

# **PUBLIC WORKS COMMITTEE AGENDA – AMENDED**

**Tuesday, January 24, 2012, 7:00 a.m.  
Operations Centre, Primrose**

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Declarations of Pecuniary Interest by Members

## **DELEGATIONS**

- 1. PUBLIC WORKS COMMITTEE – January 24, 2012 – ITEM #1  
Marie Swidwsky – owner of the Olde Stanton Store**

Delegation from Marie Swidersky, owner of The Olde Stanton Store, regarding a request for a speed limit reduction to 60km in the hamlet of Stanton on Airport Road.

*Recommendation:*

*For the consideration of the Committee.*

- 2. PUBLIC WORKS COMMITTEE – January 24, 2012 – ITEM #2  
Victor R. Snow – Former Stanton Hotel – 5<sup>th</sup> Sideroad, Mulmur**

Delegation by Victor R. Snow regarding the potential demolition of the Stanton Hotel located at the 5<sup>th</sup> Sideroad in Mulmur.

*Recommendation:*

*For the Consideration of the Committee.*

## **REPORTS**

- 3. PUBLIC WORKS COMMITTEE – January 24, 2012 – ITEM #3  
Former Stanton Hotel – 5<sup>th</sup> Sideroad, Mulmur**

- 3.1. Resolution- Township of Mulmur, dated January 10, 2012 with respect to give notice of intent to consider options to designate the former Stanton Hotel as a heritage building.**
- 3.2. Report from the Director of Public Works and the Museum Curator dated January 24, 2012 with respect to background information on the Stanton Intersection.**

*Recommendation:*

*THAT Report PW-2012-12-24 Stanton Intersection Background from the Director of Public Works and Director/Curator, DCMA dated January 24, 2012 be received for information.*

**CLOSED SESSION**

4. PUBLIC WORKS COMMITTEE – January 24, 2012 – ITEM #4  
Closed Session regarding a Property Matter for Intersection Improvements

A confidential report from the Director of Public Works dated January 24, 2012 with respect to potential property purchase for an intersection.

**DISCUSSION**

5. PUBLIC WORKS COMMITTEE – January 24, 2012 – ITEM #5  
Public Works Committee meeting dates for 2012.

At the request of the Chair, discussion regarding the prospective dates and times for the Public Works Committee meetings for 2012.

*Recommendation:*

*For Consideration of the Committee.*

**OTHER BUSINESS**

**Next Meeting:** TBD  
Operations Centre, Primrose

**From:** Marie Swidersky  
**Sent:** January-12-12 10:14 PM  
**To:** Pam Hillock  
**Subject:** Lowering of Speed Ltd.

Hello Pam! Trevor gave me your e-mail and suggested that I voice my concern to you. My husband, Len, and I (Marie) own The Olde Stanton Store in the hamlet of Stanton on the Airport Road - just north of Hwy.89. We have been operating our store for thirty-one years and have lived there until recently and our son Nick, who helps with our business lives there now. You may have heard of the construction that is going to take place at our intersection at some point in the future? In any case, with all the money and talk that is going into this on going concern I am requesting that the speed limit be lowered to 60 km in the hamlet of Stanton - south of our store and continuing to the north - ending at Stanton Lee Farms. There is already a flashing light at the intersection of the 5th and the Airport Road. I do not understand why this has not been done long ago. In the thirty-one years we have worked at The Olde Stanton Store, we have had a safe record but I cannot understand why if the road is being lowered and so much is being poured into this intesection - putting our business in jeopardy - why a simple lowering of the speed limit isn't being seriously considered! If safety is a concern - lowering the speed ( which is done all over the countryside) should be the 'first' change that should be made - simple and effective and could be done sooner than rebuilding the road. Thank you for your time. My home phone number is \_\_\_\_\_ and I would be happy to speak with you in person if an e-mail is not enough.

Sincerely, Marie Swidersky - The Olde Stanton Store.



COUNTY OF  
DUFFERIN

Clerk's Department  
51 Zina Street  
Orangeville, ON L9W 1E5  
Telephone: (519) 941-2816  
Fax No: (519) 941-4565

DELEGATION REQUEST

Request for delegation, any written submissions and background information for consideration by Committee or Council must be submitted to the Clerk's office by 12:00 p.m. on the Wednesday prior to the requested meeting.

