

# **The Corporation of the City of Kawartha Lakes**

## **Amended Agenda**

### **Committee of the Whole MeetingMeeting**

**COW2019-01**

**Tuesday, January 22, 2019**

**Open Session Commencing at 1:00 p.m.**

**Council Chambers**

**City Hall**

**26 Francis Street, Lindsay, Ontario K9V 5R8**

#### **Members:**

**Mayor Andy Letham**

**Deputy Mayor Doug Elmslie**

**Councillor Ron Ashmore**

**Councillor Pat Dunn**

**Councillor Patrick O'Reilly**

**Councillor Tracy Richardson**

**Councillor Kathleen Seymour-Fagan**

**Councillor Andrew Veale**

**Councillor Emmett Yeo**

Accessible formats and communication supports are available upon request.

1.	<b>Call to Order</b>	
2.	<b>Adoption of Agenda</b>	
3.	<b>Disclosure of Pecuniary Interest</b>	
4.	<b>Deputations</b>	
4.1	COW2019-01.4.1	
	<b>Sewer Rates</b>	
	FARO Limited	
	Frank Arnold, President	
4.2	COW2019-01.4.2	
	<b>Lease of Dock Space in Greenhurst Thurstonia</b>	
	Andrew Girdler	
4.3	COW2019-01.4.3	18 - 30
	<b>Public Water Access at South End of Chemong Lake on Frankhill Road</b>	
	Nick Lasch	
4.4	COW2019-01.4.4	
	<b>Licence Agreement - 145 Hazel Street</b>	
	Debbie Dillon	
	Denver Dillon	
4.5	COW2018-01.4.5	
	<b>Winter Service for McGuire Beach Road</b>	
	Raymonde Blais Couture	
4.6	COW2019-01.4.6	
	<b>Request to Waive Fee for Encroachment Agreement</b>	
	Jeff Harris	
4.7	COW2019-01.4.7	
	<b>Proposed Road Closure - 18 Clifford Drive</b>	
	Daniel Simoneau	

**Surplus Declaration, Closure and Release of the City's Right to Re-purchase the Road Allowance Between Lots 10 and 11, Concession 4, in the Geographic Township of Verulam, City of Kawartha Lakes, designated as Part 1 on Plan 57R-10655**

Robyn Carlson, City Solicitor/Acting Manager of Realty Services

That Report RS2019-004, **Surplus Declaration, Closure and Release of the City's Right to Re-purchase the Road Allowance Between Lots 10 and 11, Concession 4, in the Geographic Township of Verulam, City of Kawartha Lakes, designated as Part 1 on Plan 57R-10655**, be received; and

**That** this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

4.9 COW2019-01.4.9

**Proposed Surplus Declaration of Land on Hamilton Street, Lindsay (Part of Park Lot U and L, Plan 8P)**

Jeannette Dempsey

4.10 Report RS2019-010 47 - 73

**Surplus Declaration and Proposed Conveyance of City-Owned Property – Portion of Hamilton Park, Lindsay**

Robyn Carlson, City Solicitor and Acting Manager of Realty Services

**That** Report RS2019-010, **Surplus Declaration and Proposed Conveyance of City-Owned Property – Portion of Hamilton Park, Lindsay**, be received;

**That** a portion of the City-owned property known as Hamilton Park and legally described as Part of Parklot U and L on Plan 8P; Part of George Street Closed by A22780, Parts 1 to 3 on Plan 57R1614, Except Part 1 on Plan 57R3495, in the Geographic Town of Lindsay, City of Kawartha Lakes (Part of PIN: 63235-0029 (LT)) and more specifically identified in Appendix A, be declared surplus to municipal needs;

**That** a portion of the road allowance legally described as George Street on Plan 93, in the Geographic Town of Lindsay, City of Kawartha Lakes (Part of PIN: 63235-0003 (LT)) and more specifically identified in Appendix B, be declared surplus to municipal needs;

**That** staff be directed to commence the process to stop-up and close the said portion of the road allowance;

**That** Council adopt a by-law (with any amendments deemed necessary) to authorize the disposition of the subject properties to Kawartha Lakes Haliburton Housing Corporation for the purpose of affordable housing development, for nominal cost,

**That** the sale be made on the condition that the development will incorporate environmentally friendly standards into the design of the build, such as a living roof, gray water system, geothermal heating, solar panels, and/or be LEED Certified;

**That** the Mayor and Clerk be authorized to execute all legal closing documents required for the sale of the subject property; and

**That** this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

## **5. Presentations**

### **5.1 COW2019-01.5.1**

#### **Climate Change in Kawartha Lakes**

Ginny Colling

Deborah Pearson

**6. Report RS2019-003**

**6.1 COW2019-01.6.1**

**Proposed Surplus Declaration, Closure and Sale of a Portion of  
Shoreline Road Allowance (Jessie Avenue) Adjacent to 35 Rose Street,  
Geographic Township of Fenelon  
(Report RS2019-013, Item 6.3 on the Agenda)**

**Deputations:**

- Karim Nensi
- Lori & Brian Ferguson
- Valerie Hazlet Parker
- Peter Ferguson
- Drew Coombs
- Christopher Robinson
- Dennis Fortnum and Ruth Conroy
- Ted Smith
- John Azzarello and Paul Azzarello
- Ron and Barb Baldwin
- Shanna James

**Proposed Surplus Declaration, Closure and Sale of a Portion of  
Shoreline Road Allowance (Jessie Avenue) Adjacent to 35 Rose Street,  
Fenelon  
(Report RS2019-013, Item 6.3 on the Agenda)**

**Correspondence:**

- Anne Nurse-Richardson and Mary Nurse
- Marjery Wiig
- Kirsten Partanen
- John and Grace Vitols
- Aimee Haynes
- Sharon and Steven Arruda
- Tammy Sisson
- Tara Moffatt
- Amanda MacArthur
- Nathaniel Clauser
- Ashton Clauser
- Cathy Flett
- Valerie Hazlett Parker and Tom Parker
- Susan Ridout and Mildred Ridout
- Lynda C. Moore
- Jordan Lavin
- Melinda Hazlett and Douglas Wishart
- Peter Clark
- Doug and Joanne Burns
- Bob Whittaker
- Frances Tucker Rich Whittaker
- George Baillie

6.3	RS2019-003	101 - 110
	<p><b>Proposed Surplus Declaration, Closure and Sale of a Portion of Shoreline Road Allowance Adjacent to 35 Rose Street, Fenelon</b>  Laura Carnochan, Law Clerk – Realty Services</p> <p><b>That</b> Report RS2019-003, <b>Proposed Surplus Declaration, Closure and Sale of a Portion of Shoreline Road Allowance Adjacent to 35 Rose Street, Fenelon</b>, be received; and</p> <p><b>That</b> this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.</p>	
7.	<b>Housing Matters</b>	
7.1	COW2019-01.7.1	
	<p><b>Kawartha Lakes-Haliburton Housing Corporation Annual General Meeting</b>  Timed Appointment - 2:30 p.m.</p>	
7.2	COW2019-01.7.2	111 - 132
	<p><b>City Land Options for Affordable Housing Purposes Presentation</b>  Kawartha Lakes-Haliburton Housing Corporation (KLHHC)  Hope Lee, Manager of Housing</p>	
7.3	COW2019-01.7.3	133 - 153
	<p><b>Housing Asset Management Plan Presentation (Report HH2019-003, Item 8.1.4 on the Agenda)</b>  Hope Lee, Manager of Housing  Consultants</p>	
8.	<b>Consent Matters</b>	
	<p><b>That</b> all of the proposed resolutions shown in Section 8.1 and 8.2 of the Agenda be approved and adopted by Committee of the Whole in the order that they appear on the agenda and sequentially numbered.</p>	
8.1	Reports	
8.1.1	CS2019-001	154 - 156
	<p><b>Release of Fenelon Falls Legacy C.H.E.S.T. Funds to Snowshoe Kawartha</b>  LeAnn Donnelly, Executive Assistant, Community Services</p>	

**That** Report CS2019-001, **Release of Fenelon Falls Legacy C.H.E.S.T. Funds to Snowshoe Kawartha**, be received;

**That** Snowshoe Kawartha be approved for funding in the amount of \$2,500.00 with the allocation to come from the Fenelon Falls Legacy C.H.E.S.T. Reserve (3.24350); and

**That** this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

8.1.2

HH2019-001

157 - 173

**KLH Housing – Phase 2 Lindsay Street North**

Hope Lee, Administrator/Manager of Housing

**That** Report 2019-001, **KLH Housing – Phase 2 Lindsay Street North**, be received;

**That** subject to the necessary by-laws and agreement 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 (KLH Housing) for reconstruction of eleven (11) of its older single and semi-detached housing units be approved, including the following project characteristics as described in Report HH2019-001;

1. The sale of eleven (11) single and semi-detached KLH Housing units transferred by the Province to KLH Housing in 2001, with their specific addresses identified within the Existing Homes section of Report HH2019-001, and their replacement with eleven (11) newly constructed housing units to be rented as Rent-Geared-to-Income (RGI) through a rent supplement agreement between the City and KLH Housing; and
2. The completion of financing for cash flow and borrow facilities in the City's own name, with the City then lending the funds to KLH Housing; and
3. The in kind municipal incentives proposed in Report HH2019-001 to support the project within which the eleven (11) reconstructed and five (5) additional units will be created;

**That** the City's Chief Administrative Officer be authorized to approve relief from any of the required fees and charges as in kind municipal support, needed to implement the project; and

**That** this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

**KLH Housing – Hamilton Park**

Hope Lee, Administrator/Manager of Housing

**That** Report 2019-002, **KLH Housing – Hamilton Park**, be received;

**That** subject to the necessary by-laws and agreement 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 (KLH Housing) for reconstruction of sixteen (16) of its older single and semi-detached housing units be approved, including the following project characteristics as described in Report HH2019-002;

1. The sale of sixteen (16) single and semi-detached KLH Housing units transferred by the Province to KLH Housing in 2001, with their specific addresses identified within the Existing Homes section of Report HH2019-002, and their replacement with sixteen (16) newly constructed housing units to be rented as Rent-Geared-to-Income (RGI) through a rent supplement agreement between the City and KLH Housing; and
2. The completion of financing for cash flow and borrow facilities in the City's own name, with the City then lending the funds to KLH Housing; and
3. The in kind municipal incentives proposed in Report HH2019-002 to support the project within which the sixteen (16) reconstructed and ten (10) additional units will be created;

**That** the City's Chief Administrative Officer be authorized to approve relief from any of the required fees and charges as in kind municipal support, needed to implement the project; and

**That** this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

**Housing Asset Management Plan**

Hope Lee, Administrator/Manager of Housing

**That** Report HH2018-003, **Housing Asset Management Plan**, be received;

**That** the 2018 Kawartha Lakes and Haliburton Housing Asset Management Plan, included as Appendix A to Report HH2019-003 be endorsed by Council and guide future work plans and budget submissions;

**That** the Housing Asset Management Plan be incorporated into the City's Asset Management Plan at its next review; and

**That** this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

8.1.5

RS2019-001

248 - 255

**Surplus Declaration and Proposed Closure and Sale of a Portion of Road Allowance Adjacent to 1685 and 1655 County Road 46 and Legally Described as Part of the North Half of Lot 11, Concession 2, Part of the East Half of Lot 12, Concession 2, being Parts 2 & 3 on RD131 and as in HWY320 Except HWY593, in the Geographic Township of Eldon, City of Kawartha Lakes**

Laura Carnochan, Law Clerk – Realty Services

**That** Report RS2019-001, Surplus Declaration and Proposed Closure and Sale of a Portion of Road Allowance Adjacent to 1685 and 1655 County Road 46 and Legally Described as Part of the North Half of Lot 11, Concession 2, Part of the East Half of Lot 12, Concession 2, being Parts 2 & 3 on RD131 and as in HWY320 Except HWY593, in the Geographic Township of Eldon, City of Kawartha Lakes, be received;

**That** the subject property, being a portion of road allowance adjacent to 1685 and 1655 County Road 46, and legally described as Part of the North Half of Lot 11, Concession 2, Part of the East Half of Lot 12, Concession 2, being Parts 2 & 3 on RD131 and as in HWY320 Except HWY593, in the Geographic Township of Eldon, City of Kawartha Lakes, be declared surplus to municipal needs;

**That** the closure of the portion of road allowance and sale to the adjoining landowners be supported, in principle, in accordance with the provision of By-Law 2018-020, as amended, and the Municipal Act, 2001, and subject to the parties entering into a conditional Agreement of Purchase and Sale;

**That** staff be directed to commence the process to stop up and close the said portion of road allowance;

**That** a by-law (with any amendments deemed necessary) to close the road and authorize its disposition shall be passed;

**That** the Mayor and Clerk be authorized to sign all documents to facilitate the road closing and conveyance of the lands; and

**That** this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

8.1.6

RS2019-002

256 - 263

**Surplus Declaration and Proposed Closure and Sale of a Portion of Road Allowance Adjacent to 16 and 22 Cable Road and Legally Described as Part of the Road Allowance between Concession 3 and Concession 4, in the Geographic Township of Verulam, City of Kawartha Lakes**  
Laura Carnochan, Law Clerk – Realty Services

**That Report RS2019-002, Surplus Declaration and Proposed Closure and Sale of a Portion of Road Allowance Adjacent to 16 and 22 Cable Road and Legally Described as Part of the Road Allowance between Concession 3 and Concession 4, in the Geographic Township of Verulam, City of Kawartha Lakes, be received;**

**That the subject property, being a portion of road allowance adjacent to 16 and 22 Cable Road, and legally described as Part of the Road Allowance between Concession 3 and Concession 4, in the Geographic Township of Verulam, City of Kawartha Lakes, be declared surplus to municipal needs;**

**That the closure of the portion of road allowance and sale to the adjoining landowners be supported, in principle, in accordance with the provisions of By-Law 2018-020, as amended, and the Municipal Act, 2001, and subject to the parties entering into a conditional Agreement of Purchase and Sale;**

**That staff be directed to commence the process to stop up and close the said portion of road allowance;**

**That a by-law (with any amendments deemed necessary) to close the road and authorize its disposition be forwarded to Council for adoption;**

**That the Mayor and Clerk be authorized to sign all documents to facilitate the road closing and conveyance of the lands; and**

**That this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.**

8.1.7

RS2019-005

264 - 270

**Surplus Declaration and Proposed Closure and Sale of a Portion of Shoreline Road Allowance adjacent to 82 Fulsom Cres., in the Geographic Township of Carden, City of Kawartha Lakes**  
Christine Oliver, Law Clerk – Realty Services

**RESOLVED THAT** Report RS2019-005, **Surplus Declaration and Proposed Closure and Sale of a Portion of Shoreline Road Allowance adjacent to 82 Fulsom Cres., in the Geographic Township of Carden, City of Kawartha Lakes**, be received;

**That** the subject property, being the shoreline road allowance adjacent to 82 Fulsom Cres., in the Geographic Township of Carden, City of Kawartha Lakes be declared surplus to municipal needs;

**That** Council support, in principle, the closure of the shoreline road allowance and sale to the adjoining owners in accordance with the provisions of By-law 2018-020, as amended, and the *Municipal Act, 2001* and subject to the parties entering into a conditional agreement of purchase and sale;

**That** staff be directed to commence the process to stop up and close the said portion of the road allowance;

**That** a by-law (with any amendments deemed necessary) to close the road and authorize its disposition be forwarded to Council for adoption;

**That** the Mayor and Clerk be authorized to execute any documents to facilitate the road closing and conveyance of the lands; and

**That** this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

8.1.8

RS2019-006

271 - 277

**Surplus Declaration and Proposed Closure and Sale of a Portion of Shoreline Road Allowance adjacent to 309 Avery Point Road, in the Geographic Township of Carden, City of Kawartha Lakes**  
Christine Oliver, Law Clerk – Realty Services

**RESOLVED THAT** Report RS2019-006, **Surplus Declaration and Proposed Closure and Sale of a Portion of Shoreline Road Allowance adjacent to 309 Avery Point Road, in the Geographic Township of Carden, City of Kawartha Lakes**, be received;

**That** the subject property, being the shoreline road allowance adjacent to 309 Avery Point Road, in the Geographic Township of Carden, City of Kawartha Lakes be declared surplus to municipal needs;

**That** Council support, in principle, the closure of the shoreline road allowance and sale to the adjoining owners in accordance with the provisions of By-law 2018-020, as amended, and the *Municipal Act, 2001* and subject to the parties entering into a conditional agreement of purchase and sale;

**That** staff be directed to commence the process to stop up and close the said portion of the road allowance;

**That** a by-law (with any amendments deemed necessary) to close the road and authorize its disposition be forwarded to Council for adoption;

**That** the Mayor and Clerk be authorized to execute any documents to facilitate the road closing and conveyance of the lands; and

**That** this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

8.1.9

RS2019-007

278 - 284

**Surplus Declaration and Proposed Closure and Sale of a Portion of Shoreline Road Allowance adjacent to 339 Avery Point Road, in the Geographic Township of Carden, City of Kawartha Lakes**  
Christine Oliver, Law Clerk – Realty Services

**RESOLVED THAT** Report RS2019-007, **Surplus Declaration and Proposed Closure and Sale of a Portion of Shoreline Road Allowance adjacent to 339 Avery Point Road, in the Geographic Township of Carden, City of Kawartha Lakes**, be received;

**That** the subject property, being the shoreline road allowance adjacent to 339 Avery Point Road, in the Geographic Township of Carden, City of Kawartha Lakes be declared surplus to municipal needs;

**That** Council support, in principle, the closure of the shoreline road allowance and sale to the adjoining owners in accordance with the provisions of By-law 2018-020, as amended, and the *Municipal Act, 2001* and subject to the parties entering into a conditional agreement of purchase and sale;

**That** staff be directed to commence the process to stop up and close the said portion of the road allowance;

**That** any deputation or public input in opposition of the closing, if any, shall be considered, and if appropriate, a by-law (with any amendments deemed necessary) to close the road and authorize its disposition be forwarded to Council for adoption; and

**That** the Mayor and Clerk be authorized to execute any documents to facilitate the road closing and conveyance of the lands; and

**That** this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

8.1.10

RS2019-008

285 - 290

**Acquisition of Land for Road Purposes – St. Mary's Road**  
Laura Carnochan, Law Clerk – Realty Services

**That** Report RS2019-008, **Acquisition of Land for Road Purposes – St. Mary's Road**, be received;

**That** the acquisition of a portion of Lot 16, Concession 12, in the Geographic Township of Manvers, City of Kawartha Lakes, being part of PIN: 63261-0137 (LT) for road purposes be approved;

**That** staff be directed to commence the process of obtaining ownership of the required land, for nominal consideration and all related costs to be paid by the City;

**That** all costs associated with the transfer (estimated at \$15,000.00) be drawn from the Property Development Reserve;

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

**That** the necessary By-law be forwarded to Council for adoption; and

**That** this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

8.1.11

RS2019-009

291 - 297

**Acquisition of Land for Road Purposes – Buller Road**

Laura Carnochan, Law Clerk – Realty Services

**That** Report RS2019-009, **Acquisition of Land for Road Purposes – Buller Road**, be received;

**That** the acquisition of Part of Lot 1, Concession B, Somerville as in A14830 Except R301722 & R377599, AKA Buller Road, in the Geographic Township of Somerville, City of Kawartha Lakes, being PIN: 63120-0203 (R) for road purposes be approved;

**That** staff be directed to commence the process of obtaining ownership of the required land, for nominal consideration, with all related costs payable by the applicant;

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

**That** the necessary By-laws be forwarded to Council for adoption; and

**That** this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

8.2	Correspondence	
8.2.1	COW2019-01.8.2.1	298 - 299
	<b>Paving of Zion Road from Simcoe Road to Valentia Road</b> Mark Grossi	
8.3	Items Extracted from Consent	
9.	<b>Closed Session</b>	
10.	<b>Matters from Closed Session</b>	
11.	<b>Adjournment</b>	

**Re:** Delegation to Council regarding, public property and boat launch at the south end of Chemong Lake at / or near 782 Frankhill Rd.

This delegation is on behalf of myself, concerned residents of the area and persons using this public area (refer to attached petition, Schedule A), including my mother at 800 Frankhill Rd. and brother at 794 Frankhill Rd., both of whom are adjacent property owners to the matter in question. The purpose of the delegation, is to make you aware of concerns regarding this public launch and associated public property and to ask Council to establish this public property with an appropriate status to allow residents to continue with their enjoyment of same.

### **Background**

Over the past year, there have been a number of incidents regarding the public's use of this property, instigated, by the new property owners at 782 Frankhill Rd. It appears the new owners wish to establish the area in question as their personal property for their exclusive use. This includes attempts to block the access to the launch with barriers, leaving vehicles to block the access, encroachment onto the road right of way, as well as confronting people enjoying the area and fishing from there, telling them it is private property and trying through intimidation to force them to leave. Through personal experience, I can confirm that these new owners attempt to intimidate through the use of threats and rude, abusive and foul language.

The area in question, ( i.e. "the culvert") has been a meeting place over the years including a local swimming hole, at least one local farm used it to fill up with water for their use and as a popular fishing spot. When the road was rebuilt in the early 1970's, the new road was shifted to the east with a much larger culvert and the old road was restructured to accommodate the launch as well as an access and filling location for fire trucks. Since that time, a standpipe was installed on the east side of the road to allow water collection for fire trucks, however the area in question has also been used for emergency fill up as required. That area of the public road allowance has been used continuously and enjoyed by many. With the addition of the larger culvert, the lower portion of the lake was opened for access to larger boats and is an ideal spot for water access to the Kawartha Lakes boating system.

Within the City of Kawartha Lakes, there appears to be an inventory of 42 boat launch sites (attached Schedule B). Some of these facilities are private and some under the jurisdiction of the Municipality. Of these facilities, 10 provide neither garbage facilities, and/or on-site parking, but rather parking is roadside. In the south-east area, there are 8 sites, 3 accessing the Pigeon River, 2 Pigeon Lake, 1 Emily Creek and 2 Sturgeon Lake, and as noted, none with access to Chemong Lake. There are 7 launch sites noted on Chemong Lake, at the south end of the lake, all within Peterborough County (attached Schedule C) and within 1-2 kilometers of the Bridgenorth – Ennismore area, there are none noted at the south end of Chemong Lake. It should be noted that the water access referred to as the culvert is the only connection to Chemong Lake within the City of Kawartha Lakes available to residents. The next nearest launch area is approximately 7 km. away and not within the Municipality's jurisdiction.

### **Relevant Policy**

In review of the City of Kawartha Lakes Official Plan, Section 7 stress the municipality's desire to promote and enhance community facilities that take pride in its resources and to ensure the provision of open space/recreational needs, and to provide and improve soft services to serve the residents. In addition, Section 9 has as one of its' objectives, the need to encourage and improve community structure. Through Community Improvement Plans the upgrading, redevelopment, and rehabilitation of the physical environment is listed as a priority. In Section 27, the Open Space designation's goal is, to among other things recognize and protect open

space functions owned by the City (although this property is not within the Open Space designation, it certainly is a City owned parcel of land and to my knowledge has provided an open space function uninterrupted for at least 60 years).

The Infrastructure and Service Policies (Section 28) list as one of its' goals, the need to develop among other things a convenient, efficient and accessible transportation plan, which address multiple forms of transportation found in the City including roads and waterways and use all reasonable and cost effective opportunities to encourage innovative and efficient use of services.

Section 34.13 (Parks) encourages the development of day park areas to service both tourists and local residents. Although the property in question is a small parcel, it should be noted that a significant number of persons including many outside the local community consider this property a good fishing spot in addition to a boat launch site.

### **Summary**

The property in question is owned by the Municipality and has been used continuously and uninterrupted by the public for over the past 45 years as a swimming hole, fishing spot, picnic area and boat launch as previously noted.

The municipality does have an inventory of boat launch sites and as noted, none that provide residents with direct access to Chemong Lake within their jurisdiction. This site is the only launch site available for residents of the municipality with access to Chemong Lake. The next closest launch site is approximately 7 kilometers away and outside the boundaries of the Municipality.

There are 10 launch areas within the Municipality's jurisdiction that are similar to the site in question, in that they do not provide parking and / or garbage collection..

The site has not been a financial burden to the Municipality over the years of its' existence and there is no reason to believe that this has to change.

The Municipality's Official Plan policies, not only supports but, encourages the preservation of this site for the use of their citizens.

The actions of the residents of 782 Frankhill Road have been disruptive to the Community and unwarranted and should be stopped.

The residents of the area do not want to loose this access to the lake and accordingly the Council should stand with its' residents and protect the interests of the public to insure that the launch area remains as such and in the public domain.

It would be in order for the Council to direct staff to take the necessary actions to establish this site as part of the Municipality's boat launch inventory and to protect the site for the public's use.

In advance, I thank you for your attention to this matter and your support on behalf of concerned citizens. In addition, I would ask that you keep us informed of any council activity in this matter so that we may make delegation to council as necessary.

Yours truly,

  
Nick Lasch

**Citizens concerned about the lose of the public's access to Chemong Lake at or near civic address 782 Frankhill Rd.**

11

*Schedule A*

We the undersigned, are concerned about the loss of the public's access to Chemong Lake at the above noted location and hereby petition the Council to direct the property owners at 782 Frankhill Rd. to remove inappropriate signage and to stop harassing persons using this long enjoyed public area.

**Name and address**

*H. New 6 Lawrence  
St. S.  
a Frankhill*

DONALD MCLEOD  
14 LAWRENCE ST S  
PETERBOROUGH, ON  
*Donald McLeod*

SANDY MACFARLAND  
14 Lawrence ST. S  
Peterborough  
*Schafarland*

*M. P. Little*

*14 Lawrence St S  
Peterborough*

**Name and address**

*Frank Hochleitner  
Mark Furing  
20 Lawrence St South*

JEFF & CATHY DILKINSON  
22 LAWRENCE ST S  
PETERBOROUGH, ON.

*John Vitane*  
30 Lawrence St S.  
Peterborough

*Larry Loebe*  
28 Lawrence St. S.  
Peterborough.

BRIAN PARKER  
32 LAWRENCE ST. S

*M. P.*  
Karen Birch  
204 Lawrence St S  
Karen Birch

**Citizens concerned about the loss of the public's access to Chemong Lake at or near civic address 782 Frankhill Rd.**

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Schedule A

12

**Name and address**

**Name and address**

RICK COLLYER  
237 WOODWARD AVE  
BENBROOK, ONT  
George KOVACS - BRIDGENORTH  
Chris Johnson - Fowlers Corners  
Adam Kuback - Fowlers Corners.  
Ella Langille -  
HERB LANG  
John Fallon  
47 Cadillac  
Nick Rawlings PTBO  
Bob VAN Dompsele  
Lin VAN Dompsele  
Sandra Haynes Fowlers Corners.

Glenn McDonald  
16 Colborne St. W.  
Lindsay, ON

**Citizens concerned about the loss of the public's access to Chemong Lake at or near civic address 782 Frankhill Rd.**

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*Schedule A*

*5*

**Name and address**

**Name and address**

*NEIL McILMOYUE 590 FIFES Bay Road.*

*Dave Sonnenberger LINDSAY ONT  
DENNIS LINTON SELWYN*

*Berna Baudisch 101 Westview Dr.  
Omemee.*

*DAVID LINTON 915 COTTINGHAM  
OMEMEE*

**Citizens concerned about the loss of the public's access to Chemong Lake at or near civic address 782 Frankhill Rd.**

27

*Schedule A*

We the undersigned, are concerned about the loss of the public's access to Chemong Lake at the above noted location and hereby petition the Council to direct the property owners at 782 Frankhill Rd. to remove inappropriate signage and to stop harassing persons using this long enjoyed public area.

**Name and address**

margie langille ~~XXXXXXXXXX~~  
Selwyn, ON

Corrie O'Toole

MARTIN SAUNDERS

Krysta Kernohan

Peterborough, ON

Audrey Kennedy, Omemee, ON

Nick Rawlings

Deanne Collins

Dan Collins

Christina Bokins

Luke Campbell

Dana Campbell

Maion Franks

Heather Sanderson

Jan Foley

M. W.

Susan Lasch 800 Frankhill

**Name and address**

~~Kerry Kettle~~  
8152 Hwy #7 Selwyn

Lorna Fitzpatrick 828 Frankhill Rd

Judy Brown

PAULA CORP.

PETER KUBOVIC 924 FRANK HILL  
705 559 9655

KAWARTHA HOME REPAIR  
SERVICES  
705-559-9655

FRANK CAVANAGH

Kim Thomas

Jean Wynne

Kim Kubovic

April Kubovic

**Citizens concerned about the loss of the public's access to Chemong Lake at or near civic address 782 Frankhill Rd.** 13

*Schedule A*

We the undersigned, are concerned about the loss of the public's access to Chemong Lake at the above noted location and hereby petition the Council to direct the property owners at 782 Frankhill Rd. to remove inappropriate signage and to stop harassing persons using this long enjoyed public area.

**Name and address**

PETE O'BRIEN  
31 LAWRENCE ST. S.

Matt Hughes  
17 Lawrence St S

SCOTT SANDISON  
39 LUTON CRT.

Steve Moore  
15 Lawrence St S.

Dave Dunbar  
9 Lawrence St S.

Paul Burton  
256 Clarke Drive Peterboro

ALICE GAUTHIER  
23 Rutland Rd. OREMEE.

Julia Bryant

Greg Haines 712 Frankhill

**Name and address**

BOB & BILL STURTON

Jonathan Cooney Ennismore 669 Cedarvale

Ryan Kennedy Peterborough

BOB ORANGE CONVERS

**Citizens concerned about the loss of the public's access to Chemong Lake at or near civic address 782 Frankhill Rd. #28**

*Schedule A*

We the undersigned, are concerned about the loss of the public's access to Chemong Lake at the above noted location and hereby petition the Council to direct the property owners at 782 Frankhill Rd. to remove inappropriate signage and to stop harassing persons using this long enjoyed public area.

**Name and address**

*Al Hutton*  
*704 McKellar St. Pet.*  
*Ken Young 901 Tindle Ct.*  
*Gillis LeBeau*  
*2035 Pinckney Ave.*  
*Eric Steinmiller, Peterborough*  
*6, W. 8th St. Foulger Cons.*  
*Pat Burke PRBO*  
*ted Chen*  
*Gene Moore*  
*Byrd M.*  
*John*  
*G. Gaudin*  
*R. B. B.*  
*Dan H. H.*  
*19 E. Fine*

**Name and address**

*Don Ryder*  
*Steve White*  
*Nick Lapsch Omemee*  
*Leah Rhodes.*  
*D.L. Auer 705-760-6224*  
*Steve Sell*  
*744 River Rd. S.*  
*Wayne Houghton*

**Citizens concerned about the loss of the public's access to Chemong Lake at or near civic address 782 Frankhill Rd.**

*Schedule A*

6

We the undersigned, are concerned about the loss of the public's access to Chemong Lake at the above noted location and hereby petition the Council to direct the property owners at 782 Frankhill Rd. to remove inappropriate signage and to stop harassing persons using this long enjoyed public area.

