

The Corporation of the City of Kawartha Lakes

Amended Agenda

Regular Council Meeting

CC-2018-09

Tuesday, May 8, 2018

Closed Session Commencing at 1:30 p.m. Open Session Commencing at 2:00 p.m.

Council Chambers

City Hall

26 Francis Street, Lindsay, Ontario K9V 5R8

Members:

Mayor Andy Letham
Councillor Isaac Breadner
Councillor Pat Dunn
Councillor Doug Elmslie
Councillor Gord James
Councillor Gerard Jilesen
Councillor Brian S. Junkin
Councillor Rob Macklem
Councillor Mary Ann Martin
Councillor Gord Miller
Councillor Patrick O'Reilly
Councillor John Pollard
Councillor Kathleen Seymour-Fagan
Councillor Heather Stauble
Councillor Stephen Strangway
Councillor Andrew Veale
Councillor Emmett Yeo

Accessible formats and communication supports are available upon request.

1. **Call to Order**
2. **Adoption of Closed Session Agenda**
3. **Disclosure of Pecuniary Interest in Closed Session Items**
4. **Closed Session**
 - 4.1 CC2018-09.4.1
**Closed Session Minutes, Regular Council Meeting
April 24, 2018
Municipal Act, 2001, s.239(2)(b)**
 - 4.2 CORP2018-008
**CUPE 1167 Settlement Ratification
Privileged and Confidential
Labour Relations or Employee Negotiations
Municipal Act, 2001, s.239(2)(d)
Liana Patterson**
 - 4.3 PLAN2018-043
**2017 Environmental Hero of the Year
Personal Matters About Identifiable Individuals
Municipal Act, 2001, s.239(2)(b)
Richard Holy, Manager of Planning**
5. **Opening Ceremonies**
 - 5.1 Call Open Session to Order
 - 5.2 O Canada
 - 5.3 Moment of Silent Reflection
 - 5.4 Adoption of Open Session Agenda
6. **Disclosure of Pecuniary Interest**
7. **Notices and Information by Members of Council and Staff**
 - 7.1 Council

7.2	Staff	
8.	Matters from Closed Session	
9.	Minutes	
9.1	CC2018-09.9.1	12 - 42
	Regular Council Meeting Minutes of April 24, 2018	
	That the Minutes of the April 24, 2018 Regular Council Meeting, be received and adopted.	
10.	Presentations and Deputations	
10.1	CC2018-09.10.1	43 - 44
	Request for Council Resolution to Deem Bikefest Concert a Municipally Significant Event	
	Doug Hellowell	
10.2	CC2018-09.10.2	45 - 50
	Forbert Memorial Pool Parking Lot Petition	
	(Item 13.1 on the Agenda)	
	Bob and Sylvia Peters	
*10.3	CC2018-09.10.3	
	Arena Working Group Update	
	(Item 11.2.4 on the Agenda)	
	Tracy Richardson	
11.	Consent Matters	
	That all of the proposed resolutions shown in Section 11.1 and 11.2 of the Agenda be approved and adopted by Council in the order that they appear on the agenda and sequentially numbered.	
11.1	Reports	
11.1.1	CORP2018-004	51 - 65
	2017 Q4 Capital Close	
	Nicole Owens, Junior Accountant	

That Report CORP2018-004, **2017 Q4 Capital Close**, be received;

That the capital projects identified in Attachment A to Report CORP2018-004 be approved to be closed due to completion;

That the balances in the table below be transferred to or from the corresponding reserves;

Reserve	Report Closing Balance
Capital Projects Reserve	(\$254,192.41)
Capital Projects Reserve – Victoria Manor	(\$150,390.44)
Public Works Fleet Reserve	\$173,212.22
K.L. Police Services Contingency Reserve	\$32,331.02
Water Infrastructure Reserve	\$23,929.38
Sewer Infrastructure Reserve	\$30,501.28

That an additional \$241,094.80 of debenture debt be allocated to project 9711401 – Energy Saving Performance Control to fund the project deficit and bring the project balance to zero;

That an additional \$39,102.51 of debenture debt be allocated to project 9981302 – Birch Point Estates Drinking Water to fund the project deficit and bring the project balance to zero;

That an additional \$326,000.00 of debenture debt be allocated to project 9981603 – Thornhill Reservoir, Venting to fund the project deficit and bring the project balance to zero;

That an additional \$6,764.76 of debenture debt be allocated to project 9981506 – Mariposa Estates WDS, Construction to fund the project deficit and bring the project balance to zero;

That an additional \$21,307.09 of City Development Charges be allocated to project 9121501 – RD1401 Rural Resurfacing to fund the project deficit and bring the project balance to zero;

That an additional \$47,528.02 of City Development Charges be allocated to project 9981606 – Mill Street Watermain to fund the project deficit and bring the project balance to zero;

That an additional \$15,000.00 of City Development Charges be allocated to project 9981621 – St David Street Sewer Interconnect to fund the project deficit and bring the project balance to zero;

That an additional \$449.30 of City Parkland Reserve be allocated to project 9501604 – Picnic Table & Bench Replacement to fund the project deficit and bring the balance to zero upon project closure;

That an additional \$2,145.98 of City Parkland Reserve be allocated to project 9501610 – Sports Field Improvements to fund the project deficit and bring the balance to zero upon project closure;

That the following projects be granted an extension to June 30, 2018:

- 932161401 - Fire Station Capital Repairs
- 932170701 - Communication Equipment
- 932170801 - Extrication Equipment
- 938170200 - Paramedic Equipment
- 938170301 - Replace Light Duty Vehicle
- 938170401 - Replacement Ambulance
- 950160700 - Ice Plant/System Equip Replace
- 950162200 – Arena and Pool Syst and Equip Upgrades
- 953150300 - HVAC Replacements
- 983161400 - Traffic Improvements
- 994152501 - Transit - Calling of Stops
- 983150100 - Bridge Recon, Rehab and Design
- 983160100 - Bridge Reconstruction
- 983161800 - Roads Portion of WWW Projects
- 998151001 - Huron Street Watermain Replace
- 998160701 - East St N Watermain Replace

That the following projects be granted an extension to December 31, 2018:

- 932170201 - Bethany Firehall
- 983150600 - Urban/Rural Recon Projects
- 983160600 - Urban/Rural Reconstruct Projects
- 983170300 - Urban /Rural Reconstruction
- 983170800 - Road Restoration WWW Projects
- 983171001 - Streetlights
- 997131000 - Landfills - Cell Construction
- 997141000 - Landfills - Cell Construction
- 997161201 - Eldon Landfill Const - Phase 3
- 997170200 - Landfill Site Works
- 998151201 - Lindsay WPCP Upgrade
- 998151501 - Lindsay WPCP Septage Receiving
- 998151601 - Fenelon Falls Ellice St SPS Up
- 998152200 - GlenelgStE Watermain Repl-Dsgn
- 998160501 - Pinewood Production Well
- 998160800 - Fenelon Falls Watermain Upgrade
- 998161401 - Kings Bay - RBC Units Upg/Repl
- 998162001 - Adelaide St N Sewer
- 991150300 - Depot/Sand/Salt Build Rep-East
- 991150400 - Depot/Sand/Salt Build Rep-West

That project 998110100 – Omemee WPC Plant Upgrades completion date be extended to December 31, 2019;

That project 938180202 – Ambulance Remount be closed and the remaining budget of \$165,000.00 be transferred and combined with 938180203 – Ambulance Remount;

That projects 953180107 Basement Interiors City Hall with a balance of \$19,004.29, 953180108 – Flooring City Hall with a balance of \$40,000.00, and 953180110 – Cabinet and Fixtures City Hall with a balance of \$24,741.76 be closed and remaining budgets transferred to 953180106 – Electrical Systems City Hall with a balance of \$29,789.96;

That \$25,000 be transferred from the budget of project 953180111 – Various Accessibility Retrofits to project 953180120 – Lindsay Service Centre Reconfiguration to commit the funds to retrofits made within the Lindsay Service Centre; and

That \$114,346 of surpluses left in WW0882, C0885 and C0151 and the Fenelon Water Plant be transferred to the Capital Reserve.

11.1.2

PUR2018-021

66 - 68

Tender 2018-49-CT Supply and Delivery of One Low Floor Conventional Transit Bus

Marielle van Engelen, Buyer

That Report PUR2018-021, **Tender 2018-49-CT Supply and Delivery of One Low Floor Conventional Transit Bus**, be received;

That Crestline Coach Limited of Saskatoon, SK, be selected for the award of Tender 2018-49-CT for the Supply and Delivery of One Low Floor Conventional Transit Bus and the optional feature of a backup camera for a total tender price of \$144,366.00, plus HST; and

That the Purchasing Division be authorized to issue a purchase order.

11.1.3

PLAN2018-038

69 - 76

Deeming By-law Application D30-2018-008 - Rochetta

Janet Wong, Planner II

That Report PLAN2018-038, Deeming By-law Application D30-2018-008 - Rochetta, be received;

That a Deeming By-law respecting Lots 16 and 17, Registered Plan 179, substantially in the form attached as Appendix D to Report PLAN2018-038, be approved and adopted by Council; and

That the Mayor and Clerk be authorized to execute any documents required by the approval of this application.

11.1.4 ENG2018-012 77 - 85

Barron Boulevard Sidewalk Petition Update

Juan Rojas, Director of Engineering and Corporate Assets

That Report ENG2018-012, Barron Boulevard Sidewalk Petition Update,
be received; and

That staff be directed to proceed with the installation of the sidewalk on Barron Boulevard as required in the associated subdivision agreement.

11.1.5 EA2018-012 86 - 113

Recommended 2018 Development Charges Task Force

Adam Found, Manager of Corporate Assets

That Report EA2018-012, Recommended 2018 Development Charges Task Force, be received; and

That staff prepare terms of reference for a 2018 Development Charges Task Force and present them to Council for consideration and approval as soon as practicable.

11.1.6	HH2018-005	114 - 117
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Habitat for Humanity Municipal Incentives

Hope Lee, Administrator/Manager of Housing

That Report HH2018-005, **Habitat for Humanity Municipal Incentives**, be received;

That the City Treasurer transfer \$87,583 to the Development Charge (DC) Reserve Fund to compensate the DC Reserve Fund for the revenue foregone by providing a DC exemption to Habitat for Humanity for its five-home project on Hamilton Street in Lindsay;

That the transfer be funded by the General Contingency Reserve (1.32090) in the amount of \$38,059, Water Infrastructure Reserve (1.32050) in the amount of \$21,473 and Sewer Infrastructure Reserve (1.32030) in the amount of \$28,051; and

That the transfer be apportioned across the various applicable service-specific accounts of the DC Reserve Fund in proportion to their respective DC rates.

11.2 Correspondence

11.2.1 CC2018-09.11.2.1 118 - 118

Request for Council Resolution to Deem Bikefest Concert a Municipally Significant Event

Doug Hellowell

That the correspondence from Doug Hellowell requesting a Council Resolution to deem the Bikefest Concert a municipally significant event, be received.

11.2.2 CC2018-09.11.2.2 119 - 120

Memo - Bobcaygeon Bikefest Permit Request

Craig Shanks, Director of Community Services

That the memorandum from Director Shanks dated May 8, 2018 and entitled, Bobcaygeon Bikefest Permit Request, be received.

11.2.3 CC2018-09.11.2.3 121 - 125

Trap, Neuter and Release (TNR) Program for Feral Cats

Geoff Carpentier

That the April 26, 2018 correspondence from Geoff Carpentier, regarding **Trap, Neuter and Release (TNR) Program for Feral Cats**, be received.

11.2.4	CC2018-09.11.2.4	126 - 129
	Memo - Arena Working Group Update Andy Letham, Mayor That the memo from Mayor Letham dated May 8, 2018 regarding, Arena Working Group Update, be received.	
11.2.5	CC2018-09.11.2.5	130 - 173
	Memo - Weldon Road Intersection Improvements Gord James, Councillor That the Memo from Councillor James dated May 8 th , 2018 regarding, Weldon Road Intersection Improvements, be received; and That a review and study of the Weldon Road intersection improvements be done to verify the results of this implementation and results and recommendations be brought back to council by Q4, 2018.	
11.2.6	CC2018-09.11.2.6	174 - 174
	Memo - Surplusing of Parkland/Greenspace Pat Dunn, Councillor That the Memo from Councillor Dunn dated May 8, 2018 regarding Surplusing of Parkland/Greenspace, be received; That Staff be requested to identify all parkland and/or greenspace currently declared surplus or being considered for surplus declaration; That Staff bring forward recommendations respecting the disposition process and public notification/consultation provision early in the surplus process; That any surplus park or greenspace planned for disposition in the 2018 workplan be deferred until a future year; and That a report be brought back to Council by Q3, 2018.	
11.3	Items Extracted from Consent	
12.	Committee of the Whole and Planning Committee Minutes	

13.	Petitions	
13.1	CC2018-09.13.1	175 - 181
	Forbert Memorial Pool Parking Lot Petition Bob Peters	
14.	Other or New Business	
15.	By-Laws	
	That the By-Laws shown in Section 15.1 of the Agenda, namely: Items 15.1.1 to and including 15.1.3 be read a first, second and third time, passed, numbered, signed and the corporate seal attached.	
15.1	By-Laws by Consent	
15.1.1	CC2018-09.15.1.1	182 - 183
	A By-law to Appoint an Inspector and Municipal Law Enforcement Officer for the City of Kawartha Lakes (J. Legros)	
15.1.2	CC2018-09.15.1.2	184 - 185
	A By-law to Deem Part of a Plan of Subdivision, Previously Registered for Lands within Kawartha lakes, Not to be a Registered Plan of Subdivision in Accordance with the Planning Act PIN 631160811 (LT), described as Lots 16 and 17, Plan 179, Geographic Township of Bexley, now City of Kawartha Lakes	
15.1.3	CC2018-09.15.1.3	186 - 189
	A By-law to Impose Special Annual Drainage Rates Upon Land in Respect of which Money is Borrowed Under the Tile Drainage Act (Verbik)	
15.2	By-Laws Extracted from Consent	
16.	Notice of Motion	
17.	Closed Session (If Not Completed Prior to Open Session)	
18.	Matters from Closed Session	

19. Confirming By-Law

19.1 CC2018-09.19.1

190 - 190

**A By-law to Confirm the Proceedings of a Regular Meeting of Council,
Tuesday, May 8, 2018**

That a by-law to confirm the proceedings of a Regular Council Meeting held Tuesday, May 8, 2018 be read a first, second and third time, passed, numbered, signed and the corporate seal attached.

20. Adjournment

The Corporation of the City of Kawartha Lakes

Minutes

Regular Council Meeting

CC2018-08

Tuesday, April 24, 2018

Closed Session Commencing at 1:30 p.m. Open Session Commencing at 2:00 p.m.

Council Chambers

City Hall

26 Francis Street, Lindsay, Ontario K9V 5R8

Members:

Mayor Andy Letham

Councillor Isaac Breadner

Councillor Pat Dunn

Councillor Doug Elmslie

Councillor Gord James

Councillor Gerard Jilesen

Councillor Brian S. Junkin

Councillor Rob Macklem

Councillor Mary Ann Martin

Councillor Gord Miller

Councillor Patrick O'Reilly

Councillor John Pollard

Councillor Kathleen Seymour-Fagan

Councillor Heather Stauble

Councillor Stephen Strangway

Councillor Andrew Veale

Councillor Emmett Yeo

Accessible formats and communication supports are available upon request.

1. Call to Order

Mayor Letham called the Meeting to order at 1:30 p.m. Councillors I. Breadner, P. Dunn, D. Elmslie, G. James, G. Jilesen, B. Junkin, R. Macklem, M.A. Martin, G. Miller, P. O'Reilly, K. Seymour-Fagan, H. Stauble, S. Strangway, A. Veale and E. Yeo were in attendance.

Absent: Councillor Pollard

CAO R. Taylor, Deputy Clerk J. Watts, Deputy Clerk A. Rooth, Directors B. Robinson, J. Rojas, C. Shanks and Agricultural Development Officer K. Maloney were also in attendance.

2. Adoption of Closed Session Agenda

CR2018-212

Moved By Councillor Strangway

Seconded By Councillor Jilesen

That the Closed Session agenda be adopted as circulated.

Carried

3. Disclosure of Pecuniary Interest in Closed Session Items

There were no declarations of pecuniary interest noted.

4. Closed Session

CR2018-213

Moved By Councillor Veale

Seconded By Councillor Macklem

That Council convene into closed session at 1:30 p.m. in order to consider matters on the Tuesday, April 24, 2018 Closed Session Agenda and that are permitted to be discussed in a session closed to the public pursuant to Section 239(2) of the Municipal Act, S.O. 2001. S.25.

Carried

5. Opening Ceremonies

5.1 Call Open Session to Order

Mayor Letham called the Open Session of the Meeting to order at 2:00 p.m. Councillors I. Breadner, P. Dunn, D. Elmslie, G. James, G. Jilesen, B. Junkin, R.

Macklem, M.A. Martin, G. Miller, P. O'Reilly, J. Pollard, K. Seymour-Fagan, H. Stauble, S. Strangway, A. Veale and E. Yeo were in attendance.

Early Departure: Councillor E. Yeo 5:33 p.m.

CAO R. Taylor, Deputy Clerk J. Watts and Deputy Clerk A. Rooth were also in attendance.

The Mayor shared the following message:

I would like to take a moment before we begin today to recognize the act of senseless violence that took place yesterday in Toronto. Our thoughts are with the City of Toronto, the victims and their families during this difficult time. We wish all those who have been injured a fast recovery, and are deeply grateful to all of the first responders, nurses and doctors for their bravery and dedication to helping those in need. We will observe a minute of silence today in Council to honour the victims.

5.2 O Canada

The Meeting was opened with the singing of 'O Canada'.

5.3 Moment of Silent Reflection

Those in attendance remained standing to observe a Moment of Silent Reflection in honour of the victims of the Toronto tragedy.

5.4 Adoption of Open Session Agenda

CR2018-217

Moved By Councillor Strangway

Seconded By Councillor Seymour-Fagan

That the Agenda for the Open Session of the Regular Council Meeting of Tuesday, April 24, 2018, be adopted as circulated and with the following amendments:

Additions - Deputations

Item 10.2

Bethany Property Update

(Report PRC2018-007, Item 11.1.7 on the Agenda)

Tom deBoer

Item 10.3

Bethany Property Update

(Report PRC2018-007, Item 11.1.7 on the Agenda)

Travis and Jodi Windsor

Item 10.4

Request for Speed Reduction - Ballyduff Road and Lotus Road

(Report ENG2018-008, Item 11.1.17 on the Agenda)

Frederick Downey

Carried

6. Disclosure of Pecuniary Interest

There were no declarations of pecuniary interest noted.

7. Notices and Information by Members of Council and Staff

7.1 Council

Councillor Elmslie:

- The 2018 Kawartha Lakes Country Living Show Fenelon Falls is April 27 to 29th at the Fenelon Falls Community Centre and admission is free.

Councillor Miller:

- The Burnt River Firefighters Association Annual Fashion Show and Sunday Brunch is on April 28th.
- The Kinmount Committee for Planning and Economic Development Annual Dinner and Silent Auction is on at the Galway Hall.

Councillor Martin:

- May 1st is Do Something Good for Your Neighbour Day.

Councillor Seymour Fagan:

- The 2018 Bobcaygeon and Area Chamber of Commerce Awards of Excellence are on April 28th at 5:30 p.m. at the Lakeview Arts Barn.

Councillor Pollard:

- Christmas Eve is 9 months from today.

Councillor O'Reilly:

- Amnesty International's Annual Freedom Dinner is April 28th at 7:00 p.m. at St. Paul's Anglican Church.
- The Lindsay and District Chamber of Commerce Evening of Excellence 2018 Awards is June 1st at the Lakeview Arts Barn.
- The City of Kawartha Lakes Volunteer Gala is May 3rd at 6:00 p.m. at Victoria Park Armoury.
- It has been announced that Ross Memorial Hospital and the Peterborough Regional Health Centre have been directed to explore opportunities for integration of services. This integration is about improving patient care, access to service and planning for future service delivery, not about saving money, cutting jobs or reducing services.

7.2 Staff

8. Matters from Closed Session

Item 4.2

CR2018-218

Moved By Councillor Veale

Seconded By Councillor O'Reilly

That the following members of the public be appointed to the City of Kawartha Lakes Drainage Task Force:

Jim Oriotis

Paul Brown

Ron Warne

Craig McGill

Dale Hamilton;

That Councillors Andrew Veale and John Pollard be appointed to the City of Kawartha Lakes Drainage Task Force; and

That the Terms of Reference for the City of Kawartha Lakes Drainage Task Force be amended to extend the Term to August 31, 2018.

Carried

Moved By Councillor Junkin
Seconded By Councillor Breadner

That the City of Kawartha Lakes Drainage Task Force be dissolved;

That the Drainage Board be directed to fulfill the mandate of the Drainage Task Force; and

That the members appointed to the Drainage Task Force be invited to attend future public Drainage Board Meetings on the matter.

Motion Failed

9. Minutes

9.1 CC2018-08.9.1

Regular Council Meeting Minutes of April 10, 2018

See Item 9.2 for resolution on this item.

9.2 CC2018-08.9.2

Draft Executive Committee Meeting Minutes of April 5, 2018

CR2018-219

Moved By Councillor Strangway
Seconded By Councillor Dunn

That the Minutes of the April 10, 2018 Regular Council Meeting, be received and adopted; and

That the Draft Minutes of the April 5, 2018 Executive Committee Meeting, be received.

Carried

10. Presentations and Deputations

10.1 CC2018-08.10.1

Barron Road Sidewalk Petition

(Item 13.1 on the Agenda)

Patrick O'Neill

Tammy Brumwell

Ms. Brumwell and Mr. O'Neill, speaking on behalf of the residents of Barron Road, requested that sidewalks not be installed on their road. They identified that the area is not a through street with minimal traffic and that all residents on the road are in agreement, referring to their submitted petition. They expressed concerns regarding unneeded cost to the City, loss of driveway parking causing additional on-street parking and costs incurred by resident to pave driveways, lay grass and plant trees.

CR2018-220

Moved By Councillor Stauble

Seconded By Councillor Dunn

That the deputation of Patrick O'Neill and Tammy Brumwell, regarding **Barron Road Sidewalk Petition**, (Item 13.1 on the Agenda), be received.

Carried

10.2 CC2018-08.10.2

Bethany Property Update

(Report PRC2018-007, Item 11.1.7 on the Agenda)

Tom deBoer

Tom deBoer, speaking on behalf of the party who has bid on the purchase of the two subject lots, requested that Council support Option 3 in Report PRC2018-007 and proceed with the sale of the lots.

CR2018-221

Moved By Councillor Yeo

Seconded By Councillor Macklem

That the deputation of Tom deBoer, regarding **Bethany Property Update**, (Report PRC2018-007, Item 11.1.7 on the Agenda), be received.

Carried

10.3 CC2018-08.10.3

Bethany Property Update

(Report PRC2018-007, Item 11.1.7 on the Agenda)

Travis and Jodi Windsor

Travis and Jodi Windsor expressed concern with the lack of notice for sale of the subject lots, the distance to parks for use by children in the community and

the loss of their only green space. They requested Council retain the lots as green space and expressed a willingness on the part of the Community to work with the City on potential development of the lots as a park.

CR2018-222

Moved By Councillor Martin

Seconded By Councillor Stauble

That the deputation of Travis and Jodi Windsor, regarding **Bethany Property Update**, (Report PRC2018-007, Item 11.1.7 on the Agenda), be received.

Carried

10.4 CC2018-08.10.4

Request for Speed Reduction - Ballyduff Road and Lotus Road

(Report ENG2018-008, Item 11.1.17 on the Agenda)

Frederick Downey

Mr. Downey, resident on Ballyduff Road, expressed concern that the portion of road in front of his residence was not included in the area identified for speed reduction in Report ENG2018-008. He noted that the road is curved and sloped at this location and is frequented by heavy trucks, local traffic, pedestrians and farm equipment. He requested the report be referred back to staff for revision to extended the speed limit reduction on Ballyduff Road from Lotus Road to a point approximately 1 km east.

CR2018-223

Moved By Councillor Martin

Seconded By Councillor Pollard

That the deputation of Frederick Downey, regarding **Request for Speed Reduction - Ballyduff Road and Lotus Road**, (Report ENG2018-008, Item 11.1.17 on the Agenda), be received.

Carried

Item 13.1 was moved forward on the Agenda to be dealt with next.

13. Petitions

13.1 CC2018-08.13.1

Barron Road Sidewalk Petition

Mr. and Mrs. Brian Marritt

Mr. and Mrs. Patrick O'Neill

This Item was moved forward on the Agenda to be dealt with after Item 10.4.

CR2018-224

Moved By Councillor Dunn

Seconded By Councillor Pollard

That the petition received from Mr. and Mrs. Brian Marritt Mr. and Mrs. Patrick O'Neill regarding **Barron Boulevard Sidewalks**, be received and referred to staff for report back to Council on the implications of not installing sidewalks on Barron Boulevard.

Carried

Council recessed at 3:26 p.m. and reconvened at 3:35 p.m.

11. Consent Matters

The following items were requested to be extracted from the Consent Agenda:

- 11.1.1 – Councillor Elmslie
- 11.1.3 - Councillor Yeo
- 11.1.4 – Mayor Letham
- 11.1.6 – Mayor Letham
- 11.1.7 – Councillor Stauble
- 11.1.9 – Councillor Elmslie
- 11.1.11 – Mayor Letham
- 11.1.12 – Councillor Junkin
- 11.1.13 – Councillor Junkin
- 11.1.14 - Councillor Breadner
- 11.1.16 – Councillor Junkin
- 11.1.17 - Councillor Stauble
- 11.1.20 – Councillor Junkin

Moved By Councillor Miller

Seconded By Councillor O'Reilly

That all of the proposed resolutions shown in Section 11.1 and 11.2 of the Agenda be approved and adopted by Council in the order that they appear on the agenda and sequentially numbered, save and except Items 11.1.1, 11.1.3, 11.1.4, 11.1.6, 11.1.7, 11.1.9, 11.1.11, 11.1.12, 11.1.13, 11.1.14, 11.1.16, 11.1.17 and 11.1.20.

Carried

11.1 Reports

11.1.2 CS2018-003

Closure of Lindsay Legacy C.H.E.S.T. Fund Projects

Lisa Peimann, Executive Assistant, Community Services

CR2018-225

That Report CS2018-003, **Closure of Lindsay Legacy C.H.E.S.T. Fund Projects**, be received;

That projects LCL089, 330242, 330243, 330244, 330245, 330246, 330247, 337130, 330249, and 330250, be closed due to completion; and

That project LCL095, Young's Community Foundation, in the amount of \$4,882.13, be closed with a surplus and be placed back, or retained, into the Lindsay Legacy C.H.E.S.T. Fund Reserve Account 3.24310 for inflationary growth of the fund.

That project 330248 remain open.

Carried

11.1.5 PRC2018-005

Request to Rescind Parks, Recreation and Culture Council Policies

Jenn Johnson, Manager of Parks, Recreation and Culture Division

CR2018-226

That Report PRC2018-005, **Parks, Recreation and Culture Policy Update**, be received;

That the following policies be rescinded and removed from the policy manual;

033 CCS 005	Integrated Plant Health Care Policy
035 CCS 007	Harmonization/User Fee Task Force Policy
020 CCS 003	Trails Maintenance/Management and Trans-Canada Trail
109 CCS 013	PRC Fees and Charges Policy
CP2016-008 Policy	Community Partnership and Development Fund Program
CP2016-009	50/50 Community Project Capital Funding Initiative Policy

034 CCS 006 Sponsorship and Dedication Policy
046 CCS 008 Border Communities Policy
C-163 CCS 015 Off-Leash Dog Park Policy
053 CCS 009 Display and Sale of Tickets/Merchandise Policy
C-109 CCS 002 Ice Facility Allocation Policy
088 EPW 006 Monuments and Markers Policy - Fenelon Falls Cemetery

That the following policies be adopted, numbered and inserted in the Corporate Policy and Procedures Manual;

073 CCS 011 Alcohol Management of Municipal Premises Policy
141 CCS 014 Fenelon Falls Powerlinks – Fund Disbursement Policy

Carried

11.1.8 CORP2018-006

2018 Tax Policies

Jennifer Stover, Director of Corporate Services

CR2018-227

That Report CORP2018-006, 2018 Tax Policies, be received;

That optional property classes for the 2018 tax year are not adopted;

That the tax rate reduction for vacant and excess land in the commercial and industrial class be set as 30% and 35% respectively for 2018;

That the tax rate reduction for First Class Undeveloped Farm Land be set at 45% for 2018;

That the capping and threshold parameters be established as follows:

	Commercial	Industrial
Annualized Tax Limit	10%	10%
Prior Year's CVA Tax Limit	10%	10%

CVA Tax Threshold for Protected Properties (Increasers) (\$0 to \$500)	500	500
CVA Tax Threshold for Clawed Back Properties (Decreasers) (\$0 to \$500)	500	500
Properties that were at CVA Tax in 2017 or that would cross over CVA Tax in 2017 are to be excluded from capping.	Yes	Yes

That the decrease clawback parameters for 2018 be set at 0% for multi-residential, commercial and industrial;

That Council approve the 2018 tax ratios as outlined in Appendix A to report CORP2018-006; and

That the necessary by-laws be forwarded to Council for adoption.

Carried

11.1.10 PUR2018-008

Tender Awards Q4 2017 and Q1 2018

Launa Lewis, Supervisor of Financial Services

CR2018-228

That Report PUR2018-008, **Tender Awards Q4 2017 and Q1 2018**, be received.

Carried

11.1.15 EA2018-010

Cost Recovery for the Urbanization of Colborne St. W. in Lindsay

Adam Found, Manager of Corporate Assets

CR2018-229

That Report EA2018-010, **Cost Recovery for the Urbanization of Colborne St. W. in Lindsay**, be received;

That the City Treasurer transfer \$1,229,585 from the Roads and Related account of the Development Charges Reserve to the Capital Reserve to complete cost recovery for the urbanization of Colborne St. W. in Lindsay, this being the capital work authorized by Town of Lindsay By-Law 97-56; and

That Council be presented with a by-law to repeal Town of Lindsay By-Laws 97-56 and 99-11.

Carried

11.1.18 ENG2018-009

Request for Speed Reduction - CKL Road 8

Joseph Kelly, Senior Engineering Technician

CR2018-230

That Report ENG2018-009 **Request for Speed Reduction – CKL Road 8** be received; and

That the speed limit of CKL Rd 8 from West St to a point 500m westerly be posted at 50 km/h; and

That the speed limit of CKL Rd 8 from a point 500m west of West St to a point 900m westerly be posted at 60 km/h; and

That the necessary by-laws for the above recommendations be forwarded to Council for adoption; and

That the Mayor and Clerk be authorized to execute any documents and agreements required by the approval of this decision.

Carried

11.1.19 ENG2018-010

Request for Traffic Control - Peace Road and Yankee Line and Emily Park Road

Joseph Kelly, Senior Engineering Technician

CR2018-231

That Report ENG2018-010 **Request for Traffic Control - Peace Road and Yankee Line/Emily Park Road**, be received;

That an all-way stop be installed at the intersection of Peace Road and Yankee Line/Emily Park Road;

That flashing red beacons be installed, warning of the all-way stop at the intersection of Peace Road and Yankee Line/Emily Park Road;

That the necessary By-laws for the above recommendations be forwarded to council for adoption;

That the Mayor and Clerk be authorized to execute any documents and agreements required by the approval of this decision.

Carried

11.1.21 WM2018-007

Lindsay Ops Landfill Reuse Bin Pilot Project

David Kerr, Manager of Environmental Services

CR2018-232

That Report WM2018-007, **Lindsay Ops Landfill Reuse Bin Pilot Project**, be received; and

That the continuation of the Lindsay Ops Landfill Reuse Bin Project in partnership with Habitat for Humanity, be approved.

Carried

11.2 Correspondence

11.2.1 CC2018-08.11.2

Mandatory Connection

Pat Dunn, Councillor

CR2018-233

That the memo from Councillor Dunn entitled "Mandatory Connection" dated April 24, 2018 be received;

That Staff be directed to review the impact and results of implementation of Resolution CR2017-643 and report their findings to Council;

That Staff be directed to provide a report updating Council on the results of the Pilot Project for Mandatory Connections in Fenelon Falls and a review of

alternatives for addressing physical connection requirements outlined in By-Law 2014-255; and

That Staff report to Council no later than the end of Q3, 2018.

Carried

11.3 Items Extracted from Consent

Item 11.1.7 was moved forward on the agenda to be dealt with next.

11.1.7 PRC2018-007

Bethany Property Update

Craig Shanks, Director of Community Services

CR2018-234

Moved By Councillor Stauble

Seconded By Councillor Martin

That Report PRC2018-007, **Bethany Property Update**, be received.

Carried

Councillor Stauble raised a Point of Order on the requirement for a 2/3 vote on the motion to amend Council Resolution CR2013-848.

The Chair ruled that a 2/3 vote was required.

Councillor Stauble appealed the Chair's decision.

The Chair put the question: Is the ruling of the Chair upheld?

Motion Failed

The ruling of the Chair was not upheld.

CR2018-235

Moved By Councillor Stauble

Seconded By Councillor Pollard

That Council amend Resolution CR2013-848 to remove from the list of properties in Appendix B to Report LM2013-009 those City-owned properties declared surplus to municipal needs identified as Block A and B Plan 152 in the Geographic Township of Manvers, City of Kawartha Lakes Being Part of PIN: 63260-0203 (LT), Rolls 1651 008 050 06320 and 1651 008 050 06318; and

That Council proceed with the un-declaration of the Municipally Owned Property Legally Described as Block A and B Plan 152 in the Geographic Township of

Manvers, City of Kawartha Lakes Described as Parts 1 and 2 on Plan 57R-10596 Being Part of PIN: 63260-0203 (LT) and to Authorize a Grant of Easement in Favour of Hydro One Networks Inc. over Part 2 on Plan 57R-10596 for the purpose of developing Block B as Municipal Parkland, and retaining Block A as vacant greenspace.

Councillor Stauble requested a recorded vote.

Recorded	For	Against	Absent
Mayor Letham		X	
Councillor Breadner	X		
Councillor Dunn	X		
Councillor Elmslie	X		
Councillor James		X	
Councillor Jilesen	X		
Councillor Junkin		X	
Councillor Macklem	X		
Councillor Martin		X	
Councillor Miller	X		
Councillor O'Reilly		X	
Councillor Pollard	X		
Councillor Seymour-Fagan		X	
Councillor Stauble	X		
Councillor Strangway	X		
Councillor Veale		X	
Councillor Yeo	X		
Results	10	7	0
			Carried

CR2018-236

Moved By Councillor Breadner

Seconded By Councillor Martin

That staff be directed to work with the community to develop an agreement for maintenance and development of Block B as Municipal Parkland.

Carried

Item 11.1.17 was moved forward on the agenda to be dealt with next.

11.1.17 ENG2018-008

Request for Speed Reduction - Ballyduff Road and Lotus Road

Joseph Kelly, Senior Engineering Technician

CR2018-237

Moved By Councillor Stauble

Seconded By Councillor Elmslie

That Report ENG2018-008 **Request for Speed Reduction – Ballyduff Road and Lotus Road** be received.

Carried

CR2018-238

Moved By Councillor Stauble

Seconded By Councillor Dunn

That the speed limit of Ballyduff Road from a point 1 km east of Lotus Road to a point 810m west of Lotus Road be posted at 50 km/h;

That the speed limit of Lotus Road from Ballyduff Road to a point 400m north of Ballyduff Road be posted at 50 km/h;

That the necessary by-laws for the above recommendations be forwarded to Council for adoption; and

That the Mayor and Clerk be authorized to execute any documents and agreements required by the approval of this decision.

Carried

11.1.1 CLK2018-004

Updated Election Documents - Use of Corporate Resources Policy, Accessibility Plan, and Election Sign By-law

Cathie Ritchie, City Clerk

CR2018-239

Moved By Councillor Elmslie

Seconded By Councillor Pollard

That Report CLK2018-004, **Updated Election Documents - Use of Corporate Resources Policy, Accessibility Plan and Election Sign By-law**, be received.

Carried

CR2018-240

Moved By Councillor Elmslie

Seconded By Councillor Strangway

That Section 3.02 (a) of the by-law to Regulate the Placement of Election Signs in the City of Kawartha Lakes be amended to read:

a) placement of election signs along highways or public property, are only permitted during the period 90 days prior to voting day

Carried

CR2018-241

Moved By Councillor Elmslie

Seconded By Councillor Pollard

That the policy entitled Use of Corporate Resources for Election Purposes, attached as Appendix A to Report CLK2018-004 be adopted and numbered for inclusion in the City's Policy Manual, replacing all predecessor versions; and

That a by-law to approve the **2018 Election Accessibility Plan** attached as Appendix B and the **Election Sign By-law**, as amended, repealing By-law 2013-113, attached as Appendix C to Report CLK2018-004, be forwarded to Council for adoption.

Carried

11.1.3 CS2018-006

Coboconk Medical Centre New Facility and Cost Estimate

Craig Shanks, Director of Community Services

CR2018-242

Moved By Councillor Yeo

Seconded By Councillor Miller

That Report CS2018-006, **Coboconk Medical Centre New Facility Cost Estimate**, be received.

Carried

CR2018-243

Moved By Councillor Yeo

Seconded By Councillor James

That the Coboconk Medical Centre project be forwarded to the 2019 budget for consideration.

Carried

11.1.4 CS2018-007

Kawartha North Request for Funding

Craig Shanks, Director of Community Services

CR2018-244

Moved By Councillor Veale

Seconded By Councillor Dunn

That Report CS2018-007, **Kawartha North Funding Request**, be received.

Carried

11.1.6 PRC2018-006

Wilson Fields East Fence

Craig Shanks, Director of Community Services

CR2018-245

Moved By Councillor O'Reilly

Seconded By Councillor Pollard

That Report PRC2018-006, Wilson Fields East Fence, be received; and

THAT Council direct staff to include \$20,000 in the 2019 Capital Budget for the purpose of erecting a privacy fence/barrier between the municipal property known as Wilson Fields East and Heritage Way.

Carried

CR2018-246

Moved By Councillor Junkin

Seconded By Councillor Martin

That staff be directed to consult with Victoria Condominium Corporation No. 9 on potential opportunities for cost-sharing through application to the City's 50/50 Community Project Capital Funding Initiative.

Carried

11.1.7 PRC2018-007

Bethany Property Update

Craig Shanks, Director of Community Services

This Item was moved forward on the Agenda to be dealt with first under Items Extracted from Consent.

11.1.9 CAO2018-004

Council Remuneration Update – Tax Exempt Status

Ron Taylor, Chief Administrative Officer

Moved By Councillor Elmslie

Seconded By Councillor Miller

That Report CAO2018-004, **Council Remuneration Update**, be received;

That the first pay of the next term of Council be fully taxed; and

That the necessary by-law be forwarded to Council for adoption.

Councillor Elmslie requested a recorded vote.

Recorded	For	Against	Absent
Mayor Letham		X	
Councillor Breadner		X	
Councillor Dunn	X		
Councillor Elmslie	X		
Councillor James		X	
Councillor Jilesen		X	

Councillor Junkin	X		
Councillor Macklem		X	
Councillor Martin		X	
Councillor Miller	X		
Councillor O'Reilly		X	
Councillor Pollard		X	
Councillor Seymour-Fagan		X	
Councillor Stauble		X	
Councillor Strangway	X		
Councillor Veale		X	
Councillor Yeo		X	
Results	5	12	0
Motion Failed			

CR2018-247

Moved By Councillor Yeo

Seconded By Councillor James

That Report CAO2018-004, Council Remuneration Update, be received;

That the first pay of the next term of Council be fully taxed;

That Council salaries be adjusted to gap the loss in total remuneration from the elimination of the tax exempt status as outlined in Report CAO2018-004 and effective the next term of Council (2018-2022); and

That the necessary by-law be forwarded to Council for adoption.