PLEASE PRINT

COUNCIL/COMMITTEE DATE: JAN 24, 2011

AGENDA ITEM NO. <sup>PENDING</sup> AGENDA 1/20 SUBJECT: SEE ISSUE BELOW

PUBLIC MEETING: YES  NO

NAME: VICTOR R. SNOW

ADDRESS: P.O. BOX 21031 RPO  
Street Address  
ORANGEVILLE L9W 4S7  
Town/City Postal Code

PHONE: HOME: ( ) BUSINESS: ( )

FAX: ( ) EMAIL ADDRESS:

NAME OF GROUP OR PERSON(S) BEING REPRESENTED: (if applicable)  
VICTOR R. SNOW

BRIEF STATEMENT OF ISSUE OR PURPOSE OF DEPUTATION:  
POTENTIAL DEMOLITION OF STANTON HOTEL &  
OPTIONS FOR DEALING WITH SAFETY ISSUES AT  
THE INTERSECTION

Personal information on this form will be used for the purposes of sending correspondence relating to matters before Council. Your name, address, comments, and any other personal information, is collected and maintained for the purpose of creating a record that is available to the general public in a hard copy format and on the internet in an electronic format pursuant to Section 27 of the Municipal Freedom of Information and Protection of Privacy Act, R.S.O. 1990, c.M.56, as amended. Questions about this collection should be directed to the Clerk (519) 941-2816 Ext. 2503.

NOTE: HAVE SPOKEN BY PHONE WITH WARDEN - HE INDICATED THAT I COULD SUBMIT MY WRITTEN SUBMISSION AS LATE AS MONDAY MORNING, JAN. 23rd AND SHOULD RECORD HIS AUTHORIZATION ON THIS FORM

**From:** Vic Snow

**Sent:** January-23-12 9:45 AM

**To:** Walter Kolodziechuk

**Cc:** Sonya Pritchard

**Subject:** Submission - Public Works Committee Meeting, Jan. 24th (Much more information is to follow by informal email.)

Presentation, by Vic Snow, Heritage Advocate & Consultant, to The Public Works Committee Meeting on Jan 24th as follows:

INTRODUCTION: Some general remarks concerning Heritage, etc.

PROVIDE KEY ISSUES:

1. Demolition of the Pre-Confederation Stanton Hotel, the most important heritage asset in Mulmur Twp., likewise in rural Dufferin County and important to the Province as a rare surviving pre-Confederation pure Georgian timber frame hotel with neoclassical elements, also very rare as a "bank" building, built into a hillside with two sides of the basement stone walls above grade. Important for its social and cultural contribution and for the association to Win Hand, first owner, being one of the most colourful individuals in the History of Dufferin County. If the extraordinary importance of the Stanton Hotel is in doubt, then a request for an opinion could be made to a member of the Conservation Review Board, Ministry of the Attorney General who would provide same for a nominal fee.
2. The virtual desecration and obliteration of the oldest and most important surviving village in Mulmur Twp. by the impending demolition of not only the hotel but also its original stable, the period house just to the north and the small barn on that property. People who have always taken the hamlet for granted are alarmed when they now realize that Stanton will be virtually wiped off the map. This action is even inconsistent with the Township's own Mission Statement concerning "preserving its unique rural character".
3. The expenditure of public funds on quite elaborate road work is perceived by many to primarily benefit weekend travellers to cottage country. There is belief that demolishing all the existing buildings on the west side of the road and reducing the elevation to the north may only serve to increase southbound speeds through the intersection and past the very busy Stanton Store, particularly dangerous during their peak business periods. While a small number of local residents have a problem with the intersection, there is a greater number who believe that no problem at the intersection exists for cars or trucks, if one uses responsible and safe driving practices when turning onto Airport Rd. which I understand is the practice of 99% of drivers. I have spent 14 hours at Stanton and in that time witnessed a single vehicle approach from the west, a tractor. Further, I understand that a complaint from one person with a large horse trailer (40 ft.) initiated the entire matter.
4. Major concerns with the Proposed Reconstruction Drawing No. 1821-1 provided to me by Public Works on Jan .14th: 1.) No change in the sight line on the east side of the intersection as the Stanton Store remains to obstruct the view of Snow Plow operators. 2.) The paved shoulder extending almost to the Stanton Store will increase the likelihood and the danger of drivers passing on the right, around left turning vehicles 3.) Adding No Parking Signs at the intersection as evidently requested by the OPP with no plan for off Airport Rd. parking will seriously impact the business of the Store. 3.) The wide turning radius on each corner seems unnecessary as does the extended pavement onto the sideroad.
5. I must protest if any report by a building official or structural engineer is provided concerning the structural merits and condition of the Stanton Hotel as a means to rationalize its destruction. Anyone involved in historic preservation and restoration recognizes that most such individuals are an anathema to Heritage Preservation. They generally have no interest in same, no knowledge of architectural and construction techniques of the 19th Century and reference the current building code and specifically interpret Part 11 in the same way that various religious groups interpret the Bible. If you consider the building code, then, in theory every building built before 1870 (perhaps 1900 or even more recently) should have collapsed long ago, but in fact will outlast much contemporary construction. The Hotel is structurally sound as it sits on a high and dry foundation, as it has done for at least 149 years and the roof has always been maintained. Importantly, restoration would be non-conjectural as all (or examples of all) original components survive.

