



**TOWN OF SAINT ANDREWS
SPECIAL COUNCIL MEETING
MINUTES**

**September 6, 2023, 6:30 p.m.
W.C. O'Neill Arena Complex Council Chambers**

A. RECORDING OF ATTENDANCE

A Special Meeting of the Town of Saint Andrews Council was held on Wednesday, September 6, 2023, at 6:30 p.m. with the following members present:

Mayor Brad Henderson, Deputy Mayor Kate Akagi, Councillors Mark Bennett, Annette Harland, Lee Heenan, Jamie Hirtle, Steve Neil, and Darrell Weare.

Chris Spear, CAO/Treasurer, Andrew Lord, Assistant Treasurer.

Absent: Councillor Marc Blanchard, Kurt Gumushel, and Paul Nopper, Clerk - Senior Administrator.

B. LAND RECOGNITION OF THE PESKOTOMUHKATI NATION

C. APPROVAL OF AGENDA

Motion: 292 - 09/23

Moved by Councillor Harland

Seconded by Councillor Heenan

That the Council of the Town of Saint Andrews approves the Agenda for the 230906 Special Council Meeting of Wednesday, September 6, 2023, 6:30 p.m.

7 – 0

Carried

D. DISCLOSURE OF CONFLICT OF INTEREST

E. PRESENTATIONS

1. CBCL Ltd. Presentation on the Market Wharf Approach Construction Options

Kori MacPherson from CBCL Ltd. presented to Council on the various Wharf options. The current Wharf existing approach trestle timber structure has exceeded its anticipated design life. The Town initially proposed the revitalization of Market Square including the demolition of the existing Approach structure, to be replaced with a raised rockfill berm to account for climate change and sea level rise. CBCL Ltd. was retained by the Town of Saint Andrews to complete a geotechnical program and complete concept design options for a new approach structure to replace the existing one. The following options were investigated: Partial infill and repair of existing approach structure; approach berm new steel pile/concrete wharf structure; precast concrete caisson and girders; and partial infill/steel pile concrete wharf structure.

Option 1: Partial infill and repair of existing approach structure.

Existing pile bents from 0 to 15, and existing timber crib will be removed. New raised rock infill for Market Square for climate change sea level rise. New timber crib structure to transition higher Market Square elevation to the existing approach structure at bent 15. Removal and replacement of the wood-concrete composite deck along both longitudinal edges (approximately 600 mm). Removal and reconstruction of nine (9) ballast

boxes. Removal and replacement of 25 piles between gridlines 15 and 32. The expected design life for repaired timbers is +/-25 years, remaining timbers +/-10 years. Potential for limited access to the wharf during repairs. Probable cost \$5,367,000 (HST Excluded). Costs include, raised rock infill for Market Square, modifications to timber bracing of the intermediate Wharf structure, pile wrap repairs for the Pier Head, and expected design and construction stages. Estimated design and construction schedule 21 months. Design, permitting, tender, and award 7 months with construction 14 months May 2024 to July 2025). Long estimated schedule due to tidal considerations.

Council asked why would we commence a project in May for 14 months and potentially lose two summers. Mr. MacPherson noted detailed work led to the process. Most work can be phased throughout the year but will need to pour concrete in the summer months. Council noted wrap repairs or jackets with grout on the inside of the jackets. CAO Spear noted that it is a coating that goes on the steel piles around the piles above the high water mark. Mr. MacPherson discussed several options for wrapping the steel piles. CAO Spear noted we would probably miss out on the 2024 summer season due to the approach removal and infilling. Other aspects can be phased but difficult timing and partially on the contractor. CAO Spear notes that the Wharf still needs to be raised by half a metre and this plan does not include that.