Carried

Councillor Yeo left the Council Chambers at 5:33 p.m. and did not return.

Council recessed at 4:54 p.m. and reconvened at 5:03 p.m.

11.1.11 PUR2018-017

2018-51-SS Airport Management

Launa Lewis, Supervisor of Financial Services

Douglas Erlandson, Chair of Kawartha Lakes Municipal Airport Board

CR2018-248

Moved By Councillor Strangway

Seconded By Councillor Veale

That Report PUR2018-017 **2018-51-SS Airport Management**, be received;

That the Airport Board be given approval to enter into a five year contract with Loomex Property Management Limited of Peterborough to continue managing the airport at an annual cost of \$145,000.00 plus applicable taxes;

That the Airport Board incorporate the applicable amount into future operating/capital budgets to cover the costs; and

That subject to receipt of the required documents, the Airport Board Chair and the Corporate Services Director be authorized to execute the agreement to award Tender 2018-51-SS.

Carried

11.1.12 PUR2018-019

Tender 2018-48-CT Hamilton Street Reconstruction

Ashley Wykes, Buyer

Corby Purdy, Supervisor, Infrastructure Design and Construction

Moved By Councillor Junkin

Seconded By Councillor Yeo

That Report PUR2018-019, Tender 2018-48-CT Hamilton Street Reconstruction, be received;

That Tender 2018-48-CT Hamilton Street Reconstruction be collapsed; and

That the Hamilton Street Reconstruction Project be included in the 2019 budget for consideration.

Motion Failed

CR2018-249

Moved By Councillor James

Seconded By Councillor O'Reilly

That Report PUR2018-019, Tender 2018-48-CT Hamilton Street Reconstruction, be received;

That Hard-Co Construction Ltd. of Whitby be selected for the award of Tender 2018-48-CT Hamilton Street Reconstruction for the tender price of \$2,321,309.92 plus HST;

That funding in the amount of \$489,375.00 be released from the Capital Reserve for the purpose of awarding this contract;

That subject to receipt of the required documents, the Mayor and Clerk be authorized to execute the agreement to award this tender; and

That the Financial Services Division be authorized to issue a purchase order.

Carried

11.1.13 PUR2018-020

2018-54 Single Source Purchase of One Land Ambulance

Marielle van Englelen, Buyer

Andrew Rafton, Commander of Operations

CR2018-250

Moved By Councillor Strangway

Seconded By Councillor Elmslie

That Report PUR2018-020, **2018-54 Single Source Purchase of One Land Ambulance**, be received;

That Council authorize the single source purchase of one land ambulance to Crestline Coach Ltd. of Saskatoon, SK for the provision of one (1) 2018 land ambulance, at a total cost of \$144,511.03 not including HST and

That upon approval, the Financial Services be authorized to issue a purchase order.

Carried

11.1.14 PUR2018-029

Tender 2018-43-CT Design/Build of Fabric Covered Material Storage Structure, Including Demolition of Existing Structure

Marielle van Engelen, Buyer

Richard Monaghan, Senior Engineering Technician

CR2018-251

Moved By Councillor O'Reilly

Seconded By Councillor Miller

That Report PUR2018-029, 2018-43-CT **Design/Build of Fabric Covered Material Storage structure, Including Demolition of Existing Structure**, be received;

That Van Pelt Construction Inc. of Mitchell, be selected for the award of Tender 2018-43-CT Design/Build of Fabric Covered Material Storage structure, Including Demolition of Existing Structure for the tender price of \$185,245.00 plus HST;

That Capital Project 991170101 – Lindsay Depot Roof Replacement, be closed and the remaining balance of \$19,657.80 be transferred back to the capital reserves;

That Capital Project 991160901 – Lindsay Depot 4 Bay Pole Barn, be closed and the remaining balance of \$5,637.52 be transferred back to the capital reserves;

That \$25,000 be transferred from the capital reserves to cover additional funding required to complete project 991180102 – Design/Build of Fabric Covered Material Storage Structure, Including Demolition of Existing Structure and;

That Financial Services be authorized to issue a purchase order.

Carried

11.1.16 EA2018-011

Committed Excess Capacity Designation for Ongoing Growth-Related Projects

Adam Found, Manager of Corporate Assets

CR2018-252

Moved By Councillor Stauble

Seconded By Councillor Elmslie

That Report EA2018-011, **Committed Excess Capacity Designation for Ongoing Growth-Related Projects**, be received;

That it be the intention of Council to finance with development charges the projects identified in Appendix A attached to Report EA2018-011;

That the excess capacity created by these projects be designated as committed excess capacity in accordance with the Development Charges Act and its regulation O. Reg. 82/98; and

That the development charges financing of these projects be retroactively determined and corrected, as may be required, at an appropriate time through a future Council-approved reconciliation of the Development Charges Reserve.

Carried

11.1.17 ENG2018-008

Request for Speed Reduction - Ballyduff Road and Lotus Road

Joseph Kelly, Senior Engineering Technician

This Item was moved forward on the Agenda to be dealt with second under Items Extracted from Consent.

11.1.20 HS2018-001

Green Municipal Fund Agreement

Rod Sutherland, Director of Human Services

CR2018-253

Moved By Councillor Dunn

Seconded By Councillor Strangway

That Report HS2018-001, **Green Municipal Fund Agreement**, be received; and

That the necessary by-law authorizing the execution of an agreement with the Federation of Canadian Municipalities be presented to Council for adoption.

Carried

11.3.1 CC2018-08.11.3.1

Commissioning of a Downtown Parking Strategy Presentation

Adam Found, Manager of Corporate Assets

Manager Found provided information on the Commissioning of a Downtown Parking Strategy.

CR2018-254

Moved By Councillor Dunn

Seconded By Councillor Macklem

That the presentation by Adam Found, Manager of Corporate Assets, regarding **Commissioning of a Downtown Parking Strategy Presentation**, be received.

Carried

11.3.2 EA2018-009

Commissioning of a Downtown Parking Strategy

Adam Found, Manager of Corporate Assets

CR2018-255

Moved By Councillor O'Reilly

Seconded By Councillor Strangway

That Report EA2018-009, **Commissioning of a Downtown Parking Strategy**, be received;

That a Downtown Parking Strategy project be added to the 2018 Parking Lots capital program (9831812) with a budget of \$100,000 financed 67.5% from the Administration Account of the Development Charges Reserve and 32.5% from the Economic Development Reserve; and

That the excess capacity created by this project be designated as committed excess capacity in accordance with the Development Charges Act and its regulation O. Reg. 82/98.

Carried

12. Committee of the Whole and Planning Committee Minutes

12.1 CC2018-08.12.1

Planning Advisory Committee Meeting Minutes of April 11, 2018

CR2018-256

Moved By Councillor O'Reilly

Seconded By Councillor Miller

That the Minutes of the April 11, 2018 Planning Advisory Committee Meeting be received and the recommendations be adopted.

Carried

13. Petitions

13.1 CC2018-08.13.1

Barron Road Sidewalk Petition

Mr. and Mrs. Brian Marritt

Mr. and Mrs. Patrick O'Neill

This Item was moved forward on the Agenda to be dealt with after Item 10.4.

14. Other or New Business

15. By-Laws

Items 15.1.12 and 15.1.16 were extracted due to the action taken on Items 11.1.1 and 11.1.17.

The mover requested the consent of Council to read the by-laws by number only.

CR2018-257

Moved By Councillor Jilesen

Seconded By Councillor Junkin

That the By-Laws shown in Section 15.1 of the Agenda, namely: Items 15.1.1 to and including 15.1.17 be read a first, second and third time, passed, numbered, signed and the corporate seal attached, save and except Items 15.1.12 and 15.1.16.

Carried

15.1 By-Laws by Consent

15.1.1 By-law 2018-062

A By-law to Establish Tax Rates in the City of Kawartha Lakes

15.1.2 By-law 2018-063

A By-law to Set Tax Rate Reductions for the Prescribed Subclasses in the City of Kawartha Lakes

15.1.3 By-law 2018-064

A By-law to Specify the Capping and Threshold Parameters for 2018 in the City of Kawartha Lakes

15.1.4 By-law 2018-065

A By-law to Establish 2018 Tax Ratios in the City of Kawartha Lakes

15.1.5 By-law 2018-066

A By-law to Limit Tax Decreases on Commercial, Industrial and Multi-Residential Properties for 2018 in the City of Kawartha Lakes

15.1.6 By-law 2018-067

A By-Law To Amend The Township of Fenelon Zoning By-Law No. 12-95 To Rezone Land Within The City Of Kawartha Lakes - Bereznicki

15.1.7 By-law 2018-068

A By-Law To Amend The Township of Emily Zoning By-Law No. 1996-30 To Rezone Land Within The City Of Kawartha Lakes - Gingrich

15.1.8 By-law 2018-069

A By-law to Repeal By-law 2016-001, being A By-law to Appoint Additional Deputy Clerks for the City of Kawartha Lakes for Specific Purposes

15.1.9 By-law 2018-070

A By-law to Appoint a Municipal Law Enforcement Officer for Limited By-law Enforcement Purposes - English

15.1.10 By-law 2018-071

A By-law to Stop Up and Close Part of the Original Shore Road Allowance in Front of Lot 30, Concession 3, in the Geographic Township of Dalton, City of Kawartha Lakes, Designated as Part 1 on Reference Plan 57R-10642, to Authorize the Sale of the Land to the Abutting Owners

15.1.11 By-law 2018-072

A By-law to Authorize the Execution of an Agreement With the Federation of Canadian Municipalities and the Corporation of the City of Kawartha Lakes – Green Municipal Fund Project #15491

15.1.13 By-law 2018-073

A By-law to Approve the 2018 Election Accessibility Plan for the City of Kawartha Lakes

15.1.14 By-law 2018-074

A By-law to Repeal Town of Lindsay By-law 97-56, as amended by By-law 99-11, being A By-law to Provide for Certain Work to be Undertaken in

Respect of the Reconstruction of Colborne Street West with Full Municipal Services, and the Imposition by the Corporation of the Town of Lindsay of Fees and Charges Associated With the Costs of the Work Against Benefitting Landowners

15.1.15 By-law 2018-075

A By-law to Amend By-law 2012-173, being A By-law to Regulate Parking (Amendment No. 16)

15.1.17 By-law 2018-076

A By-law to Provide for the Erection of Stop Signs in the City of Kawartha Lakes (Peace Road (CKL Road 14) and Yankee Line (CKL Road 14)/Emily Park Road (CKL Road 10) Geographic Township of Emily)

15.2 By-Laws Extracted from Consent

15.1.12 By-law 2018-077

A By-Law to Repeal and Replace By-law 2013-113 and to Regulate the Placement of Election Signs in the City of Kawartha Lakes

Moved By Councillor Strangway

Seconded By Councillor Elmslie

That By-Law to Repeal and Replace By-law 2013-113 to Regulate the Placement of Election Signs in the City of Kawartha Lakes be read a first and second time.

Carried

Moved By Councillor Elmslie

Seconded By Councillor Martin

That Section 3.02 (a) of the by-law be amended to read:

a) placement of election signs along highways or public property, are only permitted during the period 90 days prior to voting day.

Carried

CR2018-258

Moved By Councillor Elmslie

Seconded By Councillor Strangway

That a By-Law to Repeal and Replace By-law 2013-113 to Regulate the Placement of Election Signs in the City of Kawartha Lakes, as amended, be read a third time, passed, numbered signed, and the corporate seal attached.

Carried

15.1.16 By-law 2018-078

A By-law to Amend By-law 2005-328 being A By-law to Establish Speed Limits (CKL Road 8, Ballyduff Road, Lotus Road)

Moved By Councillor Stauble

Seconded By Councillor Martin

That a By-law to Amend By-law 2005-328 being A By-law to Establish Speed Limits (CKL Road 8, Ballyduff Road, Lotus Road), be read a first and second time.

Carried

Moved By Councillor Stauble

Seconded By Councillor Junkin

That section 2.03 of the **By-law to Amend By-law 2005-328 being A By-law to Establish Speed Limits (CKL Road 8, Ballyduff Road, Lotus Road)** be revised to change the speed limit points for Ballyduff Road to:

ROAD #	FROM	TO
Ballyduff Road	A point 1 km east of Lotus Road	A point 810m west of Lotus Road

Carried

CR2018-259

Moved By Councillor Stauble

Seconded By Councillor Pollard

That the By-law to Amend By-law 2005-328 being A By-law to Establish Speed Limits (CKL Road 8, Ballyduff Road, Lotus Road), as amended, be read a third time, passed, numbered, signed and the corporate seal attached.

Carried

16. Notice of Motion

17. Closed Session (If Not Completed Prior to Open Session)

18. Matters from Closed Session

19. Confirming By-Law

19.1 By-law 2018-079

**A By-law to Confirm the Proceedings of a Regular Meeting of Council,
Tuesday, April 24, 2018**

CR2018-260

Moved By Councillor James

Seconded By Councillor Veale

That a by-law to confirm the proceedings of a Regular Council Meeting held Tuesday, April 24, 2018 be read a first, second and third time, passed, numbered, signed and the corporate seal attached.

Carried

20. Adjournment

CR2018-261

Moved By Councillor Stauble

Seconded By Councillor Elmslie

That the Council Meeting adjourn at 6:28 p.m.

Carried

Read and adopted this 8th day of May, 2018.

Andy Letham, Mayor

Cathie Ritchie, City Clerk



Request to Make a
Deputation/Presentation to
Council/Committee
City of Kawartha Lakes
City Clerk's Office
26 Francis Street, PO Box 9000
Lindsay, ON K9V 5R8
705-324-9411

RECEIVED

Name: *

Doug HELLAWELL

APR 13 2018

OFFICE OF THE CITY CLERK
KAWARTHA LAKES

Address: *

[REDACTED]

City/Town/Village:

[REDACTED]

Province: *

[REDACTED]

Postal Code:

[REDACTED]

Telephone: *

[REDACTED]

Email: *

[REDACTED]

There can be maximum of two speakers for each deputation. Please list the name(s) of the individual(s) who will be speaking. The names that are listed here will be included on the Council Meeting Agenda: *

① Doug Hellawell

Please provide details of the matter to which you wish to speak: *

Bikefest Inc. has produced a concert to take place on June 23, 2018 at the Bobcaygeon - Verulam Arena. We want to apply for a special occasion permit. In order to secure the permit we require a letter indicating that the concert has municipal significance. This must be issued by the City of Kawartha Lakes.

What action are you hoping will result from your presentation/deputation? *

A resolution deeming the Bike Fest concert to be of municipal significance.

Signature:



Date:

April 13 / 2018

Please complete this form and return to the City Clerk's Office:

Fax: 705-324-8110 Email: agendaitems@kawarthalakes.ca

The personal information is being collected by the City of Kawartha Lakes for the principal purpose of a request to make a deputation to Committee or Council pursuant to Section 10 of City of Kawartha Lakes By-law 2014-266. This information may be circulated to members of Council, staff and the general public. Questions about the collection of this information should be directed to the City Clerk or Deputy Clerk at 705-324-9411 ext. 1295 or 1322.



10.
Request to Make a
Deputation/Presentation to
Council/Committee
City of Kawartha Lakes
City Clerk's Office
26 Francis Street, PO Box 9000
Lindsay, ON K9V 5R8
705-324-9411

Name: *

Bob Peters

Address: *

[REDACTED]

City/Town/Village:

[REDACTED]

Province: *

Ont

Postal Code:

[REDACTED]

Telephone: *

[REDACTED]

Email: *

[REDACTED]

There can be maximum of two speakers for each deputation. Please list the name(s) of the individual(s) who will be speaking. The names that are listed here will be included on the Council Meeting Agenda: *

Bob Peters
Sylvia Peters

Please provide details of the matter to which you wish to speak: *

A petition was received by the Clerk's Department April 26, 2018. The parking lot at Forbert Pool, Bobcaygeon, poses long standing safety and maintenance concerns for the facility and requires corrective action. Patrons of this facility are calling for an action plan to address short term and long term concerns. This parking lot, constructed of loose materials, is not being maintained or graded adequately. Hence, pot holes year round make walking less safe. In winter, these uneven potholes become ice filled increasing risk of fall to pedestrians. Drainage is less than adequate. A significant number of facility users are seniors, many of whom with disabilities.

Foreign material from the parking lot is being tracked into the facility. This increases the maintenance burden as staff try their best to keep floors clean. There is no janitorial staff. Foreign material is often tracked into the work out area and into the change rooms. The front vestibule mats and floors and reception area is often seen covered with granular materials from the parking lot.



What action are you hoping will result from your presentation/deputation? *

1. Facility users identified in the petition request staff to develop an sustainable interim plan to address immediate safety of this parking lot and to provide future grading on an "as required basis".
2. That the Council of the City of Kawartha in exercising its due diligence set aside the funding required and to prioritize the paving or resurfacing of the parking lot for Forbert Pool.

Signature:

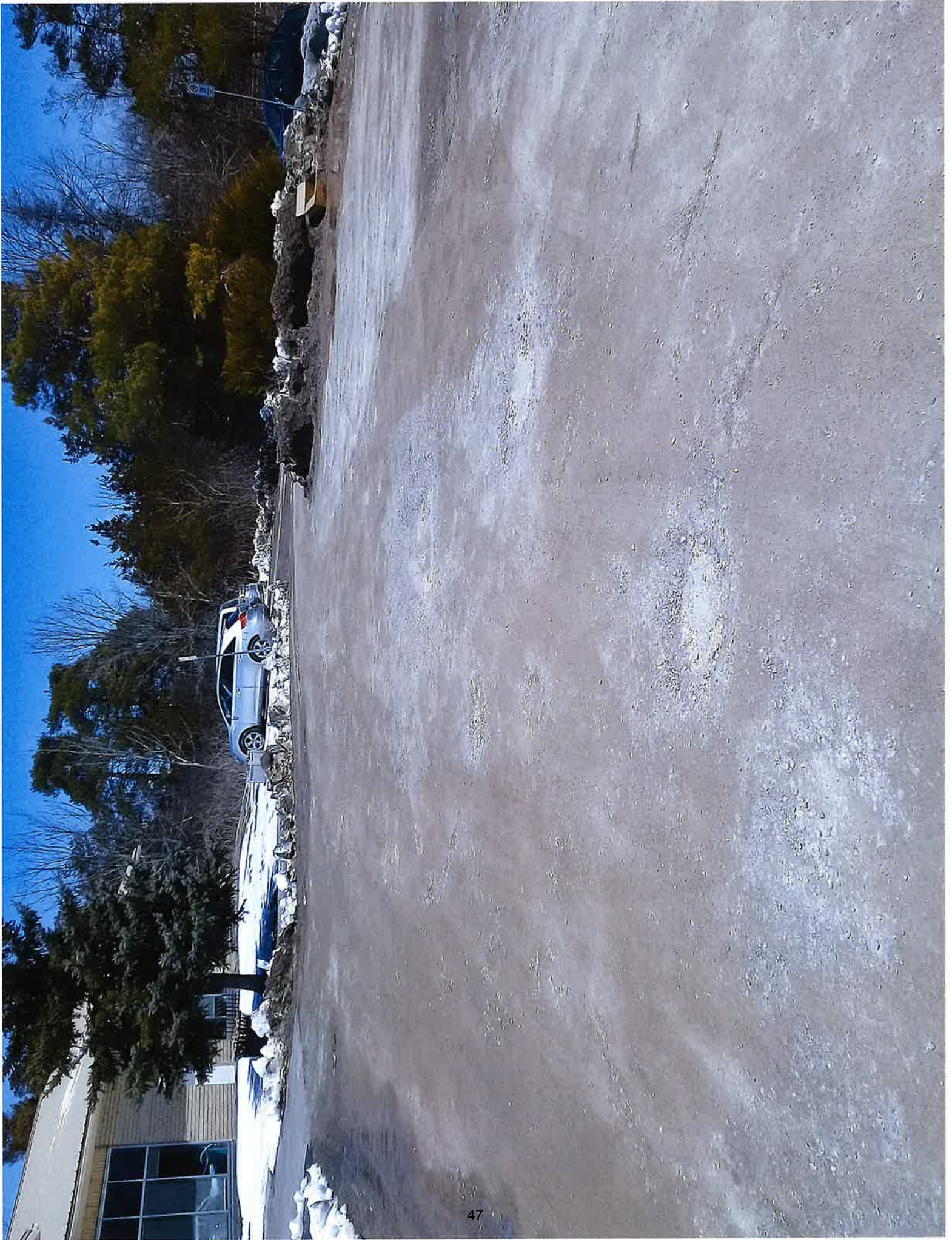
Robert J. Peters

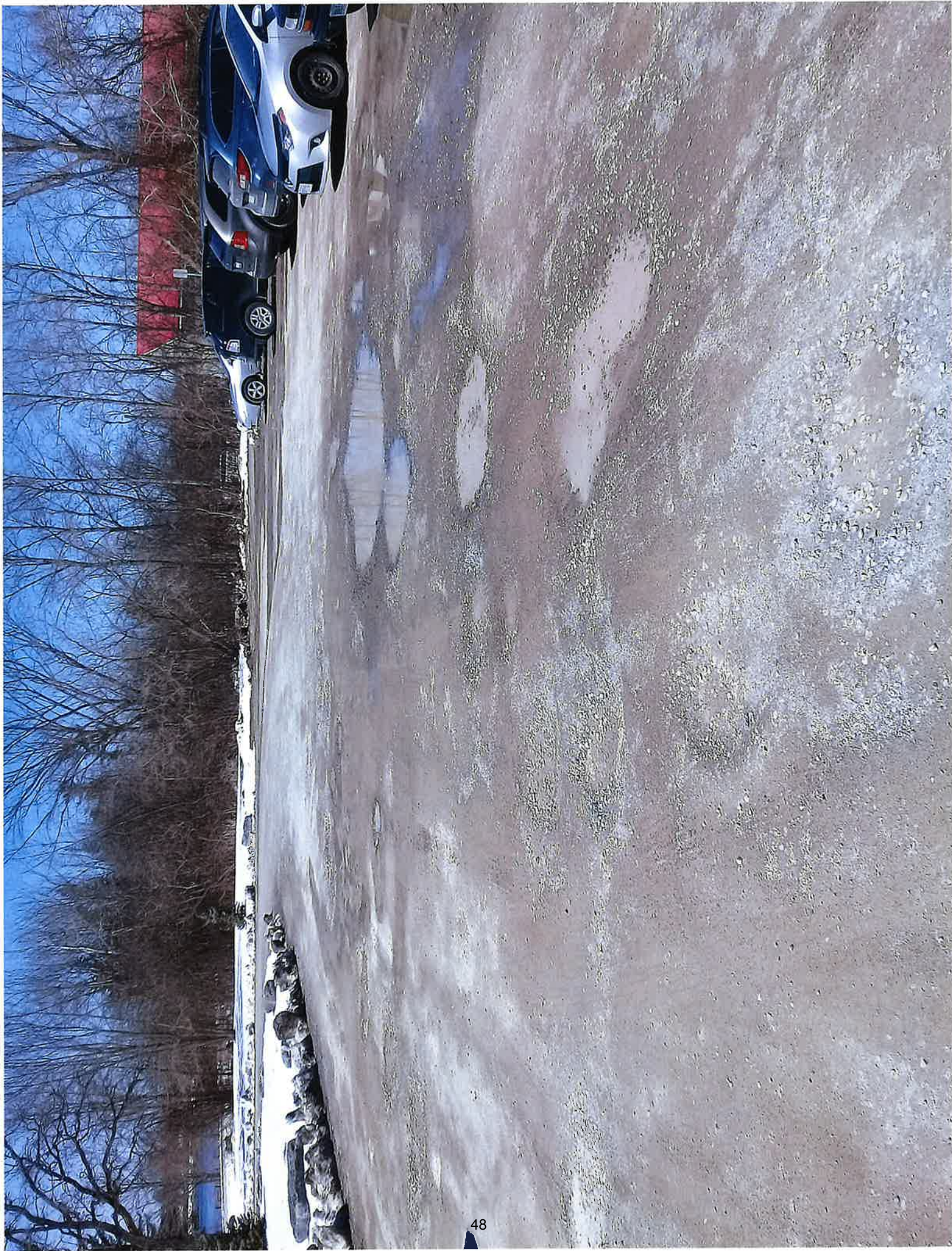
Date:

April 26, 2018

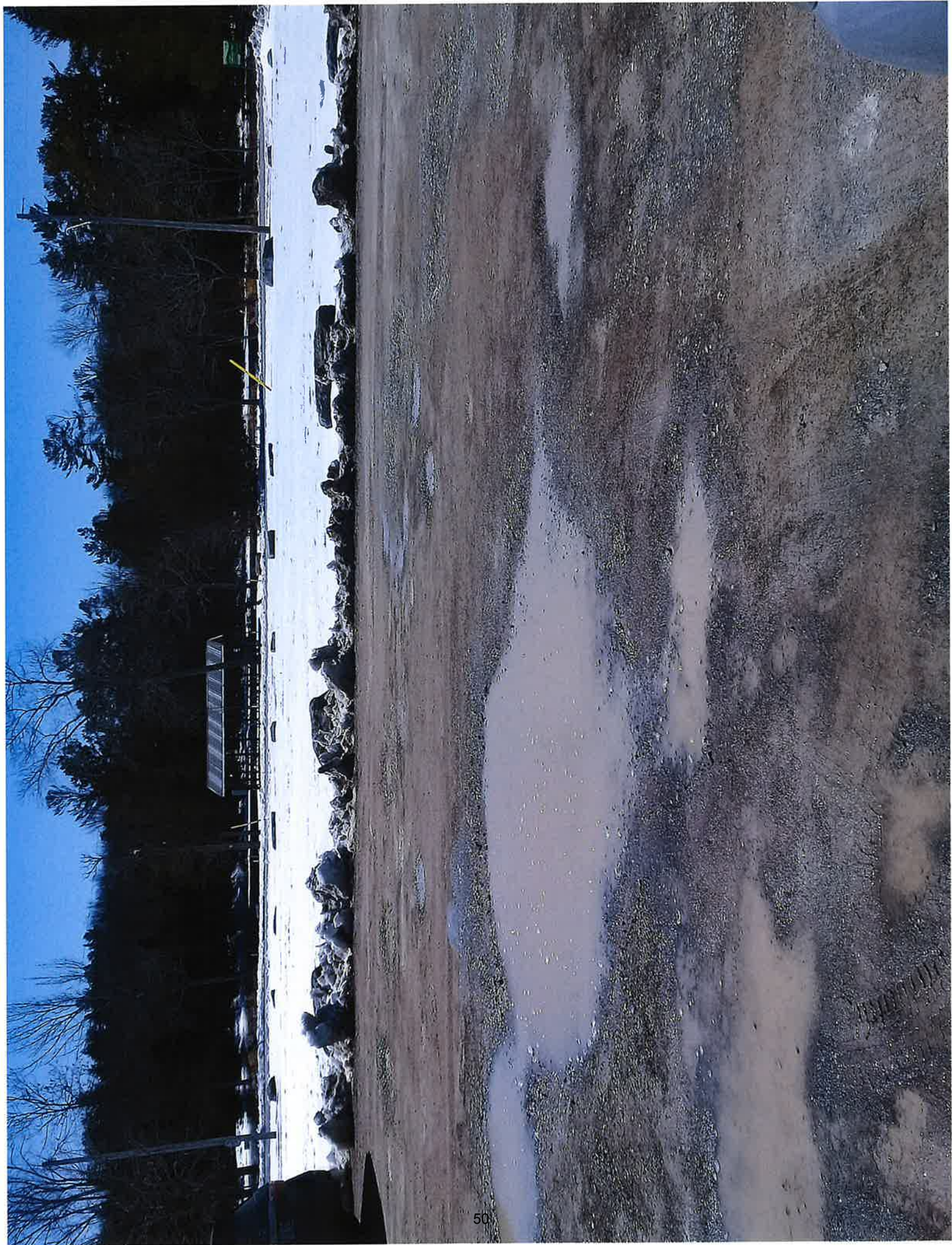
Please complete this form and return to the City Clerk's Office:
Fax: 705-324-8110 Email: agendaitems@kawarthalakes.ca

The personal information is being collected by the City of Kawartha Lakes for the principal purpose of a request to make a deputation to Committee or Council pursuant to Section 10 of City of Kawartha Lakes By-law 2014-266. This information may be circulated to members of Council, staff and the general public. Questions about the collection of this information should be directed to the City Clerk or Deputy Clerk at 705 324-9411 ext. 1295 or 1322.









The Corporation of the City of Kawartha Lakes

Council Report

Report Number CORP2018-004

Date: May 8, 2018
Time: 2:00 p.m.
Place: Council Chambers

Ward Community Identifier: All

Title: 2017 Q4 Capital Close

Description:

Author and Title: Nicole Owens, Junior Accountant

Recommendation(s):

THAT Report CORP2018-004, **2017 Q4 Capital Close**, be received;

THAT the capital projects identified in Attachment A to Report CORP2018-004 be approved to be closed due to completion;

THAT the balances in the table below be transferred to or from the corresponding reserves;

Reserve	Report Closing Balance
Capital Projects Reserve	(\$254,192.41)
Capital Projects Reserve – Victoria Manor	(\$150,390.44)
Public Works Fleet Reserve	\$173,212.22
K.L. Police Services Contingency Reserve	\$32,331.02
Water Infrastructure Reserve	\$23,929.38
Sewer Infrastructure Reserve	\$30,501.28

THAT an additional \$241,094.80 of debenture debt be allocated to project 9711401 – Energy Saving Performance Control to fund the project deficit and bring the project balance to zero;

Department Head:_____

Financial/Legal/HR/Other:_____

Chief Administrative Officer:_____

THAT an additional \$39,102.51 of debenture debt be allocated to project 9981302 – Birch Point Estates Drinking Water to fund the project deficit and bring the project balance to zero;

THAT an additional \$326,000.00 of debenture debt be allocated to project 9981603 – Thornhill Reservoir, Venting to fund the project deficit and bring the project balance to zero;

THAT an additional \$6,764.76 of debenture debt be allocated to project 9981506 – Mariposa Estates WDS, Construction to fund the project deficit and bring the project balance to zero;

THAT an additional \$21,307.09 of City Development Charges be allocated to project 9121501 – RD1401 Rural Resurfacing to fund the project deficit and bring the project balance to zero;

THAT an additional \$47,528.02 of City Development Charges be allocated to project 9981606 – Mill Street Watermain to fund the project deficit and bring the project balance to zero;

THAT an additional \$15,000.00 of City Development Charges be allocated to project 9981621 – St David Street Sewer Interconnect to fund the project deficit and bring the project balance to zero;

THAT an additional \$449.30 of City Parkland Reserve be allocated to project 9501604 – Picnic Table & Bench Replacement to fund the project deficit and bring the balance to zero upon project closure;

THAT an additional \$2,145.98 of City Parkland Reserve be allocated to project 9501610 – Sports Field Improvements to fund the project deficit and bring the balance to zero upon project closure;

THAT the following projects be granted an extension to June 30, 2018:

932161401 - Fire Station Capital Repairs
932170701 - Communication Equipment
932170801 - Extrication Equipment
938170200 - Paramedic Equipment
938170301 - Replace Light Duty Vehicle
938170401 - Replacement Ambulance
950160700 - Ice Plant/System Equip Replace
950162200 – Arena &Pool Syst & Equip Upgrades
953150300 - HVAC Replacements
983161400 - Traffic Improvements
994152501 - Transit - Calling of Stops
983150100 - Bridge Recon, Rehab and Design

983160100 - Bridge Reconstruction
983161800 - Roads Portion of WWW Projects
998151001 - Huron Street Watermain Replace
998160701 - East St N Watermain Replace

THAT the following projects be granted an extension to December 31, 2018:

932170201 - Bethany Firehall
983150600 - Urban/Rural Recon Projects
983160600 - Urban/Rural Reconstruct Projects
983170300 - Urban /Rural Reconstruction
983170800 - Road Restoration WWW Projects
983171001 - Streetlights
997131000 - Landfills - Cell Construction
997141000 - Landfills - Cell Construction
997161201 - Eldon Landfill Const - Phase 3
997170200 - Landfill Site Works
998151201 - Lindsay WPCP Upgrade
998151501 - Lindsay WPCP Septage Receiving
998151601 - Fenelon Falls Ellice St SPS Up
998152200 - GlenelgStE Watermain Repl-Dsgn
998160501 - Pinewood Production Well
998160800 - Fenelon Falls Watermain Upgrade
998161401 - Kings Bay - RBC Units Upg/Repl
998162001 - Adelaide St N Sewer
991150300 - Depot/Sand/Salt Build Rep-East
991150400 - Depot/Sand/Salt Build Rep-West

THAT project 998110100 – Omemee WPC Plant Upgrades completion date be extended to December 31, 2019;

That project 938180202 – Ambulance Remount be closed and the remaining budget of \$165,000.00 be transferred and combined with 938180203 – Ambulance Remount;

That projects 953180107 Basement Interiors City Hall with a balance of \$19,004.29, 953180108 – Flooring City Hall with a balance of \$40,000.00, and 953180110 – Cabinet & Fixtures City Hall with a balance of \$24,741.76 be closed and remaining budgets transferred to 953180106 – Electrical Systems City Hall with a balance of \$29,789.96;

That \$25,000 be transferred from the budget of project 953180111 – Various Accessibility Retrofits to project 953180120 – Lindsay Service Centre Reconfiguration to commit the funds to retrofits made within the Lindsay Service

Centre and;

That \$114,346 of surpluses left in WW0882, C0885 and C0151 and the Fenelon Water Plant be transferred to the Capital Reserve.

Background:

This report is provided to advise Council on each capital project's actual costs versus its approved budget and to close projects that are complete as at December 31, 2017 in accordance with the Capital Close and Administration Policy.

Through the conversion to JDE, a number of projects had resolutions in multiple reports which effected their funding. This report allows us to clear out old projects with deficits and surplus' as well as completing the year end capital close. A surplus of \$460,176.90 is being returned to it's original funding sources after all the projects have be analyzed.

Rationale:

The expectation of a capital close report is to bring completed capital projects to a zero balance by recommending provisions for any shortfalls and disposition of surplus amounts. When projects are closed with a surplus, the surplus is typically transferred to the Capital Projects Reserve. There are some exceptions to this practice. If the project being closed was funded from a source other than the general tax levy then the surplus is returned to that source of funding.

Please see below a list of attachments

Attachment A - Lists all projects recommended to be closed identifying the amount that will be returned to the reserves listed. There are projects that are closing with a zero balance as the funding has been returned to the original funding source and does not require Council approval to do so.

Attachment B – Lists all projects that will be complete as of June 30, 2018 or are on target to be completed by their current completion date. The project numbers with two asterisks (**) are multi year projects that will have additional funding over multiple years and will be using the same project number until the project is completed.

Attachment C – Lists the projects that are seeking Council Resolution to extend the current completion date.

Attachment D - Lists all of the current municipal drain projects. All of the municipal drain projects are currently showing as negative amounts because the landowner is billed for his/her share and the City applies for funding from the province, once the project is complete.

Other Alternatives Considered:

Council may choose an alternative direction with respect to where the over and under expenditures should be transferred. Staff's recommendations are in accordance with the Capital Close and Administration Policy C 187 FIN 018.

Financial/Operation Impacts:

The status of each project has been reviewed by Directors and appropriate management staff. The below detailed tables show the balances to the affected Reserves and Deferred Revenue, of the projects being closed.

Attachment A: Completed Projects

The table below is a listing of the reserves that require Council approval to transfer funds to and from.

Reserve	Report Closing Balance
Capital Projects Reserve	(\$139,845.49)
Capital Projects Reserve – Victoria Manor	(\$150,390.44)
Public Works Fleet Reserve	\$173,212.22
K.L. Police Services Contingency Reserve	\$32,331.02
Water Infrastructure Reserve	\$23,929.38
Sewer Infrastructure Reserve	\$30,501.28

Obligatory Funds

Below is a table listing the obligatory funds for which the return of funding does not require Council approval, all deficits require Council approval and are included in the Council resolutions.

Obligatory Reserves & Development Charge Reserve	Report Closing Balance
City Development Charge Reserve	(\$80,396.77)
Parkland 5%	\$4,925.84
Gas Tax Reserve	\$220,387.07

Debenture Proceeds

The debenture debt will be decreased by \$338,885.62 due to the closure of various capital projects that already had debenture funding from previous capital budgets.

Debenture Proceeds	Report Closing Balance
9981501 – Lindsay Verulam Tower Relining	\$10,367.72
9981502 – Bobcaygeon WTP Filter Rehab	\$38,951.03

Debenture Proceeds	Report Closing Balance
9981604 – Lindsay WTP Chemical Bulk Tank Rehab	\$69,036.40
9981612 – Elgin St W&S D&C Phase 1	\$99,761.22
9981625 – Bond St WW&S D&C	\$347,416.76
9981609 – Vimy St W&S Main Replacement	\$171,023.14
9981612 – Water Tower – Exterior Coating System	\$91,651.42
9711401 – Energy Savings Performance	(\$241,094.80)
9981302 – Birch Point Estates Drinking Water	(\$39,102.51)
9981603 – Thornhill Reservoir – Venting	(\$326,000.00)
9981610 – Russell St W Watermain-Replace/Construction	\$119,833.54
9981506 – Mariposa Estates WDS – Construction	(\$6,764.76)
9981508 – Regent St Reconstruction	\$3,806.46

In summary, a total of \$460,176.90 is recommended to be closed and returned to the original budget funding sources. There are currently 191 projects and staff recommend closing 54 projects, leaving a remaining 137 projects open.

Relationship of Recommendation(s) To The 2016-2019 Strategic Plan:

This recommendation assists in achieving the Strategic Enabler goal. This Capital Close enables Council and the public to see that the projects that have been approved are being closed within budget and in a timely manner. This illustrates responsible fiscal resource management.

Consultations:

Directors, Managers and Staff

Attachments:



Attachment A.xlsx



Attachment B.xlsx



Attachment C.xlsx



Attachment D.xlsx

Attachment A: Completed projects.

Attachment B: Projects on target to be closed by current completion date.

Attachment C: Projects requesting an extension.