#### OPTIONS FOR CONSIDERATION

1. Reduced speed limit as suggested by virtually everyone
2. Stop lights with overhead sensors on east and west sides of the intersection as suggested by many individuals
3. Other options in place of demolition of the Hotel:
  - Last Resort - Move intact to the Dufferin County Museum grounds as first proposed by Councillor Earl Hawkins of Mulmur and supported by many others.
  - Absolute Last Resort - dismantling for sale as a market exists for such historic buildings.

CORPORATION OF THE

# **township of mulmur**



758070 2nd Line E., Terra Nova

R.R.2, Lisle, Ontario • L0M 1M0

TELEPHONE: 705-466-3341 • FAX 705-466-2922

January 12, 2012

County of Dufferin  
Pam Hillock, Clerk  
51 Zina Street,  
Orangeville, Ontario. L9W 1E5

Dear Ms. Hillock:

**Re: Stanton Hotel**

Mulmur Township Council at their meeting held on Tuesday, January 10<sup>th</sup>, passed the following motion concerning the Stanton Hotel which is situated on property that the County of Dufferin owns.

“That Mulmur Township Council therefore moves to give notice of our intent to designate the “Stanton Hotel” being Part Lot 6, Concession 6 EHS as in MF 15815 Mulmur Township in the County of Dufferin;

Whereas Mulmur Township Council requires a notice of motion to allow the consideration of options for a designated heritage building;

And Whereas Mulmur Township Council wishes no hardship for the County of Dufferin;

And Whereas Mulmur Township Council recognizes the cooperative nature of the County of Dufferin and the residents of Mulmur Township.”

Should you have any questions, please do not hesitate to contact me.

Yours truly,

Terry Horner, A.M.C.T.  
CAO/Clerk.

# THE CORPORATION OF THE COUNTY OF DUFFERIN



## REPORT PW-2012-12-24 Stanton Intersection Background TO PUBLIC WORKS COMMITTEE



**To:** Chair McGee and Members of the Committee

**From:** Trevor D. Lewis, P.Eng. Director of Public Works  
Wayne Townsend, Director/Curator, DCMA

**Date:** January 24, 2012

**Subject:** **Stanton Intersection Background**

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### **Purpose**

The purpose of this report is to provide some background to the proposed intersection improvements in Stanton.

### **Background & Discussion**

A few years ago the County received correspondence from some residents with concerns about the intersection of the 5 Sideroad and Airport Road, specifically west bound traffic was having difficulties seeing traffic coming from the north. Staff took a look at the situation and determined that the knoll could be reduced and the visibility improved with some additional material being place north of the reduced knoll. Funds were proposed in the capital budget a couple of years. Funds were provided in the 2011 capital budget to make some improvements to the intersection and a preliminary design was created. A copy of the first draft design is attached as Attachment 1.

Staff presented the proposed reconstruction plans to the adjacent residents to get their feedback. Concerns were raised with the proposed fill material, paving the shoulders, parking and the fact that the building on the corner was causing a problem with visibility eastbound. Staff also received two inquiries about purchasing the properties.