**Name and address**

**Name and address**

*Kevin Smith*

*231 Bethel Rd.*

*Phil Laseh*

*49 Beechwood DR*

*Collin List*

*49 Beechwood DR  
D130*

*Bill Welsh*

*Theo van der Ven*

# Schedule B

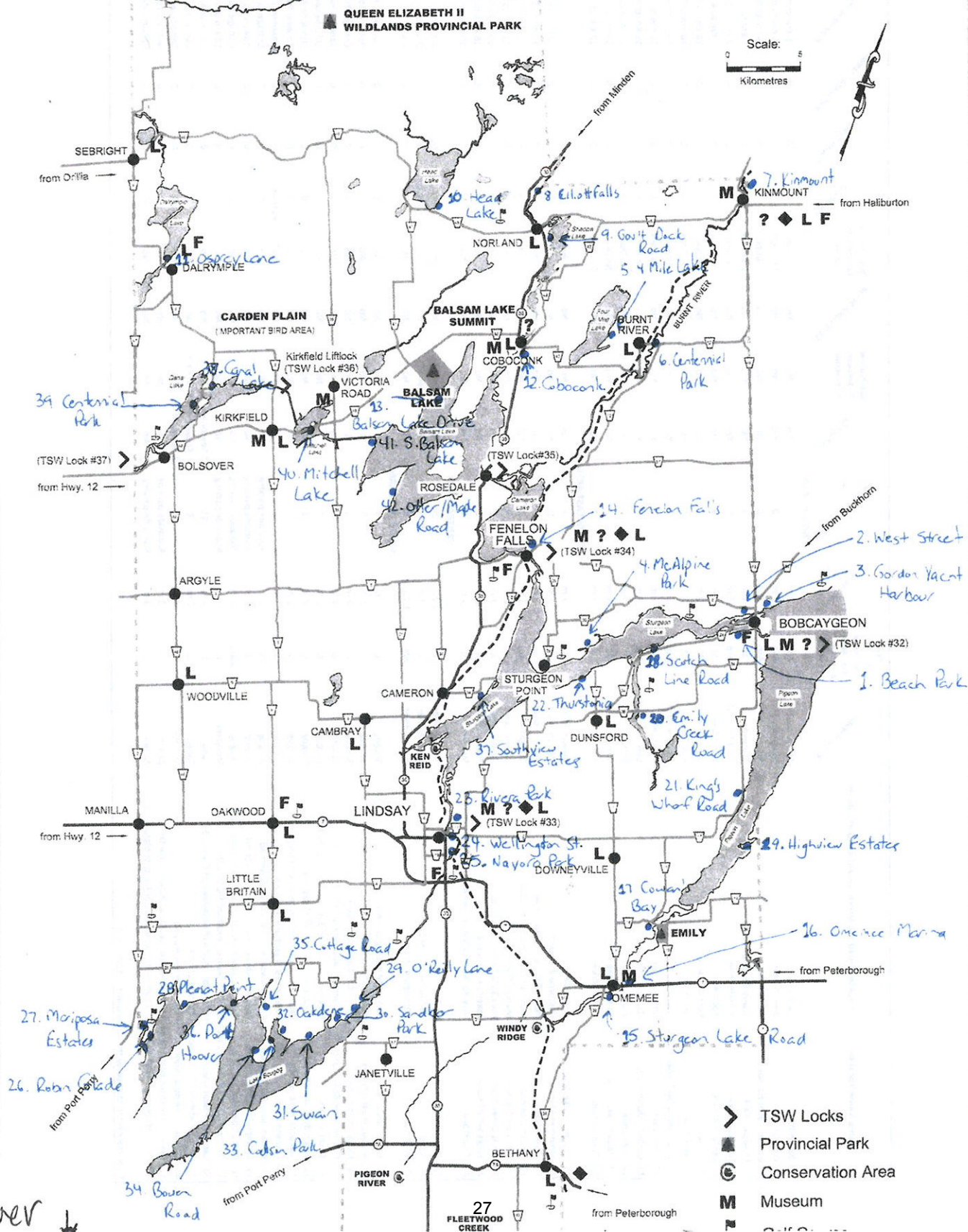
## City of KAWARTHA LAKES

Catch the Kawartha spirit

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www.explorekawarthalakes.com  
1-866-397-6673

- Highways
- Arterial Roads
- Victoria Rail Trail
- Trail Access
- Kawartha Trans Canada Trail

Scale:  
0 5  
Kilometres



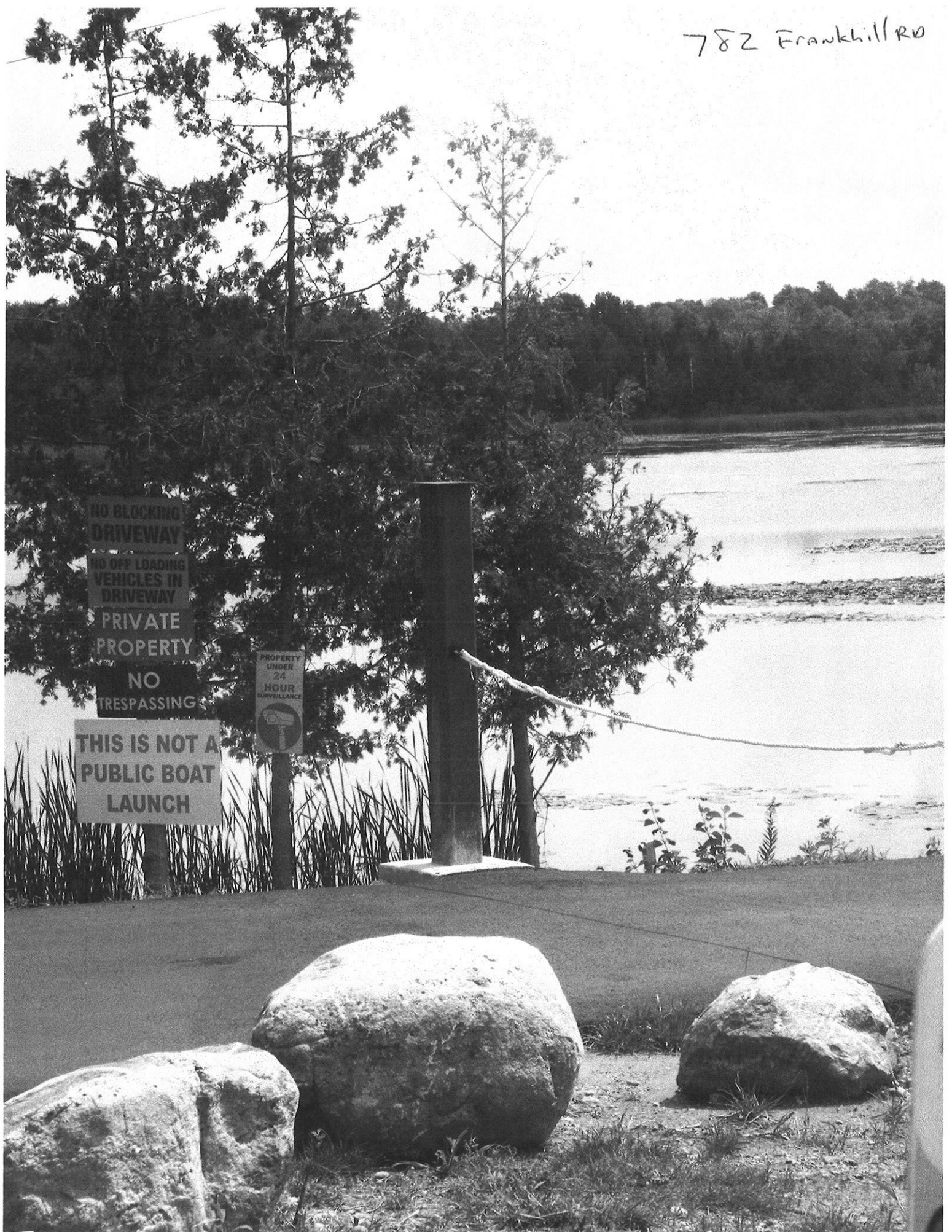
See over

# Schedule C

Lake Chemong

Number	Location	Ownership	Cost	In Out	Parking	ParkingSize	Condition	OtherInfo
1	Take road #14 (Yankee Line) right across causeway into Bridgenorth. Turn Right (South) on road #18. Turn Right on Wilcox. Take to end - launch is there.	Township	\$0.00		<input type="checkbox"/>		Gravel and grass, good condition, but very long and steep.	Stores and gas in Bridgenorth.
2	Take road #14 (Yankee Line) across causeway into Bridgenorth. Turn Right (South) on road #18. Turn Right (West) on Gobe st. Take to end - launch is there.	Township	\$0.00		<input type="checkbox"/>		Grass and a bit of gravel, pretty good condition, but steep and short.	Stores and gas in Bridgenorth.
3	Take road #14 (Yankee Line) across causeway into Bridgenorth. Star Marine will be on your Right just after coming off of the causeway.	Star Marine	\$5.00	each way	<input checked="" type="checkbox"/>	Ample.	Concrete, in good condition. Not steep.	Store and gas at Marina.
4	Come East on road #14 (Yankee Line) across causeway into Bridgenorth. Just before lights at end of causeway will see road on left - take that road to end - will bring you to the Marina.	The Dutch M	\$5.00	each way	<input checked="" type="checkbox"/>	Ample.	Concrete, good condition. Not steep.	Store and gas right at Marina.
5	Come East across causeway into Bridgenorth. Turn Left (North) on road #18. Turn Left (Still North) on road #20 (Selwyn rd) Turn Left (West) on Twelfth Line. Drive to end - launch is there.	Township	\$0.00		<input checked="" type="checkbox"/>	5 to 10 vehicles.	Concrete and gravel, good condition, somewhat bumpy. Not steep.	No, nothing.
6	Heading east on road #14 (Yankee Line). Turn Right (South) on McAuley rd. Turn Left (East) on Irish Line. Take to end, will see launch.	Township	\$0.00		<input checked="" type="checkbox"/>	5 to 10 vehicles.	Primarily grass, in good condition. Extremely steep.	No, nothing.
7	Head East on road #14 (Yankee Line). Turn Left (North) on road #18 Turn Right (North-East) on First road on Right - will see sign for Mars Marina. Drive 0.2 km - see another sign for Mars Marina - take Right and you are there.	Mars Marina	\$4.00	each way	<input checked="" type="checkbox"/>	Ample. \$3.00 with trailer, \$2.50 vehicle only.	Concrete, fair condition, a bit broken up. Not steep.	Store and gas at Marina.

782 Frankhill RD





# **The Corporation of the City of Kawartha Lakes**

## **Committee of the Whole Report**

**Report Number RS2019-004**

---

**Date:** January 22, 2018

**Time:** 1:00 p.m.

**Place:** Council Chambers

---

**Ward Community Identifier:** 6

**Title:** Surplus Declaration, Closure and Release of the City's Right to Re-purchase the Road Allowance Between Lots 10 and 11, Concession 4, in the Geographic Township of Verulam, City of Kawartha Lakes, designated as Part 1 on Plan 57R-10655

**Description:** Land Adjacent to Clifford Road

**Author and Title:** Robyn Carlson, City Solicitor/Acting Manager of Realty Services

---

### **Recommendation:**

**That Report RS2019-004, Surplus Declaration, Closure and Release of the City's Right to Re-purchase the Road Allowance Between Lots 10 and 11, Concession 4, in the Geographic Township of Verulam, City of Kawartha Lakes, designated as Part 1 on Plan 57R-10655, be received; and**

**That** this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

**Department Head:**\_\_\_\_\_

**Financial/Legal/HR/Other:**\_\_\_\_\_

**Chief Administrative Officer:**\_\_\_\_\_

## **Background:**

At the Council Meeting of September 22, 2018 Council adopted the following resolution:

### **CR2018-557**

**That** Report RS2018-025, **Proposed Surplus Declaration, Closure and Release of the City's Right to Re-purchase in the Road Allowance Between Lots 10 and 11, Concession 4, in the Geographic Township of Verulam, City of Kawartha Lakes, designated as Part 1 on Plan 57R-10655**, be received;

**That** the subject property, being the Road Allowance between Lots 10 and 11, Concession 4, in the Geographic Township of Verulam, City of Kawartha Lakes, designated as Part 1 on Plan 57R-10655, be declared surplus to municipal needs;

**That** Council support the closure of the road allowance and release the City's right to re-purchase the subject property in accordance with the provisions of By-law 2018-020, as amended, and the Municipal Act, 2001;

**That** the by-law attached as Schedule E to close the road and release the City's right to re-purchase the subject property shall be passed; and

**That** the Mayor and Clerk be authorized to execute any documents to facilitate the road closing and releasing the City's right to re-purchase the subject property.

**Carried**

This report addresses a deputation being made to the Committee of the Whole today in regards to that previous direction, for information purposes.

The Land Management Committee received a request from the property owner of the road allowance legally described as Road Allowance between Lots 10 and 11, Concession 4, in the Geographic Township of Verulam, City of Kawartha Lakes, designated as Part 1 on Plan 57R-10655 to have the City pass a stop-up and close by-law and release its interest in the subject property.

The Parcel Register for the subject property was provided by the applicant, confirming that 2085634 Ontario Limited, was noted as the owner of the subject property. The Parcel Register is attached as Schedule A.

The right of the City to re-purchase the property was set out in the Deed of Land, dated October 19, 1931 (attached as Appendix B), which included a provision "that should said lands be required at any future time for road purposes the said

Grantor herein reserves the right to re-purchase the same at the purchase price herein of \$25.00.”

Although the road allowance was sold by the former Township of Verulam as evidenced in the Deed of Land dated October 19, 1931, the road allowance was not stopped-up and closed (potentially because of the right to re-purchase). This caused the subject property to remain in the Registry system and unable to be converted to Land Titles.

The City obtained an independent legal review to confirm that 2085634 Ontario Limited was the owner of the subject property.

Land Management Committee felt that the subject property was unlikely to be required for future road development due to the fact that it ran into a swamp and from there into water over which a bridge was not likely to be placed (due to the width of the lake at this point, it would be a costly undertaking; any lake crossings in the future would be at narrower and more urban/travelled locations). Accordingly, Realty Services recommended that Council proceed with stopping up and closing the subject road allowance and releasing the City's right to re-purchase the land.

Intent of the proposal to stop-up and close the road allowance and release the City's interest was advertised in the Kawartha Lakes This Week on the 9<sup>th</sup>, 16<sup>th</sup>, and 23<sup>rd</sup> days of August, 2018. During the three week advertising period, a notice was also posted on-site and the advertisement was posted on the City's website.

Accordingly, By-Law 2018-204, approving the release of the City's right to re-purchase, was passed by Council on September 25, 2018 and registered on title to the subject property on November 29, 2018. A copy of Instrument No. R473361 is attached as Appendix C.

On August 30, 2018, the abutting property owner submitted a request to make a deputation to Council on September 11, 2018. That Council meeting was cancelled, and the deputant was advised of this. However, Staff did not recognize that the deputant was speaking in relation to RS2018-025 (his deputation request naming only the travelled road adjacent to the road allowance being considered, and the report referring to the property by its legal name only) and he was inadvertently not provided an opportunity to speak before Council at the September 25, 2018 meeting when Council resolved to pass the stop-up and close by-law and release the City's interest in the subject property. More specifically, Staff failed to contact the deputant in advance of September 25, 2018 to confirm the matter to which he intended to speak. By the time he was contacted, the matter had already proceeded.

The abutting property owner has advised that his MPAC property description includes reference to the subject road allowance and therefore, he wished for the

City to hold off on releasing its interest in the subject property until such time as he could seek legal advice for the purpose of establishing clear ownership to the subject property.

### **Relationship of Recommendation to the 2016-2019 Strategic Plan:**

This Report does not specifically align with any of the goals or strategic enablers in the Council Adopted Strategic Plan, as it is provided for information purposes only.

### **Consultations:**

Clerks' Department  
Land Management Committee  
Staples & Swain Professional Corporation

### **Attachments:**

Appendix A – Parcel Register



Appendix A - Parcel  
Register.pdf

Appendix B – Deed of Land



Appendix B - Deed of  
Land.pdf

Appendix C – Instrument No. R473361



Appendix C -  
Instrument No R4733

Appendix D – Map



Appendix D -  
Map.pdf

**Department Head E-Mail:** rcarlson@kawarthalakes.ca

**Department Head:** Robyn Carlson

**Department File:** L25-18-RS003

PROPERTY DESCRIPTION:

PT RDAL BTN LT 10 AND LT 11 CON 4 VERULAM AS IN R450824; CITY OF KAWARTHA LAKES

PROPERTY REMARKS:

ESTATE/QUALIFIER:

RECENTLY:

FIRST CONVERSION FROM BOOK

PIN CREATION DATE:

2010/02/22

REG. NUM.	DATE	INSTRUMENT TYPE	AMOUNT	PARTIES FROM	PARTIES TO	CERT/CHKD
** PRINTOUT INCLUDES ALL DOCUMENT TYPES AND DELETED INSTRUMENTS SINCE 2010/02/19 **						
DATE OF EARLIEST REGISTRATION LOADED: 2005/03/29						
R432239	2005/03/29	DEPOSIT				C
REMARKS: R280023 & VT89754						
R432240	2005/03/29	QUIT CLAIM TRNSFR	\$10,000		MACINA, JOSEPH JOHN	C
R432241	2005/03/29	QUIT CLAIM TRNSFR	\$10,000		MACINA, JOSEPH JOHN	C
R432242	2005/03/29	QUIT CLAIM TRNSFR	\$10,000		MACINA, JOSEPH JOHN	C
R450824	2006/08/30	TRANSFER	\$40,000		MACINA, RICHARD NICHOLAS SELES-MACINA, KATHERINE MARIE	C
R472882	2014/07/11	TRANSFER	\$69,900	MACINA, RICHARD NICHOLAS SELES-MACINA, KATHERINE MARIE	2085634 ONTARIO LIMITED	C
REMARKS: PLANNING ACT STATEMENTS.						
R472883	2014/07/11	CHARGE		*** COMPLETELY DELETED *** 2085634 ONTARIO LIMITED	MCCLENNAN, BARRY WAYNE	
R473047	2016/01/05	DISCH OF CHARGE		*** COMPLETELY DELETED *** MCCLENNAN, BARRY WAYNE		
REMARKS: R472883.						

CANADA  
Province of Ontario

3.  
of the  
of  
On Wit: in the

make oath and say:

1. THAT I was personally present and did see the within or annexed Instrument and a Duplicate thereof duly signed, sealed and executed by the parties thereto.
2. THAT the said Instrument and Duplicate were executed by the said part at the of
3. THAT I know the said part
4. That I am a subscribing witness to the said Instrument and Duplicate.

SWORN before me at the  
of  
in the  
of  
this  
A.D. 19 day of

A Commissioner, etc.

of  
To Wit: 3.  
of the  
in the  
of  
of

do solemnly declare:  
married,

That I was at the time of the execution and delivery by me of the within Instrument, of the full age of twenty-one years.

And I make this solemn declaration conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath and by virtue of the Canada Evidence Act.

DECLARED before me at the  
of  
in the  
of  
this  
A.D. 19 day of

A Commissioner for taking Affidavits, Etc.

Dated August 24th 1931

3.25  
K.M. 62

THE CORPORATION OF THE  
TOWNSHIP OF VERULAM.

TO

SOUTH VERULAM FUR AND GAME  
PRESERVE ASSOCIATION.  
Dunsford, Ont.

Bed of Land

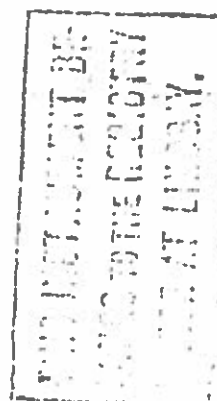
SITUATE  
In the Township of  
Verulam.

ab. A-269-267  
Merriss & Gilbert, Limited, Toronto  
Plan 25

Original Road Allowance 1/4 Con 405  
opposite lots 3-6-7-8-9-10-11  
a side Road 1/4 lot 10-11-12  
Original Side Road Allowance 1/4 lot 10  
10-11-12 Con 44-9 lot Con 405  
from 1/2 limit lots to 1/4 limit of  
Emby Creek Pass as shown

Geo. W. Taylor, S.  
Bohaggean Ont. N

I CERTIFY THAT THE WITHIN INSTRUMENT  
IS FULLY ENTERED AND REGISTERED IN THE  
REGISTRY OFFICE FOR THE REGISTRY DIVISION  
OF THE COUNTY OF VICTORIA IN BOOK 24  
FOR THE TOWNSHIP OF Verulam  
AT 3.25 CENTS/M. OF THE 29 DAY OF  
Dec. A.D. 1931 NUMBER 8864  
M. MacLennan REGISTRAR



5 8864  
THIS INDENTURE made induplicate the Twenty-fourth day of August in the year of our Lord one thousand nine hundred and thirty-one.

BETWEEN,--

THE CORPORATION OF THE TOWNSHIP OF VERULAM,  
hereinafter called the Grantor,

of the First Part,

And,

SOUTH VERULAM FUR AND GAME PRESERVE ASSOCIATION,  
hereinafter called the Grantee,

of the second Part.

Whereas application has been made by the Grantee herein for the sale of the lands hereinafter described to the said Grantee for the sum of Twenty-five dollars,

And Whereas for the said purpose, By-law No. 831 was duly passed after having duly observed the provisions of sections 483 and 486 of the Municipal Act, R.S.O. 1927 Chapter 233, the passing of said By-law having been duly confirmed by the Municipal Council of the Corporation of the County of Victoria by By-law No. 1125 and approved by Order-in-Council by the Honourable the Administrator of the Government of the Province of Ontario dated the 28th day of July A.D. 1931,

NOW THIS INDENTURE WITNESSETH in consideration of the ~~sum of~~ ~~Twenty-five~~ premises and of the sum of Twenty-five dollars of lawful money of Canada now paid by the said Grantee to the said Grantor, the receipt whereof is hereby acknowledged, the said Grantor doth Grant unto the said Grantee in fee simple, All and singular those certain parcels or tracts of land and premises, situate, lying and being in the Township of Verulam in the County of Victoria and Province of Ontario and being composed of the land and freehold of the Original Allowance for Road lying between concessions Four and Five opposite lots Three(3), ~~Four~~ Six(6), Seven(7), Eight(8), Nine(9), Ten(10) and Eleven(11), and of the land and freehold in the Original Allowance for Road of the Side Road lying between lots Ten(10) and Eleven(11) between concessions Four and Five and between lots Ten(10) and Eleven(11)

Concession four(4), from the Easterly limit of said lots to the Westerly limit of the Waters of Emily Creek. Provided, however, that should said lands be required at any future time for road purposes the said Grantor herein reserves the right to re-purchase the same at the purchase price herein of \$25.00

To have and to hold unto the said Grantee its heirs and assigns to  
and for its and their sole and only use forever,

Subject Nevertheless to the reservations, limitations, provisos and conditions expressed in the Original Grant thereof from the Crown.

The said Grantor Covenant s with the said Grantee that it ~~is~~ has the right to convey the said lands to the said Grantee notwithstanding any act of the said Grantor.

And that the said Grantee shall have quiet possession of the said lands, free from all encumbrances.

And the said Grantor Covenant s with the said Grantee that it ~~is~~ will execute such further assurances of the said lands as may be requisite.

And the said Grantor Covenant s with the said Grantee that it ~~is~~ has done no act to encumber the said lands.

And the said Grantor Release s to the said Grantee All its Claims upon the said lands.

~~And the said Grantor hereby covenants to the said Grantee~~

In Witness whereof the said Corporation has hereunto set its corporate seal and the hands of its proper officers.

~~And the said Grantor hereby covenants to the said Grantee~~

Signed, Sealed and Delivered,

In the presence of

J. W. Elliott Reeve

569 Felix Steele

W. B. Taylor Clerk.

# Affidavit Land Transfer Tax Act

In the Matter of the Land Transfer  
Tax Act, 1921 and 1922

Province of Ontario

COUNTY OF

Victoria

I George Wilbert Taylor

of the Village

of Bobcaygeon

in the

County of Victoria

for the Grantor

named in the within (or

To Wit: annexed) transfer make oath and say:

This affidavit may  
be made by the  
purchaser or ven-  
dor or by any one  
acting for them  
under power of  
attorney or by an  
agent accredited  
in writing by the  
purchaser or ven-  
dor or by the  
collector of either  
of them.

1. I am the Clerk of the Corporation of the Township of Verulam named in the within Transfer

2. I have a personal knowledge of the facts stated in this affidavit.

3. The true amount of the monies in cash and the value of any property or security included in the consideration is as follows:

(a) Monies paid in cash ..... \$ 25.00

(b) Property transferred in exchange to the equity value of ..... \$ nil

(c) Securities transferred to the value of ..... \$ nil

(d) Balances of existing encumbrances with interest owing at date  
of transfer ..... \$ nil

(e) Monies secured by mortgage under this transaction ..... \$ nil

(f) Liens, annuities and maintenance charges to which transfer  
is subject ..... \$ nil

Total consideration ..... \$ 25.00

~~I hereby certify that the above is a true and correct statement of the facts stated in this affidavit.~~  
~~I hereby certify that the above is a true and correct statement of the facts stated in this affidavit.~~  
~~I hereby certify that the above is a true and correct statement of the facts stated in this affidavit.~~

Sworn before me at the Village of

Bobcaygeon, in the County of

Victoria this 17th

day of August Oct A.D. 1931

A Commissioner, etc.

*George Wilbert Taylor*

*A. R. Bottom*

FOR OFFICE USE ONLY

R 473361  
CERTIFICATE OF REGISTRATION  
NOV 29 2018  
13:09  
VICTORIA No. 57  
Katharine Lee  
LAND REGISTRAR

New Property Identifiers  
Additional: See Schedule ☐

Executions  
Additional: See Schedule ☐

(1) Registry ☒ Land Titles ☐ (2) Page 1 of 1

(3) Property Identifier(s) Block 63141 - Property 0116 (R) Additional: See Schedule ☐

(4) Nature of Document  
By-Law

(5) Consideration  
Dollars \$

(6) Description  
Part of the Road Allowance between Lot 10 and Lot 11, Concession 4, in the Geographic Township of Verulam, designated as Part 1 on Reference Plan 57R-10655  
City of Kawartha Lakes  
Victoria Land Registry Office (No. 57)

(7) This Document Contains: (a) Redescription New Easement Plan/Sketch ☐ (b) Schedule for: Description ☐ Additional Parties ☐ Other ☐

(8) This Document provides as follows:  
See Schedule Attached for By-Law 2018-204

Continued on Schedule ☐

(9) This Document relates to instrument number(s)

(10) Party(ies) (Set out Status or Interest)  
Name(s) Signature(s) Date of Signature  
Y M D  
THE CORPORATION OF THE CITY OF KAWARTHA LAKES  
by its solicitors STAPLES & SWAIN PROFESSIONAL CORPORATION  
PER: Heather E. Richardson  
2018 11 28

(11) Address for Service  
26 Francis Street, P.O. Box 9000, Lindsay, Ontario K9V 5R8

(12) Party(ies) (Set out Status or Interest)  
Name(s) Signature(s) Date of Signature  
Y M D

(13) Address for Service

(14) Municipal Address of Property  
N/A

(15) Document Prepared by:  
Staples & Swain Professional Corporation  
10 William St. South  
Lindsay, Ontario  
K9V 3A4

FOR OFFICE USE ONLY

Fees and Tax	
Registration Fee	64.40
Total	64.40

# **The Corporation of the City of Kawartha Lakes**

## **By-Law 2018-204**

### **A By-law to Stop Up and Close Part of the Road Allowance Between Lot 10 and Lot 11, Concession 4, in the Geographic Township of Verulam, City of Kawartha Lakes, Designated as Part 1 on Reference Plan 57R-10655, Being PIN: 63141-0116 (R), and to Release the City's Right to Re-Purchase the Land**

#### **Recitals**

1. Pursuant to the *Municipal Act*, Council is empowered to stop up, close and to sell any part of a highway under its jurisdiction;
2. The land described in Schedule "A" attached forms part of the road allowance between Lot 10 and Lot 11, Concession 4, in the Geographic Township of Manvers, City of Kawartha Lakes, and has been declared to be surplus to municipal needs.
3. It is desirable to stop up and close that part of the road allowance described in Schedule "A" attached to this by-law and to authorize the release of the City's right to re-purchase the land.
4. By-Law No. 831 authorized the sale of the land described in Schedule "A". A Deed of Land registered as Instrument No. 8864, dated October 19, 1931, confirms the land has been in private ownership since that date.
5. Notice of the intention of City Council to pass this by-law was given by ad notice duly published in the *Kawartha Lakes This Week* newspaper on the 9<sup>th</sup>, 16<sup>th</sup>, and 23<sup>rd</sup> days of August. During the three week newspaper circulation, notice was also posted on-site, as well as on the City of Kawartha Lakes website, in accordance with the provisions of the *Municipal Act, 2001* and City of Kawartha Lakes By-Law 2018-020, as amended.
6. The proposed by-law came before Council for consideration at its regular meeting on the 25<sup>th</sup> day of September, 2018 at 2:00 p.m. and at that time no person objected to the proposed by-law nor claimed that his land would be prejudicially affected.

**Accordingly, the Council of The Corporation of the City of Kawartha Lakes enacts this By-law 2018-204.**

#### **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;

## 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: Road Closure and Sale

**2.01 Closure and Sale:** That part of the road allowance described in Schedule "A" attached has been declared to be surplus to municipal needs and is hereby stopped up and closed. The City's right to re-purchase the land described in Schedule "A" is authorized to be released in exchange for consideration in the amount of \$18,212.15, plus HST, if applicable, plus the cost of advertising, registrations, City staff time expense, legal fees and disbursements and any other costs incurred by the City in connection to this transaction.

## Section 3.00: Effective Date

**3.01 Effective Date:** This By-law shall come into force on the date it is finally passed by Council and has been deposited on title in the Registry Office for the Registry Division of Victoria (No. 57).

By-law read a first, second and third time, and finally passed, this 25<sup>th</sup> day of September, 2018.

  
 \_\_\_\_\_  
 Andy Letham, Mayor

  
 \_\_\_\_\_  
 Cathie Ritchie, City Clerk

K

**Schedule "A" To City Of Kawartha Lakes  
By-Law Number 2018-204  
Passed This 25<sup>th</sup> Day Of September, 2018**

**Description Of Land To Be Stopped Up and Closed**

Part of the Road Allowance Between Lot 10 and Lot 11, Concession 4, in the Geographic Township of Verulam, City of Kawartha Lakes, Designated as Part 1 on Reference Plan 57R-10655, Being PIN: 63141-0116 (R)



# The Corporation of the City of Kawartha Lakes

## Committee of the Whole Report

Report Number RS2019-010

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**Date:** January 22, 2019  
**Time:** 1:00 p.m.  
**Place:** Council Chambers

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**Ward Community Identifier:** 7

**Title:** Surplus Declaration and Proposed Conveyance of City-Owned Property – Portion of Hamilton Park, Lindsay

**Author and Title:** Robyn Carlson, City Solicitor and Acting Manager of Realty Services

---

### Recommendation(s):

**That** Report RS2019-010, **Surplus Declaration and Proposed Conveyance of City-Owned Property – Portion of Hamilton Park, Lindsay**, be received;

**That** a portion of the City-owned property known as Hamilton Park and legally described as Part of Parklot U and L on Plan 8P; Part of George Street Closed by A22780, Parts 1 to 3 on Plan 57R1614, Except Part 1 on Plan 57R3495, in the Geographic Town of Lindsay, City of Kawartha Lakes (Part of PIN: 63235-0029 (LT)) and more specifically identified in Appendix A, be declared surplus to municipal needs;

**That** a portion of the road allowance legally described as George Street on Plan 93, in the Geographic Town of Lindsay, City of Kawartha Lakes (Part of PIN: 63235-0003 (LT)) and more specifically identified in Appendix B, be declared surplus to municipal needs;

**That** staff be directed to commence the process to stop-up and close the said portion of the road allowance;

**That** Council adopt a by-law (with any amendments deemed necessary) to authorize the disposition of the subject properties to Kawartha Lakes Haliburton Housing Corporation for the purpose of affordable housing development, for nominal cost,

**Department Head:** \_\_\_\_\_

**Financial/Legal/HR/Other:** \_\_\_\_\_

**Chief Administrative Officer:** \_\_\_\_\_

**That** the sale be made on the condition that the development will incorporate environmentally friendly standards into the design of the build, such as a living roof, gray water system, geothermal heating, solar panels, and/or be LEED Certified;

**That** the Mayor and Clerk be authorized to execute all legal closing documents required for the sale of the subject property; and

**That** this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

### **Background:**

At the Council Meeting of June 19, 2018 Council adopted the following resolution:

#### **CR2018-397**

**Moved By** Councillor James

**Seconded By** Councillor Dunn

**That** the matter of the Surplus Declaration and Proposed Sale of City-Owned Property – Portion of Shaft Park, Lindsay, be referred back to staff to report to Council on other options for land in the City with potential for the development of affordable housing.

**Carried**

This report addresses that direction.

At the Land Management Committee meeting held on November 12, 2018, Hope Lee, Administrator/Manager of Housing and Chief Executive Officer of Kawartha Lakes Haliburton Housing Corporation (hereinafter referred to as “KLHHC”), presented four options as alternatives to the Shaft Park site. A copy of the presentation is attached as Appendix A.

The options presented included:

1. Using just the Lindsay Street North site
2. Combination of Lindsay Street North and Hamilton Park sites
3. Combination of Lindsay Street North and Colborne Street (portion of Wilson Fields) sites
4. Combination of Lindsay Street North and Hogan Park/Lindsay Water Tower sites

KLHHC's preferred option is to proceed with Option 2 (combination of Lindsay Street North and Hamilton Park sites) and the Land Management Committee was in agreement with this proposal. The subject portion of Hamilton Park and a portion of the abutting road allowance, which are more specifically identified on Appendix B, is proposed to be declared surplus to municipal needs for the purpose of a gift to KLHHC. KLHHC proposes to develop an affordable housing development on the site.

Public Notice advertising the potential surplus declaration and conveyance of the subject property was completed by newspaper circulation in the Kawartha Lakes This Week on the 27<sup>th</sup> day of December, 2018 and the 3<sup>rd</sup> and 10<sup>th</sup> days of January, 2019. In addition, a "Potential Surplus Property" sign was posted on the subject property for a three week period and a notice was posted on the City's website.

Appendix A is a copy of KLHHC's presentation of City-Owned Land Considerations for KLH Affordable Housing, Appendix B is an aerial photo of the subject property, Appendix C is a map of the subject property, and Appendix D is a general location map.

The Land Management Committee recommends that the subject property be declared surplus to municipal needs and that approval be given, in principle, for disposition to KLHHC in accordance with City of Kawartha Lakes By-law 2018-020, as amended. The Land Management Committee recommended that the development incorporate environmentally friendly building design concepts.

### **Rationale:**

Hamilton Park was acquired by the former Corporation of the Town of Lindsay in 1977 by purchase from a private owner. At the Land Management Committee meeting on November 12, 2018, Community Services confirmed that the Parks, Recreation and Culture Division determined that the subject portion of Hamilton Park could be declared surplus for Parks purposes and used for other municipal or KLHHC purposes as the subject portion of Hamilton Park is not used for any programming.

### **Other Alternatives Considered:**

Council could decide to put this property on the open market and obtain proceeds from the sale. Although this would increase the City's annual net revenue, the City, via KLHHC, would be looking to purchase land at the expense of the City. KLHHC optimally would like this property, as it is in proximity to existing affordable housing in the area.

## **Financial/Operation Impacts:**

As the recommendation is to gift the land, rather than sell the land, the City will not obtain revenue from this land transfer. Moreover, as per section 10.03 of By-law 2018-020, the City will not recover from the KLHHC any of the expenses associated with the transfer. These costs include: legal fees of approximately \$1,500.00, survey costs of approximately \$3,000.00 and staff time of \$1,500.00.