Option 2 - Approach Berm

Removal of the entire approach structure. Raised rock infill for Market Square and approach berm for climate change sea level rise. Placement of a new abutment to provide a transition to the intermediate structure (lower elevation). Anticipate design life to be 50+ years. This does not provide the aesthetic of the existing timber wharf structure. This limits the ability to utilize floating wharf structures. The probable cost is \$6,057,000.00 (HST Excluded). Costs include raised rock infill to Market Square, modifications to timber bracing of the intermediate wharf structure, pile wrap repairs for the Pier Head, and expected design and construction stages. The estimated design and construction schedule is 12 months. Design, permitting, tender, award 6 months and construction 6 months (March 2024 - September 2024). The construction period could be completed outside of tourist season if planned to begin in October.

CAO Spear noted that the boat repair crib would have to be moved to a new location. Boaters have noted concerns about this. Mr. MacPherson noted that with all the projects there would be a rock infill in front of the Day Adventure Centre to help protect that portion of the sea wall.

Option 3 new steel pile and concrete deck wharf.

Removal of the entire approach structure. New steel pile supported, reinforced concrete pile cap and deck superstructure extending out 82 m from the proposed Market Square infill. The new structure will match the raised elevation of the Market Square infill and will transition to the existing intermediate trestle elevation. Transition spans can be designed for additional weight to account for future elevation increases. The structure will be complete with timber fender piles and sheathing along the perimeter. The anticipated design life is 50 years. The timber fender piles and sheathing provide an aesthetic similar to the existing structure. The timber piles and sheathing can be excluded if not required to save on cost but could be installed at a later date. Intermediate trestle and pile head will not be accessible during construction which will extend into the tourist season. The probable cost is \$8,200,000.00 (HST Excluded). The cost includes raised rockfill to Market Square, modifications to timber bracing of the intermediate wharf structure, pile wrap repairs for the Pier Head, and expected design and construction stages. The estimated design and construction schedule is 18 months. 6 months for design, permitting, tender and awards with 12 months of construction from April 2024 to April 2025. Additional time was

added to the schedule from the initial report to take into account the winter season. A minimum of 1 tourist season will be missed depending on the start of construction.

CAO Spear noted that the concrete would have to be poured live on-site with cast-in-place concrete.

Option 4 precast concrete caissons/precast prestressed girders.

Removal of the entire approach structure. The replacement structure will consist of a block-and-span structure. Six (6) piers of stacked precast concrete units filled with rock-filled ballast supporting precast pre-stressed concrete double tee girders complete with a cast-in-place concrete topping. The Wharf elevation to match the raised rock infill of Market Square for climate change sea level rise. Transition to the existing intermediate trestle will be more difficult to modify for future increases in elevation. The anticipated design life is 50 years. Timber fender piles are included to provide the aesthetics of a timber wharf. These timbers could be removed to reduce costs but could be installed at a later date. Intermediate trestle and pile head will not be accessible during construction which will extend into the tourist season. Stacked precast concrete units are not common for piers of marine structures. This may pose difficulties working with the tides. The probable cost is \$7,884,000.00 (HST Excluded) The cost includes raised rock infill to Market Square, modifications to timber bracing of the intermediate wharf structure, pile wrap repairs for the Pier Head, and expected design and construction stages. It is anticipated the entire project will take 18 months with 6 months for design, permitting, tender, and award with 12 months of construction from April 2024 to April 2025. Additional time was added to the schedule from initial reports to take into account the winter season. Schedules could be further impacted if the substructure work cannot be completed over the winter months. At minimum one tourist season will be missed depending on the start of construction.

Option 5 hybrid infill and steel piled wharf.

Removal of the entire approach structure. Expansion of the raised rockfill of Market Square area and extension of the raised rockfill to meet new piled structure. A new 40 m long steel pipe pile supported/concrete pile cap and deck structure to form the rest of the approach span. New pile structure to match the elevation of raised rock fill of Market Square. The anticipated design life is 50 years. This is similar to the estimated design and construction costs of Options 3 and 4. The cost could be reduced with a reduced Market Square infill area. The probable cost of the project is \$7,819,000.00 (HST Excluded). The cost includes upgrades to Market Square, modifications to timber bracing of the intermediate wharf structure, pile wrap repairs for the Pier Head, and expected design and construction stages. The estimated design and construction schedule is 13 months with 6 months for design, permitting, and tendering with a 7-month construction from April 2024 to November 2024. There is the potential to complete construction outside the tourist season if the start of the construction schedule is in September.

Mr. MacPherson provided a slide outlining all five options with costs, estimate schedule, and design life expectancy. It was noted that option 1 would not allow for the raised wharf elevation as per the climate change fund. Options 2 and 5 could be potentially constructed outside the tourist season.

F. INTRODUCTION, CONSIDERATION AND PASSING OF BY-LAWS AND MOTIONS

1. Saint Andrews Market Wharf and Market Square Update, PW230820

Councillor Heenan noted that he would not recommend Option 1 does not meet the elevations and should not be looked at as it does not meet Climate Change Adaptation.

Mayor Henderson noted that if there is a question needed from CBCL Ltd. we can ask staff to follow up.

CAO Spear asked the Council for the next steps.

Mayor Henderson indicated that there are more options here that have not been vetted by the public yet. What is the recommended process to use.?

CAO Spear noted that these options have been presented to the public but more during the pandemic. It is recommended we host some public consultation sessions with the public and a meeting with all stakeholders to review the options as this will impact tourism, the functionality of the wharf, construction, etc. We can do them in the style of open house processes. Aesthetics, timing, and cost are important to consider and need input from the community.

Mayor Henderson noted that Option 5 hybrid was not discussed previously as we did not see this.

CAO Spear noted new design options have been developed. We consolidated the options that have been presented over the last two years. The wild card is the scheduled period for construction and that was the unknown. CBCL Ltd. spoke with contractors to get an idea of the timelines for completion. The public knows we have been trying to figure out access to the end of the Wharf without spending millions of dollars. If someone has a suggestion about accessing the Wharf during construction, please bring it forward. We even discussed a twinned Wharf but the cost was not feasible. We have tide challenges to access the end of the Wharf.

Mayor Henderson asked if there was an opportunity to have a partnership with a one-season ferry. It would be an additional cost to drive and dock at the Wharf. Maybe it goes from Bayside Port to get on a ride to the Wharf. There needs to be a viable option to consider. Council will have a big decision weighing the short and long-term viability of the Wharf versus a creative solution. This is a We problem and not to have a Wharf for an entire season would be detrimental.

Councillor Weare noted the years of public consultation but Bayside and Chamcook are more than 30% of the population and are expected to pay 30% of the cost. To be fair, they need to be consulted and have the opportunity to participate in the democratic process.

Mayor Henderson noted that due diligence is needed with the whole community. We originally had funding to do the project and then COVID happened and increased all the costs. The Town had to go back to the funding partners for more funds and now we are back to square one on consultation and to pick an option. Consultation is important but we need to decide to not incur more costs. At this point, I am going to explore the Biological Station Wharf that is going to be replaced which is 100% federally funded. My concern is that we might be able to get through the approach at the debt levels, but what happens when the end of the Wharf needs replacement? The costs are doubling our debt load. We are already hosting federal vessels and why are we not creating a super wharf that has enhanced services for all? There is an opportunity for economic and community development and tourism that can be produced. This is not just a Saint Andrews asset, but an asset for all. We need to look at the bigger picture for sustainability for the next 50 years and the cost has to be discussed. I think these conversations need to happen.

Councillor Neil asked about Option 3 and explained where the rise happens in Market Square or if it is a raised rock wall. It was noted that on the drawing it indicates a transition to 9.34 in Market Square and the Approach and then sloping down to 8.84m to the rest of the Wharf. CAO Spear noted we would need to do a phase 2 for Market Square to raise the rest. We had to pass on funding as this project has taken more time.

Councillor Hirtle asked why could not it be rebuilt to what it is today. Mr. MacPherson noted that once you are into timber style lifecycle is 25 years but we shy away from these as they do not provide long lifecycles. We aim for 50 + year projects for costs and lifecycle. You have more issues with corrosion and rot when dealing with timber structures. We are limited by design life.

Councillor Weare asked if you have looked at Timber and Greenhearts. Mr. MacPherson noted they called up other Wharves and used Douglas Firs and treatment. We can no longer use creosote on the wood. I do not recall the species we go for now. Councillor Weare noted that the greenhearts are from South America and have a life expectancy of over 50 years but the last time priced out are expensive.

Councillor Heenan asked Mr. MacPherson if he lived in the community and needed a Wharf, and which option would go with. Mr. MacPherson noted he is biased towards a choice. Councillor Heenan noted we have to look at cost, lifecycle, and process and if we do not do something we may not have a Wharf. We already have a weight restriction and have to make a decision. If a partnership with the federal government can be established, great, but we need to make sure we have a functional Wharf.

Councillor Harland asked about the lifespan of the end of the Wharf. Mr. MacPherson could not recall what the remaining life on the Pier Head was. CAO Spear noted that the intermediate area was replaced in the 1990s. The reason for the pile wrapping will help to get another 50 years of life.

Mayor Henderson noted that the best option for cost is the rock fill but there are other issues associated with that. We need to have more discussions moving forward. Mayor Henderson noted that we should host consultation sessions in Bayside and Chamcook and that all residents need to be part of the process.

G. NEW BUSINESS

H. QUESTION PERIOD

Online Questions

CAO Spear brought forward a question about the Whale Tour Building that was not included in the drawings. More discussion will have to happen on the building and location. Mayor Henderson noted the building will need to move during the construction period.

CAO Spear brought forward a question on the Environmental Impact Assessment. A Full EIA can be costly but we followed the processes of the federal and provincial government to review barn swallows. We also completed a full consultation with the First Nations of New Brunswick and had positive support for it.

CAO Spear brought forward a question about the Wharf being a heritage-designated property. CAO Spear did not think it was listed or designated but will review it with the Heritage Board.

Mayor Henderson noted if we picked the infill option we may need more discussion on an EIA.

Councillor Harland asked about a previous consultation with businesses. CAO Spear noted no but would be good to host one with the stakeholders. It would be easier to have separate meetings to get input from stakeholders and the public. Mayor Henderson noted that at the last engagement, there were a lot of users who participated. Councillor Harland asked if there were previous records of the consultations. CAO Spear noted a report provided to the Council from a month ago gave the key highlights. Mayor Henderson noted that we can provide the letters to Council. CAO Spear noted if copies were wanted they could be provided.

In-Room Question

Tyler Doherty asked if you have received funding for the project and what the breakdown is.

CAO Spear noted it is a 70/30 split and that the project is about \$7,800,000. We have paid out about \$50,000.00 to CBCL and we have borrowed \$1.3 million and funding from taxation but the rest is from our funding partners. Mayor Henderson noted the funds are restricted to the project only and cannot be funded for other projects. CAO Spear noted we have received approval and it is specific to the project.

BB Chamberland asked if the Wharf is sided with rocks, and might want to think about liability. The number of kids and parents who walk those rocks, the possibility of fall issues. The other issue noted was the dredging of the Wharf area and within two years it was washed back in. Mayor Henderson noted we received a lot of feedback and concerns on the rock option with smells, stuff getting caught up, etc.

I. COUNCILLORS' AND DEPUTY MAYOR'S COMMENTS

J. MAYOR'S COMMENTS

K. CLOSED SESSION

L. ADJOURNMENT

Motion: 293 - 09/23

Moved by Deputy Mayor Akagi

Seconded by Councillor Hirtle

At 7:31 p.m. that the meeting was adjourned.

7 – 0

Carried



Brad Henderson, Mayor



Paul Nopper, Clerk – Senior
Administrator