The inquiries about purchasing the buildings was presented to the Public Works Committee and the purchase process was put in motion. A second version (Attachment 2) of the design was also presented to show how the reconstruction would be completed if the buildings were not present.

### ***The Property***

To understand the history of the building located on the SW corner of 5 Sideroad and Airport Road we must first take a look at the land on which it is situated. Lot 6 Concession 6 Mulmur Township was taken by Patent from the Crown in 27 February 1837 by William Hand, a full 200 acres. The Hand family became quite prominent in the community. As the corner began to develop into a village they began to sell off sections of the property.

12 Oct. 1846	William Hand to Edward Bradley, southwest 50 acres
12 April 1860	William Hand to Edward Bradley, 4 acres at SW corner of NW quarter
4 March 1861	Edward Bradley to Thomas Hand – 54 acres

On 23 March 1863 William Hand to his son Win Hand of Mulmur – 120 acres being the east half and south part of northwest quarter for 5 shillings in money and mortgage he held a mortgage for his son in the amount of \$2000. This was a considerable amount of money for the period.

### ***Licensing the Premises: (from Township Minutes)***

From its origins in 1851 until 1874, the Township of Mulmur licensed taverns or hotels and shops in the municipality. A tavern licence was \$20 per year, plus \$1 for the Clerk's fees. Shop licences were \$5 per year. A Shop licence gave the merchant permission to sell "spirituous liquors" but none could be consumed on the premises. A tavern licence allowed for the consumption of liquor, but also included requirements for the number of bedrooms required for travelers, the serving of food and the provision of hostlers and stabling for horses.

The applications are often, but not always recorded in the minutes: sometimes by name only, and sometimes with identification attached. During the early 1860s, the names are reported. On 2 March 1863, John Hare and Andrew O'Brien were awarded tavern licences, while William Noble was given a shop licence.

Later that same year, 21 September 1863, council passed a motion "that Win Hand do receive a shop licence to sell liquor at his shop on lot No. 6 in this township for the remainder of the year and he pay for the same the sum of ten dollars." (This is the first licence awarded to Win Hand.)

In 1864, Win Hand is one of three successful applicants for a tavern licence, along with Widow Henderson at Primrose and John Hare at Mulmur Corners. William Noble again secured a shop licence.

In 1865, tavern licences were awarded to “Win Hand in Handsville” John Hare, Edward Henderson and John Brown.

In 1866, it appears that James Walker is licensed to operate Hand’s tavern, while William Beatty opened his tavern just to the south on Lot 5.

In 1867, James Walker applied for and received a shop licence. Beatty maintained his tavern on lot 5.

After that it gets hard to tell to what use the building was put. In 1868, John Walker, aged 45, is listed in the township assessment roll as “tenant of Win Hand” on a half-acre lot, but no occupation is given. James Walker, 26, is listed as occupying a ¼ lot. We note however, that the ownership of the property remained with Win Hand and he was renting out the property.

In 1870, Win Hand returned to tavern keeping after a sojourn in the Village of Orangeville where he served as Constable. He became a well-known constable as he stood well over 6 feet tall and was known to be a large man. During that period he also bought the hotel at Primrose, ran it for part of a year and then sold it back to Edward Henderson. Hand moved back to Orangeville. His career as a constable from that period is often well recorded in the local Orangeville newspapers. He built a brick home on Parson Street which was developing at that time.

In 1873, he got a partial discharge of the mortgage from his father, freeing the hotel building from obligation. Win Hand then sold the building to James and Eliza Tate of Mulmur. Tate was listed as a farmer. And he didn’t apply for a tavern or shop licence in 1873 or 1874. The property then went through various owners with various occupations. The popularity of liquor was diminishing and various acts of provincial parliament and very vigorous religious movements was having a negative effect on the hotel business. Other factors might be the gradual disappearance of stage service throughout the county as settlers became more affluent and had their own animals for transportation use.