Attachment D: Municipal Drains

Department Head E-Mail: jstover@kawarthalakes.ca

Department Head: Jennifer Stover

CORP2018-0042017 Q4 Capital Close															
	Project Number	Budget Year	Capital Projects Reserve 1.32045	Capital Project Reserves Victoria Manor 1.32045 A 331187	Public Works Fleet Reserve 1.32070	KL Police Service Contingency 1.32225	Water Infrastructure Reserve 1.32050	Sewer Infrastructure Reserve 1.32030	Debenture	Development Charges	Gas Tax Reserve	Parkland 5%	Total		Comments
Completed Projects - December 31, 2017															
Server Hardware	928160101	2016	25,148.72										25,148.72		
Replacement Network Switches	928160401	2016	780.32										780.32		
Cabling Syst Lindsay Firehall	928160501	2016	3,771.47										3,771.47		
Client Hardware	928160601	2016	(4,989.77)										(4,989.77)		
Replace Public Access Systems	928161601	2016	511.18										511.18		
Fire Tanker Truck	932160101	2016			2,186.00					1,457.33			3,643.33		dc fire
Bunker Gear	932160401	2016	4,423.38										4,423.38		
Fire Equipment Replacement	932160601	2016	2,393.63										2,393.63		
Fire Station Exhaust Systems	932170400	2017	6,137.94										6,137.94		
Light Duty Vehicle Replacement	932170601	2017			2,847.90								2,847.90		
Replace Police Computers	942170101	2017				66.81							66.81		
Police Printer Replacement	942170201	2017				171.88							171.88		
Police Vehicle Replacement	942170301	2017				(4,739.89)							(4,739.89)		
Police Radio System Upgrade	942170401	2017				14,488.60							14,488.60		
Camera/Recorder Replacement	942170501	2017				9,465.96							9,465.96		
Police Digital Logger	942170601	2017				6,070.14							6,070.14		
Police Switch Replacement	942170701	2017				1,454.37							1,454.37		
Next Generation Text 911	942171001	2017				5,353.15							5,353.15		
Picnic Table and Bench Replace	950160401	2016										(449.30)	(449.30)		
Sports Field Improvements	950161000	2016										(2,145.98)	(2,145.98)		
Carden Community Centre	950163801	2016	112.06										112.06		
City Boat Launch Improvements	950164000	2016	50,734.69										50,734.69		
Rivera Park Washrooms	950164201	2016										7,521.12	7,521.12		
Building Siteworks	953170400	2017	9,665.30										9,665.30		
Heating & Cooling System	969170101	2017		(9,189.29)									(9,189.29)		
HVAC Units	969170102	2017		23,469.20									23,469.20		
Ascom Telephone System	969170103	2017		6,628.36									6,628.36		
MacMillian Common Area	969170104	2017		(7,094.45)									(7,094.45)		
Resident Caf� Area	969170105	2017		(1,498.34)									(1,498.34)		
Resident Room Furniture	969170106	2017		(5,693.06)									(5,693.06)		
Dining Room Tables	969170107	2017		2,500.00									2,500.00		
Tub Rooms, MacMillain/Elford	969170108	2017		(5,397.70)									(5,397.70)		
Automatic Door Openers	969170109	2017		(1,019.52)									(1,019.52)		
Culverts	983170200	2017	(8,781.18)										(8,781.18)		
Lind-Ver Tower Relining&Mixer	998150101	2015							10,367.72				10,367.72		
Bobcaygeon WTP Filter Rehab	998150201	2015							38,951.03				38,951.03		
BobSPS-Valve,Piping&Pump Repl	998152001	2015						45,552.16					45,552.16		
Bobcaygeon WTP-Dehumid&Exhaus	998160101	2016					27,912.15						27,912.15		
Lin WTP Chemical Bulk Tank Rep	998160401	2016							69,036.40				69,036.40		
Vimy St W&S Main Replacement	998160900	2016							171,023.14				171,023.14		
Water Tower - Ext Coating Syst	998161201	2016							91,651.42				91,651.42		
Elgin St Water&Sanit D&C Phs 1	998162400	2016							99,761.22				99,761.22		
Bond St WW&S - D&C	998162500	2016							347,416.76				347,416.76		
Airport ParkLot/Apron Lighting	987160201	2016	5,555.09							418.13			5,973.22		dc airport
Airport Apron Rehabilitation	987160401	2016	20,763.95							1,562.88			22,326.83		dc airport
Emergency - Sand/Salt Rehab	991170300	2017	(2,967.02)										(2,967.02)		
Cement Pads at Bus Stops	994162401	2016									3,129.33		3,129.33		
LIMO Specialized Transit Bus	994165501	2016									17,944.08		17,944.08		
Loader Replace/Rehab	994170601	2017			44,713.94								44,713.94		
Replace Single Axle Trucks	994171101	2017			15,548.20								15,548.20		
Trackless Machine Refurbish	994171401	2017			41,490.99								41,490.99		
Misc Fleet Equipment	994171700	2017			40,375.62								40,375.62		
Fuel Systems	994172000	2017			49.57								49.57		
Transit Stops	994172101	2017									126,958.23		126,958.23		
Subtotal			113,259.76	2,705.20	147,212.22	32,331.02	27,912.15	45,552.16	828,207.69	3,438.34	148,031.64	4,925.84	1,353,576.02		

Closed project that need adjustments to come to a zero balance

Ambulance Replacement	938160101	2016	6,637.17										6,637.17		Full funding amount wasn't returned to funding source when project was closed at Q4 2016. Need to return remaining funding to bring balance to zero
															Holdback release was recorded to a PO and not the accrual account. Adjustment to correct transaction has taken place, however this amount was taken into consideration as an expense when the project was closed. Therefore additional funding will need to go to reserve when final numbers are pulled.
50/50 Community Projects	950160101	2016	2,865.21										2,865.21		
50/50 Community Projects	950150101	2015	(64.22)										(64.22)		Spending occurred after project closed. Need additional funding
Parking Lot Repairs	950131900	2013	(2,600.00)										(2,600.00)		Spending occurred after project closed. Need additional funding
Accessibilty Retrofits	953160100	2016	63.68										63.68		Funding requires adjustment after WO adjustment
Upgrade City Building Systems	953160200	2016	2,301.69										2,301.69		Funding requires adjustment after WO adjustment
Upgrade City Building Systems	953160500	2016	1,017.60										1,017.60		Funding requires adjustment after WO adjustment
Building Ground Improvements	953150600	2015	(3,729.89)										(3,729.89)		Project closed in 2016 and spending occurred in 2017 - need additional funding.
Servery Walls/Tabling Replace	969160101	2016		(133,941.60)									(133,941.60)		Projects were closed 2017 Q2 but expenses were uploaded October 2017 - require additional funding
Walk In Compressor Replacement	969160601	2016		(19,154.04)									(19,154.04)		Projects were closed 2017 Q2 but expenses were uploaded October 2017 - require additional funding
Energy Savings Perf. Cont.	971140101	2014							(241,094.80)						Amalgamated with another project, fudning was returned and shouldn't have been
Rural Resurfacing RD1410	912150100	2014	(90,835.47)							(21,307.09)			(112,142.56)	dc road	Historical discrepancy never corrected - due to duplicate AR set up
Dranoel Rd Culvert-Asset 5587	983150301	2015	(517.83)										(517.83)		Spending occurred after closure 2017 Q2
Urban and Arterial Resurfacing	983150900	2015	6,547.41										6,547.41		Funding requires adjustment after WO adjustment
Urban and Arterial Resurfacing	983160900	2016	17,203.68										17,203.68		Accrual was made at 2016 yearend that exceeded invoice value. Labour adjustments were also made past 2016 YE. Adjust balance to funding source.
Sidewalk Replacement	983161200	2016	(259,198.05)										(259,198.05)		Funding moved out in PUR2017-016 and CORP2017-022 - requires additional funding. \$516,415.54 placed in Cap Rsv
Landfill Monitoring Wells	997154001	2015	(7,073.86)										(7,073.86)		Funding was reduced at CORP2017-022 when the project was in a deficit so it should have been increased. Need to fund shortfall.
Cell 4 Construct-Lin-Ops Land	997161001	2016	(1,846.85)										(1,846.85)		Invoice paid after project closed Q2 2017
Fenelon Falls WTP Piping Upgrade	998150401	2015					(354.51)						(354.51)		Spending occurred after closure
Mill Street Watermain	998160600	2016					(3,577.38)			(47,528.02)			(51,105.40)	dc water	PUR2017-033 reduced funding by \$51,105.40 and CORP2017-027 did the same
St David St Sewer Interconnect	998162101	2016						(15,000.00)		(15,000.00)			(30,000.00)	dc sewer	PUR2017-033 reduced funding by \$30,000 and CORP2017-027 closed entire balance. Need additional funding
Adelaide St Reconstruction	998152101	2015					(50.88)	(50.88)					(101.76)		Spending occurred after closure
Oakwood Depot Secure Storage Exp	991160601	2016	(32,585.27)										(32,585.27)		PUR2017-037 reduced funding by \$32,585.27 and due to timing issues, CORP2017-027 did the same. Need to add an additional \$32,585.27
Localized Resurfacing	991150200	2015	1,000.00										1,000.00		Allocation of surplus funds was short - need to allocate \$1000 to funding source to bring to zero.
Backhoe Replacement	994170201	2017				16,000.00							16,000.00		PUR2017-017 added \$16,000 and CORP2017-027 closed entire balance. Need to adjust funding
Grader Replacement	994170401	2017				10,000.00							10,000.00		PUR2017-017 added \$10,000 and CORP2017-027 closed entire balance. Need additional funding
Buses	994160401	2016								72,355.43			72,355.43		Insurance proceeds received - requires adjustment to reserve
Birch Point Estates Drinking Water	998130201	2013							(39,102.51)				(39,102.51)		Funding reduced in a report causing timing issues with Cap Close
Thornhill Reservoir - Venting	998160301	2016							(326,000.00)				(326,000.00)		Debenture was reduced through PUR2017-002 which was not pulled into the figures for 2016 Q4 Capital Close subsequently also reducing debenture. Need to increase debenture proceeds.
Russell St W Watermain-Replace/Cc	998161001	2016							119,833.54				119,833.54		Funding adjustment required for transactions post project closure
Mariposa Estates WDS - Construct	998150601	2015							(6,764.76)				(6,764.76)		Spending occurred after closure
Regent St Reconstruction	998150801	2015													HB Reversals were put to incorrect account and was not included in the cap close. Adjustment required
Subtotal			(367,452.17)	(153,095.64)	26,000.00	-	(3,982.77)	(15,050.88)	(489,322.07)	(83,835.11)	72,355.43	-	(1,007,746.04)		

Old Capital Holdback Accounts to be Closed and funds returned to Capital Project Reserves

Fenelon Water Plant - before amalgamation			35,000.00										35,000.00		HB accrued before amalgamation, no company name or contact information associated to this project is know by current employees
Spinello Companies SPIN002	WW0882	2011	16,688.08										16,688.08		Company has gone bankrupt and there is no one left to pay out to
WS Morgan Construction Ltd WSMC	C0885	2005	4,484.36										4,484.36		Completed 13 yrs ago, unknown why predecessors refused to release HB
HCL Engineering & Construction HCL	C0151	2003	58,174.48										58,174.48		Company had major deficiencies and predecessors had no intentions of releasing
Subtotal			114,346.92	-	-	-	-	-	-	-	-	-	114,346.92		

Total Funding to be Returned (139,845.49) (150,390.44) 173,212.22 32,331.02 23,929.38 30,501.28 338,885.62 (80,396.77) 220,387.07 4,925.84 460,176.90

**Projects on Target to be
Completed by Current Closing
Date**

Job	Description	Total Approved Budget 12/31/2017	Total Spending 12/31/2017	Remaining Budget 12/31/2017	Closing Date	Initials	% Complete	Comments
CORPORATE SERVICES		3,836,918.00	2,836,145.66	1,000,772.34				
FIRE SERVICES		1,160,872.00	110,930.04	1,049,941.96				
PARAMEDIC SERVICES		16,000.00	-	16,000.00				
POLICE SERVICES		-	-	-				
COMMUNITY SERVICES		25,920,740.00	4,240,835.77	21,679,904.23				
VICTORIA MANOR		-	-	-				
COMMUNITY PLANNING		-	-	-				
ENGINEERING AND CORPORATE ASSETS		29,911,386.72	16,291,527.18	13,619,859.54				
PUBLIC WORKS		666,029.00	101,896.70	564,132.30				
TOTAL CAPITAL PROJECTS		61,511,945.72	23,581,335.35	37,930,610.37				

CORPORATE SERVICES								
928151500	ERP System	3,200,218.00	2,738,691.22	461,526.78	30-Jun-18	MM	84%	Project underway to be completed Q2 2018 Work in progress. RFQ completed and vendor selected. Team has been assembled with work
928170201	Transit Scheduling System	255,000.00	-	255,000.00	30-Jun-18	TB	50%	completion scheduled for June 30
928170301	Upgrade/Replace Communication	80,700.00	7,306.37	73,393.63	30-Jun-18	MM	9%	Project underway to be completed Q2 2018
928170401	Upgrade/Replace Client Hardware	110,000.00	39,330.11	70,669.89	30-Jun-18	MM	36%	Project underway to be completed Q2 2018
928170601	Replace Printers	11,000.00	-	11,000.00	30-Jun-18	MM	1%	Project underway to be completed Q2 2018
928171901	Purchase Parks & Rec Software	180,000.00	50,817.96	129,182.04	30-Jun-18	MM	28%	Project underway to be completed Q2 2018
CORPORATE SERVICES		3,836,918.00	2,836,145.66	1,000,772.34				

FIRE SERVICES								
932130701	Central Training Facility	75,000.00	426.8	74,573.20	31-Dec-18	VK	0%	PROJECT EXTENSION APPROVED CR2016-611 Requires funding in 2018 budget. Master Fire Plan recommendation MFP T-1 "That a Central Training Facility be established to incorporate all aspects, facilities and equipment discussed in this plan." Approved in 2014 budget was \$50,000 with a current project balance of \$ 74,573.20. No budget was approved in 2015, 2016 and 2017 and the project balance is not enough to complete the project.
932170501	Equipment Replacement	65,000.00	19,382.75	45,617.25	30-Jun-18	VK	25%	Project underway to be completed Q2 2018
932170901	Bunker Gear	75,000.00	65,772.66	9,227.34	31-Dec-18	VK	75%	Multi year project. Expected completion Q4 2018
932171001	SCBA Equipment	500,000.00	-	500,000.00	30-Jun-20	VK	0%	Multi year project. Expected completion Q2 2020
932172201	Coboconk Fire Hall Upgrades	445,872.00	25,347.83	420,524.17	31-Dec-18	VK	5%	Project has been tendered. Expected completion Q4 2018
FIRE SERVICES		1,160,872.00	110,930.04	1,049,941.96				

PARAMEDIC SERVICES								
938170200	Paramedic Equipment	16,000.00	-	16,000.00	30-Jun-18	VK	0%	Project underway. Expected completion Q2 2018
PARAMEDIC SERVICES		16,000.00	0.00	16,000.00				

COMMUNITY SERVICES								
PARKS AND RECREATION								
950151801	Logie Park Improvements	1,136,000.00	212,604.27	923,395.73	30-Jun-18	LP	25%	Multi-year project to be completed Q2 2020
950153301	Shoreline Restore Sheet Piling	450,000.00	377,189.92	72,810.08	30-Jun-18	LP	25%	Multi-year project to be completed Q2 2020
950170100	Playgrounds - Various Locations	200,000.00	77,515.47	122,484.53	30-Jun-18	LP	25%	Project underway to be completed Q2 2018
950170200	Sportsfield Siteworks	55,000.00	56,318.56	-1,318.56	30-Jun-18	LP	75%	Project underway to be completed Q2 2018
950170300	Boat Launches	100,000.00	-	100,000.00	30-Jun-18	LP	75%	Project underway to be completed Q2 2018
950170401	Old Mill Park Dam Replacement	167,611.00	9,970.64	157,640.36	30-Jun-18	LP	25%	Project underway to be completed Q2 2018
950170500	Cemetery Siteworks	60,000.00	7,279.40	52,720.60	30-Jun-18	LP	25%	Project underway to be completed Q2 2018
950170601	50/50 Community Capital Projects	80,000.00	63,368.30	16,631.70	30-Jun-18	LP	50%	Project underway to be completed Q2 2018
950170701	Wilson Estate Parkland Program	110,000.00	9,169.25	100,830.75	30-Jun-18	LP	15%	Project underway to be completed Q2 2018
950170800	Arena & Community Centre Equipmen	57,500.00	44,508.08	12,991.92	30-Jun-18	LP	50%	Project underway to be completed Q2 2018
950170901	Upgrade/Replace Park Furniture	40,000.00	7,200.71	32,799.29	30-Jun-18	LP	25%	Project underway to be completed Q2 2018
950171000	Arenas & Community Centres	60,000.00	19,307.38	40,692.62	30-Jun-18	LP	25%	Project underway to be completed Q2 2018
950171101	Victoria Park Armoury Repair	20,000.00	-	20,000.00	30-Jun-18	LP	25%	Project underway to be completed Q2 2018
950171300	Arena Systems	310,000.00	277,477.62	32,522.38	30-Jun-18	LP	75%	Project underway to be completed Q2 2018

Attachment B

950171401	LRC Pool System Upgrades	245,600.00	247,958.17	-2,358.17	30-Jun-18	LP	75% Project underway to be completed Q2 2018
950171501	Bobcaygeon Library	20,000.00	12,496.13	7,503.87	30-Jun-18	LP	50% Project underway to be completed Q2 2018
950180100	Parkland Siteworks (2018)	-	7,280.93	-7,280.93	30-Jun-19		2018 project should not be on this list
PARKS AND RECREATION		3,111,711.00	1,429,644.83	1,682,066.17			
BUILDING AND PROPERTY							
953150200	Upgrade City Building Systems	118,000.00	146,766.69	-28,766.69	31-Dec-18	LP	90% Project underway to be completed by Q1 2018
953150801	City Hall - Roof, Atrium, etc	2,077,316.00	1,502,017.26	575,298.74	30-Jun-18	LP	75% Project underway to be completed by Q2 2018
953170100	HVAC Systems	15,000.00	5,179.37	9,820.63	30-Jun-18	LP	95% Project complete. Awaiting final invoice
953170200	Building Services	88,000.00	4,002.04	83,997.96	30-Jun-18	LP	25% Project under evaluation to determine scope of work
953170300	Building Envelope	187,300.00	32,083.86	155,216.14	30-Jun-18	LP	50% Project underway to be completed by Q2 2018
953170501	Development 68 Lindsay St N	20,300,000.00	1,109,149.29	19,190,850.71	30-Jun-18	LP	25% Not a CS project HS to comment on status
953170600	HVAC - Emergency Replacement	23,413.00	11,992.43	11,420.57	30-Jun-18	LP	100% Leave open to allow final billing
BUILDING AND PROPERTY		22,809,029.00	2,811,190.94	19,997,838.06			
COMMUNITY SERVICES		25,920,740.00	4,240,835.77	21,679,904.23			
ENGINEERING AND CORPORATE ASSETS							
ENGINEERING							
983161301	New Streetlights	110,000.00	4,923.82	105,076.18	31-Dec-18	MF	Project to be combined with RD1710 and RD1810 for larger scale Streetlight upgrade to LED based on energy reduction project
983170100	Bridges	3,006,214.00	1,699,359.91	1,306,854.09	30-Jun-18	CP	50% Design and construction ongoing
983170400	Urban and Arterial Resurfacing	2,771,693.00	2,767,440.45	4,252.55	30-Jun-18	CP	95% Work Complete. Final invoices expected Q2
983170500	Rural Resurfacing	2,959,918.00	2,867,362.92	92,555.08	30-Jun-18	MF	100% Project complete pending final payments and release of hold back
983170600	Gravel Resurfacing	1,395,497.00	1,235,104.16	160,392.84	30-Jun-18	MF	100% remaining funds to be utilized prior to June 30th 2018
983170700	Road Lifecycle Extension	500,000.00	395,657.17	104,342.83	30-Jun-18	MF	78% Final projects to be completed by June 30th 2018
983170900	Sidewalks	572,824.00	445,035.11	127,788.89	30-Jun-18	CP	95% ongoing
983171201	Parking Lots	150,526.00	88,844.42	61,681.58	30-Jun-18	MF	100% Complete , close .Final invoicing Q1 2018
983171301	Municipal Drains	40,000.00	33,361.00	6,639.00	30-Jun-18	MF	
997130401	Somerville Landfill Cell Const	121,000.00	120,144.62	855.38	30-Jun-18	DK	95% Ongoing
997130801	Eldon Landfill	292,000.00	322,802.26	-30,802.26	31-Dec-18		
997146001	Fenelon Landfill-Admin Buildin	269,675.00	97,480.06	172,194.94	31-Dec-18	DK	30% Ongoing
997146301	Laxton Landfill Site	173,750.00	3,533.98	170,216.02	31-Dec-18	DK	2% Ongoing- purchase of land for CAZ-Realty services
998151701	Colborne St SPS Upgrades	5,675,000.00	2,706,277.41	2,968,722.59	31-Dec-18		
998151801	Ridout St SPS-Pumps&Flow Meter	100,000.00	26,282.73	73,717.27	31-Dec-18		
998160201	Water Operations Monitor Syst	150,000.00	18.73	149,981.27	31-Dec-18		
998161100	Peel/York St Watermain -Design	50,000.00	4,189.62	45,810.38	31-Dec-18	CP	10% Design ongoing
998161501	Wastewater Operat Monitor Syst	150,000.00	18.73	149,981.27	31-Dec-18		
998161701	Lindsay WPCP Upgrade-Construct	315,000.00	10,157.91	304,842.09	31-Dec-18		
998170100	Water & Wastewater - Watermains	527,000.00	40,116.05	486,883.95	30-Jun-18		
998170300	Water & Sanitary	3,069,206.00	2,738,568.16	330,637.84	30-Jun-18		
998170400	Water & Wastewater - Treatment Plan	482,000.00	263,828.95	218,171.05	30-Jun-18		
998170500	Water & Wastewater - Upgrades	6,311,000.00	161,170.90	6,149,829.10	30-Jun-18		
998170601	Fenelon Water Treatment Plant Mods	120,000.00	43,641.96	76,358.04	30-Jun-18		
998170701	Bobcaygeon Main Breaker	49,083.72	-	49,083.72	30-Jun-18		
983171101	Traffic Signals	100,000.00	20,636.65	79,363.35	30-Jun-18	MF	17% Request Extension to Dec 31 2018. Design projects ongoing
997166101	Pump Chamber Construction	250,000.00	-	250,000.00	31-Dec-18	TK	0% Ongoing
ENGINEERING		29,711,386.72	16,095,957.68	13,615,429.04			
AIRPORT							
987170101	Resurfacing of Runway 13-31	200,000.00	195,569.50	4,430.50	30-Jun-18		
AIRPORT		200,000.00	195,569.50	4,430.50			
ENGINEERING AND CORPORATE ASSETS		29,911,386.72	16,291,527.18	13,619,859.54			
PUBLIC WORKS							
ROADS ADMINISTRATION							
991160901	Lin Depot 4 Bay PoleBarn Desig	10,000.00	4,362.48	5,637.52	30-Jun-18	RM	50% Work in progress, keep open
991170101	Lindsay Depot Roof Replacement	80,000.00	59,813.05	20,186.95	30-Jun-18	RM	80% Deficiency work outstanding, keep open
991170200	Sand & Salt Storage Structure	75,000.00	6,716.16	68,283.84	31-Dec-18	RM	5% Work planned for Summer 2018, keep open

Attachment B

ROADS ADMINISTRATION			165,000.00	70,891.69	94,108.31
FLEET					
	994170501	Tractor Replacement	110,000.00	29,971.63	80,028.37
	994171601	Ice Machine Replacement	100,000.00	-	100,000.00
	994172400	Transit Hub and Shelters	291,029.00	1,033.38	289,995.62
FLEET			501,029.00	31,005.01	470,023.99
PUBLIC WORKS			666,029.00	101,896.70	564,132.30

30-Jun-18	TB	25% Work in progress, delivery expected for three other units
30-Jun-18	TB	50% Unit ordered. Expected delivery in March
30-Jun-18	TB	25% Transit Hub is in place. Shelters are scheduled for May 2018

Projects Requesting an Extension Past Current Completion Date

Job	Description	Total Approved Budget 12/31/2017	Total Spending 12/31/2017	Remaining Budget 12/31/2017	Closing Date	Extension Date Requested	Initials	Percent Complete	Comments
Corporate Services									
Fire Services		1,170,000.00	199,060.64	970,939.36					
Paramedic Services		230,000.00	215,430.84	14,569.16					
Police Services		-	-	-					
Community Services		2,234,496.11	1,969,943.20	264,552.91					
Victoria Manor		-	-	-					
Community Planning		-	-	-					
Engineering And Corporate Assets		29,042,384.45	22,303,016.05	6,739,368.40					
Public Works		1,783,500.00	444,122.17	1,339,377.83					
Total Capital Projects		34,460,380.56	25,131,572.90	9,328,807.66					
Fire Services									
932161401	Fire Station Capital Repairs	80,000.00	60,747.52	19,252.48	December 31, 2017	June 30, 2018	VK	25%	Project requires extension to end of Q2 2018
932170201	Bethany Firehall	1,000,000.00	87,396.45	912,603.55	June 30, 2018	December 31, 2018	VK	0%	PO 901366 issued. Will require extension to Q4 2018
932170701	Communication Equipment	40,000.00	9,713.00	30,287.00	December 31, 2017	June 30, 2018	VK	25%	Project underway
932170801	Extrication Equipment	50,000.00	41,203.67	8,796.33	December 31, 2017	June 30, 2018	VK	25%	Project underway
Fire Services		1,170,000.00	199,060.64	970,939.36					
Paramedic Services									
938170301	Replace Light Duty Vehicle	80,000.00	68,422.44	11,577.56	December 31, 2017	June 30, 2018	VK	50%	Project underway. Expected completion Q2 2018
938170401	Replacement Ambulance	150,000.00	147,008.40	2,991.60	September 30, 2017	June 30, 2018	VK	90%	Project underway. Expected completion Q2 2018
Paramedic Services		230,000.00	215,430.84	14,569.16					
Community Services									
Parks & Recreation									
950160700	Ice Plant/System Equip Replace	987,000.00	978,292.65	8,707.35	December 31, 2017	June 30, 2018	LP	95%	Project complete extend to Q2 to allow for final billing
950162200	Arena&Pool Syst&Equip Upgrades	312,000.00	286,690.00	25,310.00	December 31, 2017	June 30, 2018	LP	95%	Project complete extend to Q2 to allow for final billing
Parks & Recreation		1,299,000.00	1,264,982.65	34,017.35					
Building & Property									
953150300	HVAC Replacements	935,496.11	704,960.55	230,535.56	December 31, 2017	June 30, 2018	LP	95%	Project complete. Awaiting final invoice and payment of hold backs - extend to Q1 2018
Building & Property		935,496.11	704,960.55	230,535.56					
Community Services		2,234,496.11	1,969,943.20	264,552.91					
Engineering & Corporate Assets									
983150600	Urban/Rural Recon Projects	4,488,332.00	4,342,672.66	145,659.34	December 31, 2017	December 31, 2018	CP	99%	Request Extension to Dec 31 2018. Utility invoicing outstanding
983160600	Urban/Rural Reconstruct Projec	4,851,494.00	3,130,289.54	1,721,204.46	December 31, 2017	December 31, 2018	CP	90%	Request Extension to Dec 31 2018. Design projects ongoing
983161400	Traffic Improvements	260,000.00	177,749.50	82,250.50	December 31, 2017	June 30, 2018	MF	60%	Request Extension to June 30 2018. to complete intersection construction and final invoices
983170300	Urban/Rural Reconstruction	6,259,100.00	4,679,463.93	1,579,636.07	June 30, 2018	December 31, 2018	CP	70%	Request Extension to Dec 31 2018. Design projects ongoing
983170800	Road Restoration WWW Projects	400,775.00	47,903.74	352,871.26	June 30, 2018	December 31, 2018	CP	20%	Request Extension to Dec 31 2018. Construction projects ongoing
983171001	Streetlights	110,000.00	1,307.87	108,692.13	June 30, 2018	December 31, 2018	MF	1%	Request Extension to Dec 31 2018. Design projects ongoing
997131000	Landfills - Cell Construction	301,800.00	256,489.49	45,310.51	December 31, 2017	December 31, 2018	DK	85%	Request extension to Dec 31-2018 to assess and repair new cover works at Fenelon if needed
997141000	Landfills - Cell Construction	143,750.00	243,614.14	(99,864.14)	December 31, 2017	December 31, 2018	DK	85%	Request extension to Dec 31-2018 to ensure bins at Eldon are relocated and road graded as part of project to ensure good access to scales
997161201	Eldon Landfill Const - Phase 3	1,200,630.00	56,832.55	1,143,797.45	June 30, 2018	December 31, 2018	DK	5%	Request extension to keep open to atleast Dec31-2018

Attachment C

997170200	Landfill Site Works	875,000.00	343,003.12	531,996.88	June 30, 2018	December 31, 2018	TK	40%	Request Extension to Dec 31 2018. Design projects ongoing for Gas Collection and Flaring System.
998110100	Omemee WPC Plant Upgrades	2,450,000.00	2,344,811.45	105,188.55	December 31, 2017	December 31, 2018	AF	95%	Request extension to December 31, 2019 to accommodate litigation and remedial work required as a result of design deficiencies.
998151201	Lindsay WPCP Upgrade	192,520.00	152,916.04	39,603.96	December 31, 2017	December 31, 2018	AH	95%	Request Extension to Dec 31 2018. Final Spring Restoration and Invoicing outstanding
998151501	Lindsay WPCP Septage Receiving	250,000.00	94,097.49	155,902.51	December 31, 2017	December 31, 2018	AH	90%	Request Extension to Dec 31 2018. Final work being completed by IT
998151601	Fenelon Falls Ellice St SPS Up	2,658,317.00	2,410,762.21	247,554.79	December 31, 2017	December 31, 2018	CP	90%	Request Extension to Dec 31 2018. Ongoing programing
998152200	GlenelgStE Watermain Repl-Dsgn	50,000.00	20,833.06	29,166.94	December 31, 2017	December 31, 2018	CP	90%	Request Extension to June 30 2018. Design complete. Invoices outstanding
998160501	Pinewood Production Well	142,556.45	46,253.35	96,303.10	December 31, 2017	December 31, 2018	CP	20%	Request Extension to Dec 31 2018. Design complete construction ongoing
998160800	Fenelon Falls Watermain Upgrad	64,400.00	41,942.39	22,457.61	December 31, 2017	December 31, 2018	CP	60%	Request Extension to Dec 31 2018. Design ongoing
998161401	Kings Bay - RBC Units Upg/Repl	200,000.00	18,923.27	181,076.73	December 31, 2017	December 31, 2018	CP	50%	Request Extension to Dec 31 2018. Construction ongoing
998162001	Adelaide St N Sewer	127,600.00	88,717.29	38,882.71	December 31, 2017	December 31, 2018	CP	70%	Request Extension to Dec 31 2018. Construction ongoing
983150100	Bridge Recon, Rehab and Design	79,411.00	37,082.86	42,328.14	December 31, 2017	June 30, 2018	CP	100%	2018 Spending, extend to Q2 to allow final billing
983160100	Bridge Reconstruction	3,095,695.00	2,987,140.10	108,554.90	December 31, 2017	June 30, 2018	CP	100%	2018 Spending, extend to Q2 to allow final billing
983161800	Roads Portion of WWW Projects	475,104.00	470,166.68	4,937.32	December 31, 2017	June 30, 2018	CP	100%	2018 Spending, extend to Q2 to allow final billing
998151001	Huron Street Watermain Replace	339,900.00	298,658.98	41,241.02	December 31, 2017	June 30, 2018	CP	100%	2018 Spending, extend to Q2 to allow final billing
998160701	East St N Watermain Replace	26,000.00	11,384.34	14,615.66	December 31, 2017	June 30, 2018	CP	100%	2018 Spending, extend to Q2 to allow final billing
Engineering & Corporate Assets		29,042,384.45	22,303,016.05	6,739,368.40					
Public Works									
991150300	Depot/Sand/Salt Build Rep-East	1,440,000.00	135,391.87	1,304,608.13	December 31, 2017	December 31, 2018	RM		Project funding on hold pending completion of depot Master Plan EA, extend to end of 2018
991150400	Depot/Sand/Salt Build Rep-West	132,500.00	99,467.98	33,032.02	December 31, 2017	December 31, 2018	RM		Project funding on hold pending completion of depot Master Plan EA, extend to end of 2018
994152501	Transit - Calling of Stops	211,000.00	209,262.32	1,737.68	December 31, 2017	June 30, 2018	TB	98%	Work completed on buses and at IT. System is up and running. Extend to Q2 for final payment processing
Public Works		1,783,500.00	444,122.17	1,339,377.83					

Attachment D

Municipal Drains
December 31, 2017

MUNICIPAL DRAINS

988000001	Tile Drainage	-	1,063,900.00	-1,063,900.00
988011101	Paradise Road Municipal Drain	-	73,038.08	-73,038.08
988033101	Avery Drain	-	660	-660
988033601	Carew Drain	-	11,011.46	-11,011.46
988036601	Dykstra Drain (MAR)	-	732.67	-732.67
988038101	Grant Municipal Drain	-	27,375.97	-27,375.97
988038601	Hall Municipal Drain	-	34,206.13	-34,206.13
988039101	Hancock East Drain	-	22,898.79	-22,898.79
988043101	Kime Drain	-	6,420.73	-6,420.73
988044601	McArthur Drain - Main	-	28,309.13	-28,309.13
988047101	Murdoch Drain	-	112,006.23	-112,006.23
988051101	Rich Drain	-	12,234.23	-12,234.23
988052101	Rogers-Hancock Municipal Drain	-	17,759.40	-17,759.40
988052601	Ryall Drain - Main	-	20,545.79	-20,545.79
988057601	Washington Municipal Drain	-	-	-
988081101	Ops Drain #1	-	35,495.74	-35,495.74
988081601	Drain 3/78 (Ops)	-	49,151.65	-49,151.65
988082101	Ops Drain #4	-	125,170.14	-125,170.14
988083201	Ops Drain 21/74	-	38,469.95	-38,469.95
988083601	Robertson Drain - Main	-	14,902.99	-14,902.99
988083901	Darmar/Tamlin Drain ENG12-007	-	393,321.25	-393,321.25
988084001	Sandringham Drain(ELD)ENG15-013	-	118,247.86	-118,247.86
988084101	Gingrich Drain (EMI) ENG15-017	-	26,578.82	-26,578.82
988037101	Ferguson Drain	-	25,848.69	-25,848.69
988042601	Keivall Creek Drain - Main	-	36,673.59	-36,673.59
988043601	Lownsborough Municipal Drain	-	226,567.57	-226,567.57
988051601	Rodman Drain - Main	-	-	-
988054101	Short - Branch A	-	87,250.72	-87,250.72
988082601	Ops Drain #5	-	6,405.89	-6,405.89
988083101	Ops Drain 20-74	-	6,052.05	-6,052.05

MUNICIPAL DRAINS

-	2,621,235.52	-2,621,235.52
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The Corporation of the City of Kawartha Lakes

Council Report

Report Number PUR2018-021

Date: May 8, 2018

Time: 2:00 p.m.

Place: Council Chambers

Ward Community Identifier: 9, 10, 11 and 12

Title: Tender 2018-49-CT Supply and Delivery of One Low Floor Conventional Transit Bus

Author and Title: Marielle van Engelen, Buyer

Recommendation(s):

THAT Report PUR2018-021, **Tender 2018-49-CT Supply and Delivery of One Low Floor Conventional Transit Bus**, be received;

THAT Crestline Coach Limited of Saskatoon, SK, be selected for the award of Tender 2018-49-CT for the Supply and Delivery of One Low Floor Conventional Transit Bus and the optional feature of a backup camera for a total tender price of \$144,366.00, plus HST; and

THAT the Purchasing Division be authorized to issue a purchase order.

Department Head:_____

Financial/Legal/HR/Other:_____

Chief Administrative Officer:_____

Background:

The 2018 approved capital budget 99418021 allocated \$190,000.00 for the purchase of one low floor conventional transit bus.

Request for Tender 2018-49-CT for the Supply and Delivery of One Low Floor Conventional Transit Bus was released for advertising in accordance with the Purchasing Policy.

The request for tender closed on April 19, 2018. Tenders were opened in public by Andy Lethem, Mayor and Ashley Wykes, Buyer, with the following results:

Tenders Received From:	Tender Amount Read at Opening (Not Including HST)
Crestline Coach Ltd. Saskatoon, SK	\$143,768.00

The tender requested pricing for the optional feature of a backup camera that was not read out at public opening.

In accordance with the purchasing policy, the results of a competitive procurement process are considered to be irregular when fewer than three submissions are received. The award of an irregular bid shall be approved in accordance with the Table of Authority, in this case, Council approval is required as the spend is over \$100,000.00.

The Tender was checked for mathematical errors and compliance to the tender call.

Rationale:

The City requires annual lifecycle replacement of a bus in accordance with the fleet asset management plan. All buses purchased must be either lift equipped or low floor models meeting Accessibility for Ontarians with Disabilities standards.

The purchase of this bus is within the five year strategy recommendation of replacement of one bus per year in 2016, 2017, 2018, 2019 and 2020.

Staff recommends that Crestline Coach Limited of Saskatoon, SK, be selected for the award for the Supply and Delivery of One Low Floor Conventional Transit Bus with the optional feature of a backup camera for the total tender price of \$144,366.00, plus HST.

Other Alternatives Considered:

No other alternatives are being considered at this time as the recommendation to award was obtained through a competitive procurement process and falls within the approved capital budget.

Financial/Operation Impacts:

Financing for Capital Project 99418201 was allocated through the approved 2018 capital budget for the supply and delivery of one low floor conventional transit bus.

Capital Project Number	Project Budget	Other Committed Funds	Capital Project Balance	Tender Amount (incl. HST)	HST Rebate	Total Tender Cost	Capital Project Balance
99418021	\$190,000	\$0	\$190,000	\$163,133	(\$16,266)	\$146,867	\$43,133

*A portion of the remaining capital balance will be used to outfit the bus with required items, such as decals, radio, side plating and licensing.

Any remaining balances after the project is completed will be dealt with through the capital close reports presented to Council by the Treasury Department in accordance with the Capital Close Policy. The remaining balance will be transferred back to the Fleet Reserve for future capital requirements.

Relationship of Recommendation(s) To The 2016-2019 Strategic Plan:

This recommendation resonates strongly with the three goals listed below, namely:

- Goal 1 – A Vibrant and Growing Economy. Transit continues to increase ridership and supports many businesses and residents within the town of Lindsay
- Goal 2 – An Exceptional Quality of Life. Transit assists residents in aging at home enhancing a quality of life for persons with disabilities.
- Goal 3 – A Healthy Environment. Transit ridership reduces people in cars, reduces congestion on roads and reduces greenhouse gases.

Consultations:

Junior Account

Department Head E-Mail: brobinson@kawarthalakes.ca

Department Head: Bryan Robinson, Director of Public Works

Department File: 2018-49-CT

The Corporation of the City of Kawartha Lakes

Council Report

Report Number PLAN2018-038

Date: May 8, 2018
Time: 2:00 p.m.
Place: Council Chambers

Ward Community Identifier: 2

Title: Deeming By-law Application D30-2018-008 - Rochetta

Description: Deem Lots 16 and 17, Registered Plan 179, geographic Township of Bexley, being 57 Lakeview Cottage Road (Rochetta)

Author and Title: Janet Wong, Planner II

Recommendations:

That Report PLAN2018-038, **Deeming By-law Application D30-2018-008 - Rochetta**, be received;

THAT a Deeming By-law respecting Lots 16 and 17, Registered Plan 179, substantially in the form attached as Appendix “D” to Report PLAN2018-038, be approved and adopted by Council; and

THAT the Mayor and Clerk be authorized to execute any documents required by the approval of this application.

