shall avoid disruption to adjacent residences through mitigation of potential impacts including noise control, waste management, setbacks, buffering, servicing and on-site parking, amongst other appropriate site performance standards and operational controls".

The application does not meet any of the site specific requirements for operating as a STA and would have a high likelihood of an intensified use considering close proximity to the 'grandfathered' STA unit located next door. The applicant has requested an exemption from almost all of these STA site specific zoning requirements.

Summary

a) Location: overwhelmingly low density residential. Property shares a single driveway access from a busy provincial highway with an 80km speed limit with 2 other detached dwellings. All 3 dwellings share a single septic system; have limited parking available for the occupancy level requested and no buffering, set-backs, etc to ensure the quiet and undisturbed enjoyment of the surrounding neighbours.

This location/property does not meet any of the Zoning By-law requirements for an STA use.

b) The combined total occupancy level with the STA next door has been requested to be Twenty-four (24) while the parking available is only 8 spaces. This number is unrealistic and does not meet the minimum parking standards for a STA at the occupancy level requested.

This exemption should be declined.

c) The high occupancy loads in STAs combined with the lack of buffering, setbacks, performance standards, etc. was probably the single most important factor identified as intensifying the incompatibility issues experienced in residential zoned areas. To improve compatibility, this number was purposely set at a maximum eight (8) for new STAs in Residential R1-4 zoned areas. ('Grandfathered' STAs are not subject to this maximum).

Recommend that this exemption should be declined.

This is the first application for a Zoning By-law Amendment for a new Commercial STA use in a low density Residential R1-4 zoned area and sets a precedent for future applications. Considering the lack of compliance with the Zoning By-law standards set for STAs, the large number of exemptions required, and inability of applicant to make changes to the property to improve compatibility with the surrounding neighbours, we ask that you decline this application.

Thank- you for your consideration,
Dennis Fennessey,
Blue Mountain Ratepayer's Association
(On behalf of the Board of Directors)

Cc: BMRA Board of Directors,
BMRA STA Committee

Cc: Michael Benner, Director of
Planning, Building and By-Law
Enforcement

Queen's Park solution to run away debt and deficit? Close Schools.

Linda Hamill, our School Trustee comments:

Background: Under-used schools could be on the chopping block as the provincial government tries to squeeze up to \$500 million out of its education budget.

Education Minister Liz Sandals said "There's over 600 schools in Ontario that are more than half empty." Meaford

High School is on the list of schools targeted because they are under 65% capacity that might be closed with kids bused then bused all the way to Owen Sound.

Premier Kathleen Wynne told the legislature as recently as July 7 that she would not cut education.

Sandals said her government has increased per pupil funding in Ontario by an average of 50%-60%, and has no intention of decreasing how much it spends on each student. Where did that 56-60% go? Who cares about a per pupil expenditure if our Community schools are being closed?

The province wants to ensure the money is spent educating students rather than funding empty seats in classrooms, Sandals added. Huh? So we are going to have our kids spend an extra 2 hours a day on a bus? That's education?

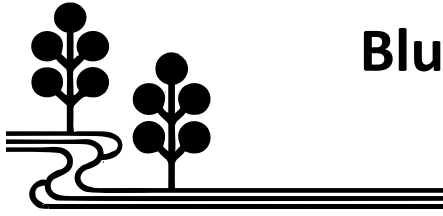
"Let's face it, we do have a deficit so we're going to have to look at absolutely every government program and make sure that we're managing efficiently," she said.

We don't recall this mean tough talk about debt and deficits coming from Sandals during the recent election.

Linda Hamill our School Trustee told the BMRA that:

"The Ministry is going to give us new Guidelines for Accommodation Reviews (how many community meetings, who we are to consult, the actual process itself). Right now we are waiting to get those Guidelines. We need them before we can proceed with Accommodation Reviews. The Guidelines were supposed to be out in the fall. Then in Dec. Then the last half of February. Now they are saying they will be out in the spring. The Ministry of Education has not explained the delay in the process."

Linda will be attending our AGM and there will be an opportunity to speak with her at that point about developments on this critical Community issue.



Blue Mountain Ratepayers' Association

www.bmratepayers.com

BOX 198, THORNBURY, ON N0H 2P0

BMRA Membership Application

Annual Family Membership fee of \$25 valid until December 2015.

Apply online at www.bmratepayers.com or

Please enclose a cheque for \$25, payable to BMRA and mail the cheque and application form to:
 Blue Mountain Ratepayers' Association
 Box 198, Thornbury, ON N0H 2P0

1st Member Name: _____

2nd Member Name: _____

TBM Address: _____

City _____ Postal Code _____

Phone # _____

1st Email _____

2nd Email _____

Mailing Address: _____

(if different from above)

City _____ Postal Code _____

Phone # _____

In order to manage costs and protect the environment, newsletters and information updates will be sent to you via email. If you do not have access to email, copies of newsletters will be mailed.

In addition the email newsletter, I would also like to receive one in the mail

Can you recommend anyone that may wish to join?

Name/Address _____



Annual General Meeting for the Year ending December 31, 2014
 Saturday, May 2nd, 2015 at The Marsh Street Centre,
 187 Marsh Street, Clarksburg, ON

Closed Session - for Members Only

Registration starts at 8.30 a.m.

- Meeting Starts:** 9:00 AM
 Welcome and Opening Remarks, Director, BMRA
1. Notice of Annual General Meeting
 2. Motion to accept minutes of 2014 AGM
 3. Proposed By-Law Amendments (None)
 4. Directors' Reports/Messages
 5. Presentation and Motion to Accept Financial Statement for 2014
 6. Budget Review Committee Report
 7. Membership Report
 8. Ratification of Actions of Directors
 9. Election of Board of Directors
 - i. Slate of Nominees,
 - ii. Nominations from the Floor,
 - iii. Vote and Final Declaration of 2015/2016 Board of Directors.
 10. New business
 11. Closing of member's only session

Short Recess: 10:00 AM

Open Session – Public Welcomed

- Guest Program:** 10:10 AM Welcome to Public and Guest
 Introduction(s)
 BMRA Board Director
- 10.15 AM **Mayor John McKean** –
 Greetings from the Town.
 & "What's Up at Grey County" –
 Corporate, Transportation & Public
 Safety;
Deputy Mayor Gail Ardiel – Planning
 & Community Dev. & Social Services

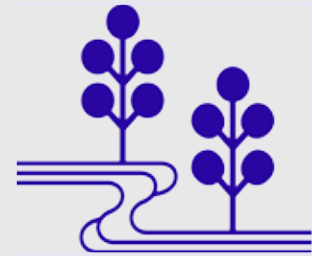
Question and Answer Period

- Session Ends:** 11:30 AM Meet and Greet
 12:00 PM Close of Public Session by John Leckie

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