### ***Building Use***

A summary of Museum records indicate that the building was used as follows:

- Shop licence to sell liquor issued to Win Hand, in September 1863.
- Licensed as a hotel in 1864-1867.
- Occupants listed as “innkeepers” 1871 – 1876.
- Occupants listed as “carpenters” 1880 – 1889
- Occupants listed as “wagon makers” 1890-1891
- Occupant listed as “labourer” 1892 – 1900
- Occupant listed as “carpenter” 1904 – 1920

There are some gaps in the assessment rolls, and in some other cases, no occupation was given for the occupant of the property. There are some conclusions that can be made.

The building was used variously as a tavern and shop selling liquor from 1863 to at least 1876. From about 1880 to 1892 it was used as a carpenters and wagon makers shop. From 1892 to 1902, Edward Bradley owned the lot north of the "hotel" building, and rented the "hotel" property as well, which remained in the ownership of Mr. and Mrs. John Cooper, and eventually, their estate. In 1902, Edward Beaton bought the house lot and the hotel property, and operated his carpenter's business from the hotel building. His signature remains written in the cement in the bottom story, probably during a renovation. This continued until at least 1920, which is where this museum staff search of the records ended.

It is believed that the house to the north also owned by the County was built in the same period and this conjecture is supported by the existence of wonderful plank floors of the 1860s period that are visible from the basement. In 7 April 1868 Win Hand of Mulmur yeoman and Catherine Hand his wife seem to have separated this house from the property and sold it to James Walker of Mulmur, shoemaker, for \$100. It is of interest from these land records that Win Hand lists his occupation as a farmer in 1868

### ***The Building***

The building construction is of a pure Georgian style although built long after the Georgian period. A typical Georgian style building is very symmetrical in the way the doors and windows are laid out. The timber frame construction is of hewn wood, primarily pine. It was built by craftsmen who were skilled in both wood and in stonework. Most of the original woodwork and flooring remains as well as the base of the fireplace. There is enough evidence to begin to understand where the rooms might have been and suggestions of their original use. Original stairways remain and show signs of many years of use. Probably the most remarkable feature is the oversized door which is very well made and fancy for the period. Evidence of much of the original finishes remain, particularly on this doorway structure. The neoclassical features remain in remarkably excellent shape, probably as it has been protected from the elements by a porch, probably since construction. The stonework of the foundation is remarkable in that the stones chosen are very decorative and are used to decorate the corners. This section of Mulmur is has a reputation for its abundance of stone and these ones were well chosen. The remainder of the foundation is constructed of stones smaller than usually used, again giving the foundation a decorative look and not typical of the period. This bottom section was probably used as the tavern section when it was operating and was used as the wagon or carpentry shop with the family living upstairs.

The structure makes interesting use of the hillside site. Rather than struggle with the hill, the builders used it to their advantage and built the building into the hill allowing easy access to both the bottom and second floor. We would suspect this was for convenience and cost rather than to achieve an unusual architectural style.

### ***The Dufferin County Museum***

The museum planned to use salvaged material from the building for the reconstruction of the Melancthon log house. The dates of construction are similar as are the types of saws used. The flooring is plank and suitable for use. The fireplace in the hotel is of a Rumford type as was the fireplace in the cabin and it was hoped to salvage these stones as well as the foundation stones for use in the fireplace as well. Using salvaged materials is normal practice for historic restorations and is cheaper and more authentic looking when completed. We had a contractor remove the entire doorway for further use as a component in the museum itself as has been our practice in the past when historic buildings are for various reasons demolished. We have building components included in the museum structure such as stained glass windows from Riverview, Shelburne and Hornings Mills churches. Decorative metalwork has been recycled from the Dufferin County Courthouse and Municipal building and the United Church in Grand Valley which was destroyed in a tornado in 1984. A spiral staircase in the museum is a combination of two that came from the exercise yard at the Dufferin County Gaol.

To date only the door has been removed and has been done so in a fashion that in no way has destroyed any of the building fabric and is stored in a shed on the museum site.

### **Local Municipal Impact**

The Township of Mulmur would greatly benefit from the removal of the buildings at the corner. During discussions about the proposed improvements with Mulmur staff, the biggest concern was during east-bound snow plowing operations. By the time staff is able to see to the north (left) the plow is already into the intersection.

## **Recommendation**

**THAT** Report PW-2012-12-24 Stanton Intersection Background from the Director of Public Works and Director/Curator, DCMA dated January 24, 2012 be received for information.