Department Head:_____

Financial/Legal/HR/Other:_____

Chief Administrative Officer:_____

Background:

Proposal:	To deem Lots 16 and 17, Registered Plan 179 not to be lots within a registered plan of subdivision
Owner:	Fernando and Regina Rochetta
Applicant:	Anthony Camposeo
Official Plan:	"Waterfront" – City of Kawartha Lakes Official Plan
Zone:	"Rural Residential Type Three (RR3) Zone" – Township of Bexley Zoning By-law Number 93-09
Site Servicing:	Lake-based water supply and private individual septic system
Existing Use:	Shoreline Residential
Adjacent Uses:	North: Shoreline Residential East: Balsam Lake South: Shoreline Residential West: Rural

Rationale:

The owner is proposing to relocate an existing shared garage entirely onto 57 Lakeview Cottage Road. A minor variance was granted approval January 18, 2018 to reduce the front yard setback from 7.5 m. to 3 m. in order to permit the garage. The proposed location of the garage and the existing dwelling crosses a lot line. A condition of the Committee of Adjustment is that a Deeming By-law be passed in order to consolidate Lots 16 and 17, Registered Plan 179 that comprise 57 Lakeview Cottage Road in order that the property can be treated as one lot for the purposes of implementing the Zoning By-law. Please refer to Appendices "B" and "C". The owner has requested that Council pass a Deeming By-law to effect the consolidation of Lots 16 and 17, Registered Plan 179.

Adoption and subsequent registration of this Deeming By-law (Appendix "D") will fulfill a condition of minor variance approval for file D20-2018-005. The effect of this Deeming By-law is that Lots 16 and 17 will consolidate into one larger lot and establish two side lot lines for determining setback requirements. The legal description will remain as – Lots 16 and 17, Plan 179. All agency comments have been addressed through minor variance file D20-2018-005.

Other Alternatives Considered:

At this time, there are no other alternatives considered that are appropriate or represent good planning. The Deeming By-law is the appropriate method to legally consolidate the owners' land.

Financial/Operation Impacts:

The cost of registering the By-law is included in the application fee. There are no financial implications for the City.

Relationship of Recommendation to the 2016-2019 Strategic Plan:

The City's Strategic Plan outlines Council's vision for the municipality. The vision consists of three main Strategic Goals: that of a vibrant and growing economy, an exceptional quality of life, and a healthy environment.

This application aligns with the quality of life and healthy environment priorities by creating a property with a building envelope to support the residential use and reduces the total number of undersized residential lots.

Conclusions:

The consolidation of the two separate parcels will create one larger lot, which does not comply with the minimum lot area requirement of the Zoning By-law, but will bring the property closer to compliance with the minimum lot area requirement of 2,000 sq.m. This will fulfill a condition of a minor variance approval and provide for the existing dwelling and accessory buildings to be located on one lot. Planning staff do not anticipate any negative impacts as a result of the consolidation.

Attachments:

Appendix "A" – Location Map
Appendix "B" – Minor Variance Application Sketch
Appendix "C" – Registered Plan 179
Appendix "D" – Draft Deeming By-law



Appendix A.pdf



Appendix B.pdf



Appendix C.pdf



Appendix D.pdf

Department Head E-Mail: cmarshall@kawarthalakes.ca

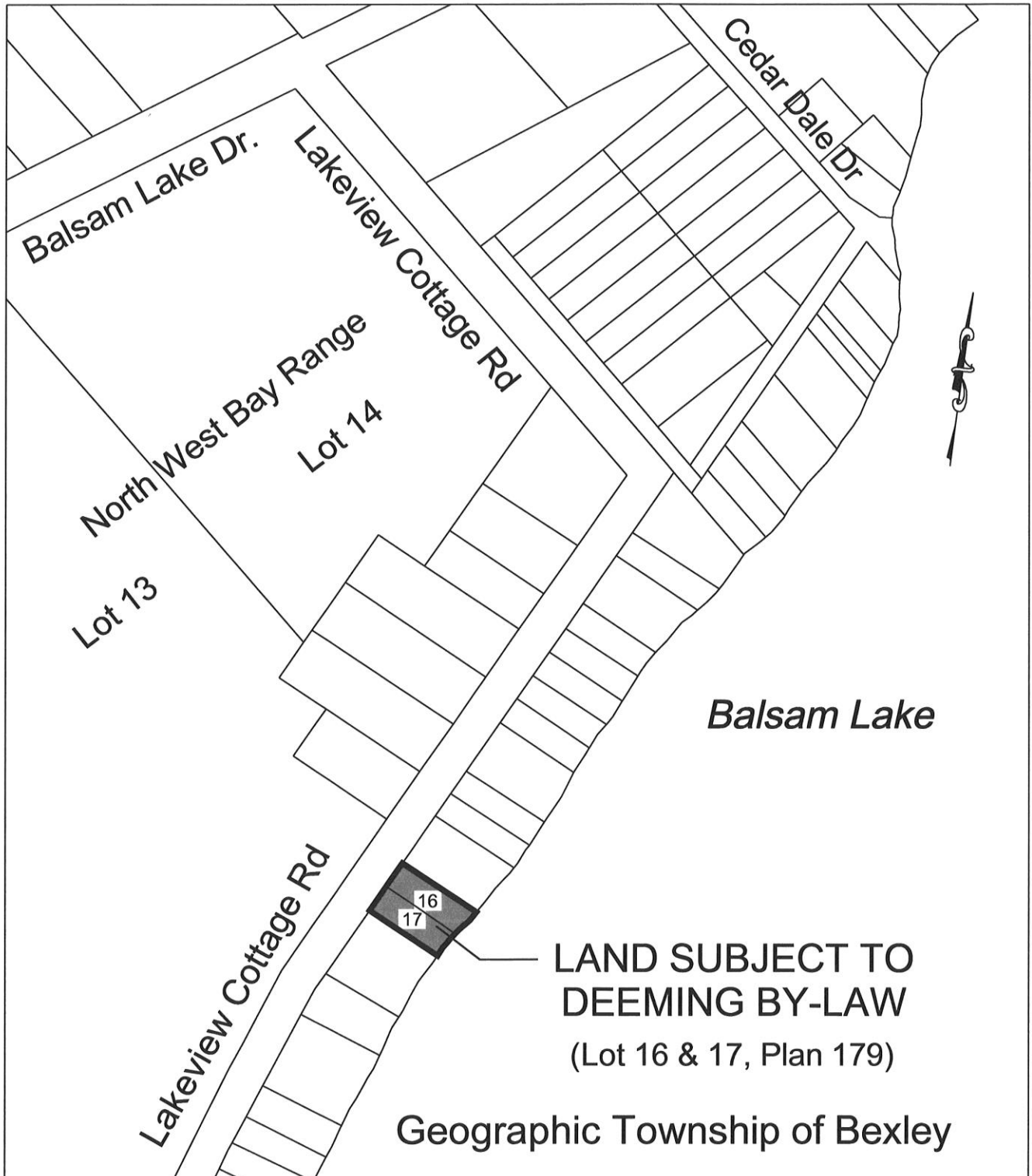
Department Head: Chris Marshall

Department File: D30-2018-008

to

REPORT PLAN2018-038

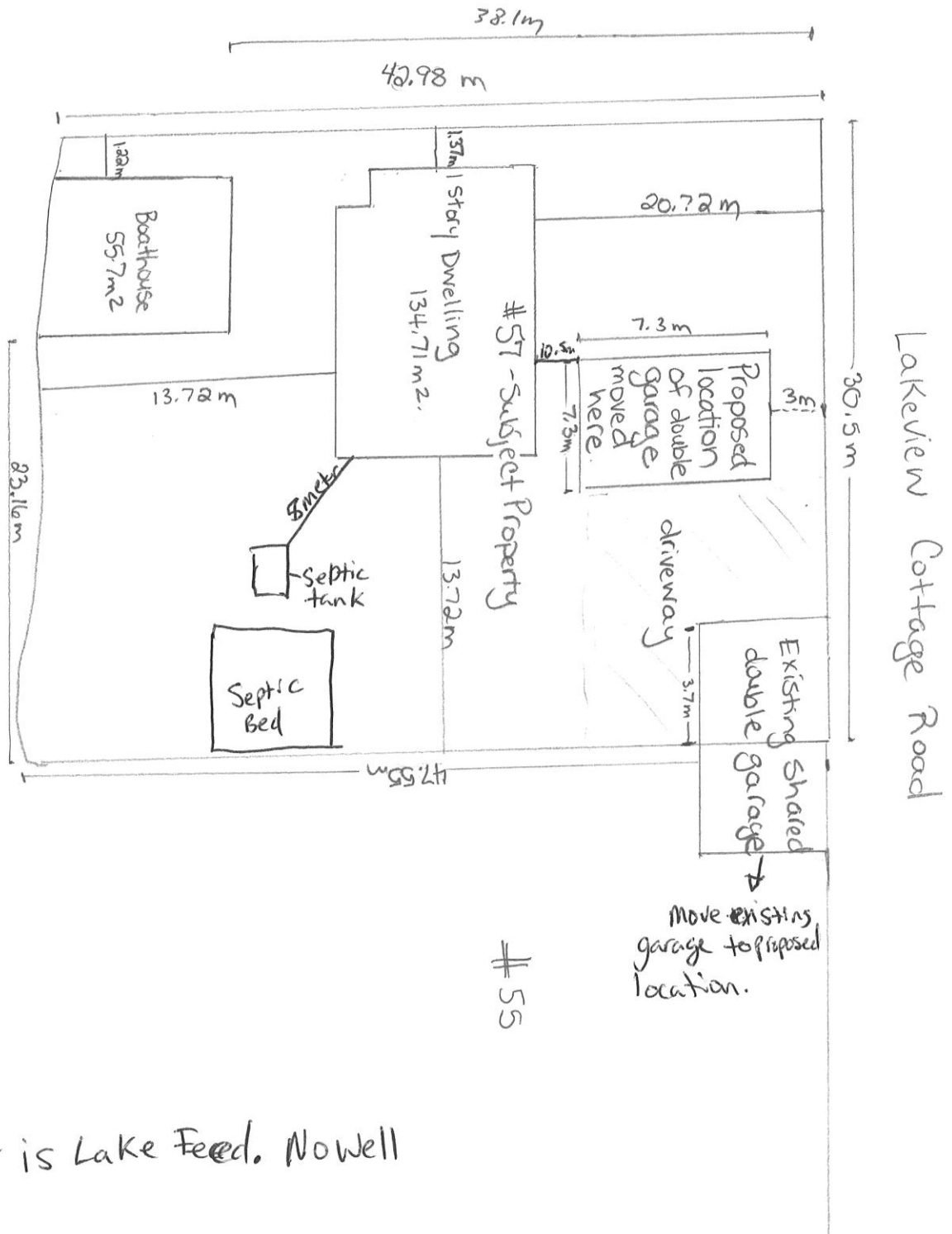
FILE NO: D30-2018-008



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REPORT PLAN2018-038

FILE NO: D30-2018-008

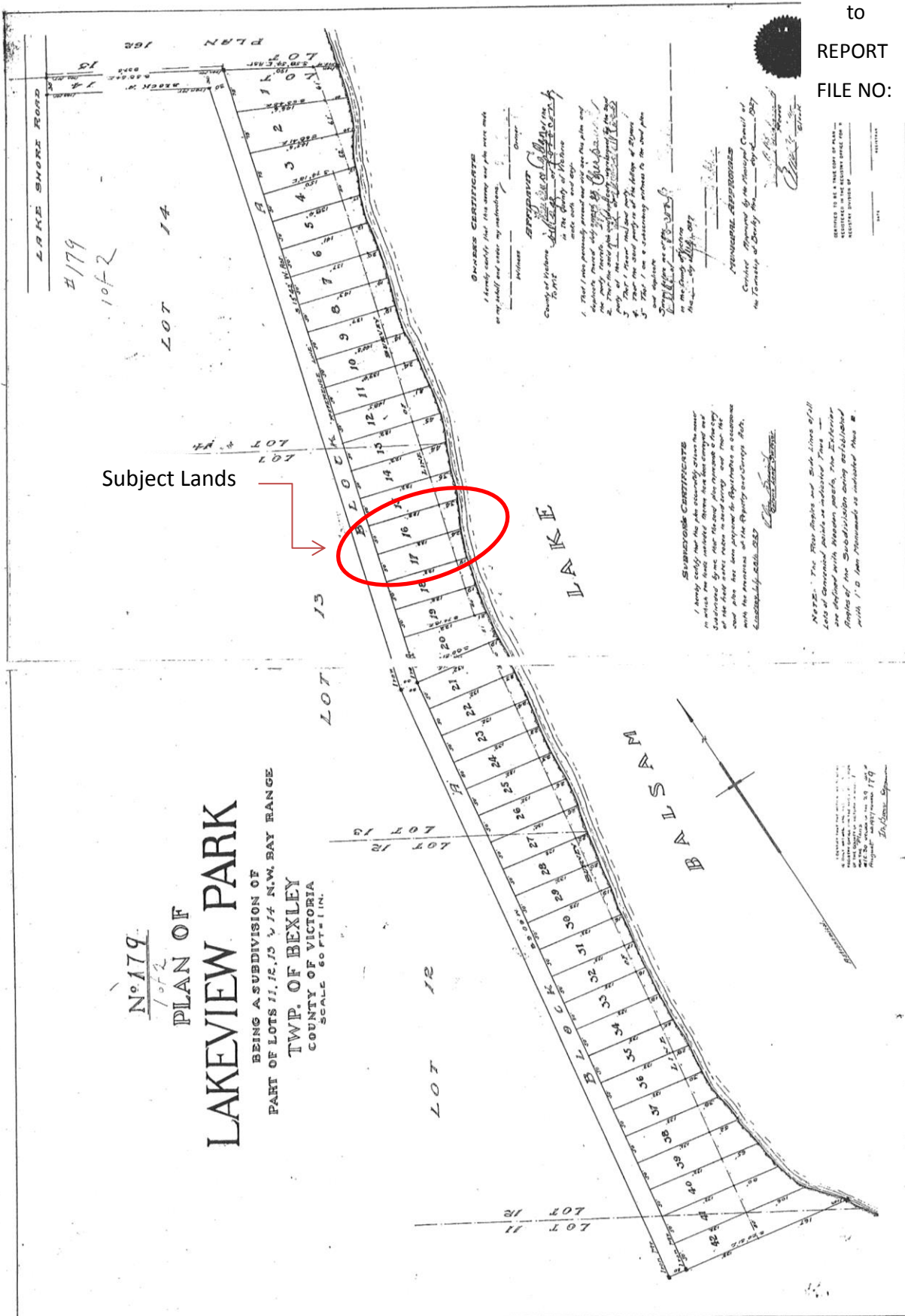


Water is Lake Feed. No well

to

REPORT PLAN2018-038

FILE NO: D30-2018-008



to

REPORT PLAN2018-038FILE NO: D30-2018-008

The Corporation of the City of Kawartha Lakes

By-Law 2018-___

A By-law To Deem Part of a Plan of Subdivision, Previously Registered For Lands Within Kawartha Lakes, Not to be a Registered Plan of Subdivision in Accordance with The Planning Act PIN 631160811 (LT), Described As Lots 16 and 17, Plan 179, Geographic Township of Bexley, Now City of Kawartha Lakes

File D30-2018-008, Report PLAN2018-038, respecting 57 Lakeview Cottage Road – ROCHETTA

Recitals

1. Section 50(4) of the Planning Act, R.S.O. 1990, c.P.13 authorizes Council to deem any plan of subdivision, or part of a plan of subdivision, that has been registered for eight years or more, not to be a registered plan of subdivision for the purposes of Subsection 50(3) of the Planning Act, R.S.O. 1990, c.P.13.
2. The Committee of Adjustment has required, as a condition of minor variance (file D20-18-005), that the land described in Section 1 of this By-law be the subject of a deeming by-law.
3. A duplicate of this By-law shall be registered in the Land Registry Office in accordance with the Planning Act, R.S.O. 1990, c.P.13.
4. Notice of the passing of this By-law shall be mailed to the owner(s) of the land described in Section 1 of this By-law.

Council considers it appropriate to enact the requested By-law.

Accordingly, the Council of The Corporation of the City of Kawartha Lakes enacts this By-law 2018-___.

Section 1.00: Details

- 1.01 **Property Affected:** PIN 631160811. The Property affected by this By-law is described as Lots 16 and 17, Registered Plan 179, geographic Township of Bexley, City of Kawartha Lakes.
- 1.02 **Deeming Provision:** The Property is deemed not to be part of a Registered Plan of Subdivision for the purposes of Subsection 50(3) of the Planning Act, R.S.O. 1990, c.P.13.

Section 2.00: General Terms

2.01 Force and Effect: This By-law shall come into force on the date it is finally passed, subject to the provisions of Sections 50(26), 50(28), and 50(29) of the Planning Act, R.S.O. 1990, c.P.13.

By-law read a first, second and third time, and finally passed, this ____ day of _____, 2018.

Andy Letham, Mayor

Cathie Ritchie, City Clerk

The Corporation of the City of Kawartha Lakes

Council Report

Report Number ENG2018-012

Date: May 8, 2018
Time: 2:00 p.m.
Place: Council Chambers

Ward Community Identifier: 10

Title: Barron Boulevard Sidewalk Petition Update

Description: Background and information on the Sidewalk within the Riverview Subdivision, in particular Barron Blvd

Author and Title: Juan Rojas, Director of Engineering and Corporate Assets

Recommendation:

That Report ENG2018-012, **Barron Boulevard Sidewalk Petition Update**, be received; and

That staff be directed to proceed with the installation of the sidewalk on Barron Boulevard as required in the associated subdivision agreement.

Department Head:_____

Financial/Legal/HR/Other:_____

Chief Administrative Officer:_____

Background:

At the Council Meeting of April 24th, 2018, Council adopted the following resolutions:

CR2018-220

Moved By Councillor Stauble

Seconded By Councillor Dunn

That the deputation of Patrick O'Neill and Tammy Brumwell, regarding Barron Road Sidewalk Petition, (Item 13.1 on the Agenda), be received.

Carried

CR2018-224

Moved By Councillor Dunn

Seconded By Councillor Pollard

That the petition received from Mr. and Mrs. Brian Marritt, Mr. and Mrs. Patrick O'Neill regarding Barron Boulevard sidewalks, be received and referred to staff for report back to Council on the implications of not installing sidewalks on Barron Boulevard.

Carried

This report addresses that direction.

Rationale:

Subdivision Agreement Process:

The subdivision agreement for Riverview Estates Phase 1 was registered in September of 2008. Within the limits of the subdivision, sidewalks were included along Barron Blvd, St Peter St, and Simpson Rd.

The Engineering Department brought an assumption report forward (Report No, ENG2017-021) to the October 11th 2017 Planning Advisory Committee meeting, recommending the assumption of the subdivision.

The following is from the Meeting Minutes of the October 11th Planning Advisory Committee:

ENG2017-021

Christina Sisson, Supervisor of Development Engineering
Assumption Report for Riverview Estates Subdivision – Phase 1, City of Kawartha Lakes

Ms. Sisson provided an overview of the report submitted to the members of the committee. She noted the deficiencies with the subdivision agreement and the steps that would be taken by the various City departments to address them. Further, she listed all of the checks and balances the City currently has in place to avoid future subdivisions being registered with insufficient security, and the steps in place to provide for more City supervision of the subdivision process. She stated that they are seeking assumption of the roads and park block at this time. Ms. Sisson and Mr. Rojas responded to questions put forth by the members of the committee.

PC2017-044

Moved By Mayor Letham

Seconded By Councillor Veale

RECOMMEND THAT Report ENG2017-021, Assumption Report for Riverview Estates Subdivision – Phase 1, City of Kawartha Lakes, be received;

THAT the Assumption of Riverview Estates Subdivision - Phase 1, City of Kawartha Lakes, be approved;

THAT an Assumption By-Law, substantially in the form attached as Appendix A to Report ENG2017-021 be approved and adopted by Council; and

THAT the Mayor and Clerk be authorized to execute any documents and agreements required by the approval of this application.

CARRIED

The Minutes of the Planning Advisory Committee was approved by Council at the October 24th, 2017 Regular Council Meeting

CC2017-29.12.1

Minutes, Planning Advisory Committee Meeting

October 11, 2017

CR2017-934

Moved By Councillor O'Reilly

Seconded By Councillor Veale

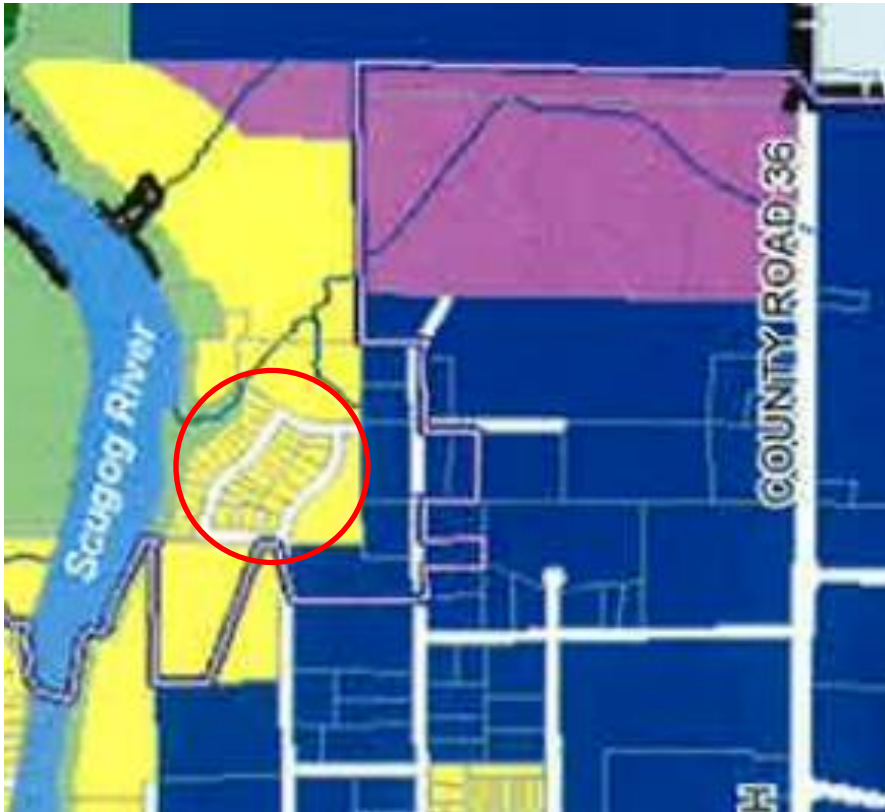
RESOLVED THAT the Minutes of the October 11, 2017 Planning Advisory Committee Meeting, be received and the recommendations be adopted.

CARRIED

Funds for the sidewalk construction were approved by Council as part of the 2018 Capital Budget Process,

Planning Development Process:

As part of the proposed Lindsay Secondary Plan, the Area to the north of Riverview Phase 1 and the area to the south of Riverview Phase 1 are designated as Residential. (Red circle below is Riverview Phase 1; yellow is Residential Designation, as per the proposed Lindsay Secondary Plan).



The City's Growth Management Plan has identified the following:

- The area directly to the south (known as the Pyle property) will have a development potential of 53 single detached homes and 17 townhomes for a total of 69 units.
- The area just north of Phase 1 (i.e. Phase 2) to have a development potential of 20 single detached homes, 6 townhomes and 54 apartments for a total of 80 units

In addition, there is residential development potential north of Phase 2.

Currently these areas remain undeveloped, however, in time; this area will accommodate an estimated 200 +/- residential units. (149-from growth plan + 51-estimated north of phase 2).

Sidewalks along all urban roads are a municipal standard, as part of new developments, and forms part of the engineering standards that went to Planning Advisory Committee at the meeting of August 16, 2017 (Report No. ENG2017-007, titled Municipal Infrastructure Design Guidelines Specific to Subdivision

Development) and was approved at the Regular Council meeting of August 22, 2017.

Planning Policy:

The City's requirement for the installation of sidewalks as part of all new development stems from a hierarchy of policy that was developed by the Province and the City of Kawartha Lakes. These policies are focused on place-making with the desire to create an active, healthy, connected and inclusive community. Below is a list of some of the policies that the City is following in order to achieve these goals.

2014 Provincial Policy Statement (PPS)

"Healthy, active communities should be promoted by:

- a) Planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, and facilitate pedestrian and non-motorized movement, including but not limited to, walking and cycling;"

2017 Greater Golden Horseshoe Growth Plan

The Greater Golden Horseshoe Growth Plan reflects the direction outlined in the PPS and states:

"The transportation system within the Greater Golden Horseshoe will be planned and managed to:...

- b) offer a balance of transportation choices that reduces reliance upon any single mode and promotes transit, cycling and walking..."

"In the design, refurbishment, or reconstruction of the existing and planned street network, a *complete streets* approach will be adopted that ensures the needs and safety of all road users are considered and appropriately accommodated."

Complete streets are planned to balance the needs of all road users, including pedestrians, cyclists, transit-users, and motorists.

City of Kawartha Lakes Official Plan

The City's Official Plan which is required to follow the policy of the PPS and the Growth Plan contains a number of objectives and policies that promote active transportation such as:

- "Provide safe, comfortable travel for pedestrians and bicyclists within existing communities and new development
- Provide linkages between intensification areas, adjacent neighbourhoods, including dedicated land space for bicyclists on major streets network where feasible"

Integrated Community Sustainability Plan

The Integrated Sustainability Plan was developed to provide guidance to the City on ways in which it can improve the health of its citizens and their environment. A whole section of the Plan is based on “Active Communities” and provides the following recommendations:

“Adopt design standards for roads that take into account AT infrastructure (bike lanes, sidewalks, trails).”

“Establish safe walking, cycling routes to schools, playing fields, fairgrounds, downtown core and neighbourhoods.”

Trails Master Plan

The City’s Trails Master Plan states:

“Ensure new development areas are provided with sidewalks and/or trails for walking/cycling only.

The Transportation Master Plan

The Transportation Master Plan that is based on the Regional Growth Strategy identified active transportation as a key goal for the City and as part of the Transportation Strategies states:

“Planning sidewalk and cyclist facilities to new roads and widen roads to encourage use of active transportation modes.”

Council Strategic Plan

The Council Strategic Plan that identifies the present Council’s goals and objectives for the term of their office states:

“2.2.1 Improve walkability and accessibility in the City of Kawartha Lakes”

As the City continues to grow and evolve, active transportation will continue to play a larger role in our communities. Safe walking infrastructure is an important component of active transportation. The Planning Department does not recommend the removal of the sidewalk from Barron Blvd as this would be counter to all of the above goals and objectives that the Province and the City has been working towards.

Accessibility:

Accessible Ontario by 2025 is a goal set by the Province of Ontario. The Accessibility for Ontarians with Disabilities Act (AODA), 2005 is a unique piece of legislation enacted unanimously by all parties in the Legislative Assembly of Ontario.

The AODA states that we must not create barriers as we build new. We must be proactive to create people inclusive areas that are accessible for every person to

participate fully. The key strategies rooted within the Corporate Strategic Plan 2016-2019 has guided the direction of the City to create accessible, inclusive, age-friendly social and physical environments, services and programs.

The City is currently taking important steps, building the inclusion of accessibility and age-friendly principles into our planning processes, setting local priorities to create social and physical environments that allow every person that full participation. The City knows the importance of creating a community that will meet the needs of the growing numbers of people with disabilities, and our aging population. The City realizes that creating a community to compliment the needs of people with disabilities also creates healthy, safe environments for the young family unit.

Exterior paths of travel are the sidewalks and walkways intended to provide a functional route from Point A to Point B. When we leave our homes, we depend on these paths to take us to everything our community has to offer. These paths are important links between places such as our work, our schools, is our social connection with our neighbours, our recreational areas, etc. They provide us with a safe and healthy way to arrive at that preferred destination without having to use an automobile hence encouraging a healthy walk, jog or wheeled movement.

The approval of the Barron Blvd., like any other planned urban subdivision, received approval with the intent to include a pedestrian sidewalk. Information that a sidewalk would be constructed along the boulevard was public knowledge. It is known that this sidewalk will provide a link between other proposed sites of the subdivision, our trail connections and park settings.

Sidewalks are an important community feature that benefit all residents, and provide a safe and accessible environment separate from city roadways.

Legal and Risk

As part of the litigation with the developer of the Riverview Phase 1 subdivision, the City received some funds to rectify outstanding deficiencies, including the installation of all required sidewalks in this development phase.

Failing to construct a sidewalk on Barron Blvd, which was required by the subdivision agreement, would be counter to the agreed upon settlement and subdivision agreement requirements.

Providing sidewalk exemption to this project could set a precedent for reconsideration of implementing city standards in other active and future development projects.

Knowingly removing this subdivision design feature may also be grounds for future litigation or claims against the City if conflict or incident in the right-of-way. At the time of writing this report, a legal opinion was not available.

Other Alternatives Considered:

No other alternatives should be considered.

Eliminating the requirement for a sidewalk within this subdivision phase will require, among other things, an amendment to the associated subdivision agreement and revision to the tender contract for the sidewalk installation.

If Council still wishes to proceed with granting this exemption, then the following resolutions should be adopted:

That staff be instructed to cancel the planned sidewalk installation on Barron Boulevard (Riverview Subdivision, Phase 1);

That staff be instructed to implement amendments to any contracts and agreements executed that commit to this work; and

That the City Solicitor and staff be instructed to report back to Council on the costs, liability and risks, and required amendments to City policies and standards to accommodate this exemption by the end of July 2018.

Financial/Operation Impacts:

The sidewalk within the Riverview Phase 1 Subdivision was approved as part of the City's Tender No. 2018-001-CT.

Funds for this program were approved during the 2018 Capital Budget Process.

Relationship of Recommendations To the 2016-2019 Strategic Plan:

Construction of Concrete Sidewalks aligns with the Corporate Strategic Goals "A Vibrant and Growing Economy", "An Exceptional Quality of Life", and "A Healthy Environment".

This Capital Project directly aligns with these strategic goals by:

- Enabling efficient infrastructure and asset management;
- Update and execute Municipal Master Plans by implementing improvements to the road network
- Strategic Priority of creating connections within the community and externally by expanding and enhancing active transportation systems.

Review of Accessibility Implications of Any Development or Policy:

Sidewalks are critical assets to facilitate active transportation. They provide barrier free and safe movement for pedestrians, and are crucial for residents with disabilities.

Consultations:

Director of Development Services
Manager of Planning
Accessibility Office

Attachments:

N/A

Department Head E-Mail: jrojas@kawarthalakes.ca

Department Head: Juan Rojas

The Corporation of the City of Kawartha Lakes

Council Report

Report Number EA2018-012

Date: May 8th, 2018
Time: 2:00 p.m.
Place: Council Chambers

Ward Community Identifier: All

Title: Recommended 2018 Development Charges Task Force

Description: This report concludes consideration and implementation of the 2015 Development Charges Task Force recommendations and requests authorization to prepare terms of reference for a 2018 Development Charges Task Force

Author and Title: Adam Found, Manager of Corporate Assets

Recommendation(s):

That Report EA2018-012, **Recommended 2018 Development Charges Task Force**, be received; and

That staff prepare terms of reference for a 2018 Development Charges Task Force and present them to Council for consideration and approval as soon as practicable.

Department Head:_____

Financial/Legal/HR/Other:_____

Chief Administrative Officer:_____

Background:

At the Council Meeting of November 24th, 2015, Council adopted the following resolution:

Moved by Councillor Elmslie, seconded by Councillor Strangway,

RESOLVED THAT Report CORP2015-032, **Development Charge Background Study and By-law**, be received;

THAT the City of Kawartha Lakes Development Charge Background Study dated September 21, 2015, as amended by the addenda issued on October 30, 2015 and November 11, 2015, prepared by Watson and Associates Economists Limited and appended hereto as Appendix A, be adopted;

THAT based upon review of the above-noted study, including the proposed development charge by-law appearing therein, for the purpose of subsection 12(3) of the Development Charges Act it is determined that no further public meetings on these documents are required;

THAT for the purpose of paragraph 3 of subsection 5(1) of the Development Charges Act it is the intention of Council to ensure the increase in the need for services attributable to anticipated development will be met and that the committed and future excess capacity identified in the above-noted study shall be paid for by development charges or other similar charges;

THAT the growth-related capital forecast in the above-noted study be integrated into future asset management plans and capital budgets, subject to the annual capital budgeting process and budgetary constraints;

THAT a development charge by-law to implement the development charges calculated in the above-noted study be forwarded to Council for enactment;

THAT a by-law to repeal by-law 2014-238 be forwarded to Council for enactment;

THAT the Manager of Corporate Assets, in consultation with the Treasurer, submit a report to Council in 2016 to address Development Charge reserve fund reconciliation required to correct 2009-2016 draws from and commitments to the Development Charge reserve fund and to make the Development Charge reserve fund whole with respect to Development Charge revenue foregone as a result of exemptions, phase-ins and other unfunded costs; and

THAT the Manager of Corporate Assets submit a report to Council in 2016 to address Development Charges Task Force recommendations P-1 to P-5, as indicated in the schedule of recommendations attached hereto as Appendix B,

and to bring forward a recommended policy respecting the timing of the payment of development charges under agreements pursuant to section 27 of the Development Charges Act.

CARRIED CR2015-1242

The recommendations of the 2015 Development Charges (DC) Task Force are attached hereto as Appendix A. They are divided into two sets. One set applied to and was addressed by the 2015 Development Charges Background Study (DC study) directly. The other set is of general application intended to shape future DC by-law update processes. For ease of reference, this set of recommendations, P-1 through P-5, is reproduced in the table below:

Recommendations of General Applicability by the 2015 Development Charges Task Force			
Theme Code	Theme	Identifier	Recommendation
P	Planning and Consultation	P-1	A master planning policy be adopted to ensure master plans are undertaken with adequate funding, expertise, frequency and regard for the increase in need for service attributable to development.
P	Planning and Consultation	P-2	Capital and operating budgets be consistent with DC studies and that a DC reserve reconciliation be undertaken as part of each DC study.
P	Planning and Consultation	P-3	A process be established to ensure DC studies are prepared with adequate funding, expertise, frequency and consultation with stakeholders and the public.
P	Planning and Consultation	P-4	DC studies and proposed DC by-laws be made available for public review for a period of at least four (4) months prior to the corresponding public meeting(s) legislated under the Development Charges Act.
P	Planning and Consultation	P-5	Council consider forming a DC Task Force, with stakeholders as members, twelve (12) months before the City intends to amend or replace its DC by-law(s).

In accordance with the final direction provided by CR2015-1242 above, the Manager of Corporate Assets initially addressed recommendations P-1 to P-5 in Report ENG2016-027, attached hereto as Appendix B. The present report provides an update on this matter, concludes the consideration and implementation of recommendations P-1 through P-5 to the extent staff finds sufficient and requests authorization for staff to prepare terms of reference for a 2018 DC Task Force.

Rationale:

The Development Charges Act (DC Act) sets out the legal framework for the determination and administration of development charges (DCs) by municipalities in Ontario. A DC by-law setting out a municipality's DC rates must be supported by a Development Charges Background Study (DC study). A DC by-law has a legislated shelf life of at most 5 years.

The City's current DC by-law expires on November 24th, 2020. However, staff has retained Watson & Associates Economists Limited (Watson) to replace that by-law by Q1, 2019 for the following reasons:

1. DC Reserve Solvency: The DC Reserve continues to be challenged by (i) financing many investments in infrastructure to service growth on an upfront basis; (ii) the repayment of significant growth-related debt; (iii) the deferral of revenues via the DC Deferral Policy; (iv) the foregone revenue resulting from the phase-in of DC rates during 2014-2016; and (iv) the foregone revenue resulting from the several legislated and discretionary exemptions in the DC by-law. These challenges are such they ought to be addressed as soon as possible via a new DC study and by-law.
2. Growth-Related Capital Forecast Updates: Required updates to the timing, scope and costs of growth-related capital needs (e.g. municipal parking expansion), including the bringing forward of capital projects designated as committed excess capacity, are sufficient to warrant a new DC study.
3. Master Planning Coordination: The Growth Management Strategy (GMS) and other master plans are essential inputs for the DC study. In 2015, a new GMS was expected for 2016, followed by a new Transportation Master Plan and Water/Wastewater Capacity Study in 2019-2020. For greater coordination these three major master plans are now planned for concurrent preparation. Completion of this coordinated project is expected for 2019-2020, delaying the corresponding DC study to at least 2021, after the current DC by-law expires. To prevent inopportune expiration of the current DC by-law and to ensure the DC study after next reflects the latest master plans, replacement of the current DC by-law in early 2019 would be prudent and strategic.

Initiation of the DC by-law update process in 2018 has led staff to conclude on 2015 DC Task Force recommendations P-1 through P-5 as follows:

1. Recommendation P-1: As of 2017, the Corporate Assets Division provides coordinative and consultative support for all master plans to ensure their viability as inputs for the DC study. The division remains committed to timing a Master Planning Policy with the GMS update.

2. Recommendation P-2: As of 2017, capital budgets align with the DC study and clarify DC financing of specific capital projects. Operating budgets are expected to provide for comparable clarification by 2019. Regarding DC Reserve reconciliation, this is now a standard component of the DC by-law update process and measures are in place to ensure its required inputs are provided.
3. Recommendation P-3: The reconfiguration and expansion of the Corporate Assets Division through the 2016 reorganization has ensured adequate expertise and resources are available for DC by-law coordination.
4. Recommendation P-4: The DC Act was amended in 2016 to enhance the public consultation process. Staff finds the new public consultation requirements satisfactory. The DC by-law update process will be abundantly more productive if the DC study is guided by stakeholder consultation rather than assessed by stakeholders only after it is completed. As such, staff intends to align the DC by-law update process with the public notice requirements of the DC Act and have it guided by a 2018 DC Task Force.
5. Recommendation P-5: Staff recognizes the tremendous benefit of engaging stakeholders and the public during the DC by-law update process, and finds a consultation period of approximately 6 months sufficient. As such, this report recommends Council authorize staff to prepare terms of reference for a 2018 DC Task Force.

As staff is targeting Q1, 2019 for completion of the DC by-law update, it is expected the 2018 DC Task Force will conduct its work during Q3-Q4, 2018.

Other Alternatives Considered:

The alternative would be for Council to decline striking a DC Task Force for the 2018 DC by-law update. Staff and Watson advise against this as it would deprive the DC by-law update process of fulsome stakeholder and public consultation and result in a less-informed DC study and by-law.

Financial/Operation Impacts:

As DC Task Force membership is on a voluntary basis and staff liaison and other support costs are already budgeted, creation of a DC Task Force has no added financial impact on the City.

Relationship of Recommendation(s) To The 2016-2019 Strategic Plan:

N/A

Consultations:

Watson & Associates Economists Limited

Attachments:

Appendix A: City of Kawartha Lakes 2015 Development Charges Task Force Recommendations



DCTF
Recommendations.pdf

Appendix B: Council Report ENG2016-027



ENG2016-027Develo
pmentChargeDeferra

Department Head E-Mail: jrojas@kawarthalakes.ca

Department Head: Juan Rojas, Director of Engineering and Corporate Assets

Development Charges Task Force Committee Recommendations						
Theme Code	Theme	Identifier	Recommendation	Applicability	Target	Date of Adoption
P	Planning and Consultation	P-1	A master planning policy be adopted to ensure master plans are undertaken with adequate funding, expertise, frequency and regard for the increase in need for service attributable to development.	General	Council	31-Aug-15
P	Planning and Consultation	P-2	Capital and operating budgets be consistent with DC studies and that a DC reserve reconciliation be undertaken as part of each DC study.	General	Council	31-Aug-15
P	Planning and Consultation	P-3	A process be established to ensure DC studies are prepared with adequate funding, expertise, frequency and consultation with stakeholders and the public.	General	Council	31-Aug-15
P	Planning and Consultation	P-4	DC studies and proposed DC by-laws be made available for public review for a period of at least four (4) months prior to the corresponding public meeting(s) legislated under the Development Charges Act.	General	Council	31-Aug-15
P	Planning and Consultation	P-5	Council consider forming a DC Task Force, with stakeholders as members, twelve (12) months before the City intends to amend or replace its DC by-law(s).	General	Council	31-Aug-15
B	By-Law Administration	B-1	Council consider the timing of payment of DCs (e.g. occupancy for residential and building permit for non-residential).	2015 DC Study	Council	31-Aug-15
B	By-Law Administration	B-2	Council consider reducing non-residential DCs, or exempting non-residential uses from DCs, in order to stimulate employment growth.	2015 DC Study	Council	31-Aug-15
C	Capital Forecast	C-1	The DC Task Force present arguments to Council in support of considering inclusion of the Northwest Trunk Sanitary Sewer Works in the 2015 Development Charge Background Study to address the potential inequities arising from the implementation of a Municipal Act capital charge, at the next available opportunity.	2015 DC Study	Council	27-Jul-15
C	Capital Forecast	C-2	Council adopt the Colborne Street location option for the Scugog River Crossing to address the current crossing deficiency and accommodate growth.	2015 DC Study	Council	27-Jul-15
C	Capital Forecast	C-3	The DC study use capital works and associated costs that are substantiated and reasonably accurate given current information.	2015 DC Study	Staff	31-Aug-15
M	Methodology	M-1	The DC study preparation give consideration to the various documents developed by and submitted to the DC Task Force, including in particular the Issue Chart developed by the DC Task Force.	2015 DC Study	Staff	31-Aug-15

M	Methodology	M-2	The DC study provide clarity and supporting data on the methodology adopted to estimate benefit to existing development and post-period benefit to growth for water and sewer capital projects.	2015 DC Study	Staff	31-Aug-15
M	Methodology	M-3	The DC study consider the impact of area-rating DCs, including the sewage collection DC being area-rated to account for the Northwest Trunk Sanitary Sewer Works capital charge.	2015 DC Study	Staff	31-Aug-15
M	Methodology	M-4	The DC study provide clarity on the rationale for the inclusion of replacement capital works in the capital forecasts, particularly for roads, water, sewer and fire services.	2015 DC Study	Staff	31-Aug-15
M	Methodology	M-5	The DC study provide a detailed account of the DC reserve reconciliation incorporated into the reserve fund adjustment figures.	2015 DC Study	Staff	31-Aug-15
M	Methodology	M-6	Solar, wind and other electricity generation development be included as part of the industrial development forecast in the DC study.	2015 DC Study	Staff	31-Aug-15
M	Methodology	M-7	The DC study include a policy on local service definitions to ensure a clear delineation between services to be provided directly by developers and those to be funded by the DC reserve.	2015 DC Study	Staff	31-Aug-15

The Corporation of the City of Kawartha Lakes

Council Report

Report Number ENG2016-027

Date: September 20, 2016

Time: 2:00 p.m.

Place: Council Chambers

Ward Community Identifier: All

Subject: Development Charge Deferral Policy

Author/Title: Adam Found
Manager of Corporate Assets

Signature: 

Recommendation(s):


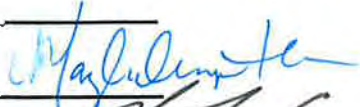

RESOLVED THAT Report ENG2016-027, **Development Charge Deferral Policy**, be received; and

THAT the policy entitled "Development Charge Deferral Policy", appended to Report ENG2016-027 be adopted, numbered and inserted in the Corporate Policy Manual.

Department Head:

Corporate Services Director / Other:

Chief Administrative Officer:

Background:

At the Council Meeting of November 24, 2015, Council adopted the following resolution:

Moved by Councillor Elmslie, seconded by Councillor Strangway, RESOLVED THAT Report CORP2015-032, Development Charge Background Study and By-law, be received;
THAT the City of Kawartha Lakes Development Charge Background Study dated September 21, 2015, as amended by the addenda issued on October 30, 2015 and November 11, 2015, prepared by Watson and Associates Economists Limited and appended hereto as Appendix A, be adopted;
THAT based upon review of the above-noted study, including the proposed development charge by-law appearing therein, for the purpose of subsection 12(3) of the Development Charges Act it is determined that no further public meetings on these documents are required;
THAT for the purpose of paragraph 3 of subsection 5(1) of the Development Charges Act it is the intention of Council to ensure the increase in the need for services attributable to anticipated development will be met and that the committed and future excess capacity identified in the above-noted study shall be paid for by development charges or other similar charges;
THAT the growth-related capital forecast in the above-noted study be integrated into future asset management plans and capital budgets, subject to the annual capital budgeting process and budgetary constraints;
THAT a development charge by-law to implement the development charges calculated in the above-noted study be forwarded to Council for enactment;
THAT a by-law to repeal by-law 2014-238 be forwarded to Council for enactment;
THAT the Manager of Corporate Assets, in consultation with the Treasurer, submit a report to Council in 2016 to address Development Charge reserve fund reconciliation required to correct 2009-2016 draws from and commitments to the Development Charge reserve fund and to make the Development Charge reserve fund whole with respect to Development Charge revenue foregone as a result of exemptions, phase-ins and other unfunded costs; and
THAT the Manager of Corporate Assets submit a report to Council in 2016 to address Development Charges Task Force recommendations P-1 to P-5, as indicated in the schedule of recommendations attached hereto as Appendix B, and to bring forward a recommended policy respecting the timing of the payment of development charges under agreements pursuant to section 27 of the Development Charges Act.

CARRIED CR2015-1242

This report addresses the last component of this direction, that being a direction to the Manager of Corporate Assets to address Development Charges Task Force (DCTF) recommendations P-1 to P-5 and to bring forward a recommended policy respecting the timing of the payment of development charges under agreements pursuant to section 27 of the Development Charges Act. For ease of reference, DCTF recommendations P-1 to P-5 are reproduced in the table below:

Excerpt from Development Charges Task Force Committee Recommendations			
Theme Code	Theme	Identifier	Recommendation
P	Planning and Consultation	P-1	A master planning policy be adopted to ensure master plans are undertaken with adequate funding, expertise, frequency and regard for the increase in need for service attributable to development.
P	Planning and Consultation	P-2	Capital and operating budgets be consistent with DC studies and that a DC reserve reconciliation be undertaken as part of each DC study.
P	Planning and Consultation	P-3	A process be established to ensure DC studies are prepared with adequate funding, expertise, frequency and consultation with stakeholders and the public.
P	Planning and Consultation	P-4	DC studies and proposed DC by-laws be made available for public review for a period of at least four (4) months prior to the corresponding public meeting(s) legislated under the Development Charges Act.
P	Planning and Consultation	P-5	Council consider forming a DC Task Force, with stakeholders as members, twelve (12) months before the City intends to amend or replace its DC by-law(s).

Rationale:

Upon enactment of the 2014 development charge (DC) by-law on August 12, 2014, Council authorized the creation of the DCTF whose mandate was to make recommendations to staff and Council on the DC by-law process and related processes. Some recommendations were directed toward the 2015 DC background study and by-law while others, such as P-1 to P-5, were more general in nature.

Having reviewed recommendations P-1 to P-5 within the context of the 2015 DC by-law and its appeal to the OMB, staff are looking to address the recommendations as follows:

P-1 and P-3: Develop a master planning policy over 2017-18 in conjunction with the Growth Management Strategy update that is congruent with the Corporate Strategic Plan.

P-2: Address this over 2017-18 with the new capital planning and budget process expected to be established within the new ERP-CityWide software framework.

P-4 and P-5: Address these recommendations upon beginning the process to amend or replace the 2015 DC by-law.

Council approval to complete these plans will be sought if and when required.

Turning now to the subject of DC deferrals, over the past few months staff have researched peer municipalities and conducted several consultations with the local development industry, largely via the City's Planning Approvals Task Force, to develop a DC deferral policy. The staff working group comprised the following individuals:

1. Ron Taylor, CAO
2. Juan Rojas, Director of Engineering & Corporate Assets
3. Chris Marshall, Director of Development Services
4. Adam Found, Manager of Corporate Assets
5. Susanne Murchison, Chief Building Official
6. Robyn Carlson, City Solicitor

As a result of this work, a staff-recommended DC deferral policy has been finalized and attached hereto as Appendix A for Council's consideration.

In essence, the objective of the proposed policy is to improve the matching of DC payments with developers' cash flow without entailing an unacceptable financial risk to the City. For residential development controlled through a subdivision agreement, current practice is to require hard service (roads, water and sewer) DC payments (approximately 90% of total DCs) at time of agreement. Under the proposed policy however, these DC payments would be deferred to time of building permit issuance or occupancy, whichever is established through the agreement. Since cash flow is typically associated with occupancy, a preference for deferral to occupancy on the part of the development industry can be expected.

The proposed policy also targets the cash flow challenges particularly associated with condominium and high-density residential development. Under current practice, such development typically pays DCs at time of building permit issuance. Until a condominium is registered, purchase proceeds received by the developer are held in trust and are therefore inaccessible for DC payments. Moreover, a high-density residential structure is typically issued a single building permit for all dwelling units within the structure. With a relatively long lag between the time of building permit issuance and occupancy, payment of DCs at time of building permit issuance is particularly challenging for high-density residential development.

The proposed policy works to alleviate the DC-related cash flow challenges associated with subdivision, condominium and high-density residential development governed by a development agreement. For residential (typically

small-scale) development occurring outside of a development agreement and for non-residential development, the proposed policy maintains the current practice of collecting DC payments at the time of building permit issuance.

The proposed policy provides for adequate assurances for the City through incentives and measures such as maintenance of developers' "good standing" with the City, registration of agreements on title, securities and other measures intended to avoid the need to collect unpaid DCs via the property tax system. As an added layer of protection, the DC deferral program envisioned by the proposed policy gives key members of staff, as well as Council, a veto over each DC deferral application.

A number of Ontario municipalities, such as the City of Barrie, Town of Markham and City of Peterborough, have opted to permit deferral of DC payments beyond the time of building permit issuance. Adoption of the proposed policy would leave the City well-positioned within this group of municipalities as, to the best of staff's knowledge, no Ontario municipality has adopted a DC deferral policy as comprehensive and competitive as that being proposed for the City.

Other Alternatives Considered:

At its September 6th, 2016 meeting, the Planning Approvals Task Force endorsed a version of the proposed policy, attached hereto as Appendix B, through the following resolution:

Moved by Councillor Breadner and seconded by Karl Repka,
RESOLVED THAT the draft Development Charge Deferral Policy submitted by Adam Found, Manager of Corporate Assets, be received; and
THAT the draft Development Charge Deferral Policy be endorsed subject to the following sets of edits:

1. Delete "significant residential development" from the definitions and delete the word "significant" from the Deferral to Occupancy option in the Appendix.
2. Delete the second sentence of Section 7 (securities provision).

CARRIED

These two sets of edits have, respectively, the effect of extending the Deferral to Occupancy option to small-scale residential development (<6 dwelling units) and limiting the City's ability to withhold construction securities as collateral for deferred DCs once construction is complete.

Staff do not support extending deferral to occupancy to small-scale residential development as this would (i) require creating entirely new agreements for development that otherwise does not require an agreement, (ii) add to staff

workload and (iii) delay development approval processes. Moreover, the City Solicitor finds it advisable for the City to maintain the ability to transform construction securities into DC deferral securities as development siteworks are completed.

Financial Considerations:

DC rates are indexed annually on January 1. Under the proposed policy, DC payments are to be made in accordance with the DC rates in effect at the time of payment. The debt repayable by the DC Reserve Fund is not counted toward the self-imposed or provincial debt ceiling for the City. Staff are satisfied with the protection afforded to the City by the proposed policy.

Relationship of Recommendation(s) To The 2016-2019 Strategic Plan:

This report aligns with the Corporate Strategic Plan as follows:

- Goal 1 – A Vibrant and Growing Economy: DC deferrals, with appropriate financial safeguards, support economic competitiveness and prosperity.
- Goal 2 – An Exceptional Quality of Life: DC deferrals help promote development needed to enhance community form and quality of life.
- Goal 3 – A Healthy Environment: N/A.

Review of Accessibility Implications of Any Development or Policy:

N/A

Servicing Comments:

N/A

Consultations:

Ron Taylor, CAO
Juan Rojas, Director of Engineering & Corporate Assets
Chris Marshall, Director of Development Services
Susanne Murchison, Chief Building Official
Robyn Carlson, City Solicitor
Carolyn Daynes, City Treasurer
Planning Approvals Task Force

Attachments:

Appendix A: Staff-recommended DC deferral policy.



Development Charge
Deferral Policy.pdf

Appendix B: Planning Approvals Task Force-recommended DC deferral policy.



Development Charge
Deferral Policy - PATF

Phone: 705-324-9411 ext. 1151

E-Mail: jrojas@city.kawarthalakes.on.ca

Department Head: Juan Rojas, Director of Engineering & Corporate Assets

Department File:



Council Policy

Council Policy No.:	CA2016-001
Council Policy Name:	Development Charge Deferral Policy
Date Approved by Council:	September 20 th , 2016
Date revision approved by Council:	
Related SOP, Management Directive, Council Policy, Form	

Policy Statement and Rationale:

The timing of the calculation and payment of development charges (DCs) is an important financial consideration for the development industry and the City of Kawartha Lakes. The purpose of this policy is to strike a balance between the DC-related interests of the development industry and the City, and to promote the economic competitiveness and prosperity of the City as they relate to development.

Policy Scope:

The DC Act and the City's DC by-law authorize the City to enter into agreements with owners to override the default timing of the calculation and payment of DCs as set out in the DC by-law. This policy is designed to guide the formation of such agreements under a City-managed Development Charge Deferral Program. The structure, content and continuance of this policy are subject to success and experience of the program.

Policy Principles: This policy is premised on the following general principles:

1. Cost-Benefit Balance: It is the intent of this policy to promote economic competitiveness and prosperity through reducing the timing gap between owners' DC payments and corresponding cash flows, subject to ensuring the City's interests are adequately protected.
2. Effectiveness and Efficiency: It is the intent of this policy to establish a guiding framework for a Development Charge Deferral Program that is (i) fair and simple for the City and development industry, (ii) effectively and efficiently integrated into existing planning approval processes and (iii) aligns with the City's Corporate Strategic Plan, especially the "Vibrant & Growing Economy" strategic goal.
3. Targeted Approach: It is the intent of this policy to primarily focus on the mitigation of the distinct financial challenges to condominium, high-density and relatively large-scale residential development that are associated with the default timing of DC payment as set out in the DC by-law.



Council Policy

Policy:

1. Definitions: In this policy,

“agreement” means a subdivision agreement, consent agreement, site plan agreement or other agreement authorized by the Planning Act or DC Act;

“Building Code Act” means the *Building Code Act*, S.O. 1992, Chap. 23, as amended, or any successor thereof;

“building permit” means a permission or authorization given in writing by the Chief Building Official for the construction or demolition of a building or structure, or part thereof, as defined in subsection 1(1) of Building Code Act;

“Chief Building Official” means the person appointed by Council to discharge the duties of the chief building official pursuant to the Building Code Act;

“City”, “City of Kawartha Lakes” or “Kawartha Lakes” means The Corporation of the City of Kawartha Lakes and includes its entire geographic area;

“City Solicitor” means the person who holds that position and his or her delegate(s) or, in the event of organizational changes, another person designated by Council;

“City Treasurer” means the person appointed by Council to discharge the duties of the treasurer described in section 286 of the *Municipal Act, 2001*, S.O. 2001, Chap. 25, as amended, or any successor thereof;

“condominium” means a dwelling that is or is intended to be, as demonstrated by the owner to the City’s satisfaction, subject to the Condominium Act;

“Condominium Act” means the *Condominium Act, 1998*, S.O. 1998, Chap. 19, as amended, or any successor thereof;

“Council” or “City Council” means the municipal council for the City;

“DC Act” means the *Development Charges Act*, S.O. 1997, Chap. 27, as amended, or any successor thereof;

“DC by-law” means a by-law enacted by the City pursuant to the DC Act;

“development” means the construction, erection or placing of one or more buildings or structures on land or the making of an addition or alteration to a building or structure that has the effect of increasing the size or usability thereof, and includes redevelopment which may include demolition and or conversion of use;

“development charge” or “DC” means a charge imposed pursuant to City By-Law 2015-224, as amended, or any successor thereof;

“Director of Development Services” means the person who holds that position and his or her delegate(s) or, in the event of organizational changes, another person designated by Council;

“Director of Engineering and Corporate Assets” means the person who holds that position and his or her delegate(s) or, in the event of organizational changes, another person designated by Council;

“dwelling” means a residential building or structure, or part thereof, occupied or capable of being occupied as a home, residence or domestic establishment or habitat of some kind, but does not include motels, hotels, tents, truck campers, tourist trailers, mobile camper trailers or boarding, lodging or rooming houses of any kind;

“dwelling unit” means any part, which may include the entirety of, a dwelling used, designed or intended to be used exclusively by one or more cohabitating persons;

“high-density dwelling” means a dwelling comprised of 6 or more dwelling units and is, as determined by the Chief Building Official, subject to the apartment component of the residential schedule of DC rates prescribed by the DC by-law;

“Manager of Corporate Assets” means the person who holds that position and his or her delegate(s) or, in the event of organizational changes, another person designated by Council;

“occupancy” means, as determined by the Chief Building Official, the occupancy of development in accordance with the Building Code Act;

“owner” means the owner of land, or successor thereof, or a person who has made application for an approval for the development of land upon which a development charge is imposed;

“Planning Act” means the *Planning Act*, R.S.O. 1990, Chap. 13, as amended, or any successor thereof;

“residential” means lands, buildings or structures or any part thereof used, designed or intended to provide accommodation or quarters for living, sleeping, sanitary and culinary purposes, or otherwise to serve as a domestic residence, that is, as determined by the Chief Building Official, subject to the residential schedule of DC rates prescribed by the DC by-law.

“significant residential development” means a residential development comprised of 6 or more dwelling units.

2. Development Charge Deferral Program: The deferral of DCs is to be facilitated by an application-based Development Charge Deferral Program managed by the City and guided by this policy. The granting of a deferral is not automatic and is subject to

conditions intended to protect the City's interests and provide the City with adequate assurances.

3. Program Eligibility: An owner is eligible to submit an application under the Development Charge Deferral Program only if the owner is in good standing with the City by meeting the following criteria to the City's satisfaction as of the time of application:
 - (a) the owner has a clean history with the City with respect to financial transactions and fulfillment of development-related obligations; and
 - (b) the owner is not engaged, and does not expressly intend to engage, in litigation against the City.
4. Deferral Options: Under the Development Charge Deferral Program, an eligible owner may apply for one or more of the following deferral options, subject to applicability to the owner's development, as detailed in the Appendix attached hereto:
 - (a) Deferral to Condominium Registration and Occupancy
 - (b) Deferral by Phase-In
 - (c) Deferral to Occupancy
 - (d) Deferral to Building Permit Issuance
5. Agreements: Upon successful application by an owner under the Development Charge Deferral Program, and subject to the mutual consent of the City and the owner, all terms and conditions pertaining to the approved DC deferral are to be included in an agreement entered into by the City and the owner. Agreements are to be registered on title of the owner's lands to which the subject DCs relate, and are to provide for, but not necessarily be limited to:
 - (a) the timing of the calculation and payment of DCs;
 - (b) securities for the owner's obligations under the agreement;
 - (c) powers available to the City to regulate and enforce DC payments;
 - (d) remedies available to the City in the event of the owner's default; and
 - (e) the allocation to or recovery from the owner of the administrative, interest, legal and other costs to the City of granting and facilitating the deferral of DCs.
6. Calculation of DC Payments: DC payments pursuant to an agreement are to be calculated in accordance with the DC rates applicable to the development approved by the agreement and in effect at the time payment is made or the time payment is due

pursuant to the agreement, whichever occurs first. As set out in the agreement, late DC payments are to be subject to interest and administrative charges.

7. **Securities:** Any Letters of Credit and or other securities issued by the owner for any original purpose under an agreement shall also secure deferred DCs, which, subject to a satisfactory risk assessment, is to occur without the total value of securities increasing beyond that required for the original purpose. However, agreements are to provide for the withholding of the release of securities so long as, and to the extent that, the value of outstanding secured obligations, including deferred DCs as notionally calculated at DC rates in effect at the time of evaluation, exceeds the value of unreleased securities.
8. **Enforcement:** Should an owner fall into default of DC payments under an agreement, the City may:
 - (a) revoke the owner's good standing with the City, thus making the owner ineligible for the Development Charge Deferral Program, for an indefinite or any period of time;
 - (b) where provided for under the agreement, (i) draw upon available securities, (ii) withhold the discharge of registration of the agreement on title and or (iii) withhold the issuance of building permits until the owner corrects the default to the City's satisfaction; and
 - (c) as authorized by subsection 32(1) of the DC Act, invoke subsection 7.08 of the DC by-law to collect outstanding DCs from the owner in the same manner as property taxes.
9. **Staff Approval:** Prior to an agreement being presented to Council for approval or executed, DC deferral provisions contained therein require approval by the following staff in a position to evaluate DC deferrals against risk tolerance and other factors relevant to protecting the City's interests: (i) Director of Engineering and Corporate Assets, (ii) Manager of Corporate Assets, (iii) Director of Development Services, (iv) City Solicitor and (v) City Treasurer.
10. **Council Approval:** Prior to an agreement with DC deferral provisions being executed, it must be supported by a resolution of Council if it is a subdivision agreement or consent agreement pursuant to subsection 5.06 of the DC by-law.
11. **Administration, Review and Revision:** This policy is to be administered by the Manager of Corporate Assets, under direction of the Director of Engineering and Corporate Assets, and is to be reviewed by him or her prior to the amendment or enactment of a DC by-law. This policy may be revised only by resolution of Council.
12. **Interpretation and Construction:** Headings herein are used for reference only and are not to affect the interpretation or construction of this policy. This policy is not to be interpreted or construed so as to limit any of the rights, remedies or powers of, or available to, the City.

13. **Force and Effect:** This policy shall come into force and effect upon approval by resolution of Council.

Revision History:

This is the first version of the policy. The table below notes policy history and time of anticipated revision:

Version	Date	Description of Changes	Requested By
1.0	September 20, 2016	Initial release.	Council
1.1	DC By-Law Amendment or Enactment		

Appendix:

The detailed descriptions of the options for DC deferral referred to above are as follows:

- (a) **Deferral to Condominium Registration and Occupancy:** This deferral option is available to condominium dwellings only. Under this option, DC payments in respect of dwelling units approved under an agreement are due as follows:
 - i. in respect of dwelling units that are occupied by the time the condominium dwelling is registered under the Condominium Act, DCs are due upon registration of the condominium dwelling;
 - ii. in respect of each of the balance of dwelling units, DCs are due upon occupancy of the dwelling unit; and
 - iii. notwithstanding the foregoing, DCs for all dwelling units must be paid on or before the third anniversary of the agreement.
- (b) **Deferral by Phase-In:** This deferral option is available to high-density dwellings only, including those that are also condominiums. Under this option, DC payments in respect of the first and second halves of the dwelling units approved under an agreement, as approximated by the agreement if the number of dwelling units is odd, are, respectively, due at 1.5 and 3 years from time of agreement.
- (c) **Deferral to Occupancy:** This deferral option is available to significant residential development only, other than high-density dwellings. Under this option, DC payments in respect of each dwelling unit approved under an agreement are due upon occupancy of the dwelling unit, subject to a maximum 3-year period of deferral from time of agreement.



Council Policy

- (d) Deferral to Building Permit Issuance: This deferral option is available to all development. Under this option, DC payments in respect of development approved under an agreement are due upon building permit issuance for the development, subject to a maximum 3-year period of deferral from time of agreement.



Council Policy

Council Policy No.:	CA2016-001
Council Policy Name:	Development Charge Deferral Policy
Date Approved by Council:	September 20 th , 2016
Date revision approved by Council:	
Related SOP, Management Directive, Council Policy, Form	

Policy Statement and Rationale:

The timing of the calculation and payment of development charges (DCs) is an important financial consideration for the development industry and the City of Kawartha Lakes. The purpose of this policy is to strike a balance between the DC-related interests of the development industry and the City, and to promote the economic competitiveness and prosperity of the City as they relate to development.

Policy Scope:

The DC Act and the City's DC by-law authorize the City to enter into agreements with owners to override the default timing of the calculation and payment of DCs as set out in the DC by-law. This policy is designed to guide the formation of such agreements under a City-managed Development Charge Deferral Program. The structure, content and continuance of this policy are subject to success and experience of the program.

Policy Principles: This policy is premised on the following general principles:

1. **Cost-Benefit Balance:** It is the intent of this policy to promote economic competitiveness and prosperity through reducing the timing gap between owners' DC payments and corresponding cash flows, subject to ensuring the City's interests are adequately protected.
2. **Effectiveness and Efficiency:** It is the intent of this policy to establish a guiding framework for a Development Charge Deferral Program that is (i) fair and simple for the City and development industry, (ii) effectively and efficiently integrated into existing planning approval processes and (iii) aligns with the City's Corporate Strategic Plan, especially the "Vibrant & Growing Economy" strategic goal.
3. **Targeted Approach:** It is the intent of this policy to primarily focus on the mitigation of the distinct financial challenges to condominium, high-density and relatively large-scale residential development that are associated with the default timing of DC payment as set out in the DC by-law.



Council Policy

Policy:

1. Definitions: In this policy,

“agreement” means a subdivision agreement, consent agreement, site plan agreement or other agreement authorized by the Planning Act or DC Act;

“Building Code Act” means the *Building Code Act*, S.O. 1992, Chap. 23, as amended, or any successor thereof;

“building permit” means a permission or authorization given in writing by the Chief Building Official for the construction or demolition of a building or structure, or part thereof, as defined in subsection 1(1) of Building Code Act;

“Chief Building Official” means the person appointed by Council to discharge the duties of the chief building official pursuant to the Building Code Act;

“City”, “City of Kawartha Lakes” or “Kawartha Lakes” means The Corporation of the City of Kawartha Lakes and includes its entire geographic area;

“City Solicitor” means the person who holds that position and his or her delegate(s) or, in the event of organizational changes, another person designated by Council;

“City Treasurer” means the person appointed by Council to discharge the duties of the treasurer described in section 286 of the *Municipal Act, 2001*, S.O. 2001, Chap. 25, as amended, or any successor thereof;

“condominium” means a dwelling that is or is intended to be, as demonstrated by the owner to the City's satisfaction, subject to the Condominium Act;

“Condominium Act” means the *Condominium Act, 1998*, S.O. 1998, Chap. 19, as amended, or any successor thereof;

“Council” or “City Council” means the municipal council for the City;

“DC Act” means the *Development Charges Act*, S.O. 1997, Chap. 27, as amended, or any successor thereof;

“DC by-law” means a by-law enacted by the City pursuant to the DC Act;

“development” means the construction, erection or placing of one or more buildings or structures on land or the making of an addition or alteration to a building or structure that has the effect of increasing the size or usability thereof, and includes redevelopment which may include demolition and or conversion of use;

“development charge” or “DC” means a charge imposed pursuant to City By-Law 2015-224, as amended, or any successor thereof;

“Director of Development Services” means the person who holds that position and his or her delegate(s) or, in the event of organizational changes, another person designated by Council;

“Director of Engineering and Corporate Assets” means the person who holds that position and his or her delegate(s) or, in the event of organizational changes, another person designated by Council;

“dwelling” means a residential building or structure, or part thereof, occupied or capable of being occupied as a home, residence or domestic establishment or habitat of some kind, but does not include motels, hotels, tents, truck campers, tourist trailers, mobile camper trailers or boarding, lodging or rooming houses of any kind;

“dwelling unit” means any part, which may include the entirety of, a dwelling used, designed or intended to be used exclusively by one or more cohabitating persons;

“high-density dwelling” means a dwelling comprised of 6 or more dwelling units and is, as determined by the Chief Building Official, subject to the apartment component of the residential schedule of DC rates prescribed by the DC by-law;

“Manager of Corporate Assets” means the person who holds that position and his or her delegate(s) or, in the event of organizational changes, another person designated by Council;

“occupancy” means, as determined by the Chief Building Official, the occupancy of development in accordance with the Building Code Act;

“owner” means the owner of land, or successor thereof, or a person who has made application for an approval for the development of land upon which a development charge is imposed;

“Planning Act” means the *Planning Act*, R.S.O. 1990, Chap. 13, as amended, or any successor thereof;

“residential” means lands, buildings or structures or any part thereof used, designed or intended to provide accommodation or quarters for living, sleeping, sanitary and culinary purposes, or otherwise to serve as a domestic residence, that is, as determined by the Chief Building Official, subject to the residential schedule of DC rates prescribed by the DC by-law.

2. **Development Charge Deferral Program:** The deferral of DCs is to be facilitated by an application-based Development Charge Deferral Program managed by the City and guided by this policy. The granting of a deferral is not automatic and is subject to conditions intended to protect the City's interests and provide the City with adequate assurances.

3. Program Eligibility: An owner is eligible to submit an application under the Development Charge Deferral Program only if the owner is in good standing with the City by meeting the following criteria to the City's satisfaction as of the time of application:
 - (a) the owner has a clean history with the City with respect to financial transactions and fulfillment of development-related obligations; and
 - (b) the owner is not engaged, and does not expressly intend to engage, in litigation against the City.
4. Deferral Options: Under the Development Charge Deferral Program, an eligible owner may apply for one or more of the following deferral options, subject to applicability to the owner's development, as detailed in the Appendix attached hereto:
 - (a) Deferral to Condominium Registration and Occupancy
 - (b) Deferral by Phase-In
 - (c) Deferral to Occupancy
 - (d) Deferral to Building Permit Issuance
5. Agreements: Upon successful application by an owner under the Development Charge Deferral Program, and subject to the mutual consent of the City and the owner, all terms and conditions pertaining to the approved DC deferral are to be included in an agreement entered into by the City and the owner. Agreements are to be registered on title of the owner's lands to which the subject DCs relate, and are to provide for, but not necessarily be limited to:
 - (a) the timing of the calculation and payment of DCs;
 - (b) securities for the owner's obligations under the agreement;
 - (c) powers available to the City to regulate and enforce DC payments;
 - (d) remedies available to the City in the event of the owner's default; and
 - (e) the allocation to or recovery from the owner of the administrative, interest, legal and other costs to the City of granting and facilitating the deferral of DCs.
6. Calculation of DC Payments: DC payments pursuant to an agreement are to be calculated in accordance with the DC rates applicable to the development approved by the agreement and in effect at the time payment is made or the time payment is due pursuant to the agreement, whichever occurs first. As set out in the agreement, late DC payments are to be subject to interest and administrative charges.

7. **Securities:** Any Letters of Credit and or other securities issued by the owner for any original purpose under an agreement shall also secure deferred DCs, which, subject to a satisfactory risk assessment, is to occur without the total value of securities increasing beyond that required for the original purpose.
8. **Enforcement:** Should an owner fall into default of DC payments under an agreement, the City may:
 - (a) revoke the owner's good standing with the City, thus making the owner ineligible for the Development Charge Deferral Program, for an indefinite or any period of time;
 - (b) where provided for under the agreement, (i) draw upon available securities, (ii) withhold the discharge of registration of the agreement on title and or (iii) withhold the issuance of building permits until the owner corrects the default to the City's satisfaction; and
 - (c) as authorized by subsection 32(1) of the DC Act, invoke subsection 7.08 of the DC by-law to collect outstanding DCs from the owner in the same manner as property taxes.
9. **Staff Approval:** Prior to an agreement being presented to Council for approval or executed, DC deferral provisions contained therein require approval by the following staff in a position to evaluate DC deferrals against risk tolerance and other factors relevant to protecting the City's interests: (i) Director of Engineering and Corporate Assets, (ii) Manager of Corporate Assets, (iii) Director of Development Services, (iv) City Solicitor and (v) City Treasurer.
10. **Council Approval:** Prior to an agreement with DC deferral provisions being executed, it must be supported by a resolution of Council if it is a subdivision agreement or consent agreement pursuant to subsection 5.06 of the DC by-law.
11. **Administration, Review and Revision:** This policy is to be administered by the Manager of Corporate Assets, under direction of the Director of Engineering and Corporate Assets, and is to be reviewed by him or her prior to the amendment or enactment of a DC by-law. This policy may be revised only by resolution of Council.
12. **Interpretation and Construction:** Headings herein are used for reference only and are not to affect the interpretation or construction of this policy. This policy is not to be interpreted or construed so as to limit any of the rights, remedies or powers of, or available to, the City.
13. **Force and Effect:** This policy shall come into force and effect upon approval by resolution of Council.

Revision History:

This is the first version of the policy. The table below notes policy history and time of anticipated revision:

Version	Date	Description of Changes	Requested By
1.0	September 20, 2016	Initial release.	Council
1.1	DC By-Law Amendment or Enactment		

Appendix:

The detailed descriptions of the options for DC deferral referred to above are as follows:

- (a) Deferral to Condominium Registration and Occupancy: This deferral option is available to condominium dwellings only. Under this option, DC payments in respect of dwelling units approved under an agreement are due as follows:
 - i. in respect of dwelling units that are occupied by the time the condominium dwelling is registered under the Condominium Act, DCs are due upon registration of the condominium dwelling;
 - ii. in respect of each of the balance of dwelling units, DCs are due upon occupancy of the dwelling unit; and
 - iii. notwithstanding the foregoing, DCs for all dwelling units must be paid on or before the third anniversary of the agreement.
- (b) Deferral by Phase-In: This deferral option is available to high-density dwellings only, including those that are also condominiums. Under this option, DC payments in respect of the first and second halves of the dwelling units approved under an agreement, as approximated by the agreement if the number of dwelling units is odd, are, respectively, due at 1.5 and 3 years from time of agreement.
- (c) Deferral to Occupancy: This deferral option is available to residential development only, other than high-density dwellings. Under this option, DC payments in respect of each dwelling unit approved under an agreement are due upon occupancy of the dwelling unit, subject to a maximum 3-year period of deferral from time of agreement.
- (d) Deferral to Building Permit Issuance: This deferral option is available to all development. Under this option, DC payments in respect of development approved under an agreement are due upon building permit issuance for the development, subject to a maximum 3-year period of deferral from time of agreement.

The Corporation of the City of Kawartha Lakes

Council Report

Report Number HH2018-005

Date: May 8, 2018
Time: 2:00 p.m.
Place: Council Chambers

Ward Community Identifier: All

Title: Habitat for Humanity Municipal Incentives

Description: Habitat for Humanity Homes Built on Hamilton Street, Lindsay between 2015 & 2018 Exemption from Building Permit Fees and Development Charges

Author and Title: Hope Lee, Administrator/Manager of Housing

Recommendation(s):

That Report HH2018-005, Habitat for Humanity Municipal Incentives, be received;

That the City Treasurer transfer \$87,583 to the Development Charge (DC) Reserve Fund to compensate the DC Reserve Fund for the revenue foregone by providing a DC exemption to Habitat for Humanity for its five-home project on Hamilton Street in Lindsay;

That the transfer be funded by the General Contingency Reserve (1.32090) in the amount of \$38,059, Water Infrastructure Reserve (1.32050) in the amount of \$21,473 and Sewer Infrastructure Reserve (1.32030) in the amount of \$28,051; and

That the transfer be apportioned across the various applicable service-specific accounts of the DC Reserve Fund in proportion to their respective DC rates.

Department Head:_____

Financial/Legal/HR/Other:_____

Chief Administrative Officer:_____

Background:

At the Council Meeting of March 4, 2014, Council adopted the following resolution (CR2014-216):

RESOLVED THAT Report SH2014-002, **KLHHC Revised Proposal for Regeneration of Older Housing Stock**, be received;

That, subject to the necessary by-laws and agreements being forwarded to Council for approval, and the successful completion of such planning and development processes as the City may require, the proposal by the Kawartha Lakes-Haliburton Housing Corporation (KLHHC) for reconstruction of eighteen (18) of its older single and semi-detached housing units be approved, including the following project characteristics as described in Report SH2014-002:

1. the sale of eighteen (18) single and semi-detached KLHHC housing units transferred by the Province to the KLHHC in 2001, with specific properties to be identified in subsequent reports to Council, and their replacement with eighteen (18) newly constructed housing units to be rented as Rent-Geared-to-Income units;
2. the transfer of property on Hamilton Street to KLHHC, upon which the eighteen (18) reconstructed units will be built, along with eleven (11) additional KLHHC units and five (5) Habitat for Humanity units; and
3. the funding and financing models, including municipal incentives, proposed in Report SH2014-002 to support the joint KLHHC-Habitat project;

That, based on Council's approval above, the Manager of Housing be authorized to submit a formal Request for Ministerial Consent and other required information to the Ministry of Municipal Affairs and Housing; and

That the Director of Development Services be authorized to initiate and authorize any of the required planning and permit applications, including in-kind municipal support, needed to implement this revised program as outlined in Report SH2014-002.

The 29 KLH units were built over 2014-15 with occupancy occurring late 2015.

The five Habitat for Humanity (Habitat) homes were developed over time, two built over 2015-16 and sold in March 2016, one built over 2016-17 and sold in May 2017 and the last two starting construction in April 2018.

When council approved the municipal incentives in Report SH2014-002 (exemption from fees and charges related to the Building Permit and Development Charges) for the Habitat homes it was anticipated that all five homes would not be built immediately and estimates were based on the cost of

the incentives in 2014. While the estimate of \$5,087 calculated for the Building Permit fees changed minimally in the four years, the estimate of \$33,660 calculated for the Development Charges (DCs) changed significantly over the four year period.

Additionally, the 2014 report was based on the affordable model at the time in which up to \$10,000 per unit in incentives was being used. The 2014 estimates fell well within this model (\$7,750/unit).

Since 2014 amended versions of both the Building Bylaw and the Development Charges (DC) Bylaw include exemptions for both permit fees and DCs for units that meet the definition of a municipal housing facility defined within the City's Municipal Housing Facility (MHF) Bylaw. That bylaw (2006-262) was recently amended (2018-057) to address the Affordable Housing Framework adopted by Council in late 2017.

This report addresses the changes since the adoption of Report SH2014-002.

Rationale:

Habitat has received a building permit and an exemption from both the permit fees and the DCs in accordance with the bylaws and approvals outlined above for all five homes now (the last two provided in late April 2018).

In accordance with the amended MHF bylaw, Habitat will be required to sign an agreement with the City for the two most recent homes. This agreement, in simple terms, will confirm that Habitat will sell the two homes being built this year at a price that meets the MHF bylaw definition of affordable ownership and will sell to a purchaser who meet the definition of an eligible low to moderate income household. If this condition is not met, Habitat will repay the value of exempted permit fees and DCs.

While the value of the building permit exemption can continue to be valued at the 2014 estimate (\$5,087), the value of the DC exemption exceeds the value outlined in SH2014-002. In 2014 the DCs for the 5 homes was calculated at \$33,660. The actual value is \$87,583 (2015 – 2 x \$15,584, 2016 – 1 x \$18,047 and 2018 – 2 x \$19,184).

When an exemption is made for the payment of DCs there is a need to compensate the DC reserve for the revenue foregone due to the exemption. There is a requirement within the Development Charges Act, which stipulates that the shortfall in the DC reserve must be made up by a transfer from another source, typically tax levy or reserve.

This report recommends the transfer to the DC Reserve to compensate it for the \$87,583 in foregone revenue be funded by the General Contingency Reserve (1.32090) in the amount of \$38,059, Water Infrastructure Reserve (1.32050) in

the amount of \$21,473 and Sewer Infrastructure Reserve (1.32030) in the amount of \$28,051. This is the breakdown of the DC's that would have been charged for the 2015, 2016 and 2018 years.

Financial/Operation Impacts:

A transfer to the DC Reserve in the amount of \$87,583 is required to compensate it for the revenue foregone by exempting from DCs the Habitat for Humanity homes on Hamilton Street in Lindsay. As of March 31, 2018 the various reserves being used to pay back the DC exemption to the DC reserve were as follows:

Reserve	Balance at March 31, 2018
General Contingency Reserve (1.32090) - Uncommitted Portion	\$959,136.22
Sewer Infrastructure Reserve (1.32030)	\$1,822,876.24
Water Infrastructure Reserve (1.32050)	\$2,069,226.03

Relationship of Recommendation(s) To The 2016-2019 Strategic Plan:

The creation of the Habitat homes directly support the Actions under Goal 2: An Exceptional Quality of Life in the City of Kawartha Lakes Strategic Plan 2016-2019, specifically 2.2.3 Increase the supply of affordable housing.

Consultations:

Chief Building Official
Manager of Corporate Assets
City Treasurer

Department Head E-Mail: rsutherland@kawarthalakes.ca

Department Head: Rod Sutherland, Director Human Services

Kawartha Lakes City Council

Honourable Mayor and Councillors:

Bikefest Inc. is producing Bobcaygeon Bikefest which will take place on June 24, 2018. Bikefest is a one-day event wherein Bolton Street is closed to vehicular traffic. Residents and visitors are free to roam the streets, enjoy music, engage with vendors and visit the shops and restaurants of Bobcaygeon.

Bikefest is a proven success for the Kawartha Lakes. The event brings in approximately 15,000 people to the region. Over the course of Saturday night and Sunday Bobcaygeon and the surrounding area has benefitted by an injection of an estimated 267,000 tourism dollars. In an effort to add a further dimension to Bobcaygeon Bikefest, Bikefest Inc., has organized a concert. This event will take place on Saturday June 23, 2018 at 7pm at the Bobcaygeon-Verulam Arena. The concert will showcase two local bands, namely "Boots of Hazard" and "The Tragically Hits." We expect that the Saturday night concert will draw tourists to the Kawarthas on Friday and early Saturday. This will transform Bobcaygeon Bikefest to a weekend event attracting more people to the area for a longer period of time.

We wish to give concert guests the opportunity to purchase and consume alcohol. In order for Bikefest Inc. to obtain an AGCO Special Occasion Permit we must be designated an Event for Municipal Significance. According to the AGCO application process an event of municipal significance requires a municipal resolution or a letter from a delegated municipal official (e.g. municipal clerk) designating the event as "municipally significant".

We believe that the concert is municipally significant for the following reasons:

- it showcases local musical talent
- a portion of the funds will be donated to Bobcaygeon charities such as the food bank and the Royal Canadian Legion Branch 239
- It allows residents and tourists to socialize and enjoy a cultural event
- there will be increased tourism to the Bobcaygeon area June 22-June 24, 2018
- the concert promotes the social, cultural and economic development of the Town of Bobcaygeon while adhering to municipal By-laws and ensuring public safety at all times
- there will be a bonded security, Smart Serve Attendants and OPP Paid Duty Officers at the event to maintain order and compliance with all laws
- local businesses such as restaurants, hotels and campsites will benefit from increased tourism
- local businesses will directly profit from purchases related to the concert, including but not limited to Village Trophies, Laurie Belrose Graphics, 76North Street, Woods Paralegal, The Cart Guys, etc

In conclusion, for the reasons listed above we ask that the Honourable Council deem the Bikefest Concert Municipally Significant.

Doug Hellawell
Bikefest Inc.



Memo

To: Members of Council

From: Director of Community Services, Craig Shanks

Date: May 8 2018

Subject: Bobcaygeon Bikefest Permit Request

Background:

The Bobcaygeon Bikefest is a non-municipal event which has taken place in Bobcaygeon for the past few years. Bikefest Inc. is the organizer of the event. It typically occurs in the downtown core (Bolton Street) area of the community and will do so again this year. The event organizers work with the municipality to gain the required permits and ensure the municipal requirements are being addressed.

For the June 23, 2018 event, the organizers desire to host a new licensed public event (dance/concert) within the municipal Bobcaygeon/Verulam Community Centre. This new activity requires the issuance of a Special Occasions Permit (SOP) by the Alcohol and Gaming Commission of Ontario (AGCO). The requirement to host such an event is that they must be either;

- a) a Not-for-Profit organization, or;
- b) hold a current restaurant/caterer license that allows for Special Occasions Permits.

Bikefest Inc. does not meet either of these parameters.

Another option that would allow for this event to qualify for a SOP from the AGCO would be for the Municipality (Council) to declare the event a Municipally Significant Event. There is currently no such wording in our municipal policies to address such a request or action. Staff plan on updating the Alcohol Policy on Municipal Premises (073 CCS 011) to address this item for the future. In investigating other municipalities and the current language used to oversee this item the following clause is an example of a definition for a Municipally Significant Event;

“A one time, annual or infrequently occurring event that is open to the public, has a predetermined opening and closing date and time, and which;

- a) has local, regional, national or international historical or cultural significance,
- b) builds awareness of diverse cultures, or;
- c) benefits the community at large.

Staff will be proposing similar language be added to the Alcohol Policy on Municipal Premises (073 CCS 011) document in an upcoming report.

Staff does not believe that the Bobcaygeon Bikefest dance/concert event meets the intent of the above clause and would recommend that Council not provide this declaration. City staff and the AGCO have also advised Bikefest Inc. that a partnership with an existing organization which meets with the criteria to receive a SOP is an option to be considered. This would allow them to gain a permit without the need for the declaration by the Municipality as a Significant Event. One of the community groups mentioned in the deputation by Bikefest Inc. could potentially be that partner.

This event is scheduled for June 23, and has been in the planning stages for several months now (with ongoing discussions with both City staff and the AGCO). This specific event consideration has only recently been raised by the event organizers.

Recommendations:

That the memorandum from Director Shanks dated May 8, 2018 and entitled "Bobcaygeon Bikefest Permit Request" be received.

Alternative Option:

Should Council wish to declare this "for-profit" event a Municipally Significant Event to accommodate the organizer's request to host a licensed concert on Saturday June 23 2018 at the Bobcaygeon/Verulam Community Centre, then the following additional resolution should be passed:

That the 2018 Bobcaygeon Bikefest Event be declared by Council a Municipally Significant Event for the purpose of Bikefest Inc. being eligible to apply for the SOP from the AGCO to host a licensed dance/concert at the Bobcaygeon/Verulam Community Centre on June 23, 2018.

Geoff Carpentier
11 Strattonville Crescent
Port Perry, Ontario,
L9L 1W7

905-903-0025 (Cell) 905-852-2011 (Home)
avocetnatureservices@gmail.com

www.Avocetnatureservices.com



April 26, 2018

Cathie Ritchie, Clerk
City of Kawartha Lakes
26 Francis Street
Lindsay, Ontario K9V 5R8

sent by email

Dear Madame Clerk:

I read in the Standard newspaper about the delegation that presented a petition to Council to introduce a “trap, neuter and release” (TNR) program for feral cats in the City of Kawartha Lakes.

I wish to advise you that I am strongly opposed to such an initiative. Feral and free-ranging cats are a devastating influence on native wildlife, both here and around the world. Single-handedly they are the greatest cause of avian mortality, outweighing almost all other factors combined. Recent studies show that, in Canada, cats-at-large (i.e. free-ranging house cats and feral cats) annually kill 5% of Canadian birds — that’s 269 million birds killed every year in Canada by cats. In the US, the numbers are even more shocking. Recent studies show that between 1.3 - 4 billion birds and 6.3 - 22.3 billion mammals are killed annually by cats. Around the world, the impacts are so great that the International Union for the Conservation of Nature (IUCN) now lists domestic cats as one of the world’s worst non-native invasive species.

I had the opportunity recently to review much of the data presented to the scientific community in newly released studies and wrote an article that was published summarizing these impacts. I’ve attached a copy of that article for your reference and within it provided the sources of the data.

TNR programs have been proven historically to be generally ineffective and in fact often generate outcomes exactly opposite of what is desired. Studies show that feral cat numbers actually increase after a TNR program is introduced in many cases. Costs escalate and the problem is magnified not abated. Often more, not fewer, cats are

released once the program is running as people think the cats will simply be cared for so why bother going to an animal shelter with them?

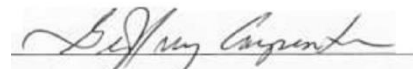
The City of Kawartha Lakes is a green community that is proud of its flora and fauna and actively brands itself as an outdoors and wildlife haven. How then can it consider endorsing this devastating program that assuredly will needlessly kill millions of birds and other animals?

Cats-at-large and feral cats are not part of a natural community and never have been. They are as alien as Phragmites, Dog-strangling Vine and Emerald Ash Borer and more devastating by far. There is no place for them anywhere in a natural environment and they should be eradicated not fostered. I realize this is an emotional issue but how can forfeiting the lives of millions of native species to cats be justified under any circumstances?

I hope that staff will consider this information and do some careful research into the problems and impacts of feral cats before recommending any amendment to local bylaws. Would you please be kind enough to receive this letter as correspondence to Council and forward it to staff for their consideration.

If you have any questions please let me know. Thank-you for considering my comments.

Sincerely,

A handwritten signature in cursive script, appearing to read "Geoff Carpentier", written in dark ink on a light-colored background.

Geoff Carpentier
Avocet Nature Services

avocetnatureservices@gmail.com

1-905-852-2011

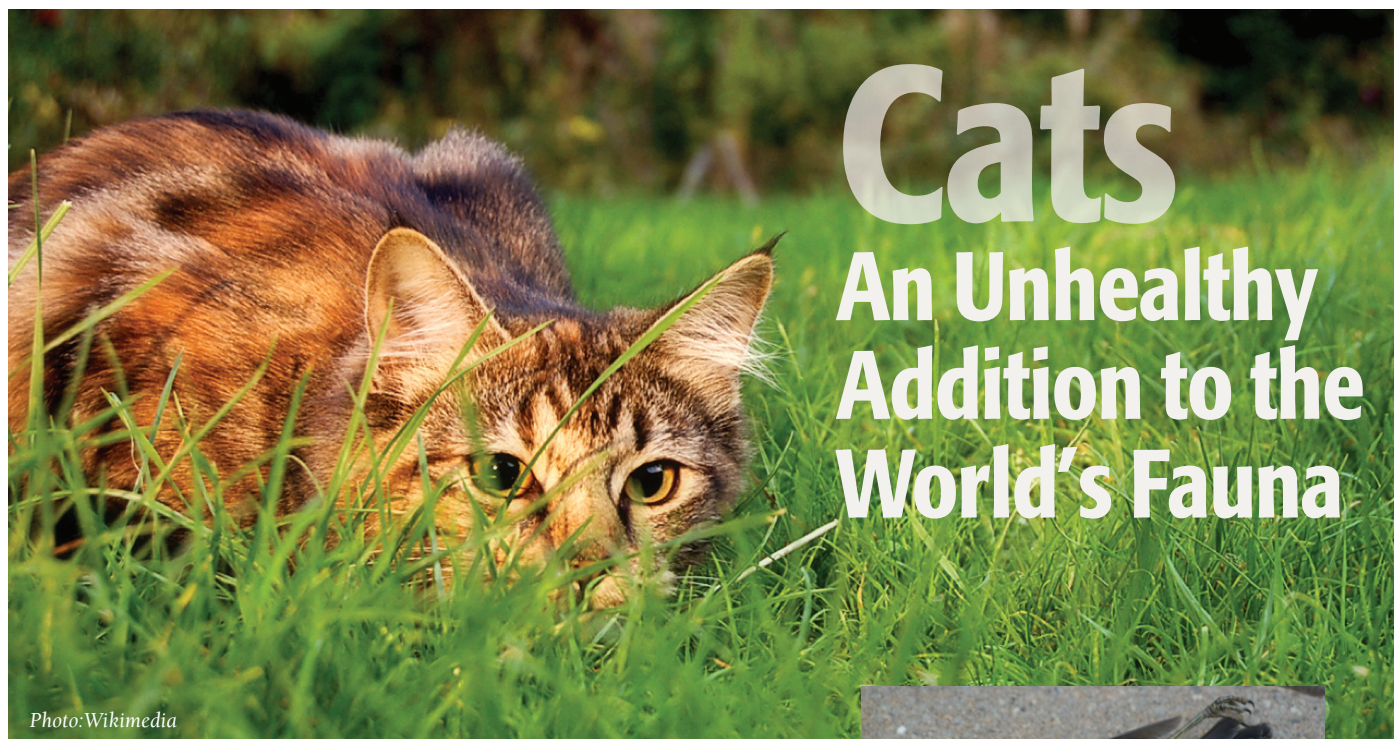


Photo:Wikimedia

Cats

An Unhealthy Addition to the World's Fauna

Each year about five per cent of Canadian birds are killed by cats – 269 million birds out of an estimated population of 10 billion

Geoff Carpentier



Red-winged Blackbird killed by cat. Geoff Carpentier

What a lovely sight! Look at Patches as she heads out for her morning jaunt in the fields near her home. How cute is she as she tiptoes through the dew-drenched grass, trying her best to keep her paws dry, but to no avail.

Everyday millions of cats do exactly this and the outcome is always devastating for myriad wildlife and sometimes for the cat as well. Each year about five per cent of Canadian birds are killed by cats — 269 million birds out of an estimated population of 10 billion — to be exact. Free-roaming cats live an average of five years, compared to seventeen for indoor cats, but during those five years they can do irreparable damage to local wildlife. Many predators are out there and would happily snap up an unwary cat for dinner — coyotes, in particular, seem to actually hunt cats in many urban centres, as cats are plentiful and generally less wary than most wild prey.

But what of the animals your sweet little kitten hunts? Surprisingly I have several friends who are devout naturalists that

willingly let their cats out, knowing the harm they do. This always puzzles me — if you cherish wildlife, why would you let your cat roam and kill wild things?

But let's get back to the story as this isn't about emotion but rather learning the facts. Well, actually it is about emotion. There are two distinct camps when it comes to this issue — those that let their cats out, because “cats need to roam and exercise their hunting instincts” and those that know it is wrong and want to protect wildlife. Around the world this debate rages and has done so for many decades.

In 1916, in his report to the Canadian Commission of Conservation, W.E. Saunders of the McIlwraith Ornithological Club of London wrote:

The cat, I think, comes fairly under the jurisdiction of the Conservation Commission. I wish it would appoint me Cat Ranger. If that were done, I can assure you the number of cats would suffer a very serious diminution every year because, as

you know, every cat spends most of its time in an effort to kill. It kills not only the mice but every bird it can possibly catch and, as I look at it, each insectivorous bird killed by a cat is worth more than the cat itself. I have proved that there are some uses for cats. Buried under apple trees I have eaten them as apples, buried under rose bushes I have picked them in the form of roses. That is a very satisfactory way of disposing of cats.

Recently many landmark studies have been undertaken around the world trying to determine what impacts the estimated 600 million pet cats have on wildlife. This number includes (a) feral (i.e. born in the wild), (b) escaped or released and now living wild and (c) those kept as pets but are free-roaming. Everyone agrees that the impact is significant and far-reaching and for the ease of analyzing data, most scientists lump the feral and escaped/released cats into one category, as these have a demonstrated greater impact on wildlife than free-roaming pets.

Around the world, domestic cats are recognized as a threat to global biodiversity and are known to have significantly contributed to the extinction of 33 species. The impacts are so great that the International Union for the Conservation of Nature (IUCN) now lists domestic cats as one of the world's worst non-native invasive species.

Research around the world

Outside North America, the number of kills is immense: According to the Royal Society for the Protection of Birds, 27 million birds are killed annually in Great Britain by the 7.2 million cats UK residents keep as pets. The data from another study, conducted by M. Woods, R. A. McDonald and S. Harris, estimates that the impacts in Great Britain may be as high as 150 million birds. In Switzerland, it is estimated that 100,000-300,000 birds are killed annually by cats. In Australia the problem is equally severe and based on the estimated 14.6 million cats (free-roaming and feral) found there, numbers are again staggering. The 2.6 million free-roaming Australian pet cats alone take an estimated 3.8 million animals with about 25 per cent of those being birds. Add the superior hunting feral cats to the mix (estimated to be 2.3-3 times as efficient as free-roaming cats) and the numbers likely approaches 41-54 million animals, including about 10-13 million birds. In 1996, C.R. Dickman presented a report to the Australian Nature Conservation and the Institute of Wildlife Research in Sydney, Australia regarding the Stephen's Island Wren. This flightless, nocturnal, wren from New Zealand, which went extinct about 1900, was never observed alive in the wild. Interestingly and sadly, most of the known museum specimens were collected by a single cat. An unscientific New Zealand study reported that an estimated 1.4 million free-roaming cats kill 19 million animals annually, including approximately 1.1 million birds.

In North America, recent studies concerning the impact of the estimated 30-80 million feral and 33.6 – 58.8 million free-roaming cats support these figures. Studies by various scientists estimate the average kill rate for each free-roaming cat to in the United States, to be between 4 and 54 birds per year, depending on location and degree

of urbanization. An article by Scott Loss, Tom Will and Peter Marra in *Nature Communications* (2013) "The Impact of free-ranging domestic cats on wildlife in the United States", created a media frenzy as hundreds of articles ensued summarizing and critiquing their data. The original article, as published, contained some incorrect estimates of the number of animals killed by free-ranging domestic cats, and was re-issued in December 2013. Scott Loss was kind enough to send me a copy of the updated article (pers. comm.) and the summary presented here reflects the revised interpretation of the data.

In their paper, the authors state in part,

We estimate that free-ranging domestic cats kill 1.3-4.0 billion birds and 6.3-22.3 billion mammals annually. Un-owned cats, as opposed to owned pets, cause the majority of this mortality. Our findings suggest that free-ranging cats cause substantially greater wildlife mortality than previously thought and are likely the single greatest source of anthropogenic mortality for US birds and mammals.

Un-owned cats are defined to include farm/barn cats, strays that are fed by humans but not granted access to habitation, cats in subsidized colonies and cats that are feral. Sixty-nine percent of the mortality is attributed to non-owned cats, showing their superior prowess and efficiency as hunters. Their study also showed that between 6.3 and 22.3 billion mammals are killed annually by cats. Free-roaming pet cats were responsible for 221 million to 1.7 billion bird deaths and 512 million to 2.8 billion mammalian deaths. They go on to conclude that between 228 to 871 million reptiles and 86 and 320 million amphibians could be killed by cats in the contiguous United States each year. Other studies support these disturbing conclusions. The authors of a Wisconsin study report that 39 million birds are killed annually in that state alone and in a Michigan study, 800 to 3100 cats killed between 16,000 and 47,000 birds during one breeding season. A Wedge-tailed Shearwater colony in Hawaii exhibited total reproductive failure and almost all the adult shearwaters at this site were apparently killed by cats.

Canadian Cat Predation Studies

In Canada, similar studies by Environment Canada conclude that cats appear to kill as many birds as all other anthropogenic (i.e. human induced) impacts combined.

Feral and pet cats are believed to kill more than 100 million birds per year in Canada, with an estimated 60% of those killed by feral cats. Collisions with electricity transmission and distribution lines have been identified as the second largest human-caused source of bird mortality in Canada, with 10-41 million birds killed annually. Collisions with buildings are responsible for the death of an estimated 16-42 million birds annually and approximately 13.8 million birds are killed in collisions with vehicles.

A study by P. Blancher (2013) entitled "Estimated number of birds killed by house cats (*Felis catus*) in Canada", published in *Avian Conservation and Ecology*, concludes that cats are estimated to kill between 105 and 348 million birds per year in Canada, with the majority likely to be killed by feral cats. This conclusion was based on an estimated 8.5 million pet cats and 1.4 to 4.2 million feral cats. These estimates suggest that between two and seven per cent of all the birds in southern Canada are killed by cats every year. They reference previous Canadian studies where Guthrie, B.B. in *Nature Spring* (2009) estimated that 165 million birds were killed annually, Dunn and Tessaglia, in the *Journal of Field Ornithology* (1994), attributed 29 per cent of bird kills to cats and the Rithet's Bog Conservation Society (2011) reported that 22 per cent of all attacks on Song Sparrows were generated by cats. Guthrie went on to analyze which species and families might be more susceptible to cat predation and concluded that insular species (i.e. both those living on islands and those living in artificially isolated and/or fragmented habitats such as those surrounded by subdivisions for example) were most prone, while interior forest species were less likely to be preyed. Free-roaming pet cats were more likely to take small songbirds at feeders, while feral cats generally took larger birds.

Twenty-three species at risk in Canada (COSEWIC 2012) are among the potentially vulnerable species identified. Among COSEWIC listed ground-nesting species, three of 11 prairie-nesting species and three of four species of grass and scrub-nesting species are at risk from cat predation.

Cats are the only predators that typically stalk adult healthy birds by choice, rather than taking fledglings and weakened birds.

Study after study reaches the same conclusion, whether it is about Gray Catbirds suffering 79 per cent mortality primarily due to cats, seabird populations being wiped out on sub-Antarctic islands, or California Quail and Thrasher extirpated in a park where cats hunted. Even more interesting is that the cats were choosing to kill birds and native mammals but avoided non-native mammals, such as rats, such that the number of rats in the cat-infested area was nine times higher than in the cat-free zone.

Other impacts

Why should we care? Well beyond the obvious impacts on wild populations of birds, mammals and herptiles, there is a secondary impact on avian and mammalian predators. If the cats kill most of the prey, what is left for the native predators? Studies in Maryland showed that the loss of native prey (i.e. chipmunks) to cats resulted in the Cooper's Hawks choosing alternate prey and subsequently having a much reduced reproductive success rate. Native predators tend to be in balance with their prey — fewer prey species lead to fewer predators. But this is not the case with cats — pets have it all — food, shelter and protection. The pressures that control natural predators do not affect them the same way and their populations burgeon unchecked. Unlike natural predators, cats typically kill prey whether they intend to eat it or not, further decimating wild prey populations. Cats tend to be active in daylight hours when birds are least suspecting, since their natural predators are mostly nocturnal. This again artificially raises the kill rate and hunting success of the cats. Finally, cats are the only predators that typically stalk adult healthy birds by choice, rather than taking fledglings and weakened birds.

There is another emerging issue of concern. Free-roaming cats, both domestic and feral, act as reservoirs and vectors for many diseases and parasites that may jeopardize wildlife, such as feline leukemia and feline

parvovirus. But most importantly, cats play an integral role in the life cycle of the protozoan parasite *Toxoplasmosis gondii*, where the cat is a definitive host. *T. gondii* has infected more than 50 bird species worldwide. The parasite is shed in the feces of infected cats and a broad range of animals (including humans) may act as intermediate hosts and may develop clinical disease as a result of this infection. Add to this that cats appear to be selectively avoiding rats as prey, should we not be more concerned about vector spread diseases as rat populations increase due to reduced predator pressure? Additionally, all dogs are vaccinated for rabies — is this true of cats? Many are but likely most, particularly feral cats, are not. Cats may therefore inadvertently become a reservoir for the rabies virus in some instances.

What can be done?

The trap-neuter-release or trap-neuter-return (TNR) movement is well-funded and entrenched as part of the solution for cat problems. It advocates opposition to the use of euthanasia to control cat populations, while promoting feeding and sterilization programs. Evidence suggests that TNR is not the solution to the problem as the sterilization efforts can never be widespread enough to offset the breeding success of non-neutered individuals. On the contrary, TNR often leads to perpetual colony maintenance, huge costs, magnified volunteer efforts and sometimes even an increase in cat populations as the cats are well-fed and protected by the cat guardians, as witnessed by one TNR program in

Hawaii which grew from about 100 to over 1000 cats. On the moral side of the question, many veterinary and animal rights and welfare professionals deem TNR to be inhumane, since it may encourage pet abandonment, as owners of unwanted pets are assured their cat will be well taken care of when released. Clearly, the rights of the wild animals are never factored in when TNR is implemented as hundreds of thousands of wild animals die when these cats persist.

Cat owners need to accept responsibility for the actions of their cats. It is not sufficient to simply say that “cats have a right to run free and if they hunt and kill, so be it — that’s what cats do.” Some municipalities such as Ajax, Burlington, Oshawa and London have bylaws prohibiting cats at large. Kingston’s bylaw prohibits urban cat owners from allowing their cats to trespass. Other municipalities clearly put the responsibility on cat owners to control the actions of their cats as they impact other residents, but most fail to address the devastating environmental impacts these cats cause. This is not an exhaustive list of what Ontario municipalities are doing about cats, but rather a sampling of their efforts. For you, the reader, please encourage your Council to enact a cats at large bylaw and ask local newspapers to continue to educate the public about the impacts of cats at large. The current research, summarized herein, shows the impacts of cats, both feral and domestic, but also provides information to help you help our wild animals. There is much still to be done to assist wildlife, but the ground swell has clearly started.

What should you do?

Each person has to weigh the facts and decide for themselves. For me, it has always been easy. I have a fourteen year old cat that has never been out of the house (except to go to the vet for her shots annually) and she is a happy, pleasant and content cat. She knows what birds are as she will look out the window at them but never attempts to catch them. The hunting instinct is there but the opportunity is not. She seems satisfied just knowing she can do it, without necessarily killing something. Cats can be leash-trained despite popular thought and if one still insists they must be allowed to be outside, an enclosure can be built for them, much as one would for a dog.

We will not solve the conflict here, but each time someone chooses Nature over his/her cat’s freedom, many wild things will survive for generations to come.



Illustration: Edward Howe Forbush (1858-1929)



Memo

To: Members of Council
From: Mayor Letham on behalf of Arena Working Group
Date: May 8th, 2018
Subject: Arena Working Group Update

Background

This memo is not a result of any previous motion. On July 11, 2017, Council opted to form a working group made up of Councillors Veale, Jilisen, Martin and Mayor Letham. They were to meet with volunteer community members from the Manvers area and put some ideas together to assist with options and proposals in regards to arena utilization (specifically the Manvers Arena to start). This memo is a good news update that the working group wanted to share with Council and the public about the progress and the initiative taken by the volunteer Manvers Arena Advisory Group.

- Initiated the creation of a non-profit corporation to act as a vehicle for grant applications and opened a bank account for fundraising activities.
- Commenced an application to Capstone Infrastructure Corporation seeking grant funds for community purposes.
- Operated the canteen at the Manvers arena with volunteer personel during the 2017, 2018 season.
- Held various fundraising events to provide initial funding and have raised over \$15,000 through different community events.
- Actively sought additional users for the ice surface and facility in Manvers and surrounding community resulting in 195 extra hours of utilization the past season.
- Working with city staff to assist in acquiring a possible elevator for future accessibility upgrades.
- Are in dussions with staff on Board Advertising and Donations processes and possibilities.

As part of the overall discussions and feedback, staff have implemented some changes to improve the booking process.

Modified telephone answering process – calls now hit multiple extensions to limit the number of unanswered calls/voicemail messages. The number of staff responding to incoming calls to the facility booking extension has increased from 1 to 3.

Redirected staff resources to provide additional support to respond to facility booking inquiries/concerns. Previously there was only one full time staff member responsible for the facility booking services, with two others providing support when necessary (vacation, busy times). As of July 2017, two full time staff members are responsible for the facility booking services (and two other staff continue to support when necessary), doubling the customer service support. It is clear that one Facility Booking Clerk is not sufficient to handle the inquiries and processes associated with facility rentals.

Promotional pieces regarding how to book ice time was developed and posted in facilities. A review of this process was shared with facility maintenance staff to ensure that customers could be served during times when the Facility Booking Office was closed (evenings/weekends).

Staff are currently preparing to launch a new recreation software that will provide a more effective and positive user experience when looking for available ice time at our facilities on-line.. The new software is set to be launched in August 2018.

I have attached charts showing booking and revenue comparisons for 2017/2018, and 2016/2017. Total hours booked at all facilities are down marginally, with increases being shown in Lindsay Pad 1, Woodville and the biggest increase in the Manvers arena.

As a result of the 15% increase to rates put in place last year, revenues are up in all facilities with the largest increase again being in the Manvers arena (due to increase in bookings). It should be noted that even with the increase in rates, Kawartha Lakes arena rates are still below the average for surrounding municipalities.

Overall revenue is up over \$ 200,000 from the previous season, and with our goal of decreasing the operating deficit for all our arena facilities, this should be considered a great start.

This working group and volunteers from the Manvers area are willing to assist any other community group looking to get more involved in their community facility.

Recommendation to Council

That the memo from Mayor Letham dated May 8, 2018 regarding, **Arena Working Group Update**, be received.

Attachment: Arena Ice Utilization Comparison

CORPORATION OF THE CITY OF KAWARTHA LAKES

Office of Mayor Letham

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CKL Ice Bookings - All Facilities

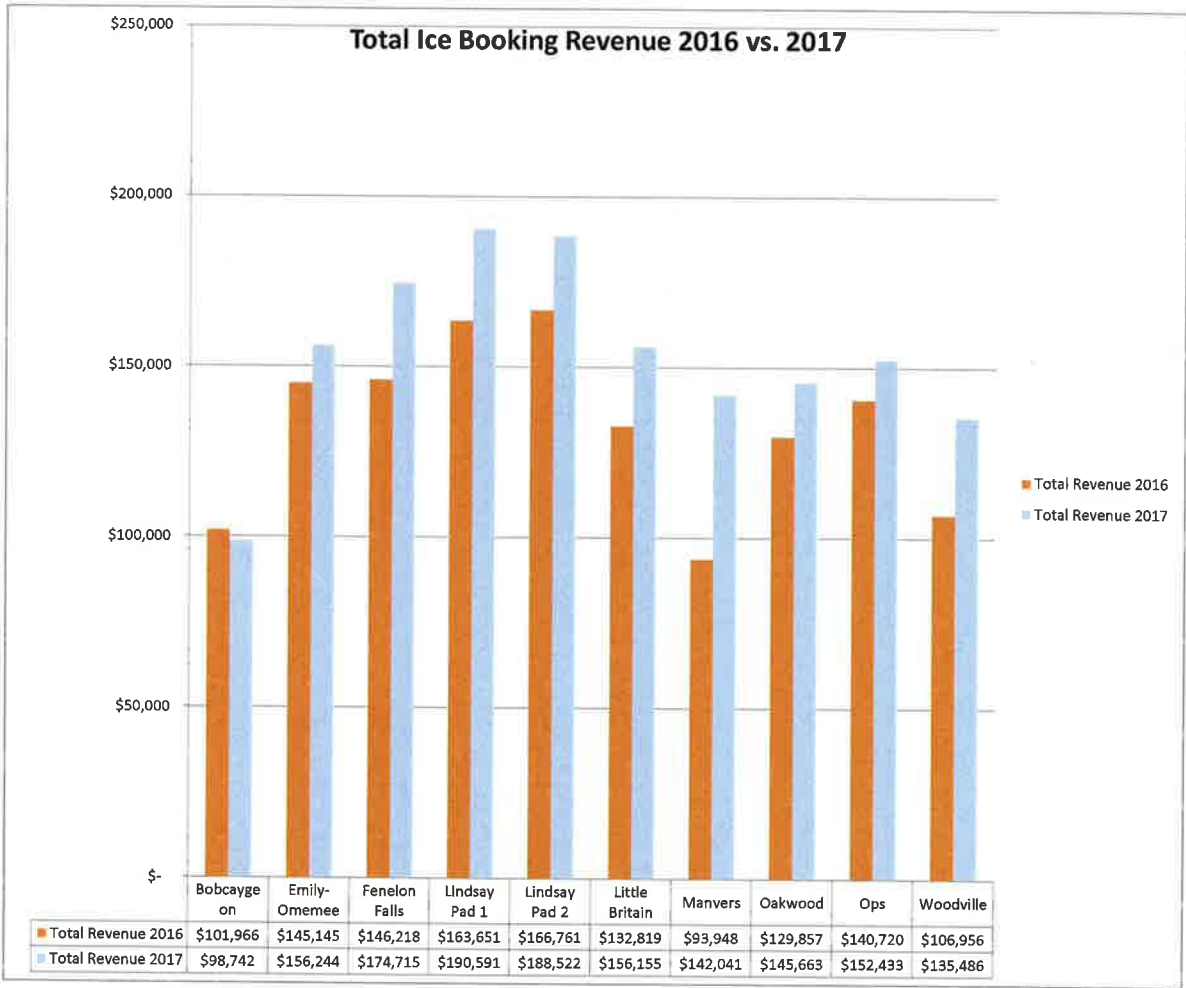
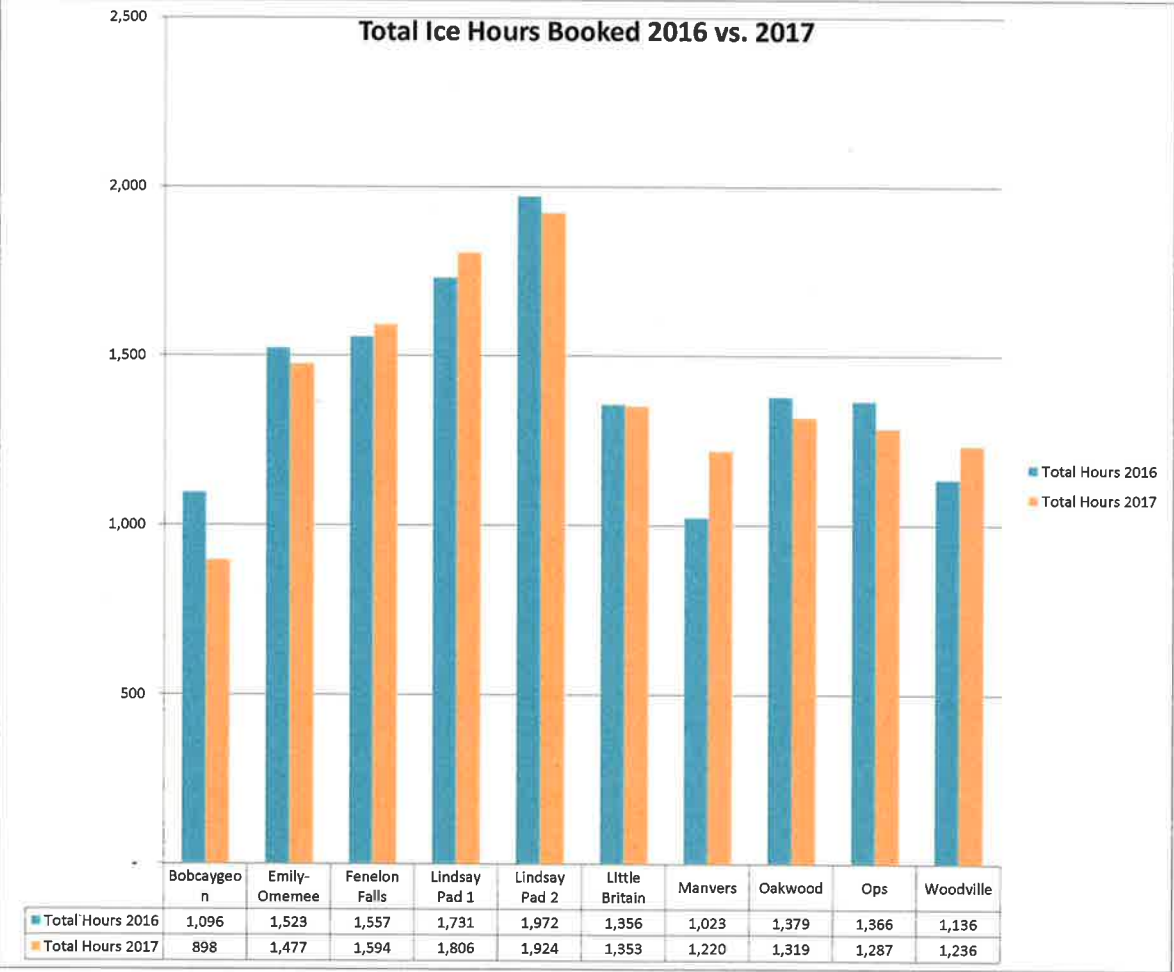
	Bobcaygeon	Emily-Omemee	Fenelon Falls	Lindsay Pad 1	Lindsay Pad 2	Little Britain	Manvers	Oakwood	Ops	Woodville	
<u>2015-2016 Season</u>											
Minor	758	557	914	1148	1049	834	826	857	738	825	
Non-Prime	379.3	9	282	211	302	101	47	21	53	253	
Standard	152.3	940	330	313	515	458	377	489	671	232	
Total Hours	1,290	1,507	1,527	1,673	1,867	1,394	1,251	1,367	1,462	1,310	14,646
<u>2016-2017 Season</u>											
Minor	713	608	1051	1100	1179	850	650	863	706	807	
Non-Prime	229	259	238	241	523	132	93	165	144	159	
Standard	154	656	268	389	270	374	281	351	516	170	
Total Hours 2016	1,096	1,523	1,557	1,731	1,972	1,356	1,023	1,379	1,366	1,136	14,140
Total Revenue 2016	\$ 101,966	\$ 145,145	\$ 146,218	\$ 163,651	\$ 166,761	\$ 132,819	\$ 93,948	\$ 129,857	\$ 140,720	\$ 106,956	\$ 1,328,041
<u>2017-2018 Season</u>											
Minor	575	619	760	1109	1076	748	640	763	675	874	
Non-Prime	198	276	563	377	558	187	170	218	136	224	
Standard	125	582	271	320	290	418	410	338	476	138	
Total Hours 2017	898	1,477	1,594	1,806	1,924	1,353	1,220	1,319	1,287	1,236	14,114
Total Revenue 2017	\$ 98,742	\$ 156,244	\$ 174,715	\$ 190,591	\$ 188,522	\$ 156,155	\$ 142,041	\$ 145,663	\$ 152,433	\$ 135,486	\$ 1,540,592

Note:

Total Hours include public skating programs that are booked at no charge.

Total Hours and Revenue include bookings from September 1 to March 31.

Ice rates increased approximately 16 percent in September 2017.





Memo

To: Mayor Letham and Members of Council

From: Councillor James

Date: May 8, 2018

Subject: Weldon Road Intersection Improvements

Background

On November 4th, 2008, a request for traffic signals at Road 36 and Weldon Road was brought before the Development and Public Works Services Committee. The following motion was passed by the committee and adapted by council.

Recommend that report PW2008-037, Installation of Traffic Signals, Road 36 and Weldon Road, Lindsay, be received;

That a school speed zone (40 km/h) be established complete with flashing signs on either side of the intersection;

That by-law 2005-328 schedule 'F' be amended to include the proposed school speed zone at Road 36 and Weldon Road;

That a letter be sent to Chief Hagarty, City of Kawartha Lakes Police Service, requesting the location be identified for monitoring to address the speeding concerns of residents in the area particularly during the implementation period; and

That the school board be provided a copy of staff report PW2008-037.

On January 26th, 2016, Report Number ENG2016-004, was brought to council for consideration. This report was a result of a 2015 Capital Budget project line for program RD1514, Traffic Improvements. The scope of the project was to study, design, and implement a solution with regards to the movement of pedestrians across the intersection of CKL 36 and Weldon Road. A follow up report was required because the preferred solution requires that council enact a By-Law to implement it. Details and the scope of the study are in the report ENG2016-004 and attached appendix A. As a result of this report, the recommended motion was moved by Councillor James and seconded by Councillor Stauble and subsequently adapted. The motion states:

Resolved That Report ENG2016-004, CKL Road 36 and Weldon Road Intersection Improvements, be received;

That the establishment of an All-Way Stop Control at the intersection of Weldon Road and CKL Road 36, be approved;

That the necessary by-law for the above recommendation be forwarded to council for approval; and

That the mayor and clerk be authorized to execute any documents and agreements required by the approval of this decision.

As this has been in place now for over a year, I feel it is prudent to do a review and further study, to make sure this motion and subsequent implementation is meeting the desired results of a safe crossing for pedestrians and efficient traffic flow.

Recommendation to Council

That Memo from Councillor James dated May 8th, 2018, Weldon Road Intersection Improvements, be received; and

That a review and study be done to verify the results of this implementation and results and recommendations be brought back to council by Q4, 2018.

CORPORATION OF THE CITY OF KAWARTHA LAKES

Office of Mayor Letham

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The Corporation of the City of Kawartha Lakes

Council Report

Report Number ENG2016-004

Date: January 26, 2016


Time: 2:00 p.m.

Place: Council Chambers

Ward Community Identifier: Ward 12

Subject: CKL 36 and Weldon Road intersection improvements

Author/Title: Michael Farquhar,
Supervisor, Technical Services

Signature: 

Recommendation(s):

RESOLVED THAT Report ENG2016-004, "**CKL Road 36 and Weldon Road Intersection Improvements**" be received;

THAT Council approves the establishment of an All-Way Stop Control at the intersection of Weldon Road and CKL Road 36;

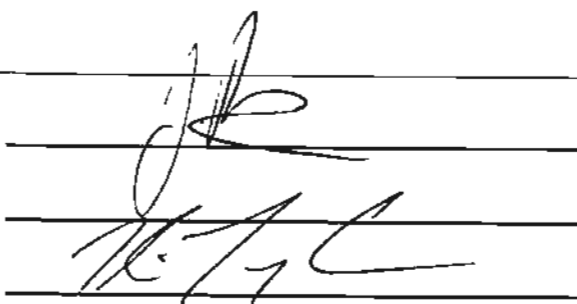
THAT a necessary By-Law for the above recommendations be forwarded to Council for the approval; and

THAT the Mayor and Clerk be authorized to execute any documents and agreements required by the approval of this decision.

Department Head:

Corporate Services Director / Other:

Chief Administrative Officer:



Background:

The intersection of Weldon Road and CKL 36 has for a long time served as an East to West crossing point for pedestrians (majority being I. E. Weldon Secondary School students). Prior to this, students utilized the route labeled “pathway” on Appendix A, as the route to the intersection of CKL 36 and Queen Street where the students used the traffic lights to cross CKL 36. However, over the years there has been a shift by pedestrians to utilize more the intersection of CKL 36 and Weldon Road when crossing CKL 36, more so now that the south east corner of the intersection has been redeveloped with a gas bar/convenience store.

Through initial public requests and concerns about the pedestrian movement at this unprotected crossing, Staff proposed in its 2015 Capital Budget under the program RD1514 Traffic Improvements, a project line for the intersection of Weldon Road and CKL 36. The scope of this project was to study, design, and implement a solution with regards to the movement of pedestrians across the intersection of CKL 36 and Weldon Road. Staff is bringing this report back to Council with a recommendation because the preferred recommendation requires that Council enact a By-Law in order to implement it.

A study was conducted over the spring and falls months of 2015 by Tranplan Consultants which is a traffic consulting firm contracted by the City. This was to examine traffic operational and safety issues at the intersection and supply recommendations for correcting those issues. The identified problems and recommendations can be viewed in Appendix A in section 3 and 5.

From the observations and site analysis done by Tranplan the following issues were identified (shown in Appendix A section 2).

2.2 Observed Traffic Flow and Operational Concerns

Based on the field observations taken during the traffic count programs and site visits the following operational issues and safety concerns were noted:

- Long vehicle queues and delay times occur on the minor stop-controlled approaches of the CKL 36 / Weldon-Riverview Road intersection. These delays occur during School PM peak hour (2:15 – 3:15 PM) when *I. E. Weldon High School* is finished for the day.
- The northbound traffic on the south approach of the study intersection is off-set to accommodate a southbound left turn lane on the north approach. Northbound left turns share a single lane with northbound “through” traffic.

- The asymmetrical north/south geometrics could create some operational difficulties during school PM peak hour periods for left turning drivers as well as for pedestrians crossing CKL 36.
- Commercial entrances and the King Street intersection are located immediately north of the Weldon-Riverview Rd intersection. With no centre two-way left turn lane (TWLTL), left turning vehicles on CKL 36 create additional delay and potential hazards to “through” traffic.
- The pedestrian crossing across CKL 36 does not appear to be particularly obvious to drivers traveling along CKL 36. Traffic turning to/from the entrance to the Gas Station/Convenience Store immediately south of the Weldon intersection can create an additional distraction. All this can be a concern for drivers traveling in the northbound direction as they transition from a rural high-speed environment to a lower speed suburban environment.
- The CKL 36 approach speeds to the study intersection do not seem to be a major issue.

The turning volumes, pedestrian traffic and limited Weldon intersection geometrics discourage higher speeds.

2.3 Pedestrian Facility and Crosswalk Concerns

Specific pedestrian safety issues observed during the field visits include:

- Missing or inadequate sidewalks on the approaches to the intersection, particularly in the east-west pedestrian travel direction across CKL 36 as well as to/from the I.E. Weldon High School.
- No provision of a pedestrian refuge area on any of the CKL 36 / Weldon-Riverview Road intersection corners. This is a particular concern during the peak pedestrian flow times when large groups of students are waiting to cross CKL 36.
- Extended pedestrian crossing distances across CKL 36 are created by the large corner radii.
- No accessibility provisions for mobility challenged pedestrians.
- Poor driver guidance to warn of/identify high pedestrian volumes that will be crossing CKL 36 during the High School peak traffic periods when vehicles and pedestrians are accessing/departing the school.
- AM peak hour vehicle travel demand along the study area roadways coincides with the school peak period.
- Lack of crosswalk signs or markings particularly on the south CKL 36 approach at the Weldon Road intersection. Advance school area signs (fluorescent yellow-green pentagon) are posted about 150m upstream of the intersection along CKL 36.
- Lack of barrier curb and gutter on the intersection corners to protect waiting pedestrians from an off-tracking or errant vehicle.

2.4 Collision Data Review

A review of the most recently recorded collision information was carried in an attempt to identify any trends or patterns relating to the most common types of collisions and/or locations. Reported collision data was provided by the City of Kawartha Lakes and spanned from September, 2008 to April, 2014. A summary of the key findings is provided in the following:

- **Frequency:** A total of 12 collisions occurred over this time period for annual average frequency of about 2 collisions per year.
- **Severity:** The majority of these collisions were Property Damage Only (PDO) (10 or 83%) and the remaining were reported as Personal Injury (PI) (2 or 17%). No Fatal collisions occurred. Although there is a small amount of data to review it appears that there is a relatively low level of collision severity and this is likely due in part to the relatively low operating speeds observed in the vicinity of the intersection.
- **Seasonal:** The seasonality of the data did not show any significant trends when we compared the winter months to spring and fall. Although not significant, there was one less collision occurring in the summer months (July and August) relative to the other seasons and this may be attributable to reduction in vehicle and pedestrian traffic associated with the High School. CKL 36 / Weldon-Riverview Intersection Page | 4
Traffic Operations Review
- **Configuration:** All of the reported collisions involved multiple vehicles. Again, the small data set made it difficult to identify patterns, but the most common configurations were rear ends (25%), turning/right angle (25%), and fail to yield (33%).
- **Pedestrian Injuries –** Key to this study is the potential for pedestrian collisions. The collision data did not include any collisions involving pedestrians. This data fact was confirmed by CKL staff.
- While there were no pedestrian collisions observed during the time included in the collision data set, it should not be concluded that the pedestrian collision risk is low.

Rationale:

Based on the above mentioned operational concerns that were observed by Tranplan, an initial list of recommendations was developed in order determine the best approach for a solution, this list can be seen below.

Table 1: List of Candidate Solutions at the CKL 36 / Weldon-Riverview Intersection

Candidate Solution	Carry Forward?	Comment
1. Do Nothing – Two-way Stop Control	NO	Concerns discussed in <i>Section 2.0</i>
2. Install Traffic Signals	NO	TAC Warrant not met / Close to other Signals
3. Install Pedestrian Half-Signal	NO	TAC Warrant not met
4. Install All-Way Stop Control	YES	Delay and Volume warrants met
5. Implement One-way flow - eastbound only to the high school, all other traffic use east access via Pidgeon Lake Road	YES	Reduces road safety risk, improves Weldon/CKL 36 operations, provides more intersection capacity
6. Install a signed/marked crosswalk across the intersection south approach	YES	Follows TAC Pedestrian Control Guide, reduces road safety risk
7. Install sidewalk connections and refuge areas at the intersection corners.	YES	Reduces pedestrian safety risk

This List was then further refined.

Using the results of the traffic operational analysis discussed in *Section 3*, a more detailed assessment of each potential candidate solution was carried out, to provide a more thorough assessment of each solution. The focus of this second assessment was to determine how appropriate/applicable the candidate solutions were and how they might be combined to the specific needs and issues of the CKL 36/ Weldon-Riverview intersection.

Based on this assessment the preferred solutions can be broken down into the follow recommendations.

Immediate Implementation:

- Install AWSC control at the Weldon/CKL 36 intersection.
- The new AWSC intersection control should be supported with an over-head red flashing beacon as well as over-sized stop signs. This will be particularly important during the early days of the installation while local drivers become accustomed to the new control.
- Install a continuous sidewalk from the High School to the southeast corner of the intersection. The sidewalk should be of sufficient width to accommodate large pedestrian groups that are characteristic of the student pedestrians.
- Install a large concrete sidewalk waiting area for pedestrians on all four corners of the intersection.
- Install concrete barrier curb and gutter on all four corner radii of the intersection and relocate the existing sidewalk on Riverview Road behind the barrier curb.

- Install painted pedestrian crosswalks across all four approaches to the intersection using an enhanced marking technique (i.e. zebra markings). The pavement markings and signs should follow TAC guidelines.
- Replace existing yellow hatching on CKL 36 with a painted northbound left turn lane to eliminate the off-set left.

Plan for Intermediate Term Improvements:

The second stage for improving the CKL 36 corridor between Queen Street and Weldon Road will focus on geometric improvements to CKL 36. A portion of CKL 36 between Queen Street and Weldon Road has already been constructed with a centre left turn lane. This includes much of the section between King Street north to Queen Street. South from King Street to the left turn bay at Weldon Road will require additional pavement to complete the left turn lane from King Street South. Between Queen Street and Weldon Road CKL 36 has an open ditch rural cross-section. The existing road platform includes wide gravel shoulders. It appears that space is available to provide a continuous left turn lane with a minimum of impact in the CKL 36 road corridor itself. The completion of the centre left turn lane between Weldon and Queen will provide a left turn lane for the King Street intersection. Beyond the immediate areas of the intersections themselves, the left turn lane can function as a two-way-left turn lane (TWLTL). This TWLTL will serve existing and future entrances along this section of CKL 36. In terms of traffic operations it will provide a continuous straight alignment for the "through" northbound and southbound lanes on CKL 36. It will improve the southbound left turn lane at Weldon with better approach geometrics and additional left turn capacity. It is assumed that the following recommendations have been implemented in *the Immediate*.

Action Plan. If any of the following recommendations are incomplete, they should be completed at this time. These could include:

- Install concrete barrier curb and gutter on all four corner radii of the intersection and relocate the existing sidewalk on Riverview Road behind the barrier curb.
- Further improve the sidewalk waiting area for pedestrians on all four corners of the intersection.

Longer Term Improvements – One-way Traffic Flow on Weldon Road

As background traffic volumes grow over time, particularly in the CKL 36 corridor, the third stage of the improvement program is recommended to deal with these growing volumes.

- The principal strategy is to convert Weldon to One-way travel (eastbound only) from CKL 36 to the High School west entrance. This would eliminate the westbound traffic movements at the Weldon/CKL 36 intersection.

- Traffic exiting the High School would travel east to CKL 17 (*Pigeon Lake Rd*), and return to the CKL 36 corridor via the traffic signal at Queen Street. Since much of the westbound high school traffic now turns right at the Weldon intersection, the additional travel via the CKL 17 intersection to reach CKL 36 would not be significant.
- Further improvements could be made to the sidewalk from the High School to the southeast corner of the intersection now that additional right-of-way space would be available with the conversion to a one-way street. These improvements could not only include additional width to accommodate larger pedestrian groups but also accommodate a potential bicycle lane.

In the longer term, traffic volumes and new development will occur in the CKL 36 corridor. The implementation of the eastbound one-way strategy for Weldon combined with the implementation of AWSC will provide additional capacity at this intersection. This additional capacity should delay, or possibly negate the need for signals at this intersection. This will also have the benefit of eliminating the immediate need of having to operate/co-ordinate the existing signal at Queen Street. It would also eliminate potential operational issues with the King Street intersection that might be created by a future signal at Weldon Road.

It is Staff's recommendation that the option of installing an All Way Stop at the Weldon Road / CKL 36 and Riverview road be selected and implemented through the existing capital budget of RD1514.

Other Alternatives Considered:

Refer to section 5 of Appendix A.

Financial Considerations:

To review if future recommendations in Appendix A are DC eligible.

Relationship of Recommendation(s) To Strategy Map:

The City's Strategy Map outlines Council's Vision of a Community Pursuing Prosperity, Quality of Life and a Healthy Environment.

This report relates to the strategy map as it pertains to infrastructure expansion and maintenance under Prosperity and Quality of Life.

Review of Accessibility Implications of Any Development or Policy:

There are no Accessibility implications with this report.

Servicing Comments:

N/A

Consultations:

Attachments:

Appendix A- Traffic Operations Review



CKL 33 & Weldon
Road Intersection Tra

Appendix B- Intersection map



Weldon_Verulam_Ke
y_Map.pdf

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CKL 36 / Weldon Intersection

City of Kawartha Lakes

Traffic Operations Review

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City of Kawartha Lakes

December 2015

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1. INTRODUCTION

1.1 Project Overview

At the request of the City of Kawartha Lakes (CKL), Tranplan Associates was engaged to carry out a traffic operational review of the CKL 36 / Weldon-Riverview intersection. This review was to identify any intersection operational and safety performance issues and prepare a set of recommendations to address/mitigate such issues.

1.2 Study Context

This study was carried out to examine traffic operational and safety issues that may be contributing to areas of increased risk for both drivers and pedestrians. This review was not intended to be a detailed standards or geometric design compliance check. These operational reviews do not attempt to question past geometric design decisions, the cost-effectiveness of these decisions, nor the design standards the road agency currently applies. Although traffic operations and safety are important factor in the design process, they are not the only factor that should influence these decisions.

The outcomes of this study focus on providing CKL with a set of suggested improvements for consideration and possible implementation. Information provided by this study will assist CKL staff in rationalizing any decisions to implement the set of recommended improvements given their cost-effectiveness in the context of current policy, standards, best practice and capital budget opportunities.

2. TRAFFIC DATA AND FIELD OBSERVATIONS

2.1 Overview

A series of site visits were carried out to observe the existing traffic operations at the CKL 36/Weldon/Riverview intersection during representative week day periods. Initial observations were taken in November, 2014. Full traffic count programs were carried out on May 27, 2015. The field observations included the signalized Queen/CKL 36 intersection immediately north of the study intersection and the Gas Station/C-Store/Subway Restaurant located in the southeast quadrant of the Weldon study intersection. Data assembled included a full day of turning movement volumes at the Weldon intersection as well as AM and PM peak period traffic counts at the Queen intersection and the Gas Station entrances. An additional PM “short count” was taken on June 17, 2015 during the School PM peak hour with a focus on the pedestrian volumes and flows. Additional video and photo data were collected to provide a visual record of the intersection operations. This data was further supplemented with Weldon intersection turning volumes collected by CKL staff on September 4, 2014. The exhibit following the report text illustrates the peak hour volumes used in the intersection capacity analyses. More detailed traffic volume data used in the warrant analyses are included in the *Technical Appendix – Traffic Data*.

2.2 Observed Traffic Flow and Operational Concerns

Based on the field observations taken during the traffic count programs and site visits the following operational issues and safety concerns were noted:

- Long vehicle queues and delay times occur on the minor stop-controlled approaches of the CKL 36 / Weldon-Riverview Road intersection. These delays occur during School PM peak hour (2:15 – 3:15 PM) when *I. E. Weldon High School* is finished for the day.
- The northbound traffic on the south approach of the study intersection is off-set to accommodate a southbound left turn lane on the north approach. Northbound left turns share a single lane with northbound “through” traffic. The asymmetrical north/south geometrics could create some operational difficulties during school PM peak hour periods for left turning drivers as well as for pedestrians crossing CKL 36.
- Commercial entrances and the King Street intersection are located immediately north of the Weldon-Riverview Rd intersection. With no centre two-way left turn lane (TWLTL), left turning vehicles on CKL 36 create additional delay and potential hazards to “through” traffic.
- The pedestrian crossing across CKL 36 does not appear to be particularly obvious to drivers traveling along CKL 36. Traffic turning to/from the entrance to the Gas Station/C-Store immediately south of the Weldon intersection can create an additional distraction. All this can be a concern for drivers traveling in the northbound direction as they transition from a rural high-speed environment to a lower speed suburban environment.
- The CKL 36 approach speeds to the study intersection do not seem to be a major issue. The turning volumes, pedestrian traffic and limited Weldon intersection geometrics discourage higher speeds.

2.3 Pedestrian Facility and Crosswalk Concerns

Specific pedestrian safety issues observed during the field visits include:

- Missing or inadequate sidewalks on the approaches to the intersection, particularly in the east-west pedestrian travel direction across CKL 36 as well as to/from the I.E. Weldon High School.
- No provision of a pedestrian refuge area on any of the CKL 36 / Weldon-Riverview Rd intersection corners. This is a particular concern during the peak pedestrian flow times when large groups of students are waiting to cross CKL 36.
- Extended pedestrian crossing distances across CKL 36 are created by the large corner radii.
- No accessibility provisions for mobility challenged pedestrians.
- Poor driver guidance to warn of/identify high pedestrian volumes that will be crossing CKL 36 during the High School peak traffic periods when vehicles and pedestrians are accessing/departing the school.
- AM peak hour vehicle travel demand along the study area roadways coincides with the school peak period.
- Lack of crosswalk signs or markings particularly on the south CKL 36 approach at the Weldon intersection. Advance school area signs (fluorescent yellow-green pentagon) are posted about 150m upstream of the intersection along CKL 36.
- Lack of barrier curb and gutter on the intersection corners to protect waiting pedestrians from an off-tracking or errant vehicle.

2.4 Collision Data Review

A review of the most recently recorded collision information was carried in an attempt to identify any trends or patterns relating to the most common types of collisions and/or locations. Reported collision data was provided by the City of Kawartha Lakes and spanned from September, 2008 to April, 2014. A summary of the key findings is provided in the following:

- *Frequency:* A total of 12 collisions occurred over this time period for annual average frequency of about 2 collisions/year.
- *Severity:* The majority of these collisions were Property Damage Only (PDO) (10 or 83%) and the remaining were reported as Personal Injury (PI) (2 or 17%). No Fatal collisions occurred. Although there is a small amount of data to review it appears that there is a relatively low level of collision severity and this is likely due in part to the relatively low operating speeds observed in the vicinity of the intersection.
- *Seasonal:* The seasonality of the data did not show any significant trends when we compared the winter months to spring and fall. Although not significant, there was one less collision occurring in the summer months (July and August) relative to the other seasons and this may be attributable to reduction in vehicle and pedestrian traffic associated with the High School.

- *Configuration:* All of the reported collisions involved multiple vehicles. Again, the small data set made it difficult to identify patterns, but the most common configurations were rear ends (25%), turning/right angle (25%), and fail to yield (33%).
- *Pedestrian Injuries* – Key to this study is the potential for pedestrian collisions. The collision data did not include any collisions involving pedestrians. This data fact was confirmed by CKL staff.
- While there were no pedestrian collisions observed during the time included in the collision data set, it should not be concluded that the pedestrian collision risk is low.

3. THE TRAFFIC ANALYSIS PROCESS

3.1 Overview of the Process

The first step in the study analyses of the Weldon intersection was to assess intersection capacity during peak hour periods. The analyses identified the current Levels of Service¹ (LoS) based on existing geometrics and intersection control. The peak hour LoS were computed based on the current 2010 Highway Capacity Manual (HCM) criteria and standards. The analyses were done using *Trafficware's Synchro 8* intersection capacity analyses software and traffic simulation options. Copies of the Synchro printouts summarizing the capacity analysis for each scenario are included in the *Technical Appendix – Intersection Capacity Analyses*.

The study analyses included a signal warrant analysis to identify the need for signalization of the Weldon intersection. This warrant analysis applied the current Transportation Association of Canada (TAC) signal warrant procedures. A pedestrian crossing warrant analysis was also carried out to identify the need for specific pedestrian crossing facilities on the south CKL 36 approach to the Weldon intersection. The pedestrian crossing analysis applied the current TAC pedestrian warrant procedures. Summary copies of the warrant analyses are contained in the *Technical Appendix – Warrant Analyses*.

Summaries of the analyses and their findings are described in these sections following.

3.2 Existing Intersection Capacity Analyses: Two way Stop-Control (TWSC)

- 2015 AM and PM (school peak hour) volumes were established using the intersection traffic data collected during the May-June, 2015 traffic count/data collection program when the high school was open.
- The *Synchro* software was used to evaluate the current peak hour operations of the unsignalized CKL 36 / Weldon-Riverview and signalized CKL 36 / Queen St intersections based on the existing two-way stop control (TWSC) and current Weldon intersection and Queen Street geometrics.
- The peak hour capacity analysis results were found to be representative of observed field conditions at the two intersections. The critical AM peak hour movement at the Weldon intersection is operating at LoS "C" with an average delay of about 22 – 23 seconds.
- The School AM peak hour coincided with the background AM peak hour in the CKL 36 corridor. School traffic was observed to arrive during the 45 minutes or so before classes started at 8 AM. Pedestrian traffic crossing CKL 36 was more focussed in the 20 minutes preceding the school start time.
- The School PM peak hour did not coincide with the normal background PM peak hour. It occurred from about 2:15 to 3:15 PM. The traffic was particularly focussed for a 20 minute period from 2:30 to 2:50 PM. This was evidenced by an observed intersection

¹ See the *Technical Appendix-Intersection Capacity Analyses* for definitions of Levels of Service.

peak hour factor (phf) of 0.70 observed during the school PM peak hour. The critical movement during the school PM peak hour was at the CKL 36 / Weldon-Riverview intersection. The westbound single lane approach experienced long delays (LOS F), near capacity conditions and long queues. The majority of westbound vehicles were observed turning right to the north along CKL 36. However, these right-turning vehicles were delayed by the left turning vehicles (to go south on CKL 36) which have to wait for a gap in the CKL 36 traffic stream as well as a gap in crossing pedestrians.

3.3 Traffic Signals – Warrant Analysis

Given the poor operating conditions for traffic on the minor Weldon intersection approaches, a traffic signal warrant analyses was the next step in the study process.

- A TAC traffic signal warrant analysis procedure was then carried out to assess the need for signals at the Weldon intersection. The TAC warrant procedure uses traffic and pedestrian volumes from the six highest hours of a typical weekday as observed during the 2015 traffic count program.
- The number of calculated priority points in the TAC signal warrant analyses at the CKL 36 / Weldon-Riverview intersection for current 2015 conditions was found to be 82 (33 vehicles, 49 pedestrians). The minimum number of points to meet the TAC signal warrant is 100 points. Based on the observed volumes at the Weldon intersection there is no warrant for a traffic signal. This finding was consistent with the initial evaluation carried out by CKL staff in the Fall of 2014. A summary of this warrant analysis is contained in the *Technical Appendix – Warrant Analyses*
- The 6-hour average pedestrian volume crossing CKL 36, along the south side of the intersection was found to be 71 pedestrians.
- CKL staff also carried out a signal warrant analysis based on Ontario Traffic Manual (OTM) procedures. Based on this analysis there is a potential signal warrant based only on pedestrian demand. However, there could be issues with signalizing the intersection that are not considered in applying only the pedestrian criteria. There is just under 200 m of separation along CKL 36 between Queen Street and Weldon intersection. TAC guidelines for signalized intersection spacing depends on posted speeds and signal cycle lengths. However, the minimum preferred spacing is usually at least 400 m or more. In addition, the STOP-controlled King Street intersection is located between Queen Street and Weldon Road.

3.4 All-Way Stop Control Assessment

Based on TAC criteria there is currently no warrant for a traffic signal at the Weldon intersection. Given the poor peak hour performance of the intersection with TWSC, the next step was to assess the need for the installation of All-Way Stop Control (AWSC).

- The current (January, 2014) TAC Manual of Uniform Traffic Control Devices (MUTCD) contains a warrant procedure for assessing the need for AWSC at an intersection. A copy of the warrants is included in the *Technical Appendix*.

- The peak hour volume data assembled for the traffic signal warrant analyses were applied to the AWSC assessment.
- Two of the TAC warrants for AWSC are met at this intersection. The first is the volume warrant. The minor street vehicle volumes plus pedestrian volumes average more than 200 combined units per hour over an 8 hour period. The delay warrant is also met. Minor street traffic delay exceeds 30 seconds during the peak hour.
- It is noted that based on OTM warrants the directional split on the approach volumes is not met. However, considering the relatively weak case for signals and the poor observed performance of TWSC at the study intersection, the installation of AWSC at the Weldon intersection should be considered for application to the study intersection.

3.5 Pedestrian Crossing Control Assessment

- The current TAC pedestrian crossing control guide methodology² was applied to the CKL 36 / Weldon-Riverview intersection to determine if current conditions require additional pedestrian crossing signs, markings, etc.
- The data inputs were assembled. They included an average daily traffic volume (ADT) of 7,000-9,000 vehicles per day (vpd) in the vicinity of the study intersection, a speed limit of 50 km/h, and an average hourly pedestrian crossing volume greater than 15 pedestrians (during typical school operations).

Using these data, the TAC guidelines suggest that a crosswalk with side-mounted signs and pavement markings are required for a crosswalk on the south approach on CKL 36 at the Weldon intersection. The pedestrian crossing signs (both in advance and at the crossing) should be specific to a school zone. The Municipality will need to select for installation from either the OTM (provincial) or TAC (national) school crosswalk signs.

² Pedestrian Crossing Control Guide – Transportation Association of Canada (TAC) pub.

4. DEVELOPING CANDIDATE SOLUTIONS

4.1 Overview

The consultant team reviewed the collective set of results derived from the field observations, the collision data, and the traffic/pedestrian analyses. This review determined the contributing factors to the operational issues that presently exist at the CKL 36/Weldon-Riverview intersection. Once this diagnostic step was complete a comprehensive list of potential candidate solutions were developed using experience gained from past studies as well as the road safety research literature. These potential candidate solutions have been identified as having some merit in improving the operations conditions at the subject intersection and are summarized in *Table 1*.

Table 1: List of Candidate Solutions at the CKL 36 / Weldon-Riverview Intersection

Candidate Solution	Carry Forward?	Comment
1. Do Nothing – Two-way Stop Control	NO	Concerns discussed in <i>Section 2.0</i>
2. Install Traffic Signals	NO	TAC Warrant not met / Close to other Signals
3. Install Pedestrian Half-Signal	NO	TAC Warrant not met
4. Install All-Way Stop Control	YES	Delay and Volume warrants met
5. Implement One-way flow - eastbound only to the high school, all other traffic use east access via Pidgeon Lake Road	YES	Reduces road safety risk, improves Weldon/CKL 36 operations, provides more intersection capacity
6. Install a signed/marked crosswalk across the intersection south approach	YES	Follows TAC Pedestrian Control Guide, reduces road safety risk
7. Install sidewalk connections and refuge areas at the intersection corners.	YES	Reduces pedestrian safety risk

Using the results of the traffic operational analysis discussed in *Section 3*, a more detailed assessment of each potential candidate solution was carried out, to provide a more thorough assessment of each solution. The focus of this second assessment was to determine how appropriate/applicable the candidate solutions were and how they might be combined to the specific needs and issues of the CKL 36/ Weldon-Riverview intersection. Additional analyses in support of this process included running Synchro simulations for the AM and PM peak hour periods to assess queue extensions during these high demand periods. This was particularly important in assessing the CKL 36 southbound queues created by the new AWSC at the Weldon intersection. During the simulations no significant spillback towards Queen Street were observed on the north approach to the Weldon intersection.

Based on these assessments and the summaries presented in *Table 1*, candidate solution numbers 4, 5, 6 and 7 were deemed appropriate and applicable to the site. Implementation of these solutions are forecast to improve operations and reduce road safety risks for both drivers and pedestrians.

5. THE INTERSECTION IMPROVEMENT PROGRAM

A three stage improvement program is recommended for the Weldon intersection. The first stage is presented as an *Immediate Action Plan* that will deal directly with traffic operational and pedestrian safety concerns. The second stage would be an *Intermediate Improvement Program* that could be implemented in the next 3 to 5 years as monies for capital improvements become available. The *Third Stage Improvement Program* is seen as a set of longer term solutions that could be implemented at some point in the future as traffic demands grow and more capital funding becomes available. This three stage program is described in detail following:

5.1 Plan for Immediate Implementation - Convert the Weldon Intersection to AWSC

- Install AWSC control at the Weldon/CKL 36 intersection.
- The new AWSC intersection control should be supported with an over-head red flashing beacon as well as over-sized stop signs. This will be particularly important during the early days of the installation while local drivers become accustomed to the new control.
- Install a continuous sidewalk from the High School to the southeast corner of the intersection. The sidewalk should be of sufficient width to accommodate large pedestrian groups that are characteristic of the student pedestrians.
- Install a large concrete sidewalk waiting area for pedestrians on all four corners of the intersection.
- Install concrete barrier curb and gutter on all four corner radii of the intersection and relocate the existing sidewalk on Riverview Road behind the barrier curb.
- Install painted pedestrian crosswalks across all four approaches to the intersection using an enhanced marking technique (i.e. zebra markings). The pavement markings and signs should follow TAC guidelines.
- Replace existing yellow hatching on CKL 36 with a painted northbound left turn lane to eliminate the off-set left.

5.2 Plan for Intermediate Term Improvements

The second stage for improving the CKL 36 corridor between Queen Street and Weldon Road will focus on geometric improvements to CKL 36. A portion of CKL 36 between Queen Street and Weldon Road has already been constructed with a centre left turn lane. This includes much of the section between King Street north to Queen Street. South from King Street to the left turn bay at Weldon Road will require additional pavement to complete the left turn lane from King Street south.

Between Queen Street and Weldon Road CKL 36 has an open ditch rural cross-section. The existing road platform includes wide gravel shoulders. It appears that space is available to provide a continuous left turn lane with a minimum of impact in the CKL 36 road corridor itself.

The completion of the centre left turn lane between Weldon and Queen will provide a left turn lane for the King Street intersection. Beyond the immediate areas of the intersections themselves, the left turn lane can function as a two-way-left turn lane (TWLTL). This TWLTL will serve existing

and future entrances along this section of CKL 36. In terms of traffic operations it will provide a continuous straight alignment for the “through” northbound and southbound lanes on CKL 36. It will improve the southbound left turn lane at Weldon with better approach geometrics and additional left turn capacity.

It is assumed that the following recommendations have been implemented in the *Immediate Action Plan*. If any of the following recommendations are incomplete, they should be completed at this time. These could include:

- Install concrete barrier curb and gutter on all four corner radii of the intersection and relocate the existing sidewalk on Riverview Road behind the barrier curb.
- Further improve the sidewalk waiting area for pedestrians on all four corners of the intersection.

5.3 Longer Term Improvements – One-way Traffic Flow on Weldon Road

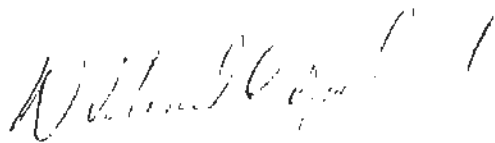
As background traffic volumes grow over time, particularly in the CKL 36 corridor, the third stage of the improvement program is recommended to deal with these growing volumes.

- The principal strategy is to convert Weldon to One-way travel (eastbound only) from CKL 36 to the High School west entrance. This would eliminate the westbound traffic movements at the Weldon/CKL 36 intersection.
- Traffic exiting the High School would travel east to CKL 17 (*Pigeon Lake Rd*), and return to the CKL 36 corridor via the traffic signal at Queen Street. Since much of the westbound high school traffic now turns right at the Weldon intersection, the additional travel via the CKL 17 intersection to reach CKL 36 would not be significant.
- Further improvements could be made to the sidewalk from the High School to the southeast corner of the intersection now that additional right-of-way space would be available with the conversion to a one-way street. These improvements could not only include additional width to accommodate larger pedestrian groups but also accommodate a potential bicycle lane.

In the longer term, traffic volumes and new development will occur in the CKL 36 corridor. The implementation of the eastbound one-way strategy for Weldon combined with the implementation of AWSC will provide additional capacity at this intersection. This additional capacity should delay, or possibly negate the need for signals at this intersection. This will also have the benefit of eliminating the immediate need of having to operate/co-ordinate the existing signal at Queen Street. It would also eliminate potential operational issues with the King Street intersection that might be created by a future signal at Weldon Road.

Additional background information on the traffic data, field observations and analyses are available in the study working papers. If any such additional information is required, please contact our office at your convenience. Tranplan Associates would like to extend their appreciation to City staff for their support in completing this operational review.

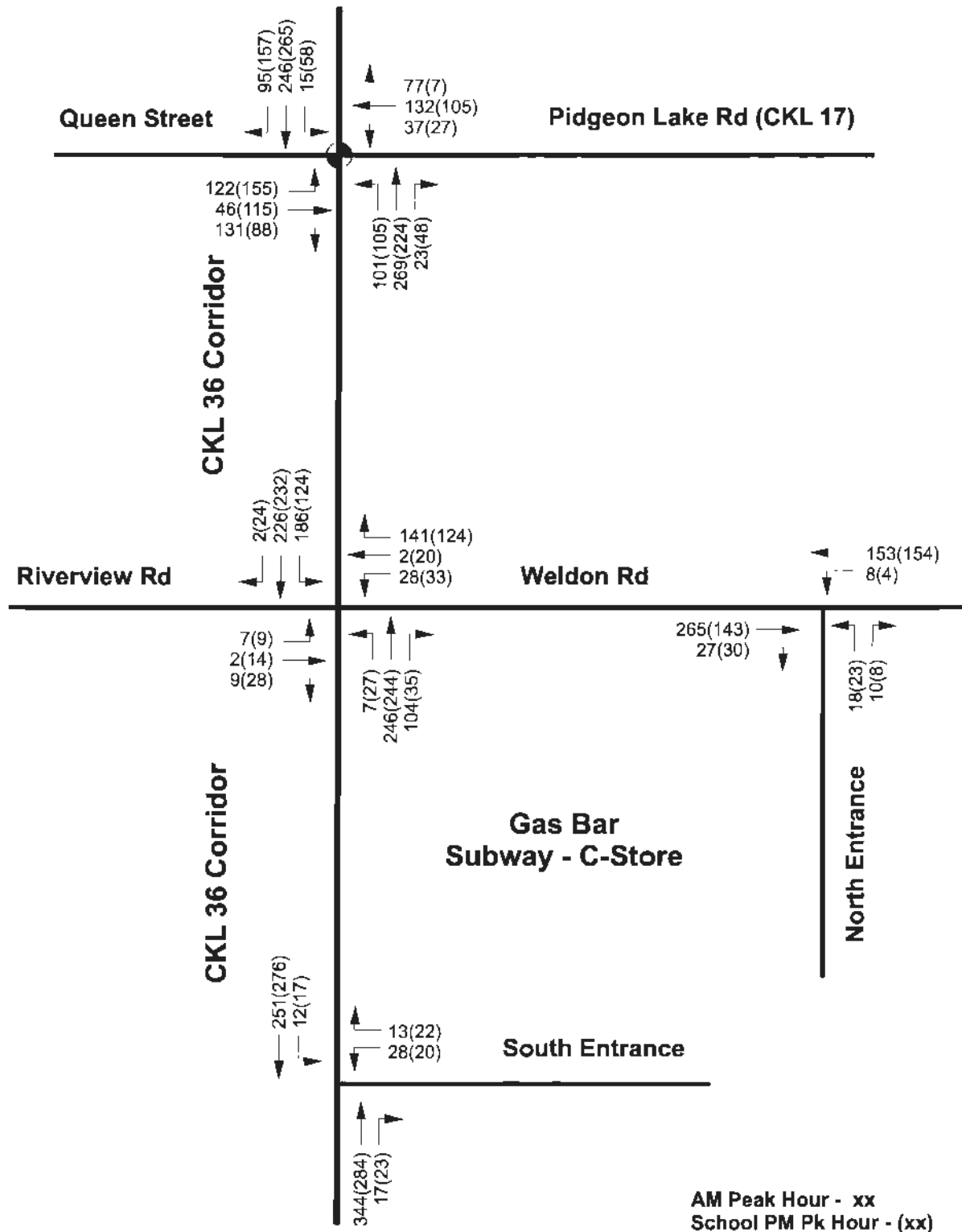
Yours truly,



William Copeland, P.Eng.

EXHIBIT

Exhibit 2015 Peak Hour Volumes



TECHNICAL APPENDIX

Traffic Data

CKL 36/Weldon-River Road Intersection
Observed Counts - May 27, 2015

Selected Highest Hours

Hour Ending	Main Northbound Approach			Minor Eastbound Approach			Main Southbound Approach			Minor Westbound Approach			Peds Crossing Main Road	Total
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
8:00 AM	6	213	66	8	3	8	135	198	2	15	1	73	27	728
9:00 AM	6	213	60	1	2	8	127	227	4	28	4	113	29	793
10:00 AM	11	176	20	4	6	5	69	165	8	17	3	64	10	548
11:00 AM	8	172	12	9	2	10	54	166	8	10	2	42	28	495
12:00 PM	12	138	18	11	10	10	92	151	14	27	19	86	213	588
1:00 PM	18	175	10	10	9	18	62	195	9	13	5	53	19	577
2:00 PM	10	192	11	11	10	15	59	180	10	16	6	62	46	582
3:00 PM	21	196	44	7	4	14	113	212	10	41	13	131	115	806
4:00 PM	15	218	12	9	5	20	56	243	18	10	8	75	21	689
5:00 PM	15	254	12	14	13	18	69	252	10	18	10	67	18	752
6:00 PM	21	216	24	11	13	11	68	206	13	32	7	67	8	689

Highest 8 hours In order of time

Hour Ending	Main Northbound Approach			Minor Eastbound Approach			Main Southbound Approach			Minor Westbound Approach			Peds Crossing Main Road	AWSC Warrant Vols	
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		Total	Tot Minor
8:00 AM	6	213	66	8	3	8	135	198	2	15	1	73	27	728	135
9:00 AM	6	213	60	1	2	8	127	227	4	28	4	113	29	793	185
12:00 PM	12	138	18	11	10	10	92	151	14	27	19	86	213	588	376
2:00 PM	10	192	11	11	10	15	59	180	10	16	6	62	46	582	166
3:00 PM	21	196	44	7	4	14	113	212	10	41	13	131	115	806	325
4:00 PM	15	218	12	9	5	20	56	243	18	10	8	75	21	689	148
5:00 PM	15	254	12	14	13	18	69	252	10	18	10	67	18	752	158
6:00 PM	21	216	24	11	13	11	68	206	13	32	7	67	8	689	149
Aug 8 hrs														205.25	

Intersection Capacity Analyses

DEFINITION OF LEVELS OF SERVICE

Automobile Mode

SIGNALIZED INTERSECTIONS

Analysis of the Level of Service for signalized intersections is based on the **Highway Capacity Manual (HCM 2010)** procedures using current software for signalized intersections. The Level of Service for intersections is based on *Control Delay* and *Volume to Capacity Ratio (v/c)*. At signalized intersections, *Control Delay* is the total delay attributed to traffic signal operation at a signalized intersection. *Control Delay* includes initial deceleration delay, queue move-up time, stopped delay and final acceleration delay. The analysis of individual movements at signalized intersections also includes the ratio of volume or demand to available capacity for the movements. This is commonly known as the (v/c) ratio. The v/c ratio provides some indication of how well these individual intersection movements will function during peak hour periods.

Level of Service definitions for signalized intersections as defined by the **Highway Capacity Manual** are summarized in the table below.

Definition of Level of Service for Signalized Intersections

Level of Service	Average Delay (seconds)	Volume/Capacity Ratio > 1.0*
A	Less than 10	F
B	>10 - 20	F
C	>20 - 35	F
D	>35 - 55	F
E	>55 - 80	F
F	More than 80	F

* Note: For approach-based and intersectionwide assessments, LoS is determined solely by Control Delay HCM 2010 Manual, Exhibit 18-4.

Level of Service (LoS) for a signalized intersection is determined by the computed or measured *Control Delay* and is defined for each lane/movement at the intersection. LoS is also defined for the intersection as a whole. LoS "F" is considered to be undesirable for design or planning purposes with LoS "E" the upper limit of acceptable service. However, many individual turning movements at signalized intersections along urban arterial corridors in larger urban areas operate at LoS "E" and "F" during peak hour periods.

DEFINITION OF LEVELS OF SERVICE Automobile Mode

UNSIGNALIZED INTERSECTIONS

Analysis of the Level of Service for unsignalized intersections is based on the **Highway Capacity Manual (HCM 2010)** procedures using current software for unsignalized intersections. The Level of Service for intersections is based on *Control Delay*. At two way stop controlled intersections (TWSC), *Control Delay* is the total elapsed time from a vehicle joining the queue until its departure from the stopped position at the head of the queue. The *Control Delay* also includes the time required to decelerate from a stop and to accelerate to the free-flow speed.

The analysis of individual movements at TWSC intersections can also include the estimate of the ratio of volume or demand to available capacity for the movements. This is commonly known as the (v/c) ratio. The v/c ratio provides some indication of how well these individual intersection movements will function during peak hour periods.

Level of Service definitions for unsignalized intersections as defined by the **Highway Capacity Manual** are summarized in the table below.

Definition of Level of Service for Unsignalized Intersections
(see Exhibit 19-1, *Highway Capacity Manual 2010*)

Level of Service	Average Delay (seconds)
A	0 - 10
B	>10-15
C	>15-25
D	>25-35
E	>35-50
F	More than 50s and/or v/c > 1

Level of Service (LoS) for a TWSC intersection is determined by the computed or measured *Control Delay* and is defined for each minor movement at the intersection. LoS is not defined for the major street approaches or the intersection as a whole. LoS "F" is considered to be undesirable for design or planning purposes. However, many individual turning movements at TWSC intersections and commercial entrances along urban arterial corridors operate at LoS "F" during peak hour periods.

DEFINITION OF LEVELS OF SERVICE Automobile Mode

UNSIGNALIZED INTERSECTIONS (All-Way Stop Control)

Analysis of the Level of Service for unsignalized intersections is based on the **Highway Capacity Manual (HCM 2010)** procedures using current software for unsignalized intersections. The Level of Service for intersections is based on *Control Delay*. At an All-Way Stop Controlled intersections (AWSC), *Control Delay* is the total elapsed time from a vehicle joining the queue until its departure from the stopped position at the head of the queue. The *Control Delay* also includes the time required to decelerate from a stop and to accelerate to the free-flow speed.

The analysis of individual movements at AWSC intersections can also include the estimate of the ratio of volume or demand to available capacity for the movements. This is commonly known as the (v/c) ratio. The v/c ratio provides some indication of how well these individual intersection movements will function during peak hour periods.

Level of Service definitions for unsignalized intersections as defined by the **Highway Capacity Manual** are summarized in the table below.

Definition of Level of Service for Unsignalized Intersections (see Exhibit 20-2, Highway Capacity Manual 2010)

Level of Service	Average Delay (seconds)
A	0 - 10
B	>10-15
C	>15-25
D	>25-35
E	>35-50
F	More than 50s and/or v/c > 1

Level of Service (LoS) for a AWSC intersection is determined by the computed or measured *Control Delay* and is defined for each minor movement at the intersection. LoS "F" is considered to be undesirable for design or planning purposes. However, many individual turning movements at AWSC intersections and commercial entrances along urban arterial corridors operate at LoS "F" during peak hour periods.

Intersection												
Int Delay, s/veh	6.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	7	2	9	28	2	141	7	246	104	186	226	2
Conflicting Peds, #/hr	5	0	48	48	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	400	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	80	80	80	80	80	80
Heavy Vehicles, %	5	5	5	15	5	15	5	15	15	15	15	5
Mvmt Flow	9	3	12	37	3	188	9	308	130	232	282	2
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1330	1300	337	1242	1236	426	333	0	0	486	0	0
Stage 1	797	797	-	438	438	-	-	-	-	-	-	-
Stage 2	533	503	-	804	798	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.25	6.55	6.35	4.15	-	-	4.25	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.25	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.25	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.635	4.045	3.435	2.245	-	-	2.335	-	-
Pot Cap-1 Maneuver	130	159	698	142	174	602	1210	-	-	1013	-	-
Stage 1	376	394	-	573	574	-	-	-	-	-	-	-
Stage 2	525	536	-	358	394	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	68	111	667	108	122	575	1205	-	-	1009	-	-
Mov Cap-2 Maneuver	98	180	-	200	217	-	-	-	-	-	-	-
Stage 1	357	291	-	544	545	-	-	-	-	-	-	-
Stage 2	347	509	-	267	291	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	27.1			22.1			0.2			4.3		
HCM LOS	D			C								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1205	-	-	187	434	1009	-	-				
HCM Lane V/C Ratio	0.007	-	-	0.128	0.525	0.23	-	-				
HCM Control Delay (s)	8	0	-	27.1	22.1	9.6	-	-				
HCM Lane LOS	A	A	-	D	C	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.4	3	0.9	-	-				

Intersection												
Intersection Delay, s/veh	15.7											
Intersection LOS	C											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	7	2	9	0	28	2	141	0	7	246	104
Peak Hour Factor	0.92	0.75	0.75	0.75	0.92	0.75	0.75	0.75	0.92	0.80	0.80	0.80
Heavy Vehicles, %	2	5	5	5	2	15	5	15	2	5	15	15
Mvmt Flow	0	9	3	12	0	37	3	188	0	9	307	130
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	2	1
HCM Control Delay	10.2	12.9	19
HCM LOS	B	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	2%	39%	16%	100%	0%
Vol Thru, %	69%	11%	1%	0%	99%
Vol Right, %	29%	50%	82%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	357	18	171	186	228
LT Vol	7	7	28	186	0
Through Vol	246	2	2	0	226
RT Vol	104	9	141	0	2
Lane Flow Rate	446	24	228	232	285
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0.673	0.045	0.385	0.428	0.484
Departure Headway (Hd)	5.433	6.77	6.081	6.632	6.118
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	665	526	591	542	587
Service Time	3.477	4.853	4.135	4.38	3.866
HCM Lane V/C Ratio	0.671	0.046	0.386	0.428	0.486
HCM Control Delay	19	10.2	12.9	14.3	14.5
HCM Lane LOS	C	B	B	B	B
HCM 95th-tile O	5.2	0.1	1.8	2.1	2.6

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	186	226	2
Peak Hour Factor	0.92	0.80	0.80	0.80
Heavy Vehicles, %	2	15	15	5
Mvmt Flow	0	232	282	2
Number of Lanes	0	1	1	0

Approach

	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	14.4
HCM LOS	B

Lane

Intersection

Int Delay, s/veh 59.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	9	14	28	33	20	124	27	244	35	124	232	24
Conflicting Peds, #/hr	5	0	152	152	0	5	37	0	5	5	0	37
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	400	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	50	50	50	79	79	79	86	86	86
Heavy Vehicles, %	5	5	5	10	5	20	5	15	5	15	15	5
Mvmt Flow	13	21	42	66	40	248	34	309	44	144	270	28

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1419	1298	473	1306	1289	520	450	0	0	505	0	0
Stage 1	724	724	-	551	551	-	-	-	-	-	-	-
Stage 2	695	574	-	755	738	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.2	6.55	6.4	4.15	-	-	4.25	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.2	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.2	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.59	4.045	3.48	2.245	-	-	2.335	-	-
Pot Cap-1 Maneuver	113	159	585	132	161	522	1095	-	-	996	-	-
Stage 1	412	426	-	505	510	-	-	-	-	-	-	-
Stage 2	428	498	-	389	420	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	30	99	494	80	100	441	1061	-	-	965	-	-
Mov Cap-2 Maneuver	~ 12	179	-	173	196	-	-	-	-	-	-	-
Stage 1	345	316	-	422	427	-	-	-	-	-	-	-
Stage 2	158	417	-	274	311	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	\$ 341.3	135	0.8	3.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1061	-	-	58	308	965	-	-
HCM Lane V/C Ratio	0.032	-	-	1.312	1.149	0.149	-	-
HCM Control Delay (s)	8.5	0	\$ 341.3	135	9.4	-	-	-
HCM Lane LOS	A	A	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	6.6	14.8	0.5	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Intersection Delay, s/veh	18.5											
Intersection LOS	C											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	9	14	28	0	33	20	124	0	27	244	35
Peak Hour Factor	0.92	0.67	0.67	0.67	0.92	0.50	0.50	0.50	0.92	0.79	0.79	0.79
Heavy Vehicles, %	2	5	5	5	2	10	5	20	2	5	15	5
Mvmt Flow	0	13	21	42	0	66	40	248	0	34	309	44
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	2	1
HCM Control Delay	11.5	19	21.7
HCM LOS	B	C	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	9%	18%	19%	100%	0%
Vol Thru, %	80%	27%	11%	0%	91%
Vol Right, %	11%	55%	70%	0%	9%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	306	51	177	124	256
LT Vol	27	9	33	124	0
Through Vol	244	14	20	0	232
RT Vol	35	28	124	0	24
Lane Flow Rate	367	76	354	144	298
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0.679	0.151	0.617	0.291	0.567
Departure Headway (Hd)	6.312	7.141	6.278	7.259	6.855
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	573	501	573	495	527
Service Time	4.358	5.208	4.321	5.008	4.603
HCM Lane V/C Ratio	0.675	0.152	0.618	0.291	0.565
HCM Control Delay	21.7	11.5	19	13	18.3
HCM Lane LOS	C	B	C	B	C
HCM 95th-tile Q	5.2	0.5	4.2	1.2	3.5

Intersection

Intersection Delay, s/veh
Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	124	232	24
Peak Hour Factor	0.92	0.86	0.86	0.86
Heavy Vehicles, %	2	5	15	15
Mvmt Flow	0	144	270	28
Number of Lanes	0	1	1	0

Approach

	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	16.6
HCM LOS	C

Lane

Warrant Analyses



City of Kawartha Lakes - Traffic Signal Warrant Analysis

Main Street (name)	CKL 36	Direction (EW or NS)	NS
Side Street (name)	Weldon - Riverview	Direction (EW or NS)	EW
Quadrant / Int #	1	Comments	Existing 2015 Conditions
for Warrant Calculation Results, please hit 'Page Down'	CHECK SHEET		

Road Authority:	City of Kawartha Lakes
City:	City of Kawartha Lakes
Analysis Date:	2015 Aug 01, Sat
Count Date:	-
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th-RT+LT	Th & RT	Excl RT	Upstream Signal (m)	# of Thru Lanes
CKL 36	NB							2,000	1
CKL 36	SB	1				1		180	1
Weldon - Riverview	WB				1				
Weldon - Riverview	EB				1				

Are the Weldon - Riverview WB right turns significantly impeded by through movements? (y/n)

Are the Weldon - Riverview EB right turns significantly impeded by through movements? (y/n)

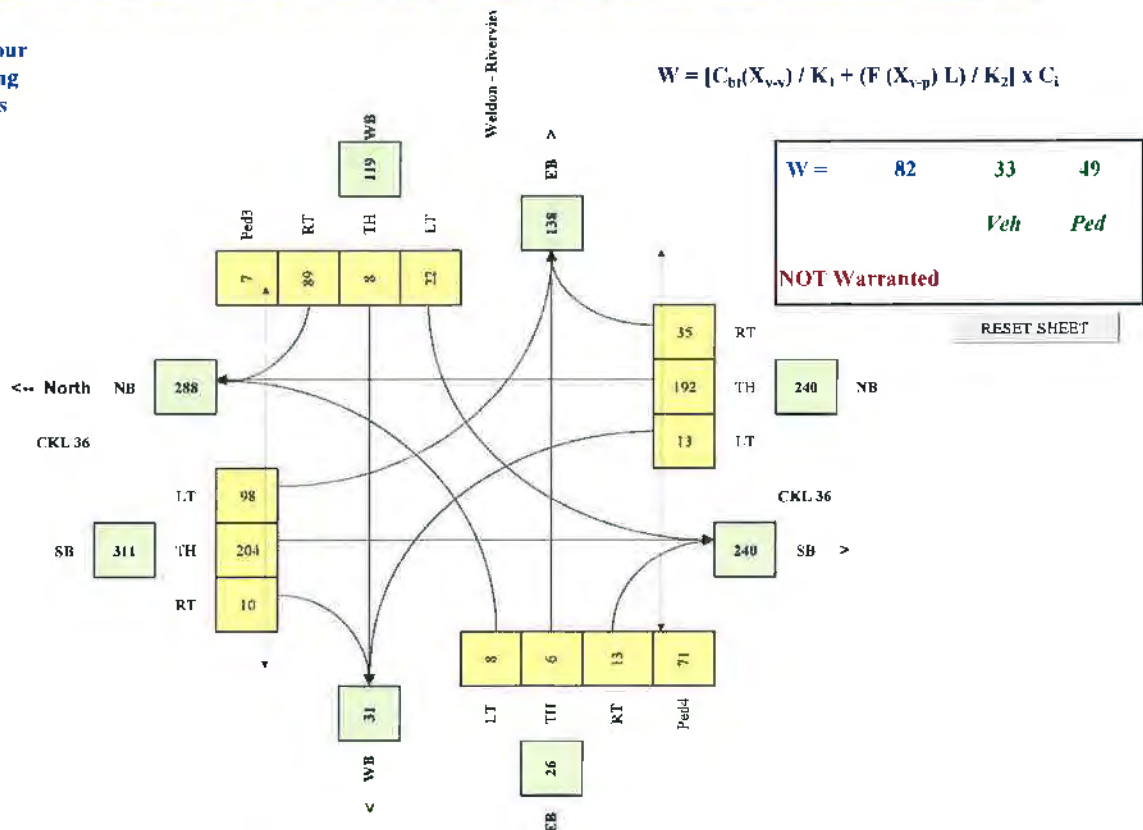
Other Input	Speed (km/h)	Truck %	Bus Rr (y/n)	Medians (m)
CKL 36	50	15.0%	n	0.0
Weldon - Riverview	EW	15.0%	n	

Demographics		
Elem. School/Mobility Challenged	(y/n)	y
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	y
Micro Area Population	(#)	20,000
Central Business District	(y/n)	n

Set Peak Hours												Ped1	Ped2	Ped3	Ped4
Traffic Input												NS	NS	EW	EW
NB			SB			WB			EB			W Side	E Side	N Side	S Side
LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT				
6	213	66	135	198	2	15	1	73	8	3	8	5	5	5	27
6	213	60	127	227	4	28	4	113	1	2	8	5	5	5	20
12	138	18	92	151	14	27	19	86	11	10	10	10	10	10	213
18	175	10	62	195	9	13	5	53	10	9	18	5	5	5	19
21	196	14	113	212	10	41	13	131	7	4	14	10	10	10	115
13	218	12	56	243	18	10	8	75	9	5	20	5	5	5	21
Total (6-hour peak)	78	1,183	210	585	1,326	57	134	201	46	33	78	40	40	40	424
Average (6-hour peak)	13	192	35	98	204	10	22	34	8	6	13	7	7	7	71

Average 6-hour Peak Turning Movements

$$W = [C_{bt}(X_{v,v}) / K_1 + (F(X_{v,p}) L) / K_2] \times C_i$$



Pictographic tabs RA-1S1 to RA-1S3 are preferred since they illustrate the layout of the intersection, but text tabs RA-1S4 or RA-1S5 may be used as an alternative.



RA-1S1
300 x 300 mm



RA-1S2
300 x 300 mm



RA-1S3
300 x 300 mm



RA-1S4
300 x 150 mm



RA-1S5
400 x 150 mm



RA-1S5F
400 x 250 mm

All Way Stop signs may be warranted under one or more of the following conditions:

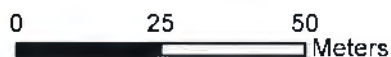
- (a) where the traffic volumes on the intersecting roads are approximately equal, and the combined pedestrian and vehicular volumes on the minor road average 200 per hour for an eight hour period;
- (b) where the average delay to the minor road vehicular traffic entering the intersection exceeds 30 seconds per vehicle during the peak hour;
- (c) where traffic signals are not warranted, and a collision problem exists, as indicated by five or more reported collisions per year of a type which may be prevented by an All Way Stop sign installation. Such collisions include right and left turn collisions as well as right angle collisions;
- (d) as an interim measure prior to the installation of traffic signals; or
- (e) as an interim measure, for a period of approximately one month prior to switching the stop control from one road to an intersecting road, and the subsequent removal of existing Stop signs on the first road.



Map produced by the City of Kawartha Lakes Engineering Department with data obtained under license. Reproduction without permission is prohibited.

The foregoing information is given for convenience only and it should be clearly understood that you must satisfy yourself as to whether the premises and the existing or proposed use thereof are, or would be, in conformity with all applicable by-laws and regulations of the municipality.

All distances and locations are approximate and are not of survey quality. This map is illustrative only. Do not rely on it as being a precise indicator of privately or publicly owned land, routes, locations or features, nor as a guide to navigate.



Projection: Transverse Mercator
Coordinate System: NAD83 Zone 17



Memo

To: Members of Council
From: Councillor Pat Dunn
Date: May 8, 2018
Subject: Surplusing of Parkland/Greenspace

Background

Recently there have been multiple concerns raised about the surplusing of parkland and greenspace in the City of Kawartha Lakes. This memo is looking for more information to address some of those concerns.

Recommendation to Council

That the Memo from Councillor Dunn dated May 8, 2018 regarding Surplusing of Parkland/Greenspace, be received;

That Staff be requested to identify all parkland and/or greenspace currently declared surplus or being considered for surplus declaration;

That Staff bring forward recommendations respecting the disposition process and public notification/consultation provision early in the surplus process;

That any surplus park or greenspace planned for disposition in the 2018 workplan be deferred until a future year; and

That a report be brought back to Council by Q3, 2018.

Ann Rooth

From: Bob & Sylvia Peters [REDACTED]
Sent: Monday, April 30, 2018 10:35 AM
To: Agenda Items; Ann Rooth
Cc: Kathleen Seymour-Fagan; Brian S. Junkin
Subject: Forbert Pool Petition cover letter

Attention: Ann Rooth, Deputy Clerk, City of Kawartha Lakes

Thank you for receiving today the original hard copy petition from the patrons of Forbert Pool. Would you please accept this email as a cover letter in regards to our discussion today at City Hall regarding Forbert Pool to introduce the issue.

As we spoke today, the parking lot at Forbert Pool, Bobcaygeon, poses long standing safety and maintenance concerns for the facility and requires corrective action. Patrons of this facility are calling for an action plan to address short term and long term concerns. This parking lot, constructed of loose materials, is not being maintained or graded adequately. Hence, pot holes year round make walking less safe. In winter, these uneven potholes become ice filled increasing risk of fall to pedestrians. Drainage is less than adequate. A significant number of facility users are seniors, many of whom with disabilities.

Foreign material from the parking lot is being tracked into the facility. This increases the maintenance burden as staff try their best to keep floors clean. There is no janitorial staff. Foreign material is often tracked into the work out area and into the change rooms. The front vestibule mats and floors and reception area is often seen covered with granular materials from the parking lot.

1. Facility users identified in the petition request staff to develop an sustainable interim plan to address immediate safety of this parking lot and to provide future grading on an "as required basis".
2. That the Council of the City of Kawartha in exercising its due diligence set aside the funding required and to prioritize the paving or resurfacing of the parking lot for Forbert Pool.

Myself and my wife Sylvia would be pleased to speak at a future Council Meeting on the issue. Feel free to contact us at [REDACTED] anytime. Our address is 85 Stinson's Bay Rd. RR3, Fenelon Falls, K0M1N0. Be also know that we had a meeting with the Community Services Assistant Coordinator at Forbert April 20, 2018 to make sure that Community services leadership are aware of this and other concerns.

Finally, I have cc'd Councillors Junkin and Seymour- Fagan and Cathie Ritchie to ensure they are aware of the situation at Forbert. I would respectfully request that Councillors make a stop at Forbert at their convenience to see the situation first hand.

Please advise me of the next steps. It was a pleasure to meet you today.

Bob Peters
[REDACTED]

TO: The Council of the City of Kawartha Lakes

ISSUE: Forbert Pool Parking Lot

WHEREAS, the parking lot surrounding Forbert Pool in Bobcaygeon has long-standing safety and maintenance concerns



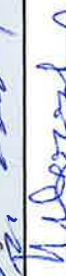

WHEREAS, the conditions related to this parking lot create accessibility safety concerns related to potholes and uneven surfaces. Large potholes result in poor drainage, which create icy patches in winter.

WHEREAS, many patrons who use the facility are seniors and others with accessibility challenges

WHEREAS, the existing parking lot is constructed of sand, gravel and mud which becomes potholed quickly because of rain, snow, frost and traffic and is not maintained adequately

WHEREAS, sand, gravel and mud is being tracked into the facility resulting in unnecessary maintenance

BE IT THEREFORE RESOLVED, residents and users of Forbert Pool whom have signed the petition below, hereby demand that the Council of the City of Kawartha Lakes prioritize the resurfacing of Forbert Pool parking lot.

PRINT NAME	SIGNATURE	ADDRESS	DATE
Bob Peters		85 STIMONS BAY RD	April 4 / 18
Sylvia Peters		11	" "
Tim Woods		96 Sturgeon Rd	" "
NORMAN WOOD		96 Sturgeon Glen Rd	April 4 2018

april 10/18

Donna John J. Hall 49 Lakewood Cres.

Worst parking lot in all of S. Ont - NO.

PRINT NAME	SIGNATURE	ADDRESS	DATE
J. Farnsworth	[Signature]	4 Haverford St. Dunstable	Apr 9/18
T. KENNETH	[Signature]	24 HUNTINGWOOD CR. BOBCAYGEON	Apr 10/18
K. CORNWELL	[Signature]		
B. CLARK	[Signature]	96 WILLIAM ST BOBCAYGEON	APRIL 9
S. COGAT	[Signature]	62 MAUN LINE W. BOBCAYGEON	APRIL 10
C. PAYSCH	[Signature]	533 Riverside Dr	
M. SEVINK	[Signature]	63 SNAKE POINT RA BOB	Apr 10
J. SWEENEY	[Signature]	129 STINSONS BAY RD. STANLEY	Apr 10
B. JONES	[Signature]	1 GRAHAM DR.	
R. GARTIN	[Signature]	7 Russell Field Rd.	Apr 11
L. Andrews	[Signature]	259 Lakeshore Dr.	Apr 10
M. A. Billionas	[Signature]	26 Beck Bay Rd Trent Lakes	Apr 10/18
Doreen Roberson	[Signature]	242 RD 24 BOBCAYGEON	Apr 16/18
MEIKE POIRIER	[Signature]	12 Mill St	Apr 10/18
OLIVE MACOMBS	[Signature]	8 RUSSELL HILL RD	April 10/18
L. Craig	[Signature]	48 Cedar Tree Road	
MARY HARTIN	[Signature]	4978 Monk Rd Kinnear	Apr 10/18
Gaby Gill	[Signature]	P.O. Box 1068, Caygeon	Apr 10/18
THAULETON	[Signature]	15 Head St. Bobcaygeon	Apr 10/18
Iris Taylor	[Signature]	41 Graham Dr, Fenelon Falls	Apr 10/18
Brenda Hutholton	[Signature]	Fenelon Falls	Apr 10/18
Barb Hetherington	[Signature]	205 Riverside Dr.	10/4/18

PRINT NAME	SIGNATURE	ADDRESS	DATE
ANNE TONG	Carol Jones	50 Fairbairn 104th Transit Lakes	Apr. 4/18
	ROSEHILL	156 ALPIN & LAKES RD	" "
DIANE FYKE	Deane Fyke	36 Main Street 5 Bobcaygeon	Apr. 4/18
Dorothy Henderson	Deane Henderson	10 Riverside Rd #39	April 4/18
LYN MOERS	Edith Morris	33 LITTLE BOB DR. Bobcaygeon	Apr. 4/2018
Jody Greenlaw	Edith Morris	27 Woodside Dr. Bobcaygeon	" "
Kathy Parsons	J. Parsons	51 South Bayview Rd. Denison Falls	" "
MARY MARTIN	U. Mary Martin	4948 Monk Rd. Kilmount	" "
Lee Henderson	Lee Henderson	Box 157 Kilmount Ont	" "
Marg Schmolt	M. Schmolt	303 Port Colony Rd. Bobcaygeon	" "
Miscic	Miscic	242 Front St Bobcaygeon	April 7/18
Miscic	Miscic	"	"
Jojo	Miscic	8 ISLAND BAY DRIVE	APRIL 7/18
DYAN HASSIEN	Dyan Hassien	8 FR 37B Buckhorn ON	April 7/18
LEE HARDING	Lee Harding	316 Front Harbour Trail Bobcaygeon	April 7/18
Corrine Mikh	Corrine Mikh	400 FRONT ST W BOB CAYGEON	Apr 7/18
JOE FINE	Joe Fine	24 JOHN ST BOB CAYGEON ON	April 8/18
GAIL THOMASSEN	Gail Thomas	12 Dunlop Rd. Dunlop	April 8/18
Diane Williams	Diane Williams		

TO: The Council of the City of Kawartha Lakes

ISSUE: Forbert Pool Parking Lot

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BE IT THEREFORE RESOLVED, residents and users of Forbert Pool whom have signed the petition below, hereby demand that the Council of the City of Kawartha Lakes prioritize the resurfacing of Forbert Pool parking lot.

PRINT NAME	SIGNATURE	ADDRESS	DATE
E. Black	[Signature]	27 Island Bay Dr	April 11/18
Kat Elliott	[Signature]	Kinmount, Ont	April 13/18
[Signature]	[Signature]	Kinmount Ont	April 13/18
SS Elliott	[Signature]	Kinmount Ont	April 13/18

PRINT NAME	SIGNATURE	ADDRESS	DATE
L. THAYER	Lorraine Thayer	Bobcaygeon ONT	15/18 April 13/18
S. Parkinson	Shirley Parkinson	Bobcaygeon Ont	April 13/18
J. MILFORD	Jane Milford	Sturges Pt. Rd.	APR. 13/18
C. McFadden	Christine McFadden	Bobcaygeon ON	April 13/18
B. McFadden	Brian McFadden	Bobcaygeon ON	April 13/18
C. Taylor	Cheryl Taylor	Burns River	
Jane Klein	Jane Klein	Bobcaygeon	Apr. 13/18
Liz Smith	Liz Smith	BEDFORD Twp Lakes	Apr 13/18
		Bobcaygeon	" " "
L. MILLER	L. Miller	WINDMILL TRENT LAKES	" "
M. JOHNSON	M. Johnson	DUNSFORD ONT	April 14/18
M. HIGGINS	M. Higgins	BOBAYGEON	April 18/18
F. Gauthier	F. Gauthier	DUNSFORD ONT	April 18/18
L. Clark	L. Clark	Bobcaygeon ONT	April 18/18
D. LUIE	Diane Lue	Bobcaygeon	April 18/18
P. Anderson	Patty Anderson	Bobcaygeon	April 18/18
B. Curry	B. Curry	Bobcaygeon	April 18/18

April 13/18.

The Corporation of the City of Kawartha Lakes

By-Law 2018-

A By-law to Appoint an Inspector and Municipal Law Enforcement Officer for the City of Kawartha Lakes

Recitals

1. Section 3 of the Building Code Act, 1992, S.O. 1992, c.23 requires the council of every municipality to appoint a Chief Building Official and such inspectors as they are necessary for the enforcement of the Act in the areas in which the municipality has jurisdiction.
2. Section 15 of the Police Services Act, R.S.O., 1990, c.P.15 authorizes municipal councils to appoint municipal law enforcement officers, who are peace officers for the purpose of enforcing their by-laws.
3. The municipality assumed the inspection of sewage systems in 2014. This by-law appoints an inspector under Part 8 of the Building Code Act.
4. Council considers it advisable to appoint an individual to serve as both an inspector and municipal law enforcement officer.

Accordingly, the Council of The Corporation of the City of Kawartha Lakes enacts this By-law 2018- .

Section 1.00: Definitions and Interpretation

1.01 Definitions: In this by-law,

“City”, “City of Kawartha Lakes” or “Kawartha Lakes” means The Corporation of the City of Kawartha Lakes and includes its entire geographic area;

"City Clerk" means the person appointed by Council to carry out the duties of the clerk described in section 228 of the Municipal Act, 2001;

“Council” or “City Council” means the municipal council for the City;

“Chief Building Official” means the person who holds that position and his or her delegate(s) or, in the event of organizational changes, another person designated by Council.

1.02 Interpretation Rules:

- (a) The Schedules attached to this by-law form part of the by-law, and are enforceable as such.
- (b) The words “include” and “including” are not to be read as limiting the meaning of a word or term to the phrases or descriptions that follow.

1.03 Statutes: References to laws in this by-law are meant to refer to the statutes, as amended from time to time, that are applicable within the Province of Ontario.

- 1.04 **Severability:** If a court or tribunal of competent jurisdiction declares any portion of this by-law to be illegal or unenforceable, that portion of this by-law shall be considered to be severed from the balance of the by-law, which shall continue to operate in full force and effect.

Section 2.00: Appointments

- 2.01 **Building Inspector:** John Legros is appointed as an inspector for the City of Kawartha Lakes in accordance with section 3 of the Building Code Act 1992, S.O. 1992, c.23.
- 2.02 **Part 8 Sewage System Inspector:** John Legros is appointed as an inspector for the City of Kawartha Lakes in accordance with section 8 of the Building Code Act 1992, S.O. 1992, c.23.
- 2.03 **Municipal Law Enforcement Officer:** John Legros is appointed as a Municipal Law Enforcement Officer for the City of Kawartha Lakes in accordance with section 15 of the Police Services Act R.S.O. 1990, c.P.15.
- 2.04 **Reporting Relationship:** John Legros shall report to and be under the direction of the Chief Building Official.

Section 3.00: Administration and Effective Date

- 3.01 **Administration of the By-law:** The Chief Building Official is responsible for the administration of this by-law.
- 3.02 **Effective Date:** This By-law shall come into force on the date it is finally passed.

By-law read a first, second and third time, and finally passed, this 8th day of May, 2018.

Andy Letham, Mayor

Cathie Ritchie, City Clerk

The Corporation of the City of Kawartha Lakes

By-Law 2018-____

A By-law To Deem Part of a Plan of Subdivision, Previously Registered For Lands Within Kawartha Lakes, Not to be a Registered Plan of Subdivision in Accordance with The Planning Act PIN 631160811 (LT), Described As Lots 16 and 17, Plan 179, Geographic Township of Bexley, Now City of Kawartha Lakes

File D30-2018-008, Report PLAN2018-038, respecting 57 Lakeview Cottage Road – ROCHETTA

Recitals

1. Section 50(4) of the Planning Act, R.S.O. 1990, c.P.13 authorizes Council to deem any plan of subdivision, or part of a plan of subdivision, that has been registered for eight years or more, not to be a registered plan of subdivision for the purposes of Subsection 50(3) of the Planning Act, R.S.O. 1990, c.P.13.
2. The Committee of Adjustment has required, as a condition of minor variance (file D20-18-005), that the land described in Section 1 of this By-law be the subject of a deeming by-law.
3. A duplicate of this By-law shall be registered in the Land Registry Office in accordance with the Planning Act, R.S.O. 1990, c.P.13.
4. Notice of the passing of this By-law shall be mailed to the owner(s) of the land described in Section 1 of this By-law.

Council considers it appropriate to enact the requested By-law. Accordingly, the Council of The Corporation of the City of Kawartha Lakes enacts this By-law 2018-____.

Section 1.00: Details

- 1.01 **Property Affected:** PIN 631160811. The Property affected by this By-law is described as Lots 16 and 17, Registered Plan 179, geographic Township of Bexley, City of Kawartha Lakes.
- 1.02 **Deeming Provision:** The Property is deemed not to be part of a Registered Plan of Subdivision for the purposes of Subsection 50(3) of the Planning Act, R.S.O. 1990, c.P.13.

Section 2.00: General Terms

2.01 Force and Effect: This By-law shall come into force on the date it is finally passed, subject to the provisions of Sections 50(26), 50(28), and 50(29) of the Planning Act, R.S.O. 1990, c.P.13.

By-law read a first, second and third time, and finally passed, this ____ day of _____, 2018.

Andy Letham, Mayor

Cathie Ritchie, City Clerk

RATING BY-LAW

Tile Drainage Act, R.S.O. 1990, c. T.8, s.8

THE CORPORATION OF THE
City of Kawartha Lakes

BY-LAW NUMBER 2018-

A by-law imposing special annual drainage rates upon land in
respect of which money is borrowed under the Tile Drainage Act.

WHEREAS owners of land in the municipality have applied to the council under the Tile Drainage Act for loans for the purpose of constructing subsurface drainage works on such land;

AND WHEREAS the council has, upon their application, lent the owners the total sum of \$20,000.00 to be repaid with interest by means of rates hereinafter imposed;

The council, pursuant to the Tile Drainage Act, enacts as follows:

1. That annual rates as set out in the Schedule 'A' attached hereto are hereby imposed upon such land as described for a period of ten years, such rates shall have priority lien status, and shall be levied and collected in the same manner as taxes.

First Reading 2018-May-08
yyyy/mm/dd

Second Reading 2018-May-08
yyyy/mm/dd

Provisionally adopted this 08 day of May, 2018

Andy Letham
Name of Head of Council

Signature

Cathie Ritchie
Name of Clerk

Signature

Third Reading 2018-May-08

Enacted this 08 day of May, 2018

Andy Letham
Name of Head of Council

Signature

Corporate Seal

Cathie Ritchie
Name of Clerk

Signature

I, Cathie Ritchie, clerk of the Corporation of the City of Kawartha Lakes certify that the above by-law was duly passed by the council of the Corporation and is a true copy thereof.

Cathie Ritchie
Name of Clerk

Signature

Corporate Seal

The Corporation of the _____ City _____ of _____ Kawartha Lakes
Schedule 'A' to By-law Number _____ 2018-

Property Owner Information*				Description of Land Parcel to Which the Repayment Charge Will be Levied					Proposed date of loan (YYYY-MM-DD)	Sum to be loaned \$	Annual rate to be imposed \$
Michael Verbik	Finni Verbik	0		Lot: Pt N 1/2 Lot 9		Con: 7			2018-Jun-01	\$ 20,000.00	\$ 2,717.36
-	-										
98 Fieldside Road		Linsday	ONT	Roll #:	1651	001	003	05300			
0	0	0		Lot:		Con:					
-	-										
				Roll #:							
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				Roll #:							
* If property is owned in partnership, all partners must be listed. If property is owned by a corporation, list the corporation's name and the name and corporate position of the authorized officer in the last blank space provided.Only the owner(s) of the property may apply for a loan.											
TOTAL *									\$	20,000.00	\$ 2,717.36

TILE DRAINAGE DEBENTURE

Tile Drainage Act, R.S.O. 1990, c. T.8, subs. 2(1)

\$20,000.00

No. 2018-05

The Corporation of the _____ City _____ of _____ Kawartha Lakes _____ hereby promises to pay to the Minister of Finance, the principal sum of _____ \$20,000.00 _____ of lawful money of Canada, together with interest thereon at the rate of _____ 6 _____ per cent per annum in ten equal instalments of _____ \$2,717.36 _____ on the 1st day of _____ June _____, in the years _____ 2019 _____ to _____ 2028 _____, both inclusive.

The right is reserved to The Corporation of the _____ City _____ of _____ Kawartha Lakes _____ to prepay this debenture in whole or in part at any time or times on payment, at the place where and in the money in which this debenture is expressed to be payable, of the whole or any amount of principal and interest owing at the time of such prepayment.

This debenture, or any interest therein, is not, after a Certificate of Ownership has been endorsed thereon by the Treasurer of this Corporation, or by such other person authorized by by-law of this Corporation to endorse such Certificate of Ownership, transferable.

Dated at the _____ City _____ of _____ Kawartha Lakes _____ in the Province of Ontario, this 1st day of _____ June, 2018 _____, under the authority of By-law No. _____ 2006-184 _____ of the Corporation entitled "A by-law to raise money to aid in the construction of drainage works under the *Tile Drainage Act*."

Corporate Seal

Andy Letham

Name of Head of Council

Signature

Carolyn Daynes

Name of Treasurer

Signature

OFFER TO SELL

Tile Drainage Act, R.S.O. 1990, c. T.8, subs. 5(8)

TO THE MINISTER OF FINANCE

The Corporation of City of Kawartha Lakes
hereby offers to sell Debenture No. 2018-05 in the principal amount of \$20,000.00
to the Minister of Finance as authorized by Borrowing By-law No. 2006-184 of the Corporation.

The principal amount of this debenture is the aggregate of individual loans applied for and each loan is not more than 75 per cent of the cost of the drainage work constructed.

An inspector of drainage, employed by the Corporation, has inspected each drainage work for which the Corporation will lend the proceeds of this debenture and each has been completed in accordance with the terms of the loan approval given by council.

A copy of the Inspection and Completion Certificate for each drainage work, for which the Corporation lend the proceeds of this debenture, is attached hereto.

June 01, 2018

Date

Carolyn Daynes

Name of Treasurer

Corporate Seal

Signature of Treasurer

The Corporation of The City of Kawartha Lakes

By-Law 2018-XXX

A By-law to Confirm the Proceedings of a Regular Meeting of Council, Tuesday, May 8, 2018

Recitals

1. The Municipal Act, 2001, S.O. 2001 c. 25 as amended, provides that the powers of a municipal corporation are exercised by its Council.
2. The Municipal Act, also provides that the Council's powers must be exercised by by-law.
3. For these reasons, the proceedings of the Council of The Corporation of the City of Kawartha Lakes at this meeting should be confirmed and adopted by by-law.

Accordingly, the Council of The Corporation of the City of Kawartha Lakes enacts this By-law 2018-XXX.

Section 1.00: Confirmation

- 1.01 The actions of the Council at the following meeting:

Tuesday, May 8, 2018 Regular Council Meeting and each motion, resolution and other action passed or taken by the Council at that meeting is, except where prior approval of the Ontario Municipal Board is required, adopted, ratified and confirmed as if all such proceedings had been expressly embodied in this By-law.

- 1.02 The Mayor and the proper officials of the City are authorized and directed to do all things necessary to give effect to the actions of the Council referred to in Section 1.01 of this By-law. In addition, the Clerk is authorized and directed to affix the corporate seal to any documents which require it.

Section 2.00: General

- 2.01 This By-law shall come into force on the date it is finally passed.

By-law read a first, second and third time, and finally passed, this 8th day of May, 2018.

Andy Letham, Mayor

Cathie Ritchie, City Clerk