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

The recommendations in this report, to surplus and gift land for affordable housing, are in line with Goal 2 of the Council Adopted Strategic Plan: An Exceptional Quality of Life.

The City of Kawartha Lakes is the Municipal Service Manager (SM) for housing and homelessness programs and services for both the City of Kawartha Lakes and the County of Haliburton as mandated by the Province of Ontario through the Housing Services Act. In addition to goals and objectives of the Council approved (February 2014) 10 Year Housing and Homelessness Plan, a requirement of the Act, and more the recently the adoption of the Affordable Housing Framework by Council in December 2017, gifting land to our own initiatives is in line with the strategic enabler of “Responsible Fiscal Resource Management”.

In requiring the gift be made on the premise that the development is done in an environmentally conscious manner, these recommendations align with the Strategic Goal of “A Healthy Environment” and the value of Innovation.

## **Review of Accessibility Implications of Any Development or Policy:**

The Accessibility Committee will review and have input into the site plan and engineering drawings for the building for this portion of the site, at the site plan stage of the development process, in accordance with section 29 of the Ontario Accessibility for Ontarians with Disabilities Act, 2005, S.O. 2005, c. 11.

## **Servicing Implications:**

The proposed development shall be on full municipal services: water and sewer. Engineering is not aware of capacity constraints affecting the proposed units, however, through the development process, the proponent’s Engineer must provide the City with the Functional Servicing Report and Servicing Design, to confirm that existing municipal infrastructure can service the proposed residential growth.

## Consultations:

Land Management Committee  
Administrator/Manager of Housing and Chief Executive Officer of Kawartha  
Lakes Haliburton Housing Corporation

## Attachments:

Appendix A – City-Owned Land Considerations for KLH Affordable Housing



Appendix A - CKL  
Land Options for KLH

Appendix B – Aerial Photo



Appendix B - Aerial  
Photo.pdf

Appendix C – Map



Appendix C -  
Map.pdf

Appendix D – General Location Map



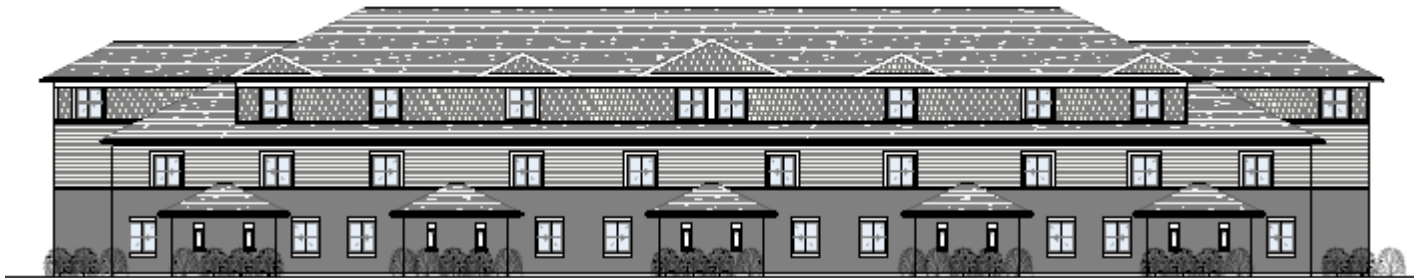
Appendix D - General  
Location Map.pdf

**Department Head E-Mail:** rcarlson@kawarthalakes.ca

**Department Head:** Robyn Carlson

**Department File:** L06-18-RS037

# City Owned Land Considerations for KLH Affordable Housing



KLH  
Housing  
Corp.

# Original Proposal

KLH requires land in Lindsay to complete Part 3 of its regeneration (a minimum of 40 units, range of 1-3 bedrooms)

Proposal included:

1. Bond Street Phase 2 (Shaft Park)
    - Conceptual 3 storey stacked townhouses, 16-18 units – singles, couples and families
  2. Lindsay Street Phase 2
    - Conceptual 3 storey apartment building, 24 units for seniors with programming space on ground level
- KLH saw advantage of continued partnership on Lindsay North
- KLH saw advantage of portion of Shaft Park with it's new development adjacent (5 Bond) especially given the cost to KLH Housing for road reconstruction (\$159,110)
- Opportunity to enhance the waterfront trail/boardwalk from a Community Services perspective

Status:

1. Council concerned with using waterfront (Bond) and requested other parcels of land be investigated
2. Lindsay Street use council approved (lease model)



# Other Options Investigated

1. **Option 1** – use just Lindsay Street North site
2. **Option 2** – use a combination of Lindsay Street North and Hamilton Street sites
3. **Option 3** – use a combination of Lindsay Street North and Colborne Street sites
4. **Option 4** – use a combination of Lindsay Street North and Hogan Park/Water Tower sites

## Option 1 – Lindsay Street Site Only

Other affordable housing in the area (see yellow highlights):

- 111 William North – 65 units
- 5 Bond East – 12 units
- 68 Lindsay North – 24 units
- 48 St Paul – 56 units
- 45 St Patrick – 10 units

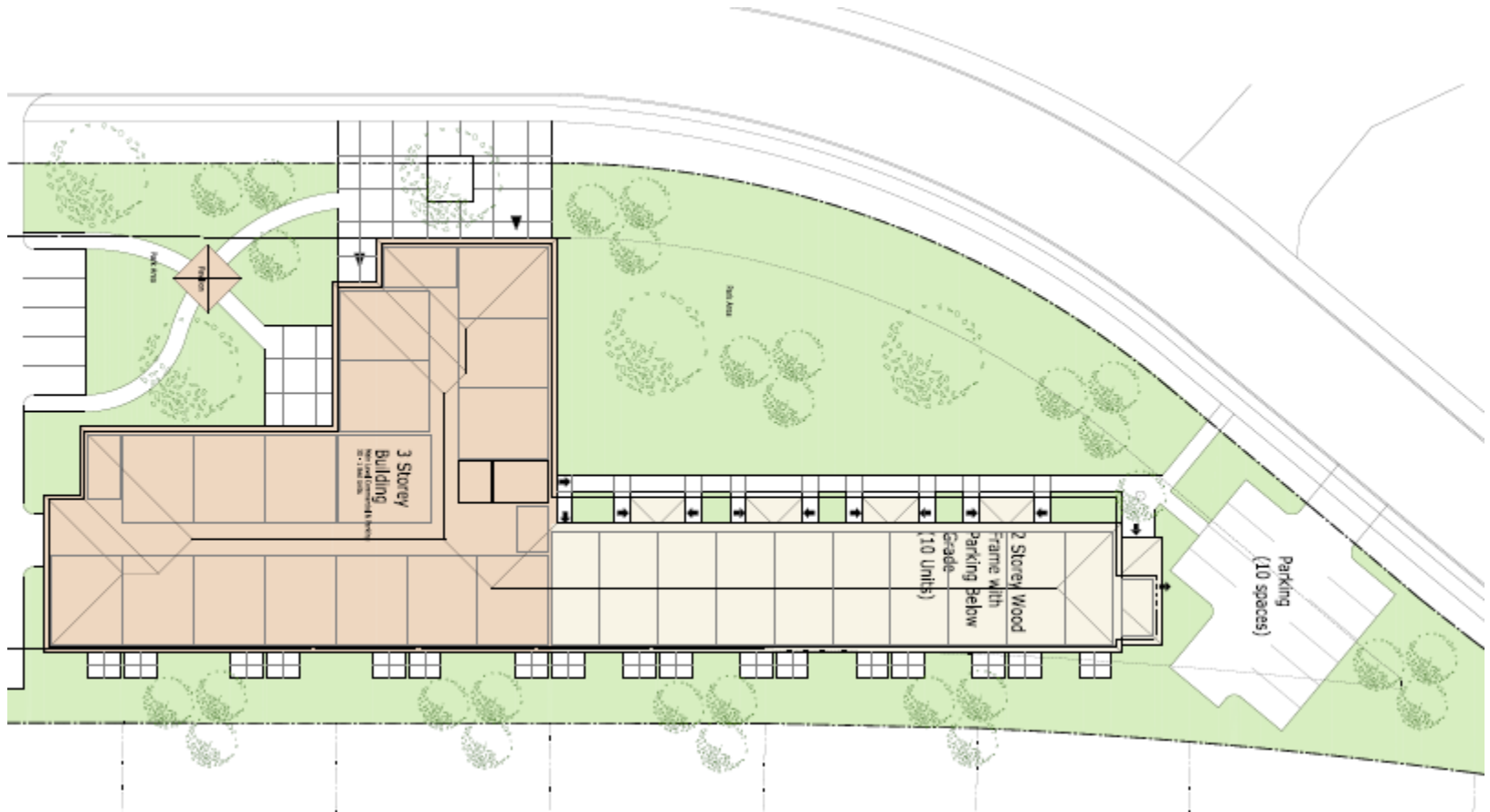
Would add another 40 units

Semi-underground/underground parking makes this unaffordable:

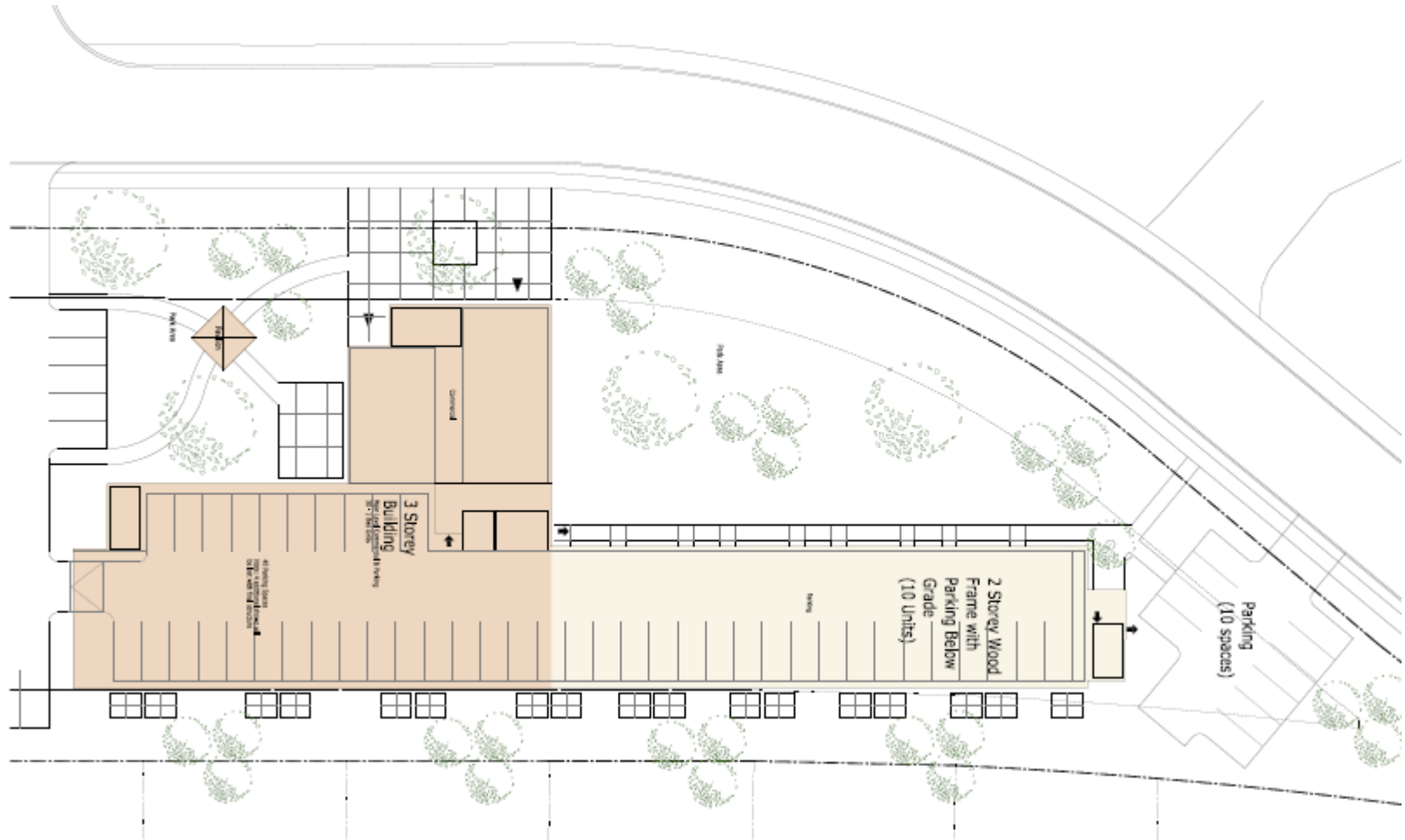
- \$5-7,000 per surface parking space
- \$40,000 plus per semi-underground/underground parking space



# Option 1 – Lindsay Street Site Only Conceptual (Upper Level)



# Option 1 – Lindsay Street Site Only Conceptual (Lower level)



*Make the right move*

## Option 2 – Lindsay Street Site

Other affordable housing in the area (see yellow highlights):

- 111 William North – 65 units
- 5 Bond East – 12 units
- 68 Lindsay North – 24 units
- 48 St Paul – 56 units
- 45 St Patrick – 10 units

Would add another 16-18 units

The building type recommended (shown on next slides) is not allowing for current zoning that requires commercial on ground and residential above (planning reviewing options for example since all one parcel now is commercial obligation met through 68 Lindsay build and/or approved variance)

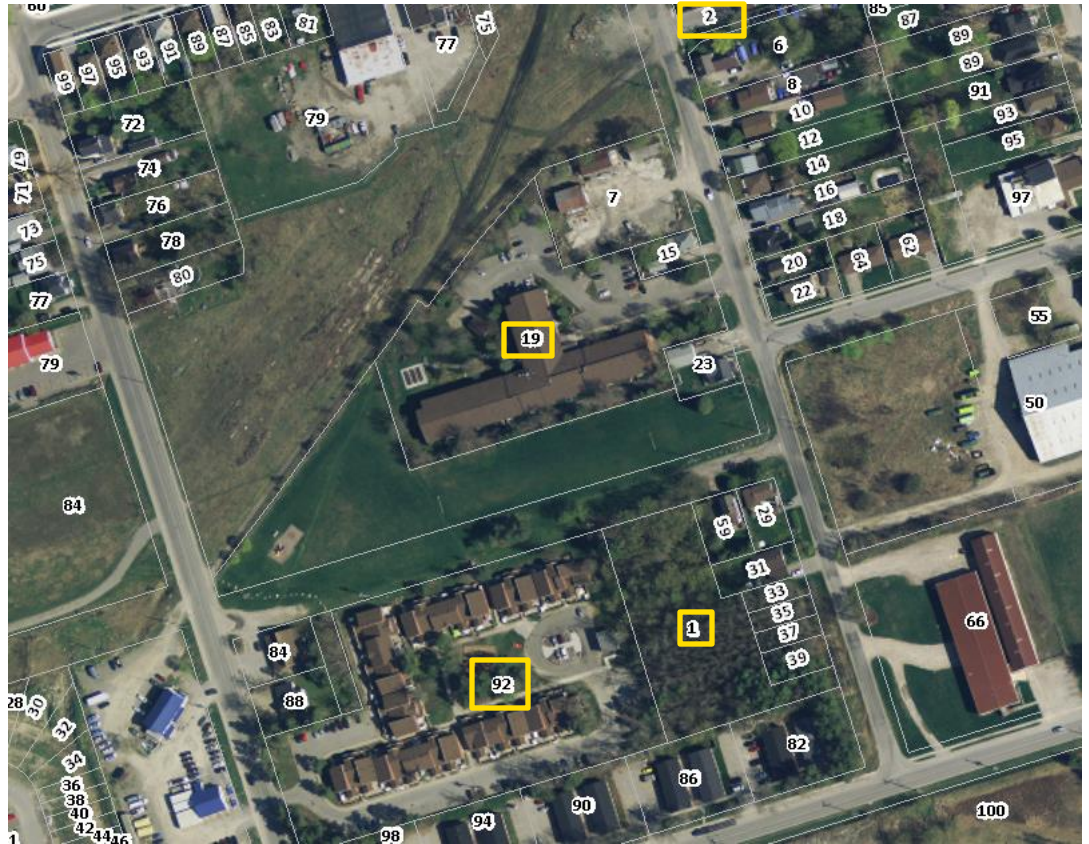


## Option 2 – Hamilton Street Site

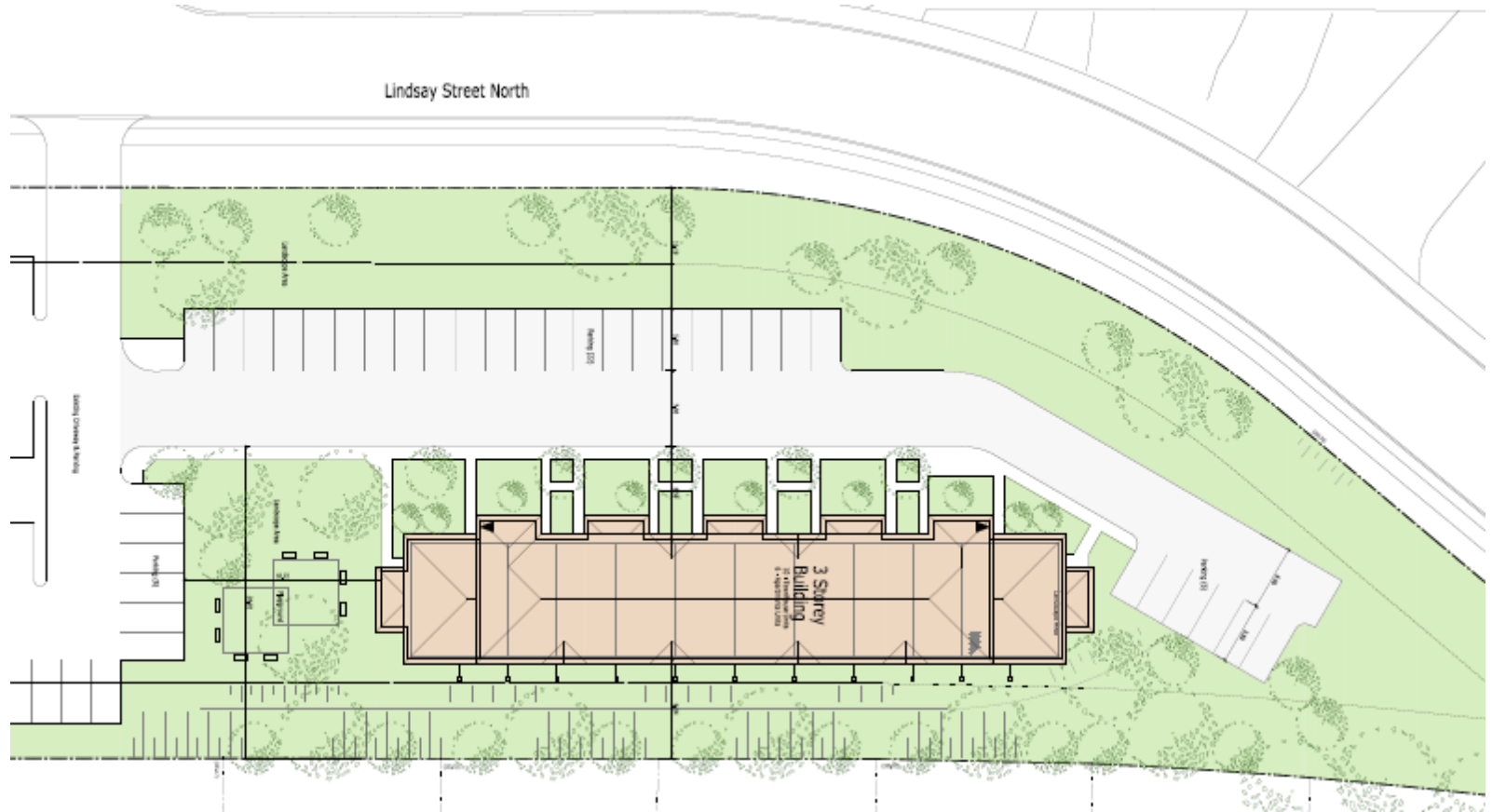
Other affordable housing in the area (see yellow highlighted areas):

- 19 Hamilton – 60 units
- 92 Albert – 50 units
- 1 Devan Court – 29 units
- 2 Hamilton – 18 units
- 65 Melbourne East – 70 units

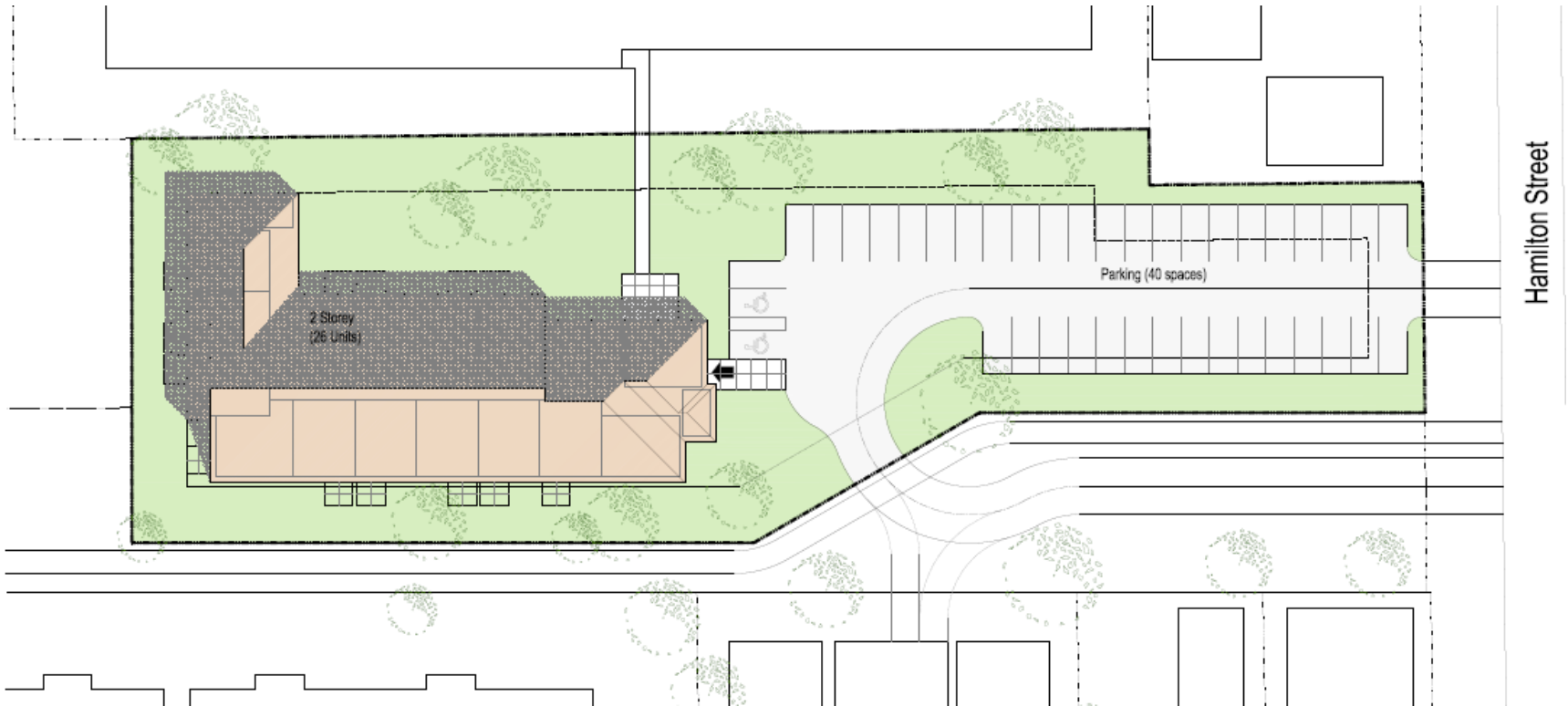
This build will add 26 units however all will be for seniors like the adjacent KLH Housing building at 19 Hamilton.



# Option 2 – Lindsay Street Site Conceptual



# Option 2 - Hamilton Street Conceptual



## Option 3 – Lindsay Street site

Other affordable housing in the area (see yellow highlights):

- 111 William North – 65 units
- 5 Bond East – 12 units
- 68 Lindsay North – 24 units
- 48 St Paul – 56 units
- 45 St Patrick – 10 units

Would add another 24 units

The building type recommended and shown on the previous slides allows for the current zoning which requires commercial on ground and residential above



## Option 3 – Colborne Street site

No other affordable housing in immediate area

Would need to construct in multiple blocks so less efficient model

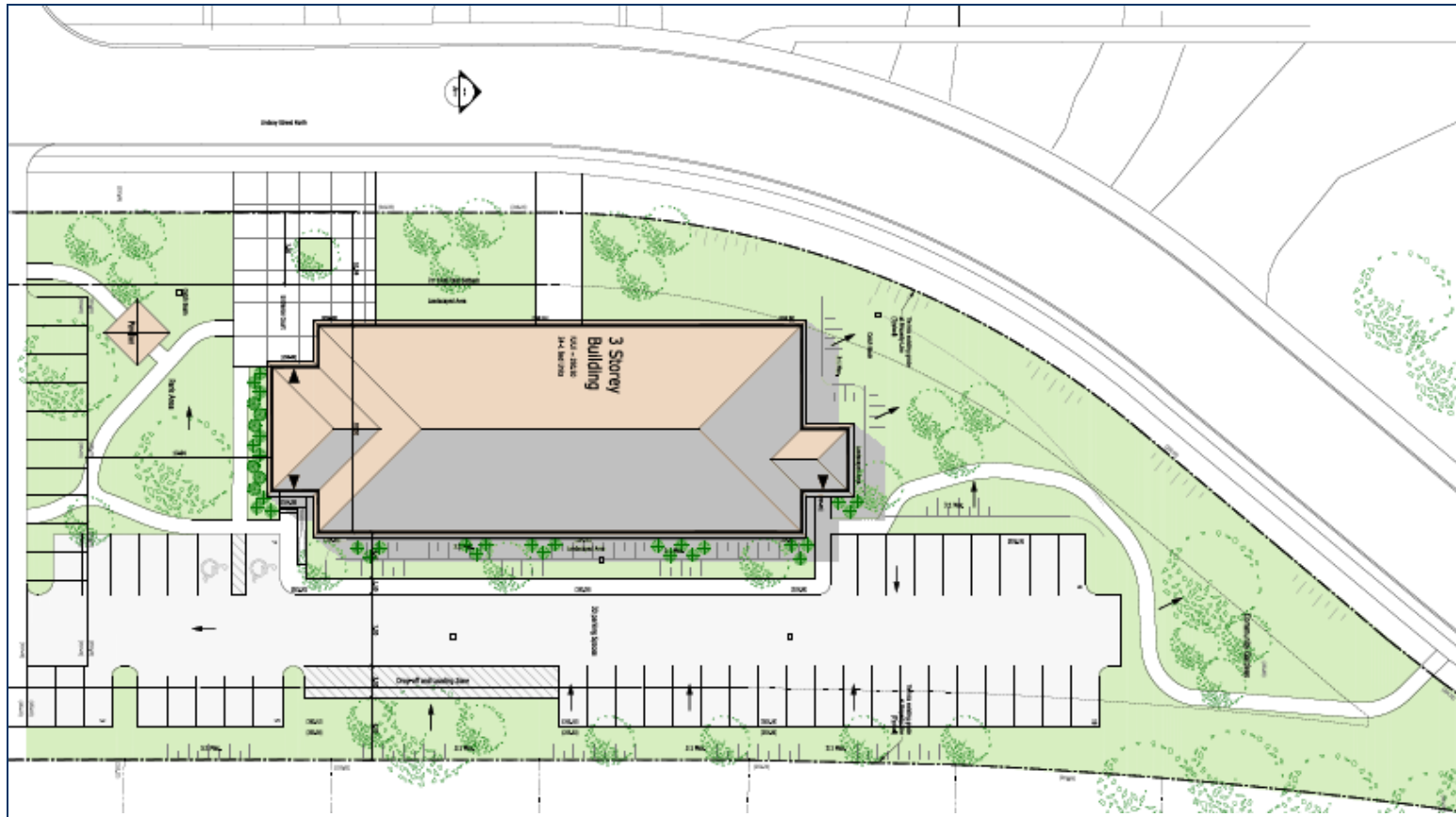
Needs Wilson Estate approval to change use

May need to pay back to Wilson Estate

May prove as a better alternative for future consideration with the purchase of the private parcel in the middle and use the City land on each side – adds the cost of the private land but gives more options for a larger development



# Option 3 – Lindsay Street Conceptual



*Make the right move*

# Option 3 – Colborne Street Conceptual



## Option 4 – Lindsay Street Site

Other affordable housing in the area (see yellow highlights):

- 111 William North – 65 units
- 5 Bond East – 12 units
- 68 Lindsay North – 24 units
- 48 St Paul – 56 units
- 45 St Patrick – 10 units

Would add another 24 units

The building type recommended and shown on the previous slides allows for the current zoning which requires commercial on ground and residential above

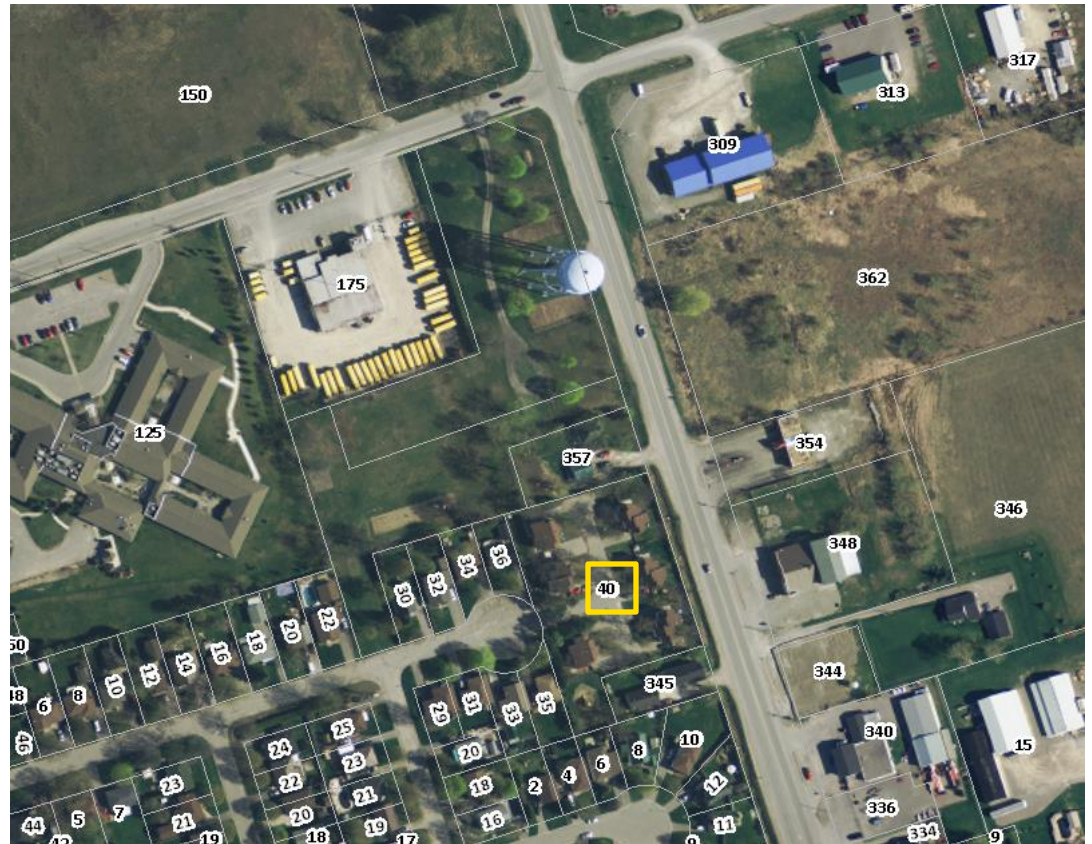


## Option 4 – Hogan Park/Water Tower Site

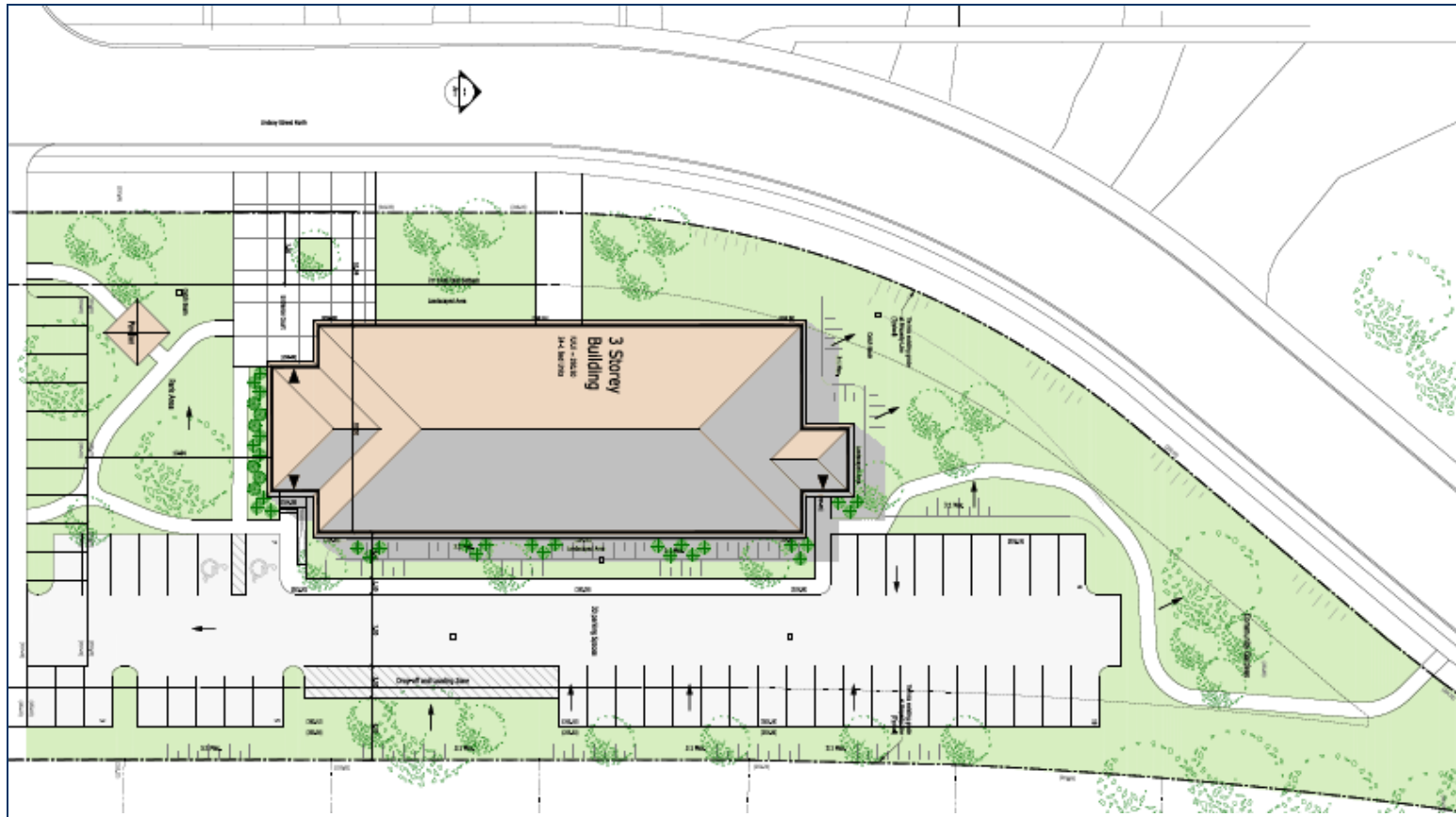
Other affordable housing in the area (see yellow highlighted area):

- 40 Dominion Drive – 12 units

Would require portion of both Hogan Park and the water tower property

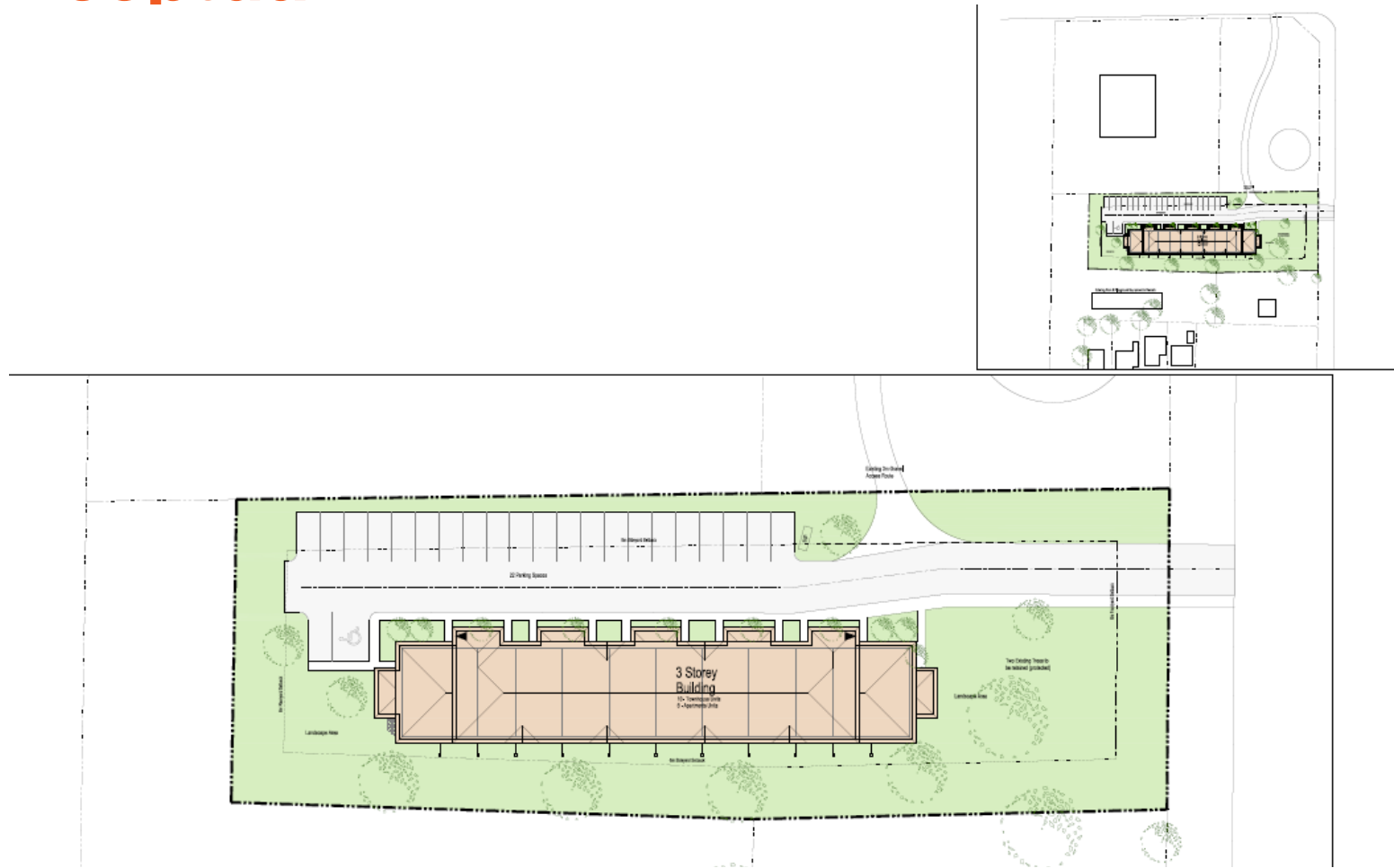


# Option 4 – Lindsay Street Site Conceptual



*Make the right move*

# Option 4 – Hogan Park/Water Tower Site Conceptual



# KLH Housing Recommendations

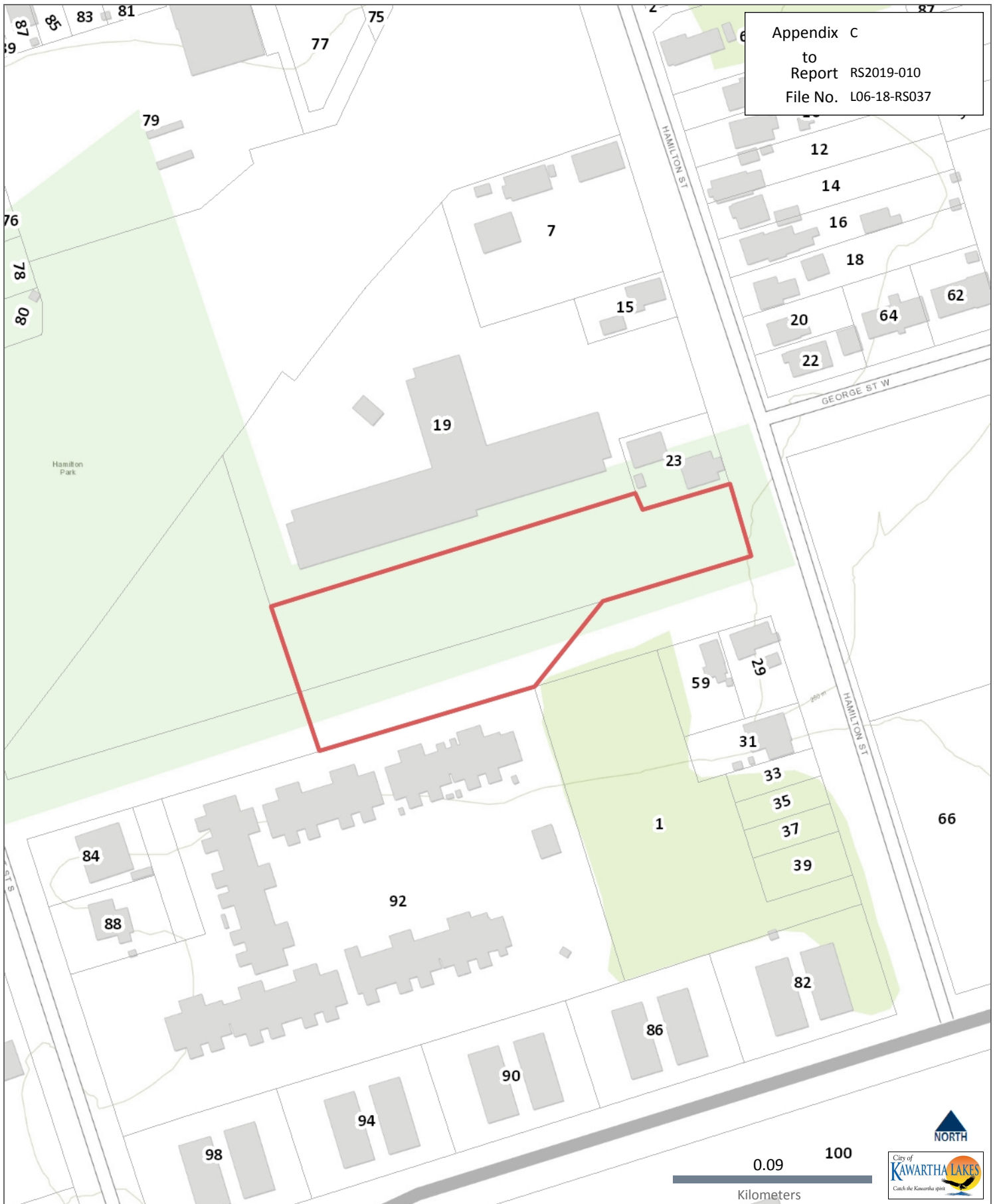
- not to proceed with Option 1 due to expense of providing parking underground
- proceed with Option 2 (Lindsay and Hamilton Street sites) now in order to complete KLH's Part 3 regeneration plan
- keep the Colborne Street and Hogan Park options as future sites which KLH could access as funding opportunities arise
- keep original option for Bond Street Phase 2 as a future consideration for housing as waterfront master plans are developed



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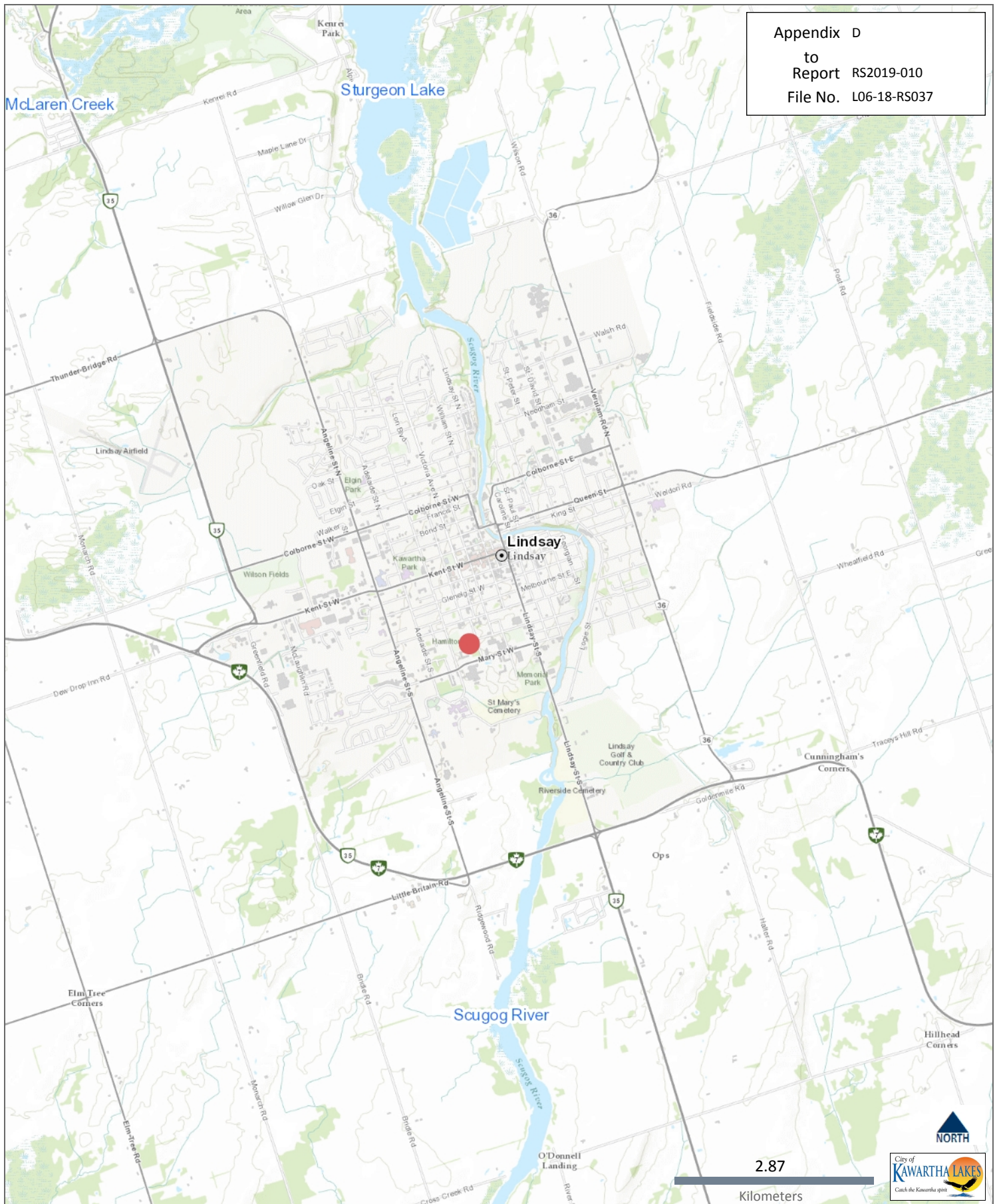
Date:



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Date:



Appendix D  
to  
Report RS2019-010  
File No. L06-18-RS037

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Date:

## Sarah O'Connell

---

**From:** Cathie Ritchie  
**Sent:** Thursday, January 03, 2019 11:15 AM  
**To:** Agenda Items  
**Subject:** FW: Pleasant Point proposed land purchase

**From:** Anne Nurse-Richardson [REDACTED]  
**Sent:** Thursday, January 03, 2019 10:47 AM  
**To:** Cathie Ritchie  
**Subject:** Pleasant Point proposed land purchase

Dear Mayor Andy Letham and Councillors Yeo, Seymour-Fagan, Elmslie, Veale, Dunn, Ashmore, O'Reilly and Richardson

We are writing as owners of [REDACTED] and [REDACTED] Rose Street with regards to the proposed change to Jessie Avenue at Pleasant Point from a road permitting lakefront access to include privately purchased parcels within the road system thus closing access to Jessie Avenue.

We are third generation members of a family who have been summer residents at Pleasant Point for over 90 years. During my lifetime, my family always looked forward to our summers being members of this close knit community. This is a trend which has continued with our own families. This community of cottagers - new and old - has always, and continues to be built on, lifelong friendships, comradery and authentic goodwill.

It would, in our opinion, be a travesty to have any portion of Jessie Avenue sold to any individual adjacent homeowner as it is truly one of the most unique and beautiful parts of the community. Most importantly, it is the conduit which ties the families together providing an opportunity for neighbours to socialize and catch up, and, for the children to pursue summer activities together. A sale to one homeowner could only lead to others. The next step would be building fences or installing hedges as owners now protect their private property.

Based on emails received, the issue that initiated the proposed purchase of the portion of Jesse Avenue does not really seem to be the desire for land itself, but more an attempt for protection from the unruly and disrespectful neighbours that are to the south of 35 Rose Street. This is a story that many residents of the community could comment on. The purchase of the portion of Jesse Avenue adjacent to 35 Rose Street will not help this situation!

We want to preserve the integrity of Pleasant Point for the next generation. Thank you for your consideration.

M. Anne Nurse-Richardson and Mary Nurse  
[REDACTED]

**Sarah O'Connell**

---

**Subject:**

FW: Jesse Avenue - Pleasant Point

-----Original Message-----

From: [REDACTED]  
Sent: Thursday, January 03, 2019 1:43 PM  
To: Council  
Cc: [REDACTED]  
Subject: Jesse Avenue - Pleasant Point

I own [REDACTED] Rose Street on Pleasant Point. My Parents bought this Cottage forty years ago. Every summer I return to Pleasant Point from my home in Southern Alberta. Jesse Avenue is part of my Cottage experience along with kayaking, swimming and reading. It is a wonderful community of caring people who often visit on Jesse Avenue. Please do not make changes that would prevent us from walking on Jesse Avenue. Thankyou Margery Wiig

**Sarah O'Connell**

---

**Subject:** FW: AGAINST 35 Jesse Ave. closure/sale proposal

Subject: AGAINST 35 Jesse Ave. closure/sale proposal

Dear Mr. Ashmore,

I recently saw the notice of the proposed Road Closure and Sale of the portion of Jessie Ave adjoining 35 Rose Street. As co-owner of both [REDACTED] Rose Street and Lot [REDACTED] (lake side of road opposite) I wish to speak vehemently against this closure and sale.

For over 100 years this has been a public right of way for all cottagers on what is now Rose Street. Personally I have come to [REDACTED] Rose Street since the summer of 1967. Walking along the "front path" has always been a part of cottage life and what has made the cottage community the friendly, dynamic place it is.

To restrict access on Jessie Avenue to the 36 cottages adjacent to the lake will change the character of this area for all cottage owners. Cottage owner have been using this pathway for the last 100 years and is the reason this is a unique area on Sturgeon Lake.

Allowing this sale to take place will restrict everyone on the Point from using the public access and open up the sale of other parts of Jessie Ave. The cottage experience would be greatly diminished were this to happen.

Please feel free to contact me for more information.

Kirsten Partanen

**Sarah O'Connell**

---

**From:** [REDACTED]  
**Sent:** Friday, January 11, 2019 10:23 AM  
**To:** Agenda Items  
**Cc:** Clerks  
**Subject:** Proposed Shoreline Road Closure and Sale at Jessie Ave

January 11, 2019

Deputy Clerk  
City Clerk's Office  
City of Kawartha Lakes  
PO Box 9000  
12 Peet Street  
Lindsay, ON K9V 5R8

Re: Public Notice Proposed Shoreline Road Closure and Sale  
Jessie Ave on Plan 123, at 35 Rose Street

Good Morning Council,

We purchased a cottage at [REDACTED] Rose Street 10 years ago, being fully aware there is a shoreline road allowance running the length on the lakeside of all the cottages.

The past few years, more children and some adults are taking liberty and riding their bikes or four-wheelers along this 'right-of-way', totally disrespecting our privacy and our safety concerns. Also residents not even living on Rose Street continue to walk here, many living on Pleasant Point Road, and swimmers, boaters and visitors which come to the new floating dock at the end of Pleasant Point Road.

We are also very concerned regarding liabilities should they occur if someone becomes injured while using this right-of-way. We suggest a council representative walk along this right-of-way to see how hazardous this right-of-way actually is, with many obstructions such as tree roots, rocks, branches, holes, and uneven ground. Actually the original Jessie Ave and it's continuation as a right-of-way is now crossing private property, due to the original trail being eroded and fallen into the lake.

This right of way was originally intended (long before there were any cottages or roads built in 1917) for the fishing boats or people travelling from one place to another, to stop and rest or to camp overnight. It no longer makes any sense to have this right-of-way and we agree to it's proposed closure.

There is no reason anymore for anyone to use this right-of-way, as Rose Street runs behind all the cottages. Rose Street is a dead-end street with minimal traffic, very safe and very accessible for everyone.

We are in full agreement for the Council to pass the by-law to stop up and close this right-of-way and agree for you to proceed and approve the proposal requested by owner of 35 Rose Street.

Thank and Regards,



**Sarah O'Connell**

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**From:** Aimée Haynes [REDACTED]  
**Sent:** Monday, January 14, 2019 11:31 AM  
**To:** realtyservices  
**Cc:** Clerks  
**Subject:** Proposed Road Closure and Sale 35 Rose Street

Good Morning,

My name is Aimee and I have been a resident of the (now) CoKL since 1989. I moved here with my family whom have been active members of this community, owning a business downtown and contributing, investing and participating in the City for decades.

My family has lived in Pleasant Point (residing on Leslie Frost, Rose Street and now Calm Street) for nearly three decades, I married, in 1998 and remained in Pleasant Point (Calm Street) with my husband and we now have our two boys and we remain there today. One of the reasons for doing so just happens to be the area which includes the walking path that I have enjoyed since I was a teenager and I now have a teenager. I urge you as a resident of the City of Kawartha Lakes and a member of this community to keep this a walking path to be enjoyed by families and members of the community for years to come.

Lakes are meant to be shared! It is one of the most endearing features that continues to call people to take up residence here, full time or part time, its community!

There is absolutely no reason to justify the sale of this land, other then pure greed!

Aimée Haynes  
[REDACTED]

**Sarah O'Connell**

---

**From:** Sharon Arruda [REDACTED]  
**Sent:** Monday, January 14, 2019 1:30 PM  
**To:** Agenda Items  
**Subject:** 35 Rose Street

Good afternoon,

We own a house on Holly Street, which is off Rose Street and close to 35 Rose Street, which is attempting to purchase land right up to Sturgeon Lake. This would mean that local residents, including our household, would no longer have the ability to walk the shoreline as we currently do. We purchased our house almost 3 years ago knowing that we had easy access to the lake for our enjoyment. The sale of land right up to the lake would effect the value of our house and would effect our enjoyment of the area. It will be even worse if other waterfront property owners decided to follow suit and buy the shoreline where their properties are.

Please do not approve the sale of any part of the shoreline along Rose Street. There are many of us who enjoy the area as it is, and selling shoreline would have a negative impact on the area. We would like to maintain the beautiful area for the enjoyment of all residents.

Thank you for your time,

Sharon and Steven Arruda  
[REDACTED]

## Sarah O'Connell

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**From:** Tara Moffatt [REDACTED]  
**Sent:** Monday, January 14, 2019 10:21 AM  
**To:** Clerks  
**Subject:** 35 Rose Street Purchase Public Water Front Walkway

Good morning, I bought our house 10 years ago and one of the selling features was access to our public walk way. I feel as a home owner and a community member of Pleasant Point, I am outraged at the petition to purchase this property. When the owners of 35 Rose Street bought their residence they were fully aware of the terms and public path before they purchased their home. How is this even this entertained? We love being able to utilize our walking path along our beautiful view of Lake Sturgeon. This may mean the ripple affect of other water front home owners wanting to purchase the public walkway land on the edge of their property. This could also mean homes in our area decline in price. Please Please don't allow the selling of our beautiful path.  
Thank you Tara Moffatt

Get [Outlook for Android](#)

**Sarah O'Connell**

---

**From:** Amanda MacArthur [REDACTED]  
**Sent:** Monday, January 14, 2019 10:37 AM  
**To:** Clerks  
**Subject:** Road closure and sale at 35 Rose st

I am emailing in regards to the road closure and sale at 35 Rose St Lindsay, On K9V 4R6. I myself along with my family and local friends would be very disappointed to see that part of the waterfront walking path sold and be unusable. It will change the whole dynamic of Pleasant Point and will set a precedent for others along that walkway to do the same. I for one and completely against it.

Thank you  
Amanda MacArthur  
[REDACTED]

**Sarah O'Connell**

---

**From:** Nathaniel Clauser [REDACTED]  
**Sent:** Friday, January 11, 2019 6:17 PM  
**To:** Clerks  
**Subject:** Proposed road closure and sale

Hello,

>> I am a pleasant point resident and I would like to dispute the road closure and sale of 35 Rose street. I am completely against the sale of this property and the precedent it will set for other property owners with a public easement.

>>

>> We moved to Kawartha Lakes 6 years ago from Alliston and one of the huge appeals of moving down here was the easement at the front of properties on rose st. Our real estate agent really sold the area when we found out about the easement that allowed pleasant point residents to walk the lake.

>>

>> Pleasant point is a beautiful community and the sale and closure of this property will greatly reduce all of our property value. I have included the picture from the newspaper so there will be no confusion about what property I am referring to.

>>

>> Sincerely,

>>

>> Nathaniel Clauser [REDACTED]

**Sarah O'Connell**

---

**From:** Ashton Clauser [REDACTED]  
**Sent:** Friday, January 11, 2019 6:09 PM  
**To:** Clerks  
**Subject:** Proposed road closure and sale

Hello,

I am a pleasant point resident and I would like to dispute the road closure and sale of 35 Rose street. I am completely against the sale of this property and the precedent it will set for other property owners with a public easement.

We moved to Kawartha Lakes 6 years ago from Alliston and one of the huge appeals of moving down here was the easement at the front of properties on rose st. Our real estate agent really sold the area when we found out about the easement that allowed pleasant point residents to walk the lake.

Pleasant point is a beautiful community and the sale and closure of this property will greatly reduce all of our property value. I have included the picture from the newspaper so there will be no confusion about what property I am referring to.

Sincerely,

Ashton Clauser [REDACTED]

**Sarah O'Connell**

---

**From:** cathy jamieson [REDACTED]  
**Sent:** Monday, January 14, 2019 8:41 PM  
**To:** Clerks  
**Subject:** Fwd: Proposed Closure of Jessie Ave. Pleasant Point (35 Rose Street Application)

January 14, 20019

Mayor and Council

c/o Office of the City Clerk

26 Francis Street

P.O. Box 9000

Lindsay, ON, K9V 5R8

Re: Proposed Closure of Part of Jessie Avenue, Pleasant Point  
(35 Rose Street Application)

Meeting Date: January 22, 2019

Dear Folks:

I am a property owner at [REDACTED] Leslie Frost Lane, Pleasant Point and cannot attend the above meeting. I have asked our neighbour, [REDACTED] to present my position about the above to the meeting on the 22<sup>nd</sup>. Since I have not received confirmation from you that will be allowed, I am submitting this letter for consideration by the Mayor and Council during the meeting.

Usually a municipality would not consider a "partial" closing and "partial" sale of a road on behalf of one owner but rather deal with all abutting property owners at the same time. If the municipality has decided to close the road called Jessie Ave. to dispose of any potential liability in future ownership, the whole road should be closed, not a small piece of it, and all owners would have the opportunity to purchase that part of the road abutting their lands. Usually there are costs involved in completing such a transaction such as application fees, survey costs, deed preparation costs, etc. and the adjoining property owners usually pay their share of these fees to complete the transfer. I have seen people pay in the \$5000 range before things are finalized.

Enough about road closures. There are a lot of interested parties that do not want Jessie Ave. closed and want it to remain public because it has been used by them or their families for close to one hundred years. Both of the Plans of Subdivisions at Pleasant Point date back to the early 1900's.

Our family has owned our property since 1935 and all generations have continually walked the waterfront from one end of Pleasant Point to the other including along Jessie Ave. during all seasons, but obviously more often in the summer time.

Our property on Plan 143 has and is subject to a "private" right-of-way along the waterfront for about forty cottages and homes to the southwest running along Leslie Frost Lane. This waterfront right-of-way, although private, has always been used by everyone including property owners along Jessie Ave. and they have always been welcomed. When people walk by, they are always greeted and many have made new friends in the process.

Plan 123, at the north eastern end of Pleasant Point, is different, in that Jessie Ave. is designated as a "public" street on the Plan. That has always meant that anyone can use it as a walking path and our family has done so since 1935 and would like to continue to do so. During my husband's seventy or so years at Pleasant Point, there have never been any problems at either end of the Point in relation to the use of the walking paths along the water.

If the City decides to dispose of Jessie Ave., one solution might be to sell it to Pleasant Point, which must be a legal entity because it owns a couple of parks, docking areas and even an old fire hall. That kind of a sale would make sense because the current usage by the residents could continue.

If that is not an option, and the City decides to close and sell all the pieces of Jessie Ave. to adjoining property owners, it should be done by "reserving a right-of-way" out of the transfers, giving all Pleasant Point Lakefront Property Owners, those lots on Plan 143, the right to continue to enjoy the Jessie Ave. lands as a "walking path" as they have done for nearly one hundred years.

I trust that my position will be heard at the meeting on the 22<sup>nd</sup>.

Sincerely,

Cathy Flett

[REDACTED]

[REDACTED]

Mr. Mayor and Councilors:

Before you is a request by the owners of 35 Rose St., City of Kawartha Lakes (Mr. Nensi and Mr. Virani) to close and purchase a portion of Jessie Avenue. This avenue runs between most cottages at the East end of Pleasant Point and Sturgeon Lake, in front of the cottages. This unpaved walkway was established, along with periodic rights of way (lanes) between Rose St. and Sturgeon Lake, to ensure that all cottagers have lake access. Pleasant Point property owners, relatives, and friends have been using Jessie Ave. uninterrupted for over 100 years.

Jessie Ave. is, in many ways, the thread that binds the Pleasant Point community together.

I echo the comments made by others regarding the history and use of Jessie Avenue. I have been part of the Pleasant Pt. community for over 45 years, and use Jessie Ave. almost daily when I am there. One of my favourite things to do is to walk west along Jessie Ave. while watching the sunset over Long Beach across the lake.

By law 2018-020 sets out a procedure for closure and sale of a road. First, please note that Jessie Ave. is opened, so cannot be disposed of until it is closed. A road must be declared surplus to the municipality's needs before it can be closed. No argument has been put forward that suggests that this road is surplus. The overwhelming evidence is that Pleasant Point owners and others use it frequently. In fact, Mr. Nensi and Ms. Virani complain that they need to purchase part of the road because others use it and they wish to restrict this (please see their comments regarding bicycles, children and strangers on the path).

Jessie Ave. is a footpath. It is not paved, and there is no need to pave it. It has never been maintained in winter and there is no need to do so. It is used frequently and regularly regardless of this.

In addition to the 36 lakefront properties at Pleasant Pt. there are a number of cottages and homes on the south side of Rose St. and the short streets running off of it. Jessie Ave. ensures that these property owners, their relatives, and friends also have access to enjoy the lake view. This is important and cannot be overlooked. Clearly, this road is not surplus, and should not be closed.

I wish to address the arguments made by the owners of 35 Rose St. who have requested that a portion of Jessie Ave. be declared surplus.

1. If part of this road is declared surplus and sold to an individual, it will prevent the unobstructed use of the road. Although assurances have been given that Jessie Ave. will not be blocked, if ownership is transferred to an individual the municipality and neighbours are powerless to hold a property owner to this promise. It would result in a situation similar to allowing a person on a city street to be able to buy the sidewalk in front of their home. It

would result, effectively, in blocking the public from regular and unobstructed access.

2. Jessie Ave. provides a safe alternative to Rose Street for pedestrians. Young children, the elderly and others can easily travel along Jessie Ave. without worry about vehicular traffic.
3. Although Mr. Nensi and Ms. Virani state that the purpose of Jessie Ave. was only to allow access to docks etc. he has not provided anything to substantiate this. In addition, Jessie Ave. has been used for approximately 100 yrs. as a walking path on an unobstructed basis. Therefore, a right to do so was established under the land registry system before Pleasant Point was transferred to Land Titles. Nothing has been done to interfere with this right.
4. Mr. Nensi and Ms. Virani complain about bicycles, unsupervised children and dogs on their property. With respect, such complaints are not going to be resolved by a change in ownership of the property. Unsupervised children and dogs do not respect property lines. We all wish that dogs were properly leashed, and that children are supervised.
5. Public or private ownership of Jessie Ave. will also not prevent those who trespass from doing so. In contrast, having public access along Jessie Avenue increases property safety since neighbours act as a "neighbourhood watch" and notify one another if there has been any damage to a cottage. A law enforcement officer familiar with security issues at seasonal residences confirms this arrangement increases property safety.
6. When damage has occurred to a property, the municipality has not incurred additional costs because neighbours have "pulled together" to clean up and repair any damage very quickly.
7. Jessie Ave. is a footpath. There are rocks and tree roots. That will not change if title to a portion of the avenue is sold to a private owner. I have been using Jessie Ave. for over 45 years, and know of no complaints because of injury on the path.
8. Mr. Nensi and Ms. Virani complain about the width of Jessie Ave. and the fact that some doors/porches may be on public land. This is something that should have been sorted out when the property was purchased. If they want to extend their porch further toward the lake, Mr. Nensi and Ms. Virani should have considered their property boundaries prior to buying 35 Rose St. The municipality would not consider closing Kent St. in Lindsay or part of the sidewalk so that one owner could expand their front porch. The same reasoning applies to Jessie Ave. It is a public thoroughfare. It should not be

declared surplus and closed to accommodate one owner's wish to expand their building.

9. Having Jessie Ave. at Pleasant Pt. is unique. It adds to the community. It also increases property values because it allows for the enjoyment of the lake view along all of Pleasant Point. This is especially so for those who own/use properties that are not lakefront.

Finally, I wish to address the timing of this request to close Jessie Ave. Pleasant Pt. is a seasonal community. Many of the property owners and users are Snowbirds. Most do not have easy access to Kawartha Lakes news. Some do not have internet. Publishing the notice of meeting for this very important issue in the winter (just one business day after Christmas) is almost underhanded. Many owners will not see the notice. Many will be out of Ontario – contrary to Mr. Nensi and Ms. Virani's statement many owners go to Florida in winter; it is presumptuous to state that they can fly back for one meeting.

If this request is not dismissed prior to the meeting scheduled for January 22, 2019, I request that the Council meeting be adjourned to June 2019 when all relevant property owners can attend or make deputations.

All of which is respectfully submitted.

Valerie Hazlett Parker and Tom Parker, [REDACTED] Rose St.  
Garth and Betty Hazlett, [REDACTED] Rose St.  
Mark and Laura Collins, [REDACTED] Rose St.  
Betty Collins, [REDACTED] Rose St.  
Cyndi and Jeff Gilmer, [REDACTED] Rose St.  
Helen and David Swift, [REDACTED] Rose St.

**Sarah O'Connell**

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**From:** Sue Smiling [REDACTED]  
**Sent:** Thursday, January 17, 2019 10:28 AM  
**To:** Clerks; Ron Ashmore  
**Subject:** disapprove of closure and sale of any part of Jessie Ave.

Valerie Hazlett Parkers's letter of deputation is very representative on how we feel. My Mom-Mildred Ridout has been coming to Pleasant Point for 72 years and her family has owned for about 65 years. I have been coming regularly for 53 years. 35 Rose used to be her best friend Sylvia's cottage and my siblings and cousins spent much time on that property. Jessie Avenue has been very special all these years as my dad William E. Ridout was a land surveyor and town planner so when I was a little girl he told me the names of Jessie-and its purpose and showed me maps. My mom and I spoke to Laura on the phone at the beginning of January but I wanted to formally write something.

Sincerely,

Susan Ridout [REDACTED] Rose Street

Mildred Ridout - offically owner of [REDACTED] Rose

**Bill and Lynda Moore**  
**37 Beverley Street, Kingston, Ontario, K7L 3Y5**  
Tel: [REDACTED] E-mail: [REDACTED]

Thursday, January 17, 2019

Mayor and Council  
c/o Office of the City Clerk  
26 Francis Street  
P.O. Box 9000  
Lindsay, ON K9V 5R8

**RE: Agenda Item 6.3: Proposed Surplus Declaration, Closure and Sale of a Portion of Shoreline Road Allowance (Jessie Avenue)**

I am writing on behalf of the Moore Family, owners of the property at 41 Rose Street.

We sympathize with the challenges which have led to the request to purchase the road allowance in front of 35 Rose Street. It is, however, highly unlikely that the proposed closure and sale will address the challenges of concern to the owners. The abuses of property in the neighbourhood are blatant even where clear rights of ownership exist. The behavior of wandering pets and discourteous people does not change because of property lines. On the other hand, removing a right of way which has been enjoyed by many cottage owners over decades is a massive discourtesy.

For four generations, from the early 1930s to the present day, our family have regularly walked the length of Jessie Avenue. We view it to be the lifeblood of the community, joining us from one end of Rose Street to the other. In our own case it has literally been that lifeblood. The friendships made along the Avenue have on several occasions brought immediate assistance to my aging and increasingly frail mother-in-law and more recently have alerted me when my husband, in the later stages of young-onset dementia, has been spotted wandering on his own. We all watch out for one another and we watch out for one another's property; whether it be alerting someone to a flaming boat floating dangerously near their wooden boat house or reporting a fallen tree breaking through the roof of a cottage closed for the winter. We are a community a little off the beaten track for emergency services but because of Jessie Avenue we are a community and we are there for each other to mitigate the challenge of distance from "official" help.

All of us on purchasing our properties were made aware of the walking rights of Jessie Avenue. As we live there we come to value that right more and more. We, the Moore family, urge Council to reject the proposal for the closure and sale of the shoreline allowance at 35 Rose Street.

Respectfully submitted,



Lynda C. Moore (for Joyce A. Moore, William R. A. Moore, our children and grandchildren)

## Sarah O'Connell

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**From:** Jordan Lavin | Mosquito.buzz <jlavin@mosquito.buzz>  
**Sent:** Wednesday, January 16, 2019 10:05 AM  
**To:** Clerks; realtyservices  
**Subject:** Proposed road closure and sale

Good morning,

I just heard about the proposed Road Closure and sale of the easement land adjacent to 35 Rose St (listed as Jessie Ave) in the City of Kawartha Lakes. I have several concerns.

1. I heard of this proposal by way of a neighbor. Many of the rate payers on this street, and in this community are '3 season' residents. I have a 'primary address' on file with the City, but did not receive proper notice? I was also at my Pleasant Point home over Christmas and did not have any notifications at the door, or in the mailbox.
2. The timing of this proposal leaves me concerned that many other long-time residents of Pleasant Point may be in similar situations, and the City of Kawartha Lakes will not hear proper deposition
3. This major 'precedent setting' alteration of land use would be a significant change to an entire community. A community that all purchased their land at some point in time, with the full understanding that a 'public' easement crosses our properties, and that residents of the community will have access to this easement. My family and I relocated from Snug Harbor to Pleasant Point 5 years ago, in search of this sense of community. The waterfront easement in question is part of the fabric of this lakefront community. I don't have a clear understanding of the original intent of the easement, but I have to assume that it was partially practical, for residents to access the waterfront when in need to deliver larger items, but I also have to assume that the majority of the intent was to ensure that a community with unique characteristics maintains one of its integral assets, the very sense of community, access to each other, and access to the very reason that we all call Pleasant Point home. The lake and the sun that sets across from the point each night. We have developed many great friendships at Pleasant Point and I can tell you, each one of them started somewhere along the easement. We oppose any alterations to this land use.

I am aware that I have missed the cutoff date for submission...but to my further point, I don't think proper notice was given? Please ensure that my comments are forwarded to the appropriate individuals responsible.

Thank you,



Jordan Lavin, C.F.E. | Chief Operating Officer

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[Facebook](#) | [Google+](#) | [Twitter](#) | [LinkedIn](#) | [Franchise Information](#)

**Sarah O'Connell**

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**From:** Melinda <[REDACTED]>  
**Sent:** Thursday, January 17, 2019 5:35 PM  
**To:** Clerks  
**Subject:** Jessie Avenue

To Whom it May Concern

We are property owners at # [REDACTED] Rose St and # [REDACTED] Rose St. We are opposed to the closure and sale of Jessie Avenue, at Pleasant Point. We are out of the country January 22 2019. I thought that we had previously submitted correspondence showing our objections, but we will submit it again. Sincerely  
Melinda Hazlett and Douglas Wishart.

My father is currently in Florida, and does not use email for correspondence. I know he and his wife also object to the proposed closure and sale of Jessie Avenue. I believe he phoned and spoke with someone to voice his objections. I would like to submit their objections as well. Garth and Betty Hazlett # [REDACTED] Rose St.

Dear Mayor, Letham and Councillors

January 8, 2019

We are submitting this letter in response to the proposed sale of a portion of Jessie Ave. located along the southeast Sturgeon Lake shoreline at Pleasant Point, in the City of Kawartha Lakes. to the owners of 35 Rose St. Pleasant Point.

My family have been property owners at Pleasant Point since the early 1900's. This spans six generations three of which are still actively involved in our family cottage experience. I personally have a 60-year history assuming ownership of 35 Rose Street from my father in 2005.

The foot path known as Jessie Ave. has been in existence since the beginning when John Hay subdivided his farm to create the cottage lots that exist today. The property owners all should understand and were made aware of its existence when they took ownership of their property whether that was through family succession or purchase. When lucky enough to be at our cottage we have used and continue to use "The Path", as we call it, daily and have never had a negative interaction with anyone. Its existence allows kids to stay off the road, friends to visit, added security and a genuine sense of community not to mention a great sunset stroll.

It is unfortunate that some people don't leash their dogs or pick up after them while others misuse property and demonstrate a complete lack of common courtesy or respect for the property of others. It does not matter whether that property is publicly or privately owned. These problems are not unique to Jessie Ave. and will not be solved by its sale. The sale of any portion of this valued asset would eventually result in a fence or private property sign going up resulting in sadness, distress, and anger for the many residents whose families have resided here and grown using the path for generations. If this application were to be approved an Easement allowing all deed holders guests, present and future, barrier free use of Jessie Ave in perpetuity would be the only solution that might stand a chance of working.

It is for the reasons above we join in support of the deputation submitted by Ms. Parker Hazlett, and the many other Pleasant Point property owners you have heard from, that I am writing to make my family's feelings known. We align our recommendation with that of the many other people who have spoken out against this sale and ask that you reject the application, leaving the status of Jessie Ave. unchanged, so it may still be enjoyed as the walking path it was intended to be since its creation in the original plan of Pleasant Point over 100 years ago.

Respectfully

Peter Clark and Family  
Pleasant Point  
City of Kawartha Lakes

Doug and Joanne Burns

January 14, 2019

Sale of Jessie Ave. Pleasant Point , Sturgeon Lake

Dear Mayor Letham,

This correspondence is in regards to the selling of the unused shoreline road , Jessie Ave , Pleasant Point , Sturgeon Lake . Various members of our community have vocalised their opinions on the disruption of Jessie Avenue, continually more land owners are now agreeing with the purchasing and there is a segment of cottagers who know what they would like to do but remain silent because of the possible actions that can result from living in a small community. Recently , there has been several people who believe that they speak for all the property owners along Jessie Ave. They do not . I am grateful for this opportunity to explain the positive reasons why Doug and I are among full time residents and cottagers who are willing to acquire Jessie Ave.

To begin, my grandparents , Tony and Annie Bakogeorge originally bought a cottage here ;it was then inherited by my mother , Kathleen (Bakogeorge) and her husband Joseph Hunter . Presently , I , Joanne ( Hunter )and Douglas Burns own this property. Over the past three generations Pleasant Point has seen many changes . My generational 67 years brings many cherished memories both as a young cottager through to my adult ownership as a year-round resident of 40 plus years. We fully understand the valued traditions , community networking and supportive atmosphere recognised by the shoreline owners along Jessie Ave. Because , we have experienced both residencies , Doug and I can appreciate the pros and cons of the controversy involving the purchase of Jessie Ave.

From a roadway to service the docks , Jessie Ave. has forgone that practice since the Pleasant Point Police Village and later the Pleasant Point Cottagers Association deemed it a walking path just for those who resided lakefront on Jessie Avenue which backed onto Rose Street. The organization posted signs stating that no bicycles or motorised vehicles are allowed . When each sign vanished , a new one was erected. Everyone respected the walkway :however, signs are gone, and years have past introducing uncharacteristic usage of Jessie Ave. Unquestionably , you have received various historical versions regarding the path and Jessie Ave. We believe that It is time for progress . This pathway is not the back bone of this neighbourhood . It is the people who make this community . We can all service our needs whether it be social , economic , physical and environmental without having to rely on Jessie Avenue. Moving forward will provide each Jessie Avenue resident expansion of their property and revitalise new concepts for upholding convention.

We are listing the following reasons for purchasing the segment of Jessie Ave which abuts our property:

- Safety for family due to height of wall . Serious injury could occur if someone fell over the wall which varies in height up to about 13 feet landing on cement docks or water.
- Safety and property damage from motorized vehicles. We have dealt with snowmobiles, dirt bikes and ATVs. They are hazardous to children or residents utilizing lakefront yard. Plus, privacy and noise issues have occurred.
- Three generations of our family have maintained Jessie Ave .including the stone wall and dock. Keeping it safe and attractive . Have removed and cleaned up storm downfalls, damage and hazards without assistance from municipal and city crews. We have paid for these year-round custodial duties from our personal finances without any or partial compensation from Victoria County, Fenelon Township or the City. It would be a privilege to finally have ownership for property that we maintain.
- Security .Welfare . It has been made extremely public that anyone can walk on Jessie Ave., thus, we have increased traffic from people who do not live down here or are unknown to us. There are people who walk their dogs unattended and leave feces: Some citizens are akin to the pathway consuming alcoholic refreshments; Repeatedly ,people use the path at nighttime shinning their flashlights into our home . My husband works at night and I am becoming fearful to stay alone. Outsiders access the dock to use for boating and fishing. Stealing from property ,dock and water shed. Some leave their beer bottles and trash.
- Unsettling to know that we may pay more taxes than some of the populous that utilize , not always for the right reasons, Jessie Ave. while we work hard spending time and money on upkeep for everyone's use.
- Adding Jessie Avenue to our deed will increase the value of our land . It is important to secure as much equity as possible in case of resale once we are gone. This will assist in securing my family's wellbeing in the future.

We appreciate your time and assistance relating to Jessie Avenue in Pleasant Point. It is **not our intention to block the path on Jessie Ave .We would not erect a fence or barrier hindering the Jessie Avenue cottagers and the Jessie Avenue full time residents their traditional walks. We are willing to be helpful with reasonable , practical access to our immediate neighbours for their dock repairs. For the most part, the shoreline inhabitants of Jessie Avenue respect each other's domain.** It is essential for all of us have an additional recourse to ask interlopers to leave.

It is in earnest , we request the City of Kawartha Lakes permit us to purchase the shoreline road in Pleasant Point known as Jessie Ave. Please allow us to control our own destiny for a section of land that has become the essence of our home.

Respectfully,

Joanne and Douglas Burns

**Sarah O'Connell**

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**From:** bobwhittaker bobwhittaker [REDACTED]  
**Sent:** Saturday, January 19, 2019 6:15 PM  
**To:** realitysevice; auracarnochan; Council; Agenda Items; [REDACTED] Ron Ashmore;  
[REDACTED]  
**Subject:** COW2019-013 Bob Whittaker's "NO" to Proposal

COW2019-013

Speaking for [REDACTED] and [REDACTED] Rose Street, I say "NO" to the proposal issued by the owners of 35 Rose Street for their purchase of Jessie Avenue that fronts their lot.

Jessie Avenue reflects the spirit of the community where we stop and chat and socialize with our neighbours. It's the spark plug for other activities, meeting new people, kid's special events, corn roasts with a live band, then the evening sunset strolls from spring till fall. Where else can you view a Haida Totem Poll that is also a sample of expert engineering?

Gone will be the charm that pulls together our community of a close knit friendly people with the building of fences about 35 Rose to the lake. It just seems so RIDICULOUS.

At first I didn't think the owners of 35 Rose who were welcomed to the "Point" fully understood the situation they were creating. It's obvious their lawyer or real estate agent must have informed them about ownership of Jesse Avenue before purchase. Then the BLIND SIDED posting of the proposal near Christmas leaving one to think the owners of 35 Rose must have a SHAMEFUL alternative motive

The owner's of 35 Rose will need a survey at closing if their proposal is approved. The beach front will be added to their property taxes.

Jessie Avenue is a path worn trail that has no boundaries where at times it barely hugs the shoreline. It is "possible" that other owners who wish to follow 35's lead may find their properties don't adhere to the region's setback regulations so they may need some costly construction adjustments or amendments in addition to increased property taxes.

A POTENTIAL HORNET'S NEST AND FOR WHAT?

Regards,  
Bob Whittaker

**Sarah O'Connell**

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**Subject:**

FW: COW2019-013 Frances Whittaker's NO to proposal

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**From:** bobwhittaker bobwhittaker [REDACTED]

**Sent:** Saturday, January 19, 2019 6:07 PM

**To:** lauracarnochan; realitysevice; Council; Agenda Items; Ron Ashmore; [REDACTED]

**Subject:** COW2019-013 Frances Whittaker's NO to proposal

COW2019-013

Speaking for [REDACTED] and [REDACTED] Rose Street, I say "NO" to the proposal stopping up Jessie Avenue at 35 Rose.

The new owners of 35 Rose Street have had one summer season there, and have found several aspects of Pleasant Point that they don't like. The most important of these aspects was the front path known as Jessie Avenue that runs the length of Pleasant Point East in front of all our cottages. They approached the City of Kawartha Lakes in an effort to buy the part of Jessie Avenue in front of their lot, and have this matter dealt with at the January 2019 Council meeting, hoping it would be a done deal before all the rest of the affected cottagers arrived for the summer. Thankfully, this underhanded plan did not succeed and the majority of cottagers were informed and, horrified, rushed to have their views on the negative impact of the plan, be heard.

When the land was surveyed in 1910 for the Summer Resort of Pleasant Point, there is no mention of how wide Jesse Avenue is, as it meanders along the lakefront. Rose Street is well-marked, however as being 1/2 chain ( 33 feet wide), an adequate with for vehicles. My grandfather William Rennie Tucker, having come from Toronto by train, in 1911, bought two lots, now [REDACTED] and [REDACTED] Rose Street and commenced to build two cottages, with the lumber and supplies brought from the Lindsay mill on the ferry boat, the Lintonia, then hauled to his lots by horse and wagon along Rose Street from the government dock. This was also how groceries ordered from Eaton's, got to Pleasant Point, though cooking was basic with refrigeration being a hole under the kitchen floor. Before he started building, he had to clear the land and he pulled out 150 tree stumps to achieve this, using a yoke over his shoulders. Everything was done by hand, as there was no hydro at the cottages until 1943. He also built a number of swings, stilts and teeter-totters for his and his neighbourhood children to play on, in front of [REDACTED] Rose and likely on some of Jessie Avenue, which is wide at that point.

For the better part of the last century, I and my family have owned four cottages facing Jessie Avenue and the lake, though [REDACTED] Rose was sold off in the 1980's. My own experience at Pleasant Point began when I was seven days old. The summer of 1949 was unbearably hot in Toronto, so I was brought straight from the

hospital to thrive in the cool lake breezes found on Jessie Avenue as my Mother pushed me in my pram. Over the years I have learnt every rock and root on that footpath, as have my daughters and now my grandson, walking his pup on a lead, making it five generations of my family to enjoy this vital cohesive part of the Pleasant Point community.

The countless number of feet using this front path over these hundred plus years has defined and maintained Jessie Avenue, and as you walk along, you have a chance to catch up with old friends and meet new ones. You realize that having the Jessie Avenue footpath has brought about a unique connectedness and mutual respect between the cottagers of Pleasant Point. It indeed embodies the spirit of Pleasant Point.

With this, I hope that the City Council understands that I, like the majority of Pleasant Point cottagers, do not want changes made to Jessie Avenue.

Sincerely,  
Frances Tucker Rich Whittaker.

**Sarah O'Connell**

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**Subject:**

FW: 35 Rose Street, Pleasant Point

**Subject: Re: 35 Rose Street, Pleasant Point**

Further to my email dated Dec. 25th. The realty service of Kawartha Lakes must know that Jessie Ave. and access to Jessie Ave is the right of all 36 Cottages on Pleasant Point. No one cottager can restrict access to this walkway from the other 35 cottagers unless all 36 cottagers agree to eliminate Jessie Ave. and it's right of way.

If one cottager is given that right to eliminate access for the other 35 cottagers on Jessie Ave. how can your department even consider this request to close access to a right of way that has been in effect since 1910. Please explain to me how you can even consider this request without the approval and elimination of Jessie Ave. except by approval of all 36 cottagers.

Just so you know that when anyone who purchases a cottage on Pleasant Point, lake side, they are notified that there exists a public walkway in front of their cottage called Jessie Ave. If they were not made aware of this fact at time of purchase then shame on their real estate agent or lawyer.

Please explain how this request was even considered without approval of all 36 cottagers to agree to allow one cottager to eliminate access to a public walkway ? I think the department needs to understand how Jessie Ave was setup on the original site plan by John Hay in 1910. It does not belong to one cottager but to all the cottagers on Pleasant Point.

George Baillie.

Sent from my iPad

# **The Corporation of the City of Kawartha Lakes**

## **Council Report**

**Report Number RS2019-003**

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**Date:** January 22, 2019  
**Time:** 2:00 p.m.  
**Place:** Council Chambers

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**Ward Community Identifier:** 6

**Title:** Proposed Surplus Declaration, Closure and Sale of a Portion of Shoreline Road Allowance Adjacent to 35 Rose Street, Fenelon

**Author and Title:** Laura Carnochan, Law Clerk – Realty Services

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### **Recommendation:**

**That** Report RS2019-003, Proposed Surplus Declaration, Closure and Sale of a Portion of Shoreline Road Allowance Adjacent to 35 Rose Street, Fenelon, be received; and

**That** this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

**Department Head:**\_\_\_\_\_

**Financial/Legal/HR/Other:**\_\_\_\_\_

**Chief Administrative Officer:**\_\_\_\_\_

## **Background:**

The Land Management Committee received a request from the owner of 35 Rose Street, in the Geographic Township of Fenelon, City of Kawartha Lakes, to purchase the portion of shoreline road allowance that is adjacent to their property, which is legally described as part of Jessie Avenue on Plan 123, in the Geographic Township of Fenelon, City of Kawartha Lakes.

No previous sections of the road allowance legally described as Jessie Avenue on Plan 123, in the Geographic Township of Fenelon, City of Kawartha Lakes, have been stopped up and closed. In other words, this road allowance is not yet fragmented and thus is still able to develop in the future as a travelled road. The Land Management Committee felt that this land is unlikely to be used to develop a travelled road, as Jessie Avenue does not extend westerly past Pleasant Point Road. Further the subject road allowance has a significant number of encroachments located on it, being docks or boathouses associated with the adjoining properties. Therefore, the Land Management Committee felt that it would be appropriate for Council to stop-up and close the subject portion of road allowance and convey it into private ownership.

Public Notice advertising the potential surplus declaration and sale of the subject road allowance was completed by newspaper circulation in the Kawartha Lakes This Week on the 27<sup>th</sup> day of December, 2018 and the 3<sup>rd</sup> and 10<sup>th</sup> days of January, 2019. During this three week advertising period, notice was also posted on the City's website.

During the advertising period, the Realty Services division, the Clerks' Office, and the Ward Councillor, received a significant number of e-mails and calls outlining their concerns with Council proceeding with the proposed stop-up, closure, and sale of the subject property. According to several area residents, Jessie Avenue is well-used by the community as an unmaintained and unimproved walking trail or open space.

During this time, the Realty Services Division also received expressions of support for this sale from homeowners representing 3 properties that likewise border the road allowance. These homeowners expressed concern with the walking trail: trespassing, theft, lack of privacy, dogs off leash, failure of owners or the City to pick up after dogs, failure of the City to maintain the trail (hazardous trees, tree roots, and a steep 15 foot drop off adjacent to the trail). These homeowners also indicated that the road allowances leading to water that intersect with Jessie Avenue are not demarcated and are being used as side yards. Accordingly, persons accessing Jessie Avenue trespass to enter and exit it.

During this time, the Realty Services Division also received an expression of interest in the matter from a member of public, requesting additional time to consider the matter. This comment was in alignment with that of a seasonal resident, who asked that the matter return to Council in the summer months.

Appendix A is a general location map, Appendix B is an aerial photo, and Appendix C is a map.

The purpose of this report is to advance this issue to Council for its consideration, in light of the complexities and competing interests involved.

### **Rationale:**

Shoreline road allowances exist on many lakes within the City of Kawartha Lakes. Although many of these allowances were never opened as public municipal roads, they remain public property. Recreational and residential property owners of "lakefront" property often do not own "their" lots right up to the water's edge. In many circumstances, such as this case, the adjacent private owner has encroached onto this space and utilized it as a lot addition.

At their meeting on October 10, 2018, the Land Management Committee determined that this portion of shoreline road allowance is not required for municipal road purposes and approved proceeding with presenting a proposal to Council to stop-up and close the subject portion of road allowance and authorize its sale to the abutting landowner.

As part of the City's disposition process per By-Law 2018-020, public notice of any proposed sale is completed for a three week period prior to the Committee of the Whole meeting at which the Staff Report will be presented. Public notice of this proposed sale was completed by newspaper circulation in the Kawartha Lakes This Week on the 27<sup>th</sup> day of December, 2018 and the 3<sup>rd</sup> and 10<sup>th</sup> days of January, 2019. During this three week advertising period, notice was also posted on the City's website. The purpose of this advertising is to determine if there is any public opposition to the sale.

The Realty Services division, the Clerks' Office, and the Ward Councillor received a significant number of e-mails and phone calls from area residents expressing either their concerns and opposition to the sale of subject property or their concerns with keeping the road allowance in its current condition.

Area residents advised that the subject portion of shoreline road allowance is utilized on a regular basis (mostly during the spring and summer months) as a walking path. The stop-up, closure and sale of the subject portion of shoreline road allowance would effectively split the road allowance into two separate

segments, with the section lying east of 35 Rose Street being accessible only from various access paths, as shown on Appendix D.

### **Other Alternatives Considered:**

None. The recommended resolutions are provided in the alternative and are exhaustive.

**That** Report RS2019-003, Proposed Surplus Declaration, Closure and Sale of a Portion of Shoreline Road Allowance Adjacent to 35 Rose Street, Fenelon, be received; and

**That** Council declare the subject property, being the shoreline road allowance adjacent to 35 Rose Street, in the Geographic Township of Fenelon, City of Kawartha Lakes, be declared not surplus to municipal needs at this time.

OR

**That** Report RS2019-003, Proposed Surplus Declaration, Closure and Sale of a Portion of Shoreline Road Allowance Adjacent to 35 Rose Street, Fenelon, be received; and

**That** the subject property, being the shoreline road allowance adjacent to 35 Rose Street, in the Geographic Township of Fenelon, City of Kawartha Lakes, be declared surplus to municipal needs;

**That** Council support, in principle, the closure of the shoreline road allowance and sale to the adjoining owner in accordance with the provisions of By-Law 2018-020, as amended, and the Municipal Act, 2001 and subject to the parties entering into a conditional Agreement of Purchase and Sale;

**That** staff be directed to commence the process to stop up and close the said portion of shoreline road allowance;

**That** a by-law (with any amendments deemed necessary) to close the road and authorize its disposition shall be passed if appropriate; and

**That** the Mayor and Clerk be authorized to execute any documents to facilitate the road closing and conveyance of the lands.

## **Financial Impacts:**

If Council proceeds with retaining the subject portion of road allowance, there should be no net financial impact to the City. Pursuant to the Encroachment By-law, the existing structures will need to be considered for license as part of Realty Services' proactive enforcement initiative scheduled to commence in 2020. The licensing fees are intended to offset the associated costs associated with staff time and with removals of non-compliant structures.

If Council decides to proceed with the closure and sale, the parties will be asked to enter into a conditional Agreement of Purchase and Sale with a non-refundable \$1,000.00 deposit to cover initial road closing costs. The price for a shoreline road allowance was established by By-Law 2018-020, as amended, and is set at \$23.00 per linear foot (based on a 66 foot width) for shoreline road allowances adjacent to a lake. All costs of the transaction, plus a \$1,500.00 fee to cover the City's staff time expenses will be paid for by the purchasers.

## **Relationship of Recommendation to the 2016-2019 Strategic Plan:**

This report aligns with the strategic goal of "a healthy environment".

## **Consultations:**

Land Management Committee  
Land Registry Office  
Planning - Maps

## **Attachments:**

Appendix A – General Location Map



Appendix A - General  
Location Map.pdf

Appendix B – Aerial Photo



Appendix B - Aerial  
Photo.pdf

## Appendix C – Map



Appendix C -  
Map.pdf

## Appendix D – Map (Jessie Avenue)

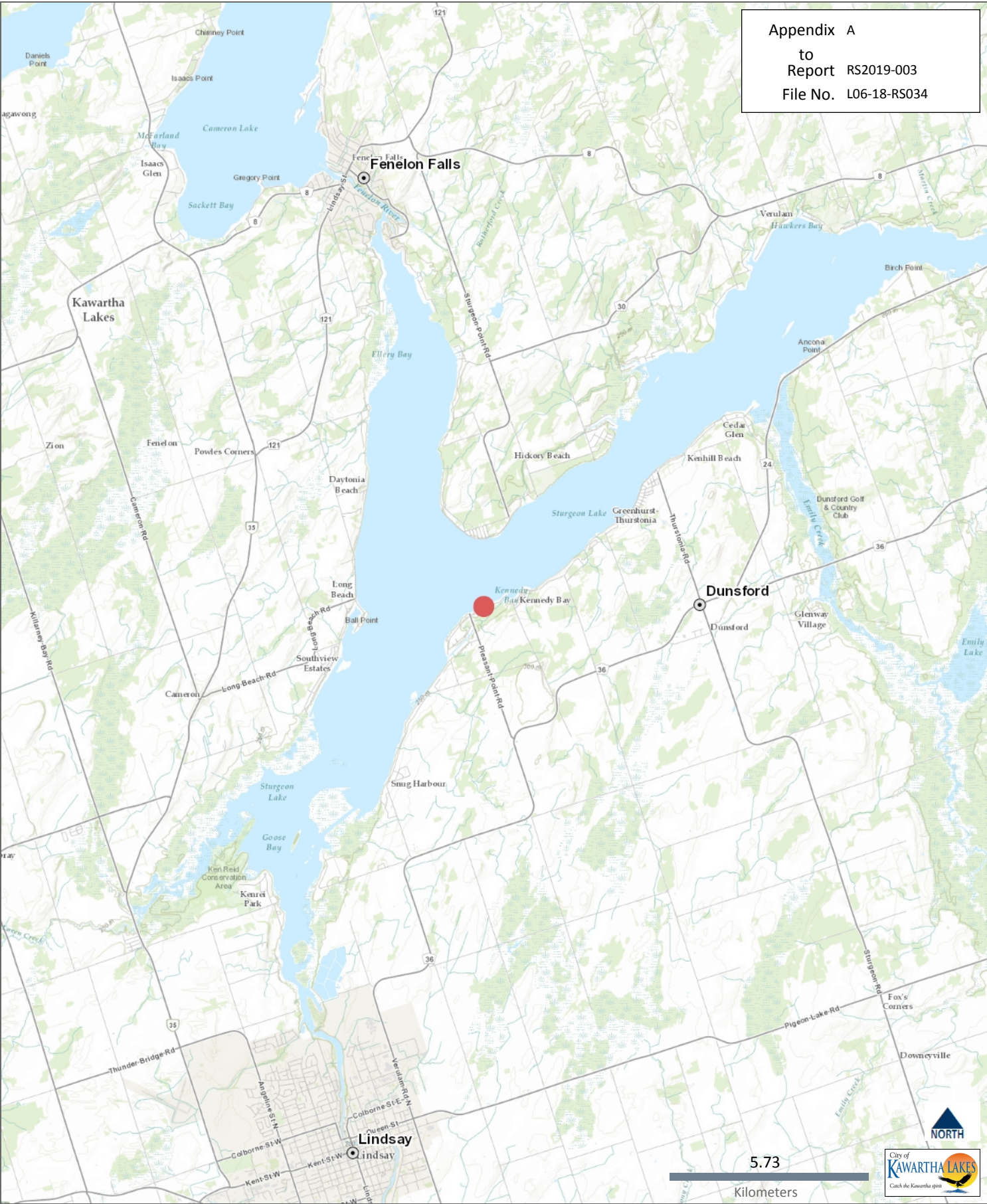


Appendix D - Map  
(Jessie Avenue).pdf

**Department Head E-Mail:** rcarlson@kawarthalakes.ca

**Department Head:** Robyn Carlson

**Department File:** L06-18-RS034



THIS MAP IS NOT TO BE USED FOR NAVIGATION  
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This map is a user generated static output from an Internet mapping site and is for  
reference only. Data layers that appear on this map may or may not be accurate,  
current, or otherwise reliable.

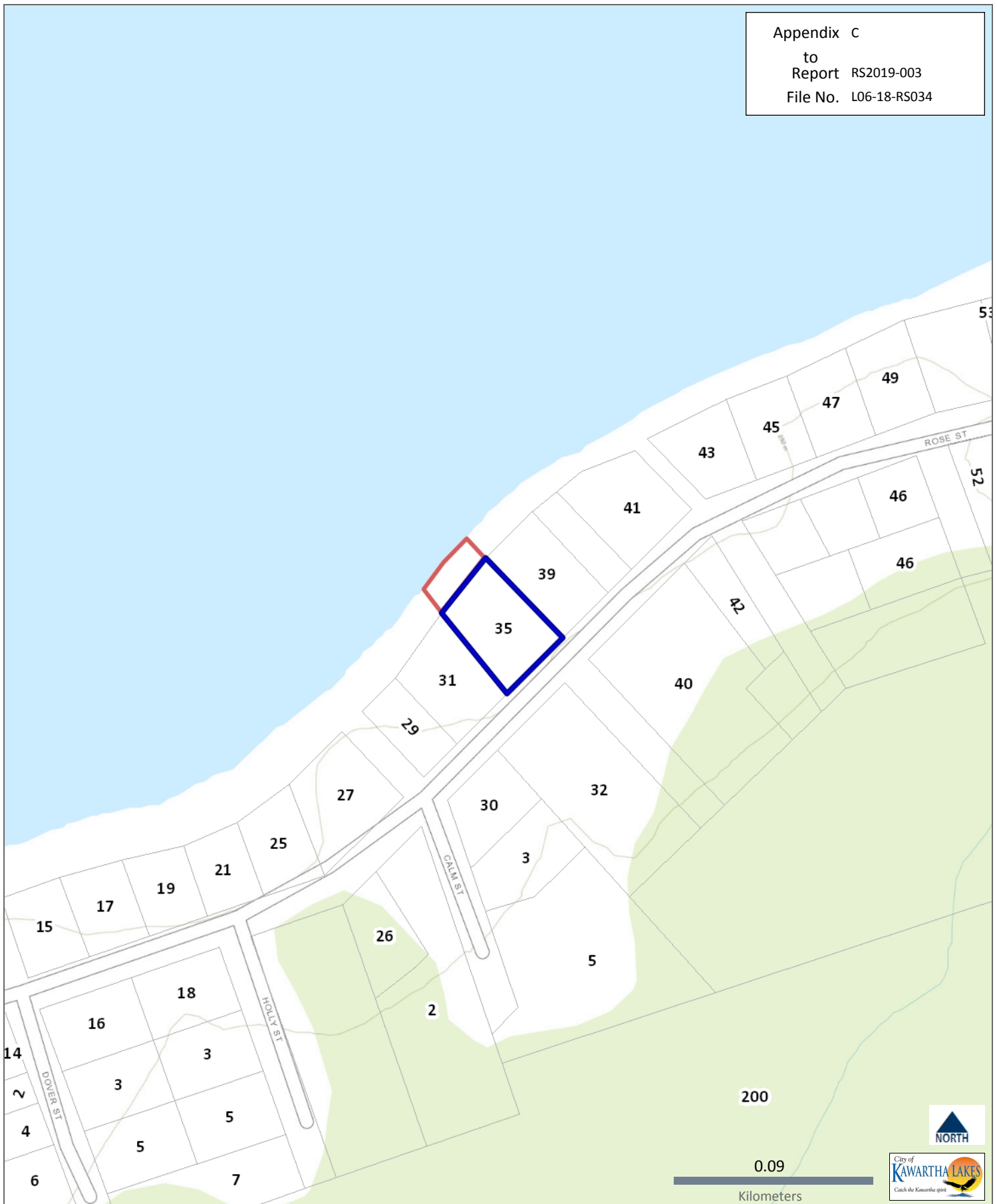
Date:

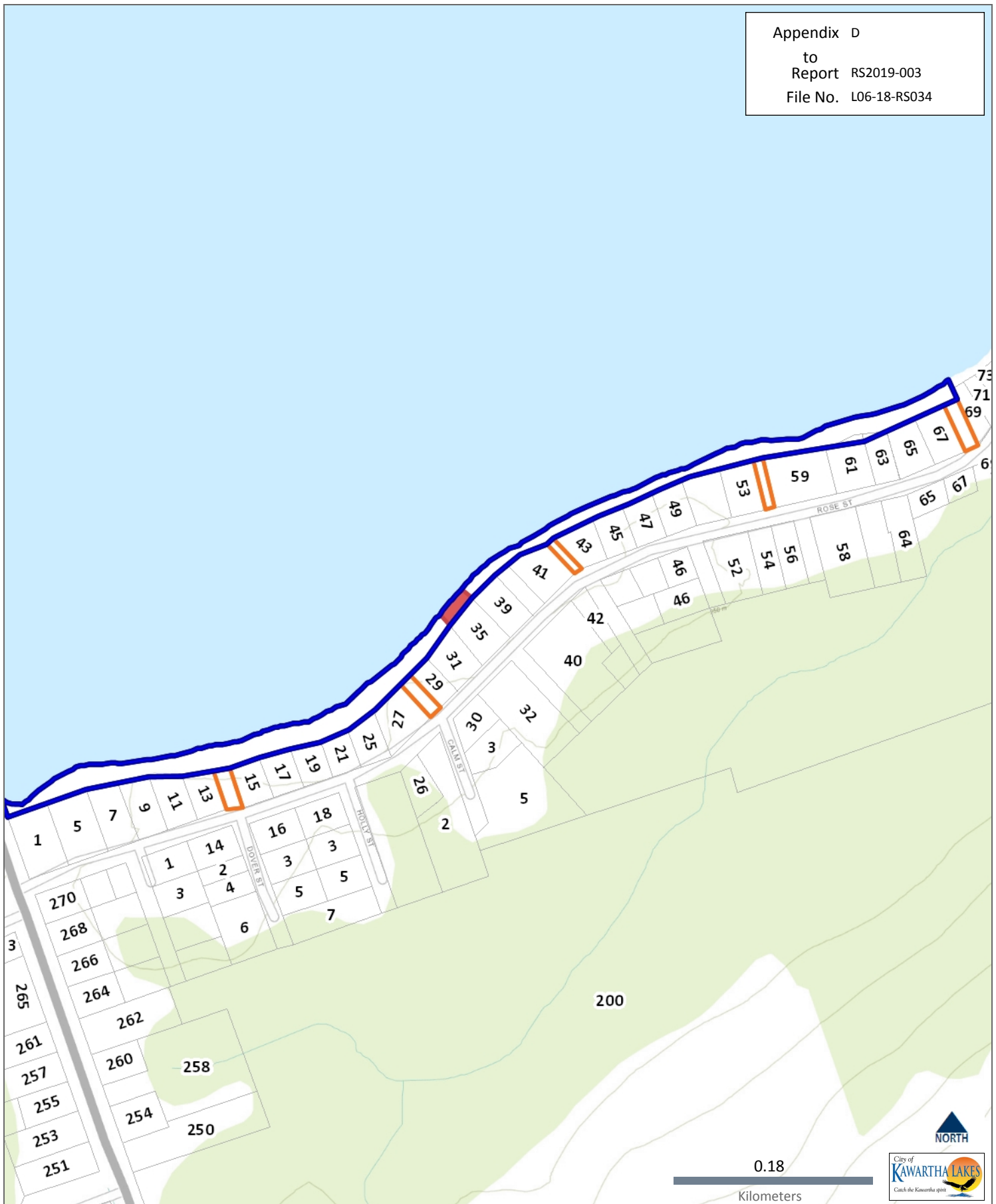


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This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

Date:





# City Owned Land Considerations for KLH Affordable Housing



KLH  
Housing  
Corp.

# Original Proposal

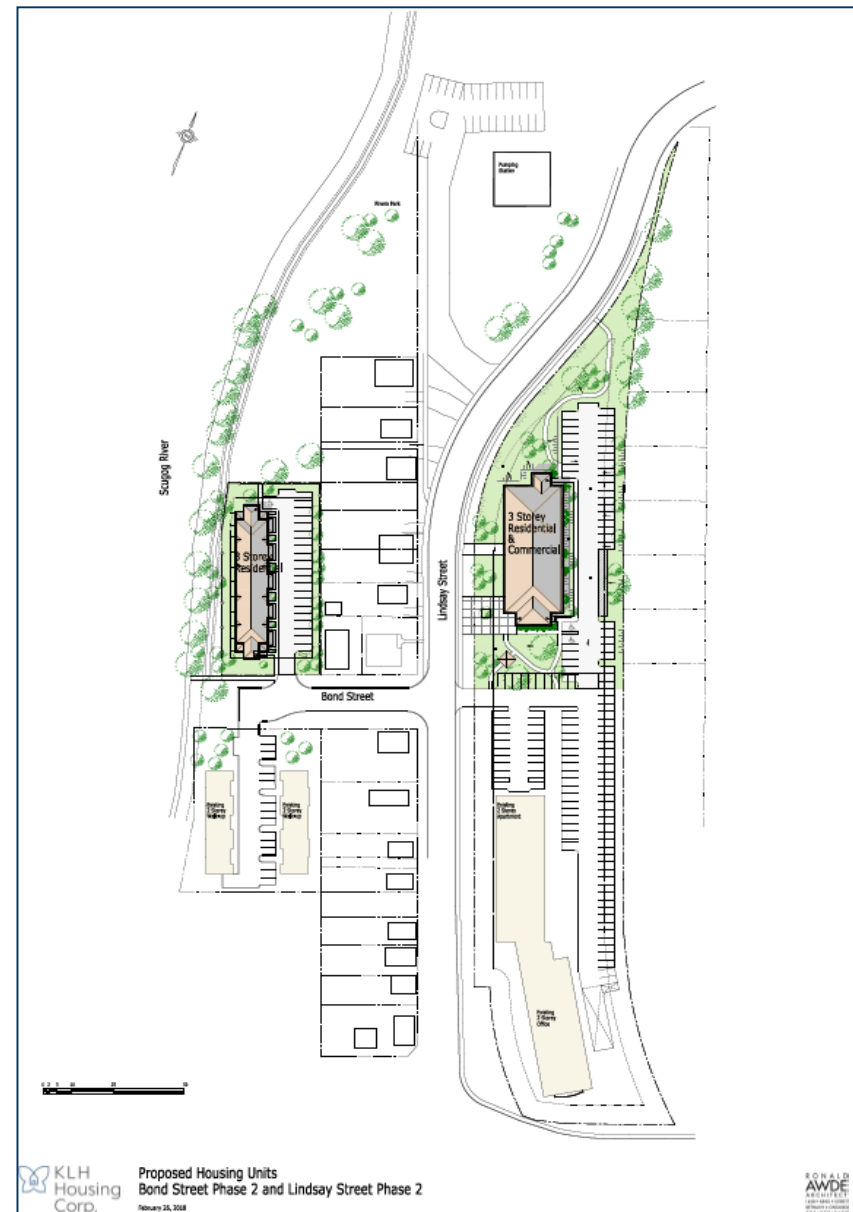
KLH requires land in Lindsay to complete the balance of its regeneration project (a minimum of 40 units, range of 1-3 bedrooms)

Proposal included:

1. Bond Street Phase 2 (Shaft Park)
    - Conceptual 3 storey stacked townhouses, 16-18 units – singles, couples and families
  2. Lindsay Street Phase 2
    - Conceptual 3 storey apartment building, 24 units for seniors with programming space on ground level
- KLH saw advantage of continued partnership on Lindsay North
- KLH saw advantage of portion of Shaft Park with it's new development adjacent (5 Bond) especially given the cost to KLH Housing for road reconstruction (\$159,110)
- Opportunity to enhance the waterfront trail/boardwalk from a Community Services perspective

Status:

1. Council concerned with using waterfront (Bond) and requested other parcels of land be investigated
2. Lindsay Street use council approved (lease model)



# Other Options Investigated

1. **Option 1** – use just Lindsay Street North site
2. **Option 2** – use a combination of Lindsay Street North and Hamilton Street sites
3. **Option 3** – use a combination of Lindsay Street North and Colborne Street sites
4. **Option 4** – use a combination of Lindsay Street North and Hogan Park/Water Tower sites

# Option 1

**All 40 units within one building on more northerly portion of Lindsay Street North**

## Option 1 – Lindsay Street Site Only

Other affordable housing in the area (see yellow highlights):

- 111 William North – 65 units
- 5 Bond East – 12 units
- 68 Lindsay North – 24 units
- 48 St Paul – 56 units
- 45 St Patrick – 10 units

Would add another 40 units

Semi-underground/underground parking makes this unaffordable:

- \$5-7,000 per surface parking space
- \$40,000 plus per semi-underground/underground parking space



# Option 1 – Lindsay Street Site Only Elevations



West Elevation

## Option 2

**One building with 16 units on more northerly portion of Lindsay Street North**

**One building with 26 units on surplus parkland on Hamilton Street**

## Option 2 – Lindsay Street Site

Other affordable housing in the area (see yellow highlights):

- 111 William North – 65 units
- 5 Bond East – 12 units
- 68 Lindsay North – 24 units
- 48 St Paul – 56 units
- 45 St Patrick – 10 units

Would add another 16 units

The building type recommended is not permitted with current zoning that requires commercial on ground and residential above. A rezoning would be required.



# Option 2 – Lindsay Street Site Conceptual

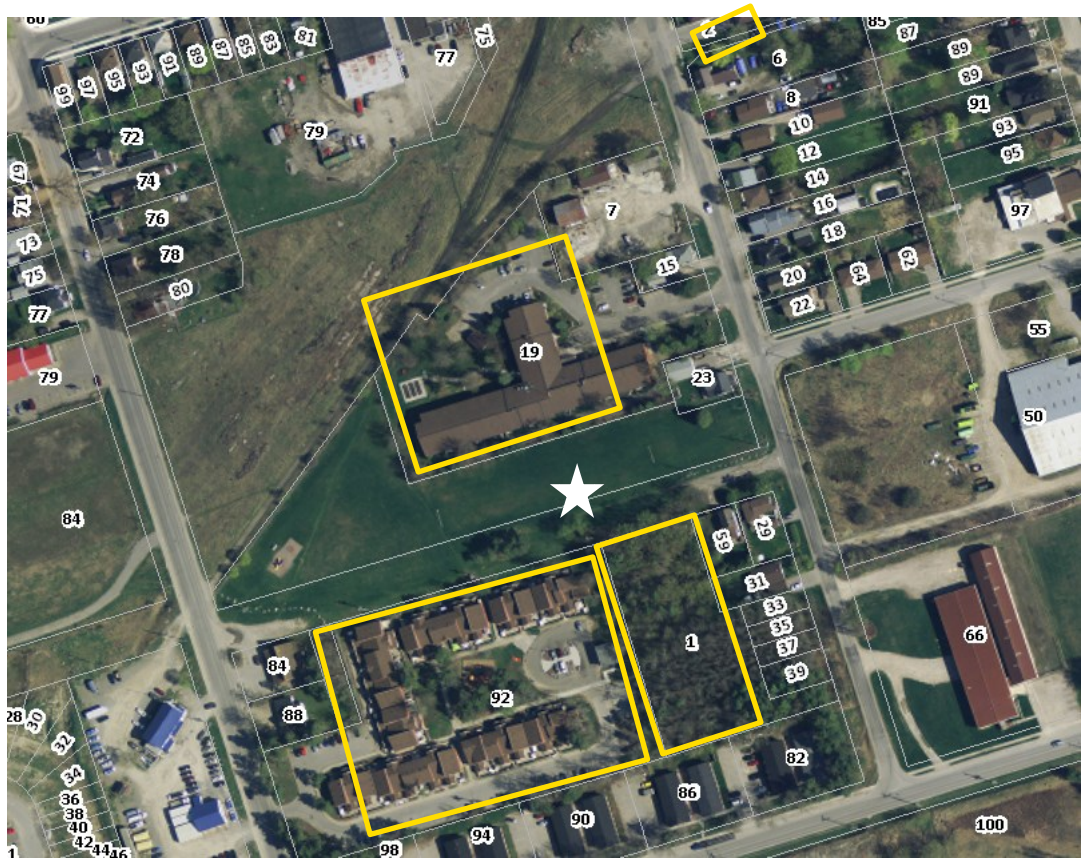


## Option 2 – Hamilton Street Site

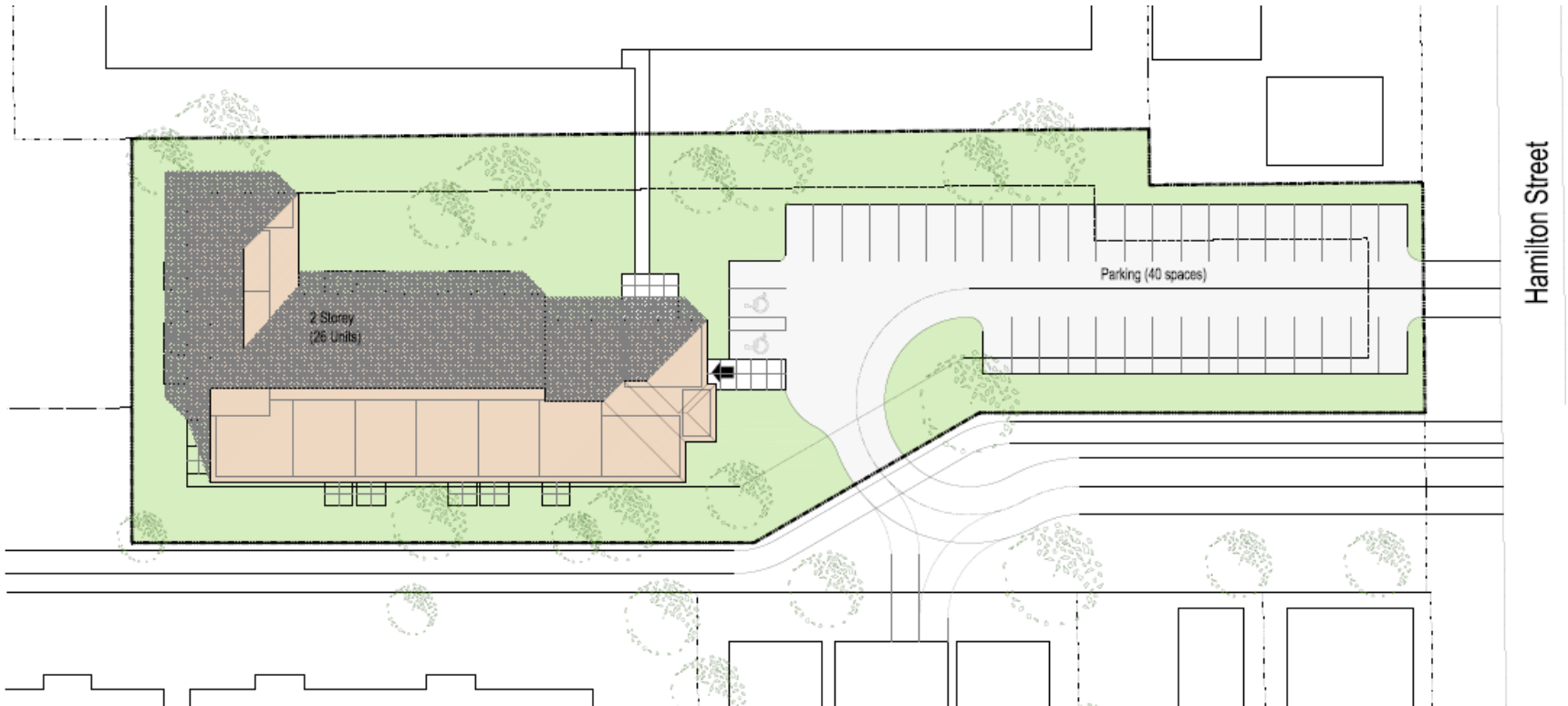
Other affordable housing in the area (see yellow highlighted areas):

- 19 Hamilton – 60 units
- 92 Albert – 50 units
- 1 Devan Court – 29 units
- 2 Hamilton – 18 units
- 65 Melbourne East – 70 units

This build will add 26 units however all will be for seniors like the adjacent KLH Housing building at 19 Hamilton.



# Option 2 - Hamilton Street Conceptual



# Option 3

**One building with 24 units on more northerly portion of Lindsay Street North**

**Three buildings with 16 units on surplus parkland on Colborne**

## Option 3 – Lindsay Street site

Other affordable housing in the area (see yellow highlights):

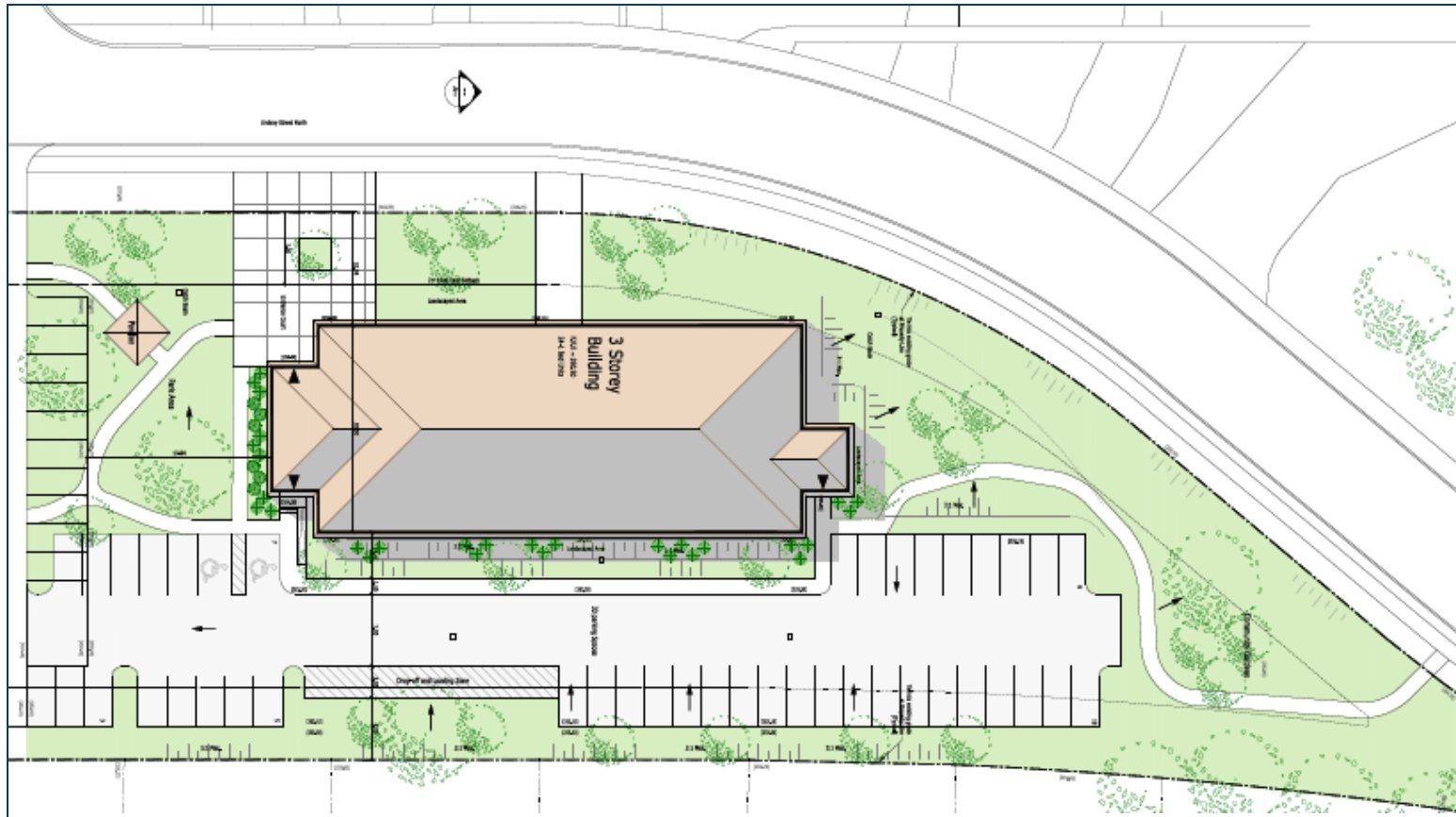
- 111 William North – 65 units
- 5 Bond East – 12 units
- 68 Lindsay North – 24 units
- 48 St Paul – 56 units
- 45 St Patrick – 10 units

Would add another 24 units

The building type recommended in this option would meet current zoning with ground floor commercial (programming/services for seniors) with 2 floors of apartments above.



## Option 3 – Lindsay Street Conceptual



*Make the right move*

## Option 3 – Colborne Street site

No other affordable housing in immediate area

Would need to construct in multiple blocks so less efficient model

Needs Wilson Estate approval to change use

May need to pay back to Wilson Estate

May prove as a better alternative for future consideration with the purchase of the private parcel in the middle and use the City land on each side – adds the cost of the private land but gives more options for a larger development



# Option 3 – Colborne Street Conceptual



# Option 4

**One building with 24 units on more northerly portion of Lindsay Street North**

**One buildings with 16 units located on surplus parkland within Hogan Park and a portion of the land where the water tower is located**

## Option 4 – Lindsay Street Site

Other affordable housing in the area (see yellow highlights):

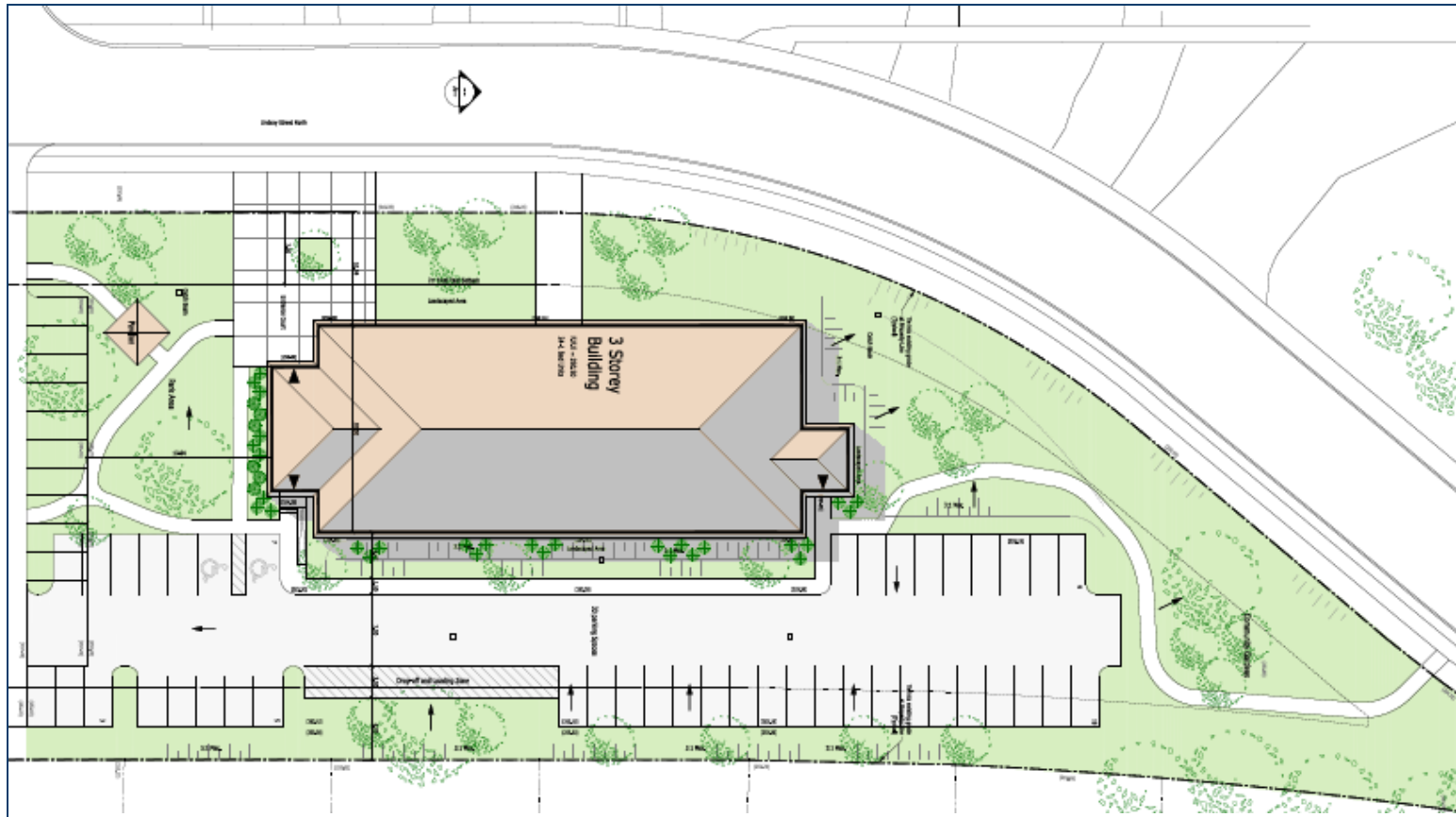
- 111 William North – 65 units
- 5 Bond East – 12 units
- 68 Lindsay North – 24 units
- 48 St Paul – 56 units
- 45 St Patrick – 10 units

Would add another 24 units

The building type recommended and shown on the previous slides allows for the current zoning which requires commercial on ground and residential above



# Option 4 – Lindsay Street Site Conceptual



## Option 4 – Hogan Park/Water Tower Site

Other affordable housing in the area (see yellow highlighted area):

- 40 Dominion Drive – 12 units

Would require portion of both Hogan Park and the water tower property



## Slide 21



*Make the right move*

# KLH Housing Recommendations

- not to proceed with Option 1 due to expense of providing parking underground
- proceed with Option 2 (Lindsay and Hamilton Street sites) now in order to complete KLH's Part 3 regeneration plan
- keep the Colborne Street and Hogan Park options as future sites which KLH could access as funding opportunities arise
- keep original option for Bond Street Phase 2 as a future consideration for housing as waterfront master plans are developed

# Asset Management Plan – Housing

## City of Kawartha Lakes and County of Haliburton



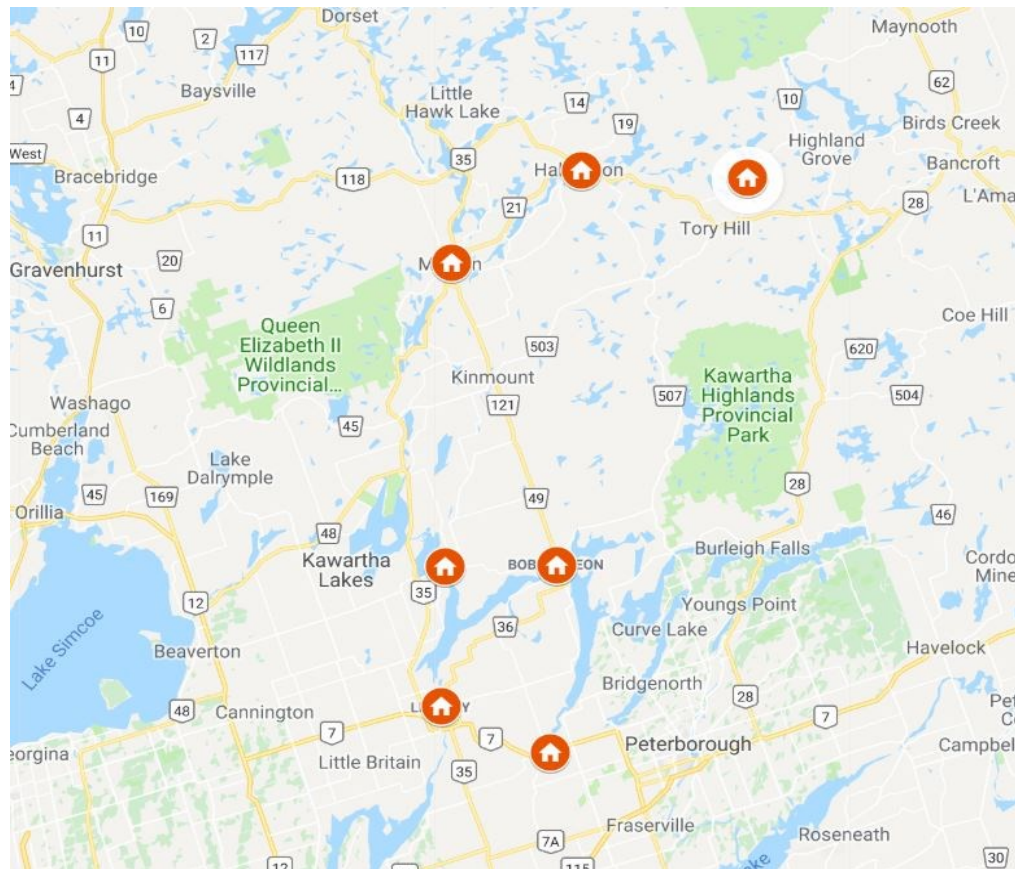
# Overview

- Purpose
- Portfolio Overview
- Asset Valuation
- Report Card
- Level of Service
- Asset Management Strategy
- Finance

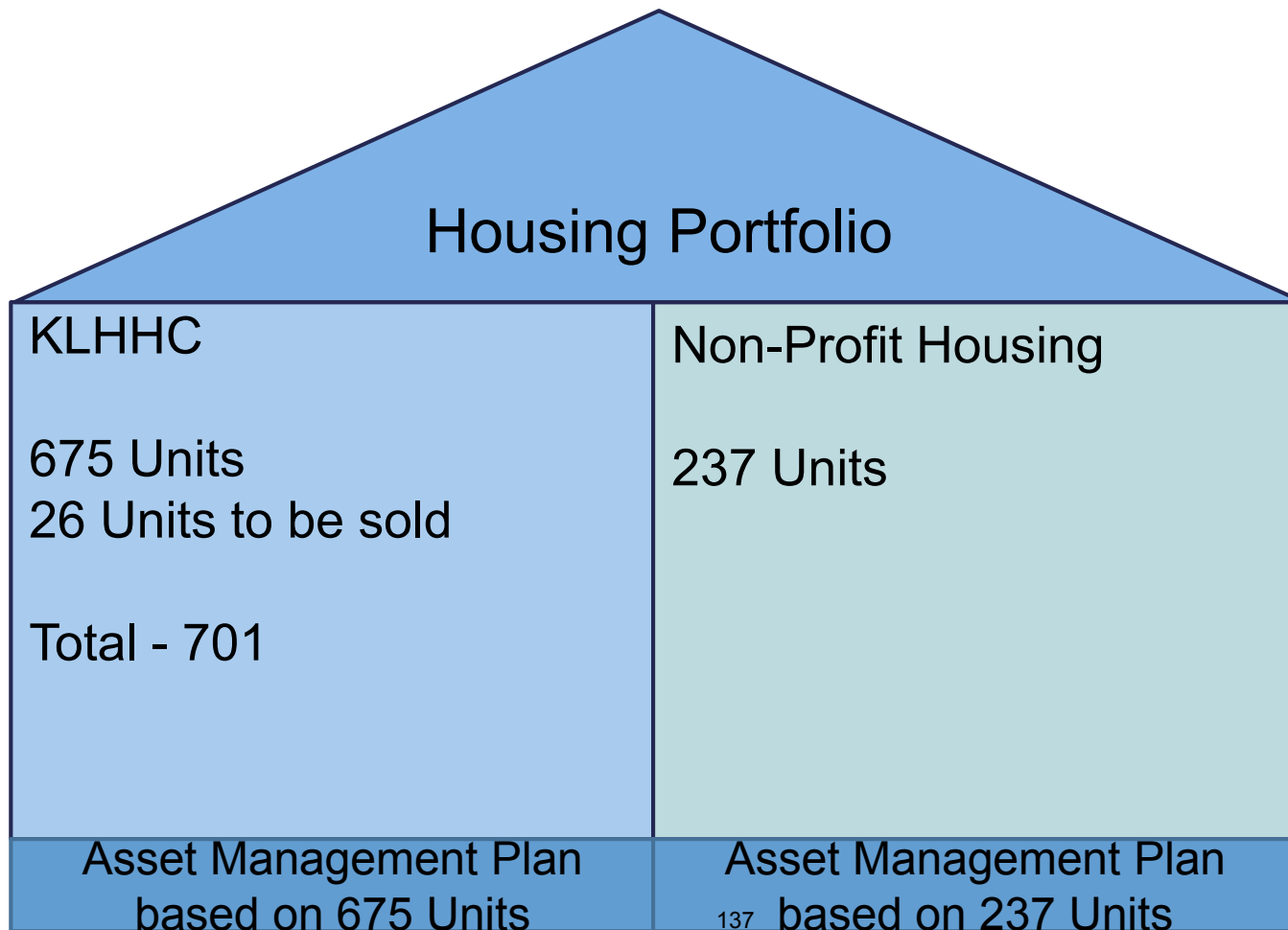
# Purpose of Asset Management Plan

- Compliance with Ontario Regulation 588/17 under the Infrastructure for Jobs and Prosperity Act, 2015 came into effect January 2018
- City of Kawartha Lakes commissioned Asset Management Plan for Core Assets in 2017
- Asset Management Plan builds on current asset management practices

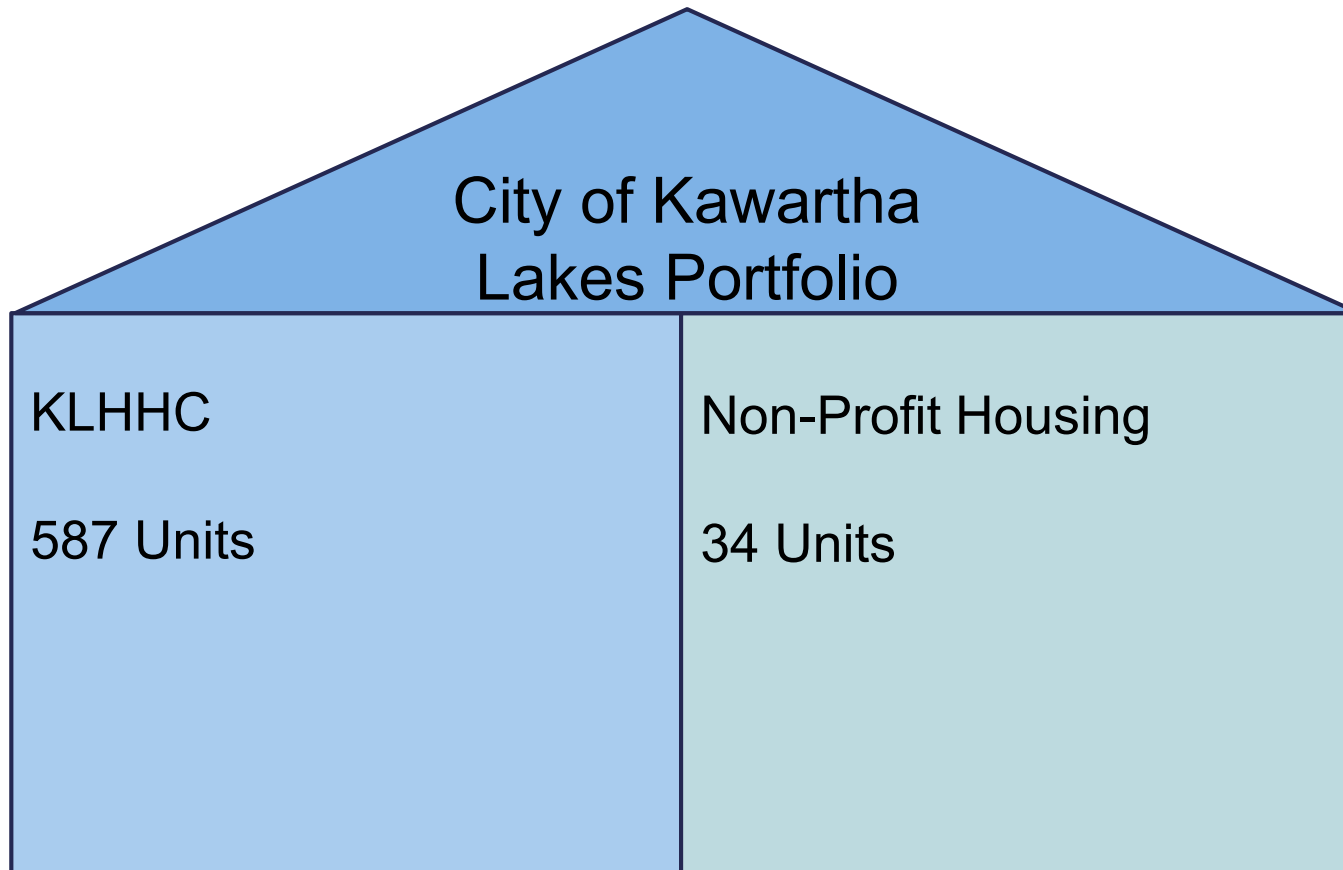
# Portfolio Overview



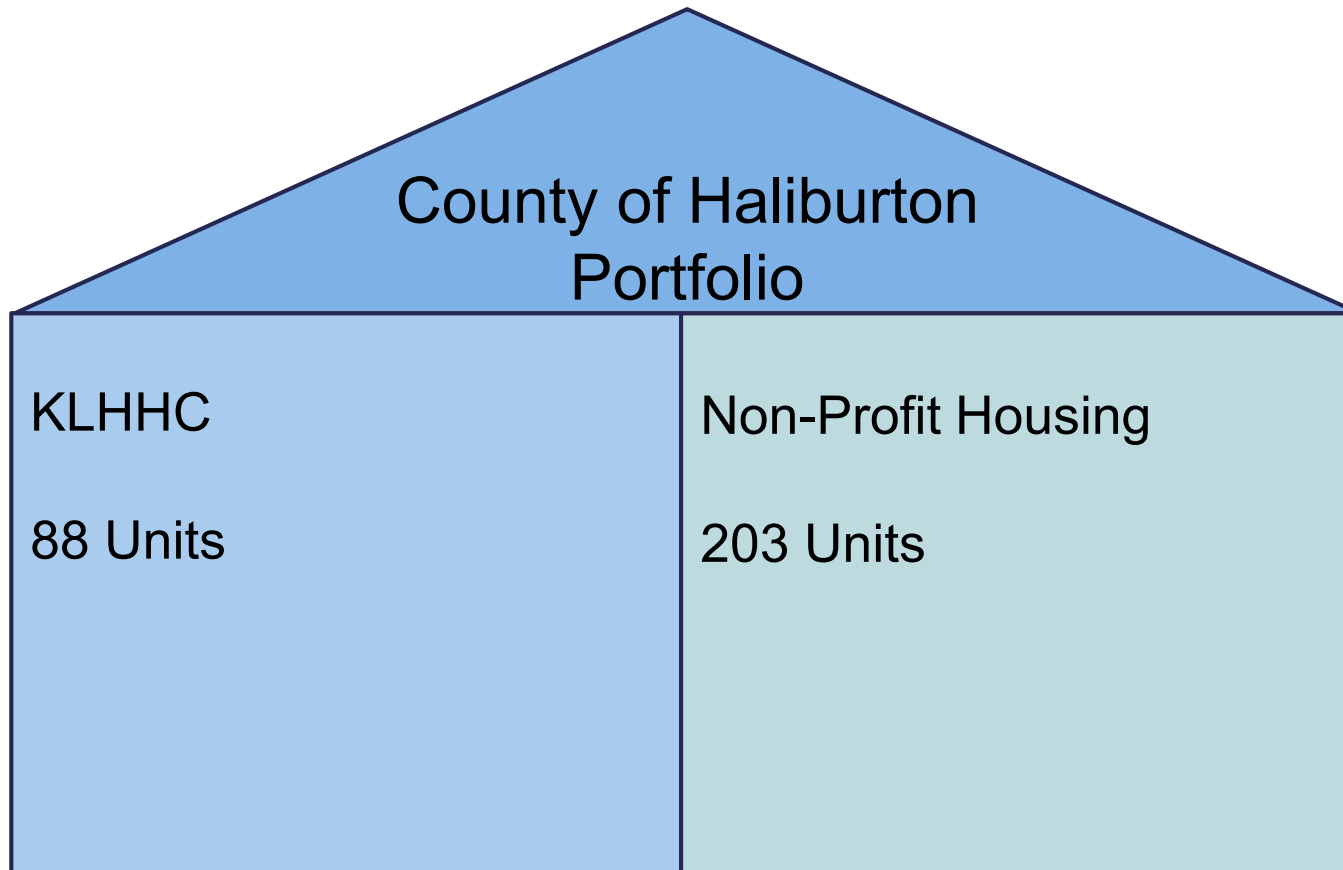
# Portfolio Overview



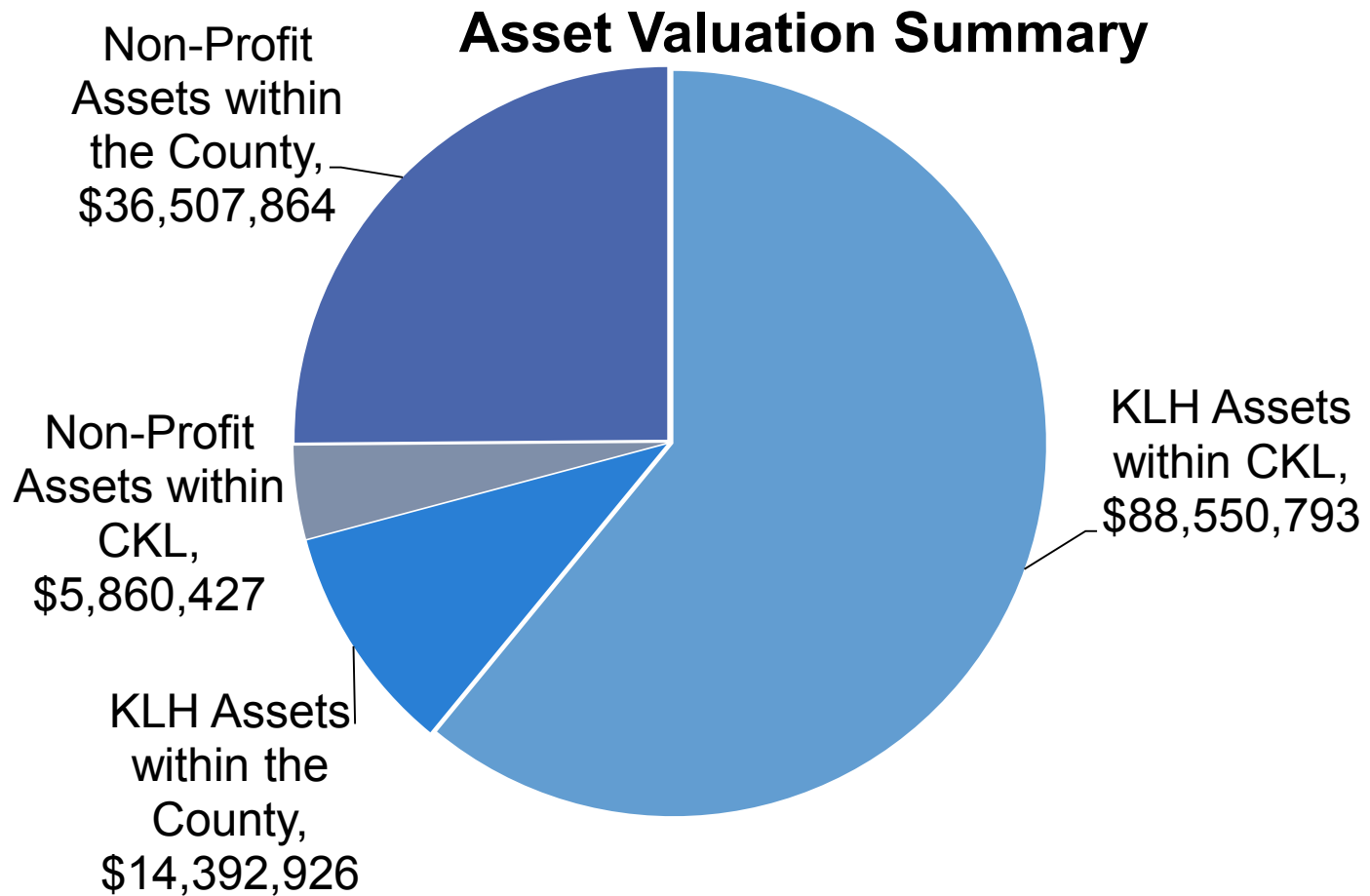
# Portfolio Overview



# Portfolio Overview



# Replacement Valuation



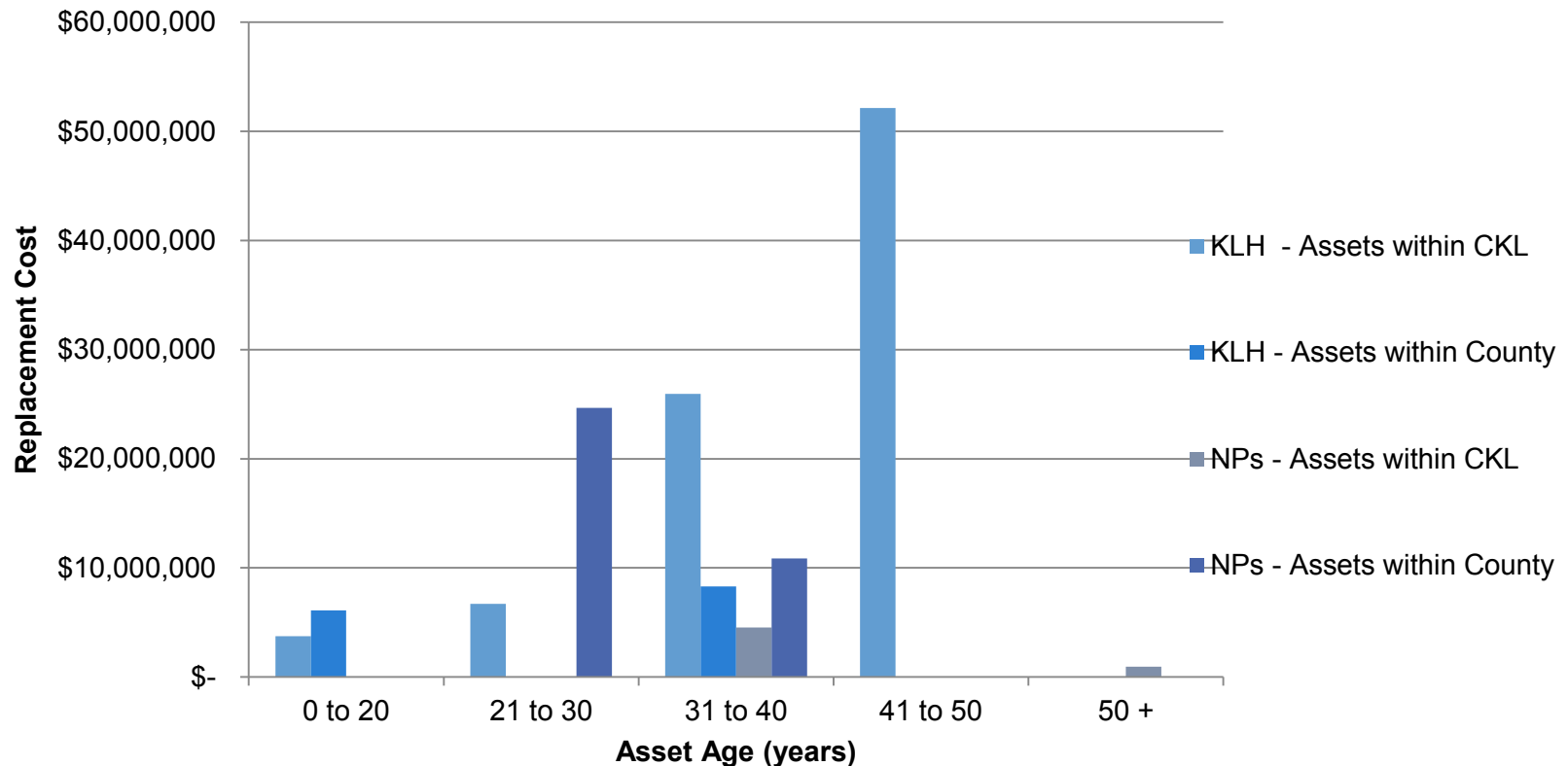
# Asset Management Plan Methodology

## Grading Criteria

Criteria	Definitions
Capacity	Capacity to meet demand is the ability to ensure that supply meets current and future demand
Condition	Is based on physical condition of the infrastructure, its age, performance and maintenance
Finance	Current level of funding for the infrastructure category and compared to the estimated funding need
Reliability	A measure of the ability to meet requirements for quality, standards, service interruptions, statutory compliance, functionality, safety and security.

# Asset Age Distribution

Asset Age Distribution



# Rating System

**A**  
**Very Good**

- Asset performing well, only normal preventative maintenance is required. Asset is new or recently rehabilitated

**B**  
**Good**

- Asset approaching mid-stage and requires funding

**C**  
**Fair**

- Asset requires monitoring and attention, some elements show signs of deterioration

**D**  
**Poor**

- Asset at risk of affecting service, approaching end of service life, conditions below standard and shows significant signs of deterioration

























**F**  
**Very Poor**

- Asset unfit and is near or beyond expected service life. Widespread deterioration

# Grading Scheme

Grade	Rating	Description
A	Very Good	80 – 100%
B	Good	70 – 79%
C	Fair	60 -69%
D	Poor	50 – 59%
F	Very Poor	50 % or lower

# Report Card

Asset Category	Capacity	Condition	Finance	Reliability	2018	Trend	Replacement Value
KLH Housing Corp – assets within CKL							\$88,550,793
KLH – assets within the County							\$14,392,926
Non-Profits - assets within CKL							\$5,860,427
Non-Profits – assets within the County							\$36,507,864

# Level Of Service

## Current Level of Service

- Rent Geared to Income (RGI) agreement
  - Service Level Agreement with the Province
- Ontario Regulation 516/06 under the Residential Tenancies Act, 2006 (KLH Housing Corp adopted in 2007 for all KLH Housing Corp assets).
- Customer satisfaction: KLH Housing Corp conducts a tenant survey every two years and have consistently exceeded their target of 75% good or better customer satisfaction

# Level Of Service

## Proposed Level of Service

- Rent Geared to Income (RGI) agreement
  - Service Level Agreement with the Province
- Ontario Regulation 516/06 under the Residential Tenancies Act, 2006 (KLH Housing Corp adopted in 2007 for all KLH Housing Corp assets).
- Customer satisfaction: target of 75% good or better customer satisfaction
- Maintaining a Facility Condition Index of 10% or Lower for all assets

# Asset Management Strategies

- Develop and document a risk-based capital prioritization system
- Continue to implement cost control techniques such as exploring efficiencies from bulk tendering and timing of tendering
- Continue with Building Condition Assessment program and update every five years and align with site review program
- Develop documentation clearly defining capital work and operating work. Consider including a minimum threshold for capital work

# Asset Management Strategies

- Document a Preventative Maintenance plan and share with housing providers
- Further implement energy initiatives
- Participate in the utility management program (UMP) by adding additional buildings

# Financial Analysis Summary

Program	10 Year Capital Needs	Average Annual Capital Needs (10 Year)	30 Year Capital Needs	Average Annual Capital Funding (30 Year)	Average Annual Capital Need (30 year)	Annual Shortfall (based on 30 year)
KLH - assets within CKL	\$ 12,315,774	\$1,231,577	\$48,317,603	\$1,379,315	\$1,610,586	\$231,272
KLH - assets within the County	\$ 1,052,503	\$105,250	\$7,545,643	\$137,931	\$251,521	\$113,590
Non-Profits – within CKL	\$ 898,315	\$89,832	\$2,975,644	\$31,518	\$99,188	\$67,670
Non-Profits – within the County	\$ 5,089,310	\$508,931	\$19,465,343	\$211,490	\$648,844	\$437,355

# Financial Recommendations

- Build capital reserves in order to meet future needs by increasing the annual contribution
- Extend the terms of the current CKL 10 year financial strategy on capital expenditure sustainability to include housing assets
- Consider expanding the eligible infrastructure investments included in the Development Charges by-law to include housing assets

# Financial Recommendations

- Explore options to create an internal capital repairs loan program to support non-profit housing providers
- Utilize the AMP to undertake a strategic review of the County's housing assets



# Thank you

# **The Corporation of the City of Kawartha Lakes**

## **Committee of the Whole Report**

**Report Number CS2019-001**

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**Date:** January 22, 2018

**Time:** 1:00 p.m.

**Place:** Council Chambers

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**Ward Community Identifier:** Fenelon Falls

**Title:** Release of Fenelon Falls Legacy C.H.E.S.T. Funds to Snowshoe Kawartha

**Author and Title:** LeAnn Donnelly, Executive Assistant, Community Services

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### **Recommendation(s):**

**That** Report CS2019-001, **Release of Fenelon Falls Legacy C.H.E.S.T. Funds to Snowshoe Kawartha**, be received;

**That** Snowshoe Kawartha be approved for funding in the amount of \$2,500.00 with the allocation to come from the Fenelon Falls Legacy C.H.E.S.T. Reserve (3.24350); and

**That** this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

**Department Head:**\_\_\_\_\_

**Financial/Legal/HR/Other:**\_\_\_\_\_

**Chief Administrative Officer:**\_\_\_\_\_

## **Background:**

A grant application for the disposition of Fenelon Falls residual C.H.E.S.T. funding has been received by Community Services Administration on behalf of community interests. The local Councillor is supportive of the request. Total funding requested is \$2,500.00. There is \$178,777.72 residual funding available for distribution.

Residual fund distributions are treated in the same manner, and subject to the same criteria as the ongoing C.H.E.S.T. funding programs in Lindsay and Bobcaygeon. The distribution of these funds is also subject to requirement for a full reconciliation of costs at the end of the project.

This report is brought forward to Council to approve the release of funds from the Fenelon Falls C.H.E.S.T. Fund Reserve (3.24350). The application and review comments are summarized below.

## **Rationale:**

Snowshoe Kawartha is the organizing team for the third annual Winter Festival in Fenelon Falls on February 2, 2019. The purpose of this event is to generate interest in winter activities in the Fenelon Falls area. The day will feature fun family recreation and sports programming including snowshoe races, crokicurl, fat tire bike event, snowshoe tours with your dog, ice safety demonstrations and ice fishing on Cameron Lake with master field guide and sportsman Bruce Earp. New this year Snowshoe Kawartha is introducing the "Spirit of Snowshoeing" trophy sponsored by the Fenelon Falls Rotary Club which will be awarded to the volunteer best representing the spirit of the Snowshoe Kawartha team.

This year Snowshoe Kawartha has 5km and 10km routes that are part of the Ontario Cup Snowshoe Provincial Championship as well as a short sprint event for children and a snowshoe world record for elementary school students. The event will begin and end on Cameron Lake in front of Garnet Graham Park. The Victoria Rail Trail and the adjacent private land owned by a local resident make up the course layout. Volunteers from the local area and key local service providers with the support of Snowshoe Canada will carry out the work required to host the event.

Snowshoe Kawartha is requesting \$2500.00 from the Fenelon Falls C.H.E.S.T. Funds to cover costs of these races. Funds will assist with the cost of event timing, equipment rental, permits, hall rental, course signage, website design, advertising and insurance.

## **Other Alternatives Considered:**

This report is brought to Council at the request of the Ward Councillor in keeping with the established policy for disposition of residual C.H.E.S.T. funds in the absence of a community committee. No alternative has been considered.

## **Financial/Operation Impacts:**

The Fenelon Falls Legacy C.H.E.S.T. Fund has residual funds remaining in the amount of \$178,777.72. With the recommendations outlined within this report if approved will leave a balance of \$176,277.72 for further distribution in future years.

## **Relationship of Recommendation(s) to the 2016-2019 Strategic Plan:**

The recommendations within this report directly align with all Strategic Goals through our Value of Collaboration, namely:

- Goal 1 – A Vibrant and Growing Economy
- Goal 2 – An Exceptional Quality of Life
- Goal 3 – A Healthy Environment

## **Review of Accessibility Implications of Any Development or Policy:**

N/A

## **Servicing Implications:**

N/A

## **Consultations:**

Councillor Elmslie

Treasury

## **Attachments:**

N/A

**Department Head E-Mail:** cshanks@kawarthalakes.ca

**Department Head:** Craig Shanks, Director of Community Services

**Department File:**

# The Corporation of the City of Kawartha Lakes

## Committee of the Whole Report

Report Number HH2019-001

---

**Date:** January 22, 2019  
**Time:** 1:00 p.m.  
**Place:** Council Chambers

---

**Ward Community Identifier:**

**Title:** KLH Housing – Phase 2 Lindsay Street North

**Description:** Part 3 Regeneration – Development of new affordable housing options

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

---

**Recommendation(s):**

**That** Report 2019-001, KLH Housing – Phase 2 Lindsay Street North, be received;

**That** subject to the necessary by-laws and agreement 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 (KLH Housing) for reconstruction of eleven (11) of its older single and semi-detached housing units be approved, including the following project characteristics as described in Report HH2019-001;

1. The sale of eleven (11) single and semi-detached KLH Housing units transferred by the Province to KLH Housing in 2001, with their specific addresses identified within the Existing Homes section of Report HH2019-001, and their replacement with eleven (11) newly constructed housing units to be rented as Rent-Geared-to-Income (RGI) through a rent supplement agreement between the City and KLH Housing; and
2. The completion of financing for cash flow and borrow facilities in the City's own name, with the City then lending the funds to KLH Housing; and
3. The in kind municipal incentives proposed in Report HH2019-001 to support the project within which the eleven (11) reconstructed and five (5) additional units will be created;

**Department Head:** \_\_\_\_\_

**Financial/Legal/HR/Other:** \_\_\_\_\_

**Chief Administrative Officer:** \_\_\_\_\_

**That** the City's Chief Administrative Officer be authorized to approve relief from any of the required fees and charges as in kind municipal support, needed to implement the project; and

**That** this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

## **Background:**

The Kawartha Lakes-Haliburton Housing Corporation (herein KLH Housing) wishes to continue with its successful regeneration of leveraging its older single and semi-detached homes in order to increase their supply of energy efficient and accessible affordable housing units. This, Part 3 of KLH Housing's Regeneration Plan will complete plans to sell and leverage a total of 64 older homes. Part 1, completed in 2015 at Devan Court in Lindsay created 29 new units from 18 home sales and Part 2, is nearing completion this year as the 16 new units at 48 St. Paul are occupied while the 12 townhomes at 5 Bond Street East will be occupied in early 2019. This Part 3 development, in Lindsay, will create 16 new units from the sale of 11 homes in the current KLH Housing Corp. portfolio. Further, the Part 3 development of 16 units is to be located on the second part of the Lindsay Street North development. A forthcoming Phase 4 of KLH Housing's Regeneration plan (Report HH2019-002) proposes the creation of an addition 26 apartments for seniors on Hamilton street in Lindsay with funding mostly through the sales of the remaining 16 homes. The new homes in both Parts 3 and 4 should be completed by 2021.

In total, the regeneration of the singles and semis will result in a net increase of 35 affordable rental units (from 64 to 99 homes).

The model for Part 3 proposes a mix of rents that will benefit a range of tenancies including a minimum of 11 units based on a rent geared to income model. It also anticipates that any units with rents at or below 100% of the average market rent for the area will benefit from municipal incentives through the City's Municipal Housing Facilities Bylaw and Affordable Housing Framework. This will assist to reduce upfront capital costs (rezoning application fees, building permit fees, development charges, parkland dedication fees, exemption for site plan securities, etc). The units will look to benefit from a modest equity contribution through the new CMHC Co-investment fund.

The strengths of KLH's business plan for the proposed Part 3 include:

- Primarily financed through the sale of existing older, less energy efficient and lacking accessibility feature, KLH homes;
- Energy efficient, renewable energy and barrier free design options; and
- Partnership between the City and KLH assisting both to meet their goals of increasing the new supply of affordable housing in both the City's Strategic Plan and the 10 Year Housing & Homelessness Plan.

Consistent with communities across Ontario, the City of Kawartha Lakes has a limited supply of decent, affordable housing available to low and moderate-income households. The majority of the new housing development occurring in the community is targeted to the ownership market and is priced well beyond the affordability threshold of most low and moderate-income households.

To attend to this demand KLH Housing is looking to develop 16 one, two, and three-bedroom affordable housing units in the community of Lindsay, in the City of Kawartha Lakes. The site of this proposed development is located at 68 Lindsay Street North in the north-east area of the community of Lindsay and will be located to the north of the ongoing City of Kawartha Lakes development on the same parcel of land. The project will provide six units at 80% average market rent (AMR) and ten units at 100% of AMR based on the CMHC's 2018 Fall Rental Housing Report. The northern portion of this site is currently vacant and has been deemed by the City as surplus lands designated for future residential use. Significant equity will be provided through revenues from the sale of 11 scattered single and semi-detached homes being re-invested in the creation of new accessible, energy efficient housing.

Sources of funding for this project would include:

- The lease of land approved in 2018
- Proceeds from the sale of older existing units
- CMHC Seed and Co-investment funding
- In kind municipal incentives including the waiver of any fees and charges controlled directly or indirectly by the municipality

All 16 units would be affordable under the City's Affordable Housing Framework and Municipal Housing Facility by-law. As such, they would qualify for in-kind City financial support toward construction costing including but not limited to:

- Lease expenses based on rental revenue
- Rezoning fees
- Site Plan fees and security requirements
- Parkland levy
- DAAP fees
- Service connection fees or charges
- Building permit fees
- Development charges

Once all the in kind incentives are calculated, the City will enter into a project specific municipal housing facilities by-law and agreement with the value of these incentives registered on title. Should KLH Housing not continue to meet the requirements of the agreement (for example, cease to continue providing affordable rents), KLH Housing would be obligated to reimburse the City for the value of the incentives.

The financing model anticipates that the City would be the lender both for construction financing and long term financing similar to multiple other KLH Housing projects completed since 2013. KLH Housing would make all payments toward this financing to the City so no tax support is necessary. This approach to financing eliminates the requirements for CMHC mortgage insurance amongst other things thereby reducing the project capital cost by thousands of dollars.

## Rationale:

### Financially Assisted Waiting Lists

There are a total of 1,142 subsidized housing units in Kawartha Lakes and Haliburton (726 units in Lindsay, 181 units in the rest of CKL and 235 in the County). Information from the City's Housing Help Division shows that as of September 30<sup>th</sup>, 2018 there were 1,584 households waiting for one of those units (578 senior households, 365 households with dependents and 641 households without dependents). In 2017 only 80 of the 1,142 units vacated. Average wait times range from 3-5 years.

Table 1 breaks down households waiting for a one, two or three bedroom unit and also by seniors since these are the sizes and types of housing being proposed. It has been broken down to show Lindsay separate from the rest of the City and from the County. It is important to realize that some households may be double counted below; for example a household may have selected a unit that is in Lindsay as well as a unit in Minden. The senior households in the last column would have also been counted primarily in the 1 bedroom column as well. They have been separated to show that populations needs specifically. Units are assigned based on occupancy standards where a single or couple would only qualify for a one bedroom whereas a couple with two children would qualify for either a two or three bedroom.

**Table 1 Waiting List**

<b>Waiting List as of December 31, 2018</b>				
	<b>1 bedroom</b>	<b>2 bedroom</b>	<b>3 bedroom</b>	<b>Seniors</b>
Lindsay Only	743	197	129	335
Rest of CKL Only	318	10	0*	156
County Only	357	51	49	199
<b>Totals</b>	<b>1,418</b>	<b>258</b>	<b>178</b>	<b>690</b>

\*there are currently no 3 bedroom units in the rest of CKL (although there are 3 bdrm units under construction in Dysart and three bedroom units proposed for Minden and Fenelon Falls) and therefore currently no waiting list.

Data in Table 1 indicates the need for housing for all types of households in the SM area. However, Lindsay is the location of choice for the redevelopment of single, senior and family housing. The need for housing for all housing types is significantly greater in Lindsay than in other parts of the SM area.

While the City of Kawartha Lakes has been successful in accessing and delivering new affordable housing funding and rent assistance dollars available from the Federal and Provincial governments in the past few years, there continues to be a significant need for affordable housing in the Kawartha Lakes - Haliburton SM Area due to:

- gaps between social assistance shelter allowance rates/basic seniors pensions/minimum wage earnings and average rents;
- low vacancy rates; and
- limited multi-residential housing, which is generally more affordable, being built by the private sector.

Therefore KLH Housing, in partnership with governments and community organizations, continues to look for innovative ways to enhance and expand the supply of affordable housing. KLH Housing, in undertaking the leveraging, is choosing to create an increasing number of senior's apartments to reflect the continuing growth in the percentage of seniors in the City of Kawartha Lakes.

### Existing Homes

In 2007, staff carried out an inventory assessment and building audit of all KLH housing stock, including its detached and semi-detached stock. Of these, 16 are single detached and 48 are semi-detached units as described in Table 2 below, with an average age of 50 years.

**Table 2 Detached and Semi-Detached**

Number of detached and semi-detached units by bedroom count					
	2- bedroom	3- bedroom	4- bedroom	5- bedroom	Total
Single detached units	2	14	0	0	16 units
Semi-detached units	10	24	10	4	48 units

Several key considerations were examined in determining the feasibility of selling the scattered housing units:

- The upgrades needed to the units if remaining in the portfolio;
- The amount of revenue the scattered homes could potentially provide if they were sold;
- The ability of tenants to purchase the home in which they live; and
- Maintaining service level standards under the Housing Services Act (HSA).

The target stock is averaging 50 years. Over the next five years, it was estimated that \$16,000 per unit would be needed to carry out capital improvements (e.g., roofing, flooring, foundations, plumbing and electrical upgrades). It should be noted that none of the units under consideration for sale have any accessible features, nor would they be able to be added easily. There is concern about the potential costs to KLH that might be generated by the Accessibility for Ontarians with Disabilities Act, Built Environment Standard. It may be better for KLH to focus on creating new accessible housing rather than undertaking costly renovations of existing homes which are over 50 years old.

To get a more precise value of the homes to be sold a professional appraisal reviewed a selection of KLH single and semi-detached properties in 2012 and again in 2015. The value of the units was assessed between \$145,000 and \$170,000. However, due to market conditions, average sale prices have increased. Table 3 reflects average sale prices of the 37 homes sold to finance Part 1 & 2 regeneration projects as well as 3 units already sold to finance Part 3 & 4.

**Table 3 Average Sale Prices Phase 1&2**  
**Home Sales between 2014-18**

Year	Number Sold	Average Sale
2014	7	\$155,714
2015	18	\$155,444
2016	7	\$187,849
2017	5	\$229,000
2018	3	\$235,262

**Addresses of 37 Homes Sold for Part 1 & 2**

52, 64 and 66 St David Street  
 108 Short Avenue and 67 Colborne Street East  
 18, 20, 22, 26, 28, 30, 32, 34, 36, 40 and 46 Northlin Park Road  
 3, 39, 46, 47, 49, 50 and 57 Maryknoll Avenue  
 16 & 20 Logie Street  
 134,140, 144 and 146 King Street  
 12, 20, 22 and 24 Westwood Court  
 2, 4 and 6.5 Kawartha Drive  
 -145 Queen Street

### Addresses of 27 Homes to Sell for Part 3 & 4

58 St David Street  
 16, 24, 38, 42 and 44 Northlin Park Road  
 1, 41, 43, 45, 48, 51, 52, 53 and 55 Maryknoll Avenue  
 14 and 18 Logie Street  
 124, 130, 142 & 154 King Street  
 10, 14, 16 and 18 Westwood Court  
 6 Kawartha Drive  
 143 Queen Street

### Requirement to Meet Service Level Standards (SLS)

When the Province transferred social housing responsibilities to municipal governments, there were a significant number of provincial rules regarding the administration of this housing as set out under the previous Social Housing Reform Act (SHRA), now the Housing Services Act (HSA). One such feature is the establishment of Service Level Standards (SLS) for each SM area. The SLS identify both the number of households in significant housing need who must be housed in the existing social housing stock and setting out the maximum income levels for those in need. This means that for each Service Manager area, there are a required number of households that are assisted under Regulation 370/11 of the Act. This regulation sets out for each service manager area:

- (a) The prescribed number of households whose income is not greater than the household income limit prescribed for the service area; and
- (b) The prescribed number of high-need households.

The household income levels by bedroom for the City of Kawartha Lakes are indicated below in Table 4.

**Table 4 Household Income Limits**

<b>Household Income Limits under HSA</b>			
1-bedroom	2-bedroom	3-bedroom	4+-bedroom
\$31,000	\$38,000	\$43,500	\$54,000

As stated in Regulation 367/11, Schedule 4 of the HSA, there are to be 871 households in the City of Kawartha Lakes whose income level is no greater than the household income limits above and of those at least 522 are to be high need households.

In summary, the City of Kawartha Lakes must ensure that all households' incomes are at or below the household income limit upon initial occupancy. The single and semi units are all 100% RGI units. However at a certain point as the households situation improves and their income increases, it only does so to a market rent established for the type of unit. As the units are all RGI should the income change for these households, their rent will change accordingly.

**Table 5 2019 Market Rents**

<b>KLH 2019 Market Rents in Single/Semis</b>		
2-bedroom	3-bedroom	4+-bedroom
\$1,110	\$1,304	\$1,304

The Ministry of Municipal Affairs and Housing (MMAH) has been very supportive of KLH's regeneration initiative. MMAH has shared the KLH initiative as a successful model including connecting other housing providers/municipalities with KLH to review the model and including the model as a best practice in a 2014 publication.

### **Part 3 Rationale**

KLH is well underway in a multi-year initiative to use single and semi-detached homes in a creative way. Both KLH and the City of Kawartha Lakes have endorsed the goal of selling off all of the homes, through various phases, with the objective of not only replacing the number of homes but also to increase the number of KLH affordable homes. There are the additional benefits of the new housing stock being both accessible as well as more energy efficient than the homes being sold.

An important decision resulting from the sale of the homes is whether the replacement units should all be located in the community of Lindsay (as all of the homes being sold are located in Lindsay) and whether all of three bedroom family units must be replaced with new three bedroom homes.

It is worth noting that there is approximately the same number of two bedroom family households on the waiting list as there are three and four bedroom households combined. Therefore it seems reasonable to replace some of the homes being sold with a mixture of both two bedroom and three bedroom units.

Part 1 and Part 2 sales (37) replace 2 and 3 bedroom units as well as add 1 bedroom units as will Part 3 and 4. The results of all four parts are illustrated in Table 6.

**Table 6 Number of Units by Bedroom Size**

<b>Number of Units by Bedrooms Size</b>											
<b>1 bedroom</b>		<b>2 bedroom</b>		<b>3 bedroom</b>		<b>4 bedroom</b>		<b>5 bedroom</b>		<b>Total</b>	
<b>Sold</b>	<b>New</b>	<b>Sold</b>	<b>New</b>	<b>Sold</b>	<b>New</b>	<b>Sold</b>	<b>New</b>	<b>Sold</b>	<b>New</b>	<b>Sold</b>	<b>New</b>
0	56	12	13	38	31	10	0	4	0	64	99

Given that more than half of the households on the waiting list are looking for housing in Lindsay, the sale of homes in Lindsay should not result in a decrease in the number of units in Lindsay.

Similarly, given the large percentage of the households on the City of Kawartha Lakes waiting list are single or couple households, it is reasonable that a significant portion of the additional housing created due to leveraging of the homes be used to create one bedroom apartments which have the longest wait times (typically a 5 year wait for applicants). Since there are a high percentage of seniors, it is also reasonable to create some units specifically for seniors.

### **Tenant Relocation**

The homes sold for Phase 1 and Phase 2 (37 homes in total) were identified in two specific ways:

1. If the tenant had the ability to purchase the home they were living in (secure their own mortgage) they were provided with the sale price (based on the last sale or the current market value less the 3.5% real estate fees). In some cases these tenants were also eligible to receive down payment assistance through the City's Homeownership program funding (with the City giving them priority over other applicants and if funding was available at the time); and
2. When a home was vacated by a tenant.

There was a decision at the time that tenants would not be forced to move in order for the sale to occur.

There is the ability for a landlord to provide a tenant with 120 days notice if the landlord has made the decision to sell the home.

For the remaining 27 homes that will be sold to leverage Parts 3 and 4, the following tenant relocation plan is recommended:

1. The tenants who are currently in a 3 bedroom semi-detached two storey home will be asked to transfer into 5 Bond Street East, Lindsay when they are ready for occupancy (estimated as January 2019). KLH through the project budget will cover the costs of these tenants to move including professional packing and moving costs and any reconnection charges (cable tv for example).
2. It will be recommended to the City that tenants who are able to purchase their home continue to receive priority to Homeownership program funds (if and when available) and that the down payment assistance available be equal to that of a Habitat Partner family (\$50,000).
3. Other homes will continue to be sold as they are vacated as was completed in the first two phases.
4. Tenants who continue to live in homes will be transferred to the new units created by Parts 3 and 4 if a unit of the appropriate size is available.

### **Development Site**

The site for the proposed development is located south of 19 Hamilton Street N in Lindsay. The property is currently a vacant green field site that has been designated by the municipality as surplus land to be used for affordable residential housing. The site is a total of 5,142 sq. m. with no current buildings on site and no environmental cleanup required. The site is directly south of a current 60 unit KLH Housing affordable housing building for seniors. The site is surrounded by low density residential and commercial properties. North of the site is the city centre which has grocery stores, restaurants, Lindsay Recreation Complex, Rose Memorial Hospital and numerous health and care facilities.

### **Development Details**

The proposed Phase 3 development site is located at 68 Lindsay Street North in the north-east area of the community of Lindsay. The Phase I development is owned by the City of Kawartha Lakes and lays on the southern portion of the site. It consists of the new Human Services Offices and 24 affordable housing units (which are managed, but not owned by KLH Housing). Properties in close proximity are primarily single detached residential dwellings along both Lindsay Street North as well as Caroline Street to the east. Various community facilities such as Queen Victoria Public School, the Salvation Army Thrift Store, Kawartha Lakes Police Station, and Kawartha Lakes Public Library are all located less than one kilometer from the site. Various commercial establishments lay to the south-west in the downtown core along Kent Street West.

The proposed development will include a second building on the portion north of the site where the new Human Services/Affordable Housing development is currently under construction. This development consists of a three-storey townhouse offering a total of 16 units; including six, one-bedroom units ranging from 560 to 675 square feet, four, two-bedroom units ranging from 761 to 932 square feet, and six, three-bedroom units of approximately 1,100 – 1,200 square feet.

The six, one-bedroom units will be self-contained apartments located on the third floor of the development. The eleven units sold to help leverage this development will need to be replaced within the site under a rent geared to income model. This will be completed through a rent supplement agreement with the City of Kawartha Lakes and all rents will be at 100% of CMHCs AMR for Kawartha Lakes, with the exception of one of the one bedroom units rented at 80% of AMR. The City and KLH Housing will enter into a land lease agreement which will provide revenue back to the City in exchange for use of the land.

Final design details have not yet been confirmed and will be developed as the architectural team is selected, however, the design will allow for some fully accessible/barrier-free units on the ground level. The development will also incorporate a laundry room, garbage area, as well as ample parking space on site. The building will have two sets of stairwells, one at either end of the building. Surface parking located on site will be available to both residents and guests and

will include approximately 18 parking stalls, thus, meeting the parking needs typical for residents and visitor parking. This is below city requirements for parking and will need to be approved through a future re-zoning. A preliminary site plan has been included in the attached appendices

The proposed development will also incorporate energy efficient design options as much possible. Ideas for low energy consumption electrical and mechanical systems have been discussed as well as a desire to create efficiencies within the construction process. The project will not look for LEED certification but will look to integrate those concepts where possible.

### **Zoning Considerations**

Currently, the site is zoned as CC-S3, which permits for a range of commercial type uses. For example, art gallery, drug store, office, post office, retail establishment, etc. A pre-consultation meeting with City's planning and engineering staff took place on December 13, 2018 at which, City staff confirmed that the proposed development will require a Zoning By-Law amendment. Further, a Site-Plan Application will be required in order to proceed.

The proposed development presents KLH Housing with the opportunity to help create a mixed-income community of affordable rental housing options for the community of Lindsay. Further, and in keeping with the goals and objects of the City of Kawartha Lakes' Official Plan (OP), this project not only supports the OP in achieving affordable housing targets, but also contributes to the provision of "a wide range of housing types and densities to support the achievement of the intensification target and density targets." Creating an environment that offers a range of opportunities regarding workplace and living is another goal that the OP strives to achieve. The proposed development will aid in addressing this target through "the provision of an adequate supply of housing accommodation, by type and tenure, in relation to the needs and demands of both present and future inhabitants of the Village in a form which generates a choice of lifestyles."

### **Timeline**

The proposed timeline offers preliminary estimates for project development. These are high level next steps and more detailed project schedules will be created following approval by council.

**Table 6 High Level Next Steps**

<b>Description</b>	<b>Timeline</b>
Formal Pre-Consultation Process with the City on the two sites	December 2018/January 2019
Approval and support for the project	January 2019
File Official Plan amendment	April 2019
Phase 1 ESA	April 2019
CMHC seed funding Application filed	April 2019
File CMHC Co-investment application	July 2019
Official Plan approved	November 2019
Site Plan and Building Permit	Fall/Winter 2019/2020
Construction Tenders	Late 2019 Early 2020
Construction	March 2020 – March 2021  (Approximately 12-Month Construction)
Occupancy	April 2021

Given the housing demands in Kawartha Lakes, this new development is a good opportunity to enhance and expand the supply of affordable rental housing in Lindsay through the leveraging of the existing KLH Housing's scattered single and semis portfolio. In keeping with the City of Kawartha Lakes' planning objectives, this project contributes to the "provision of a wide range of residential types and tenures to ensure access to all segments of the population" (Official Plan Environmental Action Plan). It also assists the City in meeting goals and objectives of the Strategic Plan, the 10 Year Housing and Homelessness Plan and the Affordable Housing Framework. Further, it presents KLH Housing with the opportunity to help create a mixed income community of rental housing and aids in meeting its' organizational goals and objectives. Lastly, it allows residents in Lindsay and the City of Kawartha Lakes to have opportunities to live in new, safe, accessible, environmentally friendly, and affordable rental units.

## **Other Alternatives Considered:**

None

## **Financial/Operation Impacts:**

### **Financial Considerations**

Capital and Operating budgets for the project have been prepared based on a 16-unit construction budget with a \$245/sf construction cost estimate (a somewhat higher figure to reflect the energy efficiency approach to the building). With the cost-efficient construction of the three-story building, the proposed contribution from the City in the surplus land donation (through a long-term lease), \$2.53 million in KLH Housing Corp. equity through the sale of 11 scattered singles and semis, nearly \$355,000 from two CMHC funding streams, and an approximate \$1.45 million CKL debenture, the project will generate a \$6,722 surplus in year one rising to an approximate \$13,912 surplus in year five. The proposed rents will generate a yearly net income of \$184,337 and \$195,472 in years one and five respectively which can cover necessary expenses as well as the proposed \$80,477 annual debenture payment.

By applying the proceeds from the sale of 11 single/semi-detached units, there will be a net gain of 5 units.

The financial model anticipates the following municipal incentives and support, the majority of which the City has provided to KLH on multiple occasions now and of which the Affordable Housing Framework supports

- Development Charges (affordable units included as an exemption in the DC bylaw, market units provided through the DC Rebate Funding)
- Building Permit Fees (included as an exemption in the Building bylaw)
- Relief from Parkland Levy, servicing connection fees, DAAP fees, etc related to the new developments
- Debenture secured by the City, repaid through annual lease payments
- Cash flow throughout development and construction, as needed

### **Benefits to the City**

The most visible benefit to the City would be the addition of 16 new affordable rental apartments, supporting the housing objective of the City's strategic plan. The development will assist in revitalization of the neighborhood and repurposing of a portion of land not actively used. It will add well maintained, safe and affordable, mixed income rental housing to the community.

Financially the City will see the following:

1. Increased property tax revenue from the new 16 units created
2. KLH's operating and capital request to the City annually will decrease by approximately \$100,000 realizing the repairs that will not be needed for the 11 older units and with the self-sufficient model the operating subsidy reduction
3. Rent supplement expenses annually for the 11 replacement RGI units of approximately \$55,000

### **Proposed Rents**

The proposed rents will include both affordable (80% of CMHC's AMRs) and market (100% of CMHC's AMR). The most current CMHC average market rents (AMR) available are from the Fall 2018 report. In total, six one-bedroom units will be rented at 80% AMR (\$692), four two-bedroom units will be rented at 100% AMR (\$1,054), and six three-bedroom units will be rented at 100% AMR (\$1,177). Rental charges will include utilities. With the requirements of the Housing Services Act requiring no reduction in the number of RGI units, 11 of the units will be rented on an RGI basis, essentially transferring the RGI subsidy payments from the existing single and semi-detached homes into these new apartments.

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

The recommendations of this report directly support the Actions under Goal 2: An Exceptional Quality of Life in the City of Kawartha Lakes Strategic Plan 2016-2019, specifically 2.2.2 Enhance access to community and human/health services and 2.2.3 Increase the supply of affordable housing.

### **Review of Accessibility Implications of Any Development or Policy:**

It should be noted that none of the units under consideration for sale are accessible. KLH Housing's focus is on creating new accessible housing rather than undertaking costly renovation of home that are over 40 years old.

The project will incorporate overall accessible design with a number of units having a barrier free design.

### **Consultations:**

TWC Consulting Inc.

## **Attachments:**

### Appendix A – Proposed Site



20180924 LindsaySt  
- Opt 3 - Site.pdf

### Appendix B – Proposed Elevation



20180924 Typical  
Elevations.pdf

**Department Head E-Mail: [rsutherland@kawarthalakes.ca](mailto:rsutherland@kawarthalakes.ca)**

**Department Head: Rod Sutherland**

Site Data		Lindsay Street, Lindsay
Total Property Area	14,501.7 sq.m	
Existing Building Area	1,991.2 sq.m	
Proposed New Building Area (Approx.)	820 sq.m	
Total Proposed Building Area (Coverage)	2811.2 sq.m (19%)	
Height of Building	9.2 m	
<b>Parking:</b>		
Residential Occupancy (24 units)	0.75 spaces per dwelling unit	18 spaces
Accessible Parking Spaces	2 spaces (additional to above)	
Typical Parking Size	2.8 m x 5.8 m	
Accessible Parking Size	3.6 m x 5.8 m + 1.25m Aisle	
<b>Zoning:</b>		
Central Commercial (CC)		
<b>Setbacks:</b>		
Minimum Front Yard	7.0 m	
Minimum Front Yard Landscape Buffer	6.0 m	
Minimum Rear Yard	7.5 m	
Minimum Rear Yard Landscape Buffer	1.8 m	
Minimum Open Side Yard	7.0 m	
Minimum Open Side Yard Landscape Buffer	6.0 m	





East Elevation  
scale 1:100



West Elevation  
scale 1:100

# **The Corporation of the City of Kawartha Lakes**

## **Committee of the Whole Report**

**Report Number HH2019-002**

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**Date:** January 22, 2019  
**Time:** 1:00 p.m.  
**Place:** Council Chambers

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**Ward Community Identifier:**

**Title:** KLH Housing – Hamilton Park

**Description:** Part 4 Regeneration – Development of new affordable housing options

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

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**Recommendation(s):**

**That** Report 2019-002, KLH Housing – Hamilton Park, be received;

**That** subject to the necessary by-laws and agreement 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 (KLH Housing) for reconstruction of sixteen (16) of its older single and semi-detached housing units be approved, including the following project characteristics as described in Report HH2019-002;

1. The sale of sixteen (16) single and semi-detached KLH Housing units transferred by the Province to KLH Housing in 2001, with their specific addresses identified within the Existing Homes section of Report HH2019-002, and their replacement with sixteen (16) newly constructed housing units to be rented as Rent-Geared-to-Income (RGI) through a rent supplement agreement between the City and KLH Housing; and
2. The completion of financing for cash flow and borrow facilities in the City's own name, with the City then lending the funds to KLH Housing; and
3. The in kind municipal incentives proposed in Report HH2019-002 to support the project within which the sixteen (16) reconstructed and ten (10) additional units will be created;

**Department Head:**\_\_\_\_\_

**Financial/Legal/HR/Other:**\_\_\_\_\_

**Chief Administrative Officer:**\_\_\_\_\_

**That** the City's Chief Administrative Officer be authorized to approve relief from any of the required fees and charges as in kind municipal support, needed to implement the project; and

**That** this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

## **Background:**

The Kawartha Lakes-Haliburton Housing Corporation (KLH Housing) wishes to continue with its successful regeneration of leveraging its older single and semi-detached homes in order to increase to supply of energy efficient and accessible affordable housing. This, Part 4, will complete KLH Housing's plans to sell and leverage a total of 64 older homes. Part 1, completed in 2015 at Devan Court in Lindsay created 29 new units from 18 home sales and Part 2, is nearing completion this year as the 16 new units at 48 St. Paul are occupied while the 12 townhomes at 5 Bond Street East will be occupied in early 2019. These two developments, both in Lindsay, will create 28 new units from 19 home sales. Part 3 contemplates 16 new units on the second part of the Lindsay Street North development (funded mostly through 11 home sales) while Part 4 will see the creation of an additional 26 apartments for seniors on Hamilton street in Lindsay with funding mostly through the sales of the remaining 16 homes. The new homes in Parts 3 and 4 should be completed by 2021.

In total, the regeneration of the singles and semis will result in a net increase of 35 affordable rental units (from 64 to 99 homes).

The model for part 4 proposes a mix of rents that will benefit a range of tenancies including a minimum of 16 units based on a rent geared to income model. It also anticipates that any units with rents at or below 100% of the average market rent for the area will benefit from municipal incentives through the City's Municipal Housing Facilities Bylaw and Affordable Housing Framework. This will assist to reduce upfront capital costs (rezoning application fees, building permit fees, development charges, parkland dedication fees, exemption for site plan securities, etc). The units will look to benefit from a modest equity contribution through the new CMHC Co-investment fund.

The strengths of KLH's business plan for the proposed Part 4 include:

- Primarily financed through the sale of existing older, less energy efficient and lacking accessibility feature, KLH homes;
- Energy efficient, renewable energy and barrier free design options; and
- Partnership between the City and KLH assisting both to meet their goals of increasing the new supply of affordable housing in both the City's Strategic Plan and the 10 Year Housing & Homelessness Plan.

Consistent with communities across Ontario, the City of Kawartha Lakes has a limited supply of decent, affordable housing available to low and moderate-income households. The majority of the new housing development occurring in the community is targeted to the ownership market and is priced well beyond the affordability threshold of most low and moderate-income households.

To attend to this demand KLH Housing is looking to develop 26 one bedroom affordable housing apartments for seniors in the community of Lindsay, in the City of Kawartha Lakes. The proposed development will be at a site south of the current KLH Housing building at 19 Hamilton Street, and will be able to provide reduced rents to its tenants. The project will provide 10 units at 80% AMR and 16 units at 100% of average market rents (AMR) based on the 2018 CMHC Fall Rental Housing report. Rents for the 16 units will include a rent supplement providing a rent geared to income (RGI) subsidy to the tenant. The site is currently vacant land that has been identified by the municipality for use as affordable housing development. Significant equity will be provided through revenues from the sale of 16 scattered single and semi-detached homes being re-invested in the creation of new accessible, energy efficient housing.

Sources of funding for this project would include:

- The in-kind contribution of land from the City (Report RS2019-010)
- Proceeds from the sale of older existing units
- CMHC Seed and Co-investment funding
- In kind municipal incentives including the waiver of any fees and charges controlled directly or indirectly by the municipality

All 26 units would be affordable under the City's Affordable Housing Framework and Municipal Housing Facility by-law. As such, they would qualify for in-kind City financial support toward construction costing including but not limited to:

- Land cost and applicable fees
- Rezoning fees
- Site Plan fees and security requirements
- Parkland levy
- DAAP fees
- Service connection fees or charges
- Building permit fees
- Development charges

Once all the in kind incentives are calculated, the City will enter into a project specific municipal housing facilities by-law and agreement with the value of these incentives registered on title. Should KLH Housing not continue to meet the requirements of the agreement (for example, cease to continue providing affordable rents), KLH Housing would be obligated to reimburse the City for the value of the incentives.

The financing model anticipates that the City would be the lender both for construction financing and long term financing similar to multiple other KLH Housing projects completed since 2013. KLH Housing would make all payments toward this financing to the City so no tax support is necessary. This approach to financing eliminates the requirements for CMHC mortgage insurance amongst other things thereby reducing the project capital cost by thousands of dollars.

## **Rationale:**

### **Financially Assisted Waiting Lists**

There are a total of 1,142 subsidized housing units in Kawartha Lakes and Haliburton (726 units in Lindsay, 181 units in the rest of CKL and 235 in the County). Information from the City's Housing Help Division shows that as of September 30<sup>th</sup>, 2018 there were 1,584 households waiting for one of those units (578 senior households, 365 households with dependents and 641 households without dependents). In 2017 only 80 of the 1,142 units vacated. Average wait times range from 3-5 years.

Table 1 breaks down households waiting for a one, two or three bedroom unit and also by seniors since these are the sizes and types of housing being proposed. It has been broken down to show Lindsay separate from the rest of the City and from the County. It is important to realize that some households may be double counted below; for example a household may have selected a unit that is in Lindsay as well as a unit in Minden. The senior households in the last column would have also been counted primarily in the 1 bedroom column as well. They have been separated to show that populations needs specifically. Units are assigned based on occupancy standards where a single or couple would only qualify for a one bedroom whereas a couple with two children would qualify for either a two or three bedroom.

**Table 1 Waiting List**

<b>Waiting List as of December 31, 2018</b>				
	<b>1 bedroom</b>	<b>2 bedroom</b>	<b>3 bedroom</b>	<b>Seniors</b>
Lindsay Only	743	197	129	335
Rest of CKL Only	318	10	0*	156
County Only	357	51	49	199
Totals	1,418	258	178	690

\*there are currently no 3 bedroom units in the rest of CKL (although there are 3 bdrm units under construction in Dysart and three bedroom units proposed for Minden and Fenelon Falls) and therefore currently no waiting list.

Data in Table 1 indicates the need for housing for all types of households in the SM area. However, Lindsay is the location of choice for the redevelopment of single, senior and family housing. The need for housing for all housing types is significantly greater in Lindsay than in other parts of the SM area.

While the City of Kawartha Lakes has been successful in accessing and delivering new affordable housing funding and rent assistance dollars available from the Federal and Provincial governments in the past few years, there continues to be a significant need for affordable housing in the Kawartha Lakes - Haliburton SM Area due to:

- gaps between social assistance shelter allowance rates/basic seniors pensions/minimum wage earnings and average rents;
- low vacancy rates; and
- limited multi-residential housing, which is generally more affordable, being built by the private sector.

Therefore KLH Housing, in partnership with governments and community organizations, continues to look for innovative ways to enhance and expand the supply of affordable housing. KLH Housing, in undertaking the leveraging, is choosing to create an increasing number of senior's apartments to reflect the continuing growth in the percentage of seniors in the City of Kawartha Lakes.

### Existing Homes

In 2007, staff carried out an inventory assessment and building audit of all KLH housing stock, including its detached and semi-detached stock. Of these, 16 are single detached and 48 are semi-detached units as described in Table 2 below, with an average age of 50 years.

**Table 2 Detached and Semi-Detached**

Number of detached and semi-detached units by bedroom count					
	2- bedroom	3- bedroom	4- bedroom	5- bedroom	Total
Single detached units	2	14	0	0	16 units
Semi-detached units	10	24	10	4	48 units

Several key considerations were examined in determining the feasibility of selling the scattered housing units:

- The upgrades needed to the units if remaining in the portfolio;
- The amount of revenue the scattered homes could potentially provide if they were sold;
- The ability of tenants to purchase the home in which they live; and
- Maintaining service level standards under the Housing Services Act (HSA).

The target stock is averaging 50 years. Over the next five years, it was estimated that \$16,000 per unit would be needed to carry out capital improvements (e.g., roofing, flooring, foundations, plumbing and electrical upgrades). It should be noted that none of the units under consideration for sale have any accessible features, nor would they be able to be added easily. There is concern about the potential costs to KLH that might be generated by the Accessibility for Ontarians with Disabilities Act, Built Environment Standard. It may be better for KLH to focus on creating new accessible housing rather than undertaking costly renovations of existing homes which are over 50 years old.

To get a more precise value of the homes to be sold a professional appraisal reviewed a selection of KLH single and semi-detached properties in 2012 and again in 2015. The value of the units was assessed between \$145,000 and \$170,000. However, due to market conditions, average sale prices have increased. Table 3 reflects average sale prices of the 37 homes sold to finance Part 1 & 2 regeneration projects as well as 3 units already sold to finance Part 3 & 4.

**Table 3 Average Sale Prices Phase 1&2**  
**Home Sales between 2014-18**

Year	Number Sold	Average Sale
2014	7	\$155,714
2015	18	\$155,444
2016	7	\$187,849
2017	5	\$229,000
2018	3	\$235,262

**Addresses of 37 Homes Sold for Part 1 & 2**

52, 64 and 66 St David Street

108 Short Avenue and 67 Colborne Street East

18, 20, 22, 26, 28, 30, 32, 34, 36, 40 and 46 Northlin Park Road

3, 39, 46, 47, 49, 50 and 57 Maryknoll Avenue

16 & 20 Logie Street

134,140, 144 and 146 King Street

12, 20, 22 and 24 Westwood Court

2, 4 and 6.5 Kawartha Drive

145 Queen Street

### **Addresses of 27 Homes to Sell for Part 3 & 4**

58 St David Street

16, 24, 38, 42 and 44 Northlin Park Road

1, 41, 43, 45, 48, 51, 52, 53 and 55 Maryknoll Avenue

14 and 18 Logie Street

124, 130, 142 & 154 King Street

10, 14, 16 and 18 Westwood Court

6 Kawartha Drive

143 Queen Street

### **Requirement to Meet Service Level Standards (SLS)**

When the Province transferred social housing responsibilities to municipal governments, there were a significant number of provincial rules regarding the administration of this housing as set out under the previous Social Housing Reform Act (SHRA), now the Housing Services Act (HSA). One such feature is the establishment of Service Level Standards (SLS) for each SM area. The SLS identify both the number of households in significant housing need who must be housed in the existing social housing stock and setting out the maximum income levels for those in need. This means that for each Service Manager area, there are a required number of households that are assisted under Regulation 370/11 of the Act. This regulation sets out for each service manager area:

- (a) The prescribed number of households whose income is not greater than the household income limit prescribed for the service area; and
- (b) The prescribed number of high-need households.

The household income levels by bedroom for the City of Kawartha Lakes are indicated below in Table 4.

**Table 4 Household Income Limits**

<b>Household Income Limits under HSA</b>			
1-bedroom	2-bedroom	3-bedroom	4+-bedroom
\$31,000	\$38,000	\$43,500	\$54,000

As stated in Regulation 367/11, Schedule 4 of the HSA, there are to be 871 households in the City of Kawartha Lakes whose income level is no greater than the household income limits above and of those at least 522 are to be high need households.

In summary, the City of Kawartha Lakes must ensure that all households' incomes are at or below the household income limit upon initial occupancy. The single and semi units are all 100% RGI units. However at a certain point as the households situation improves and their income increases, it only does so to a market rent established for the type of unit. As the units are all RGI should the income change for these households, their rent will change accordingly.

**Table 5 2019 Market Rents**

<b>KLH 2019 Market Rents in Single/Semis</b>		
2-bedroom	3-bedroom	4+-bedroom
\$1,110	\$1,304	\$1,304

The Ministry of Municipal Affairs and Housing (MMAH) has been very supportive of KLH's regeneration initiative. MMAH has shared the KLH initiative as a successful model including connecting other housing providers/municipalities with KLH to review the model and including the model as a best practice in a 2014 publication.

#### **Part 4 Rationale**

KLH is well underway in a multi-year initiative to use single and semi-detached homes in a creative way. Both KLH and the City of Kawartha Lakes have endorsed the goal of selling off all of the homes, through various phases, with the objective of not only replacing the number of homes but also to increase the number of KLH affordable homes. There are the additional benefits of the new housing stock being both accessible as well as more energy efficient than the homes being sold.

An important decision resulting from the sale of the homes is whether the replacement units should all be located in the community of Lindsay (as all of the homes being sold are located in Lindsay) and whether all of three bedroom family units must be replaced with new three bedroom homes.

It is worth noting that there is approximately the same number of two bedroom family households on the waiting list as there are three and four bedroom households combined. Therefore it seems reasonable to replace some of the homes being sold with a mixture of both two bedroom and three bedroom units.

Part 1 and Part 2 sales (37) replace 2 and 3 bedroom units as well as add 1 bedroom units as will Part 3 and 4. The results of all four parts are illustrated in Table 6.

**Table 6 Number of Units by Bedroom Size**

<b>Number of Units by Bedrooms Size</b>											
<b>1 bedroom</b>		<b>2 bedroom</b>		<b>3 bedroom</b>		<b>4 bedroom</b>		<b>5 bedroom</b>		<b>Total</b>	
<b>Sold</b>	<b>New</b>	<b>Sold</b>	<b>New</b>	<b>Sold</b>	<b>New</b>	<b>Sold</b>	<b>New</b>	<b>Sold</b>	<b>New</b>	<b>Sold</b>	<b>New</b>
0	56	12	13	38	31	10	0	4	0	64	99

Given that more than half of the households on the waiting list are looking for housing in Lindsay, the sale of homes in Lindsay should not result in a decrease in the number of units in Lindsay.

Similarly, given the large percentage of the households on the City of Kawartha Lakes waiting list are single or couple households, it is reasonable that a significant portion of the additional housing created due to leveraging of the homes be used to create one bedroom apartments which have the longest wait times (typically a 5 year wait for applicants). Since there are a high percentage of seniors, it is also reasonable to create some units specifically for seniors.

### **Tenant Relocation**

The homes sold for Phase 1 and Phase 2 (37 homes in total) were identified in two specific ways:

1. If the tenant had the ability to purchase the home they were living in (secure their own mortgage) they were provided with the sale price (based on the last sale or the current market value less the 3.5% real estate fees). In some cases these tenants were also eligible to receive down payment assistance through the City's Homeownership program funding (with the City giving them priority over other applicants and if funding was available at the time); and
2. When a home was vacated by a tenant.

There was a decision at the time that tenants would not be forced to move in order for the sale to occur.

There is the ability for a landlord to provide a tenant with 120 days notice if the landlord has made