Respectfully submitted by

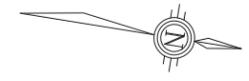
*Original signed by,*

Trevor D. Lewis, P. Eng.  
Director of Public Works  
and County Engineer

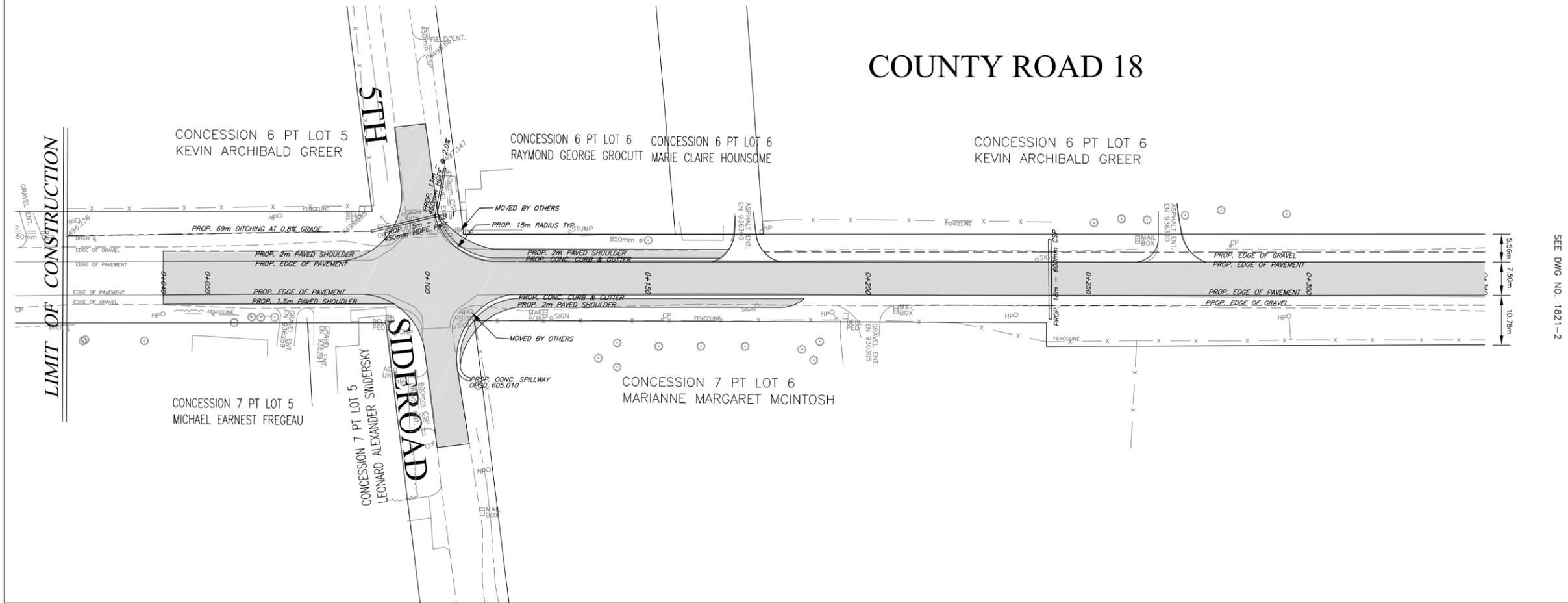
*Original signed by,*

Wayne Townsend  
Director/Curator, DCMA

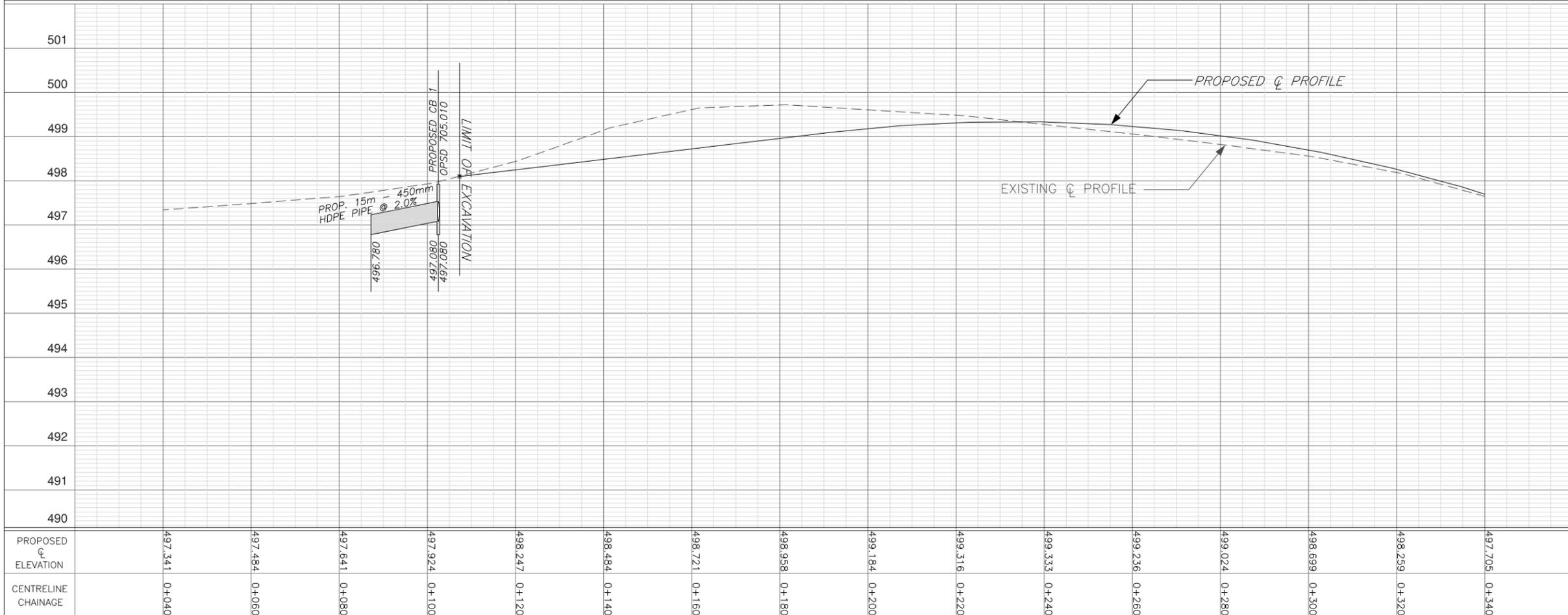




# COUNTY ROAD 18



SEE DWG NO. 1821-2



- NOTES:**
1. ALL EXISTING CSP WITHIN R.O.W. TO BE REMOVED, UNLESS OTHERWISE SPECIFIED.
  2. FOR TYPICAL CROSS SECTION, SEE DWG 1821-2.
  3. ALL LOCATES ARE APPROXIMATE AND MAY NOT REFLECT THE LOCATIONS IN THE FIELD. CONTRACTOR IS RESPONSIBLE FOR GETTING LOCATES FROM ALL UTILITIES.

No.	By	Date	Revision	Checked
2	R.P.	25/05/11	VERTICAL CURVE ADJUSTMENT	W.V.R.
1	R.P.	11/01/10	PROP. RECONSTRUCTION	W.V.R.



THE CORPORATION OF THE COUNTY OF DUFFERIN  
PUBLIC WORKS DEPARTMENT

**COUNTY ROAD 18**  
0+040 to 0+340  
60m S 5TH SIDEROAD TO 240m N 5TH SIDEROAD  
**PROPOSED RECONSTRUCTION**

PROPOSED ELEVATION	497.341	497.484	497.641	497.924	498.247	498.484	498.721	498.958	499.184	499.316	499.333	499.236	499.024	498.699	498.259	497.705
CENTRELINE CHAINAGE	0+040	0+060	0+080	0+100	0+120	0+140	0+160	0+180	0+200	0+220	0+240	0+260	0+280	0+300	0+320	0+340

PROPOSED ELEVATION	SURVEYED BY: R.PEPPING	DATE: SUMMER 09/10
CENTRELINE CHAINAGE	DESIGNED BY: R.PEPPING	CHECKED BY: W.V.R.
	DATE: JANUARY 2011	DRAWING No. 1821-V2
	SCALE: H: 1:500, V: 1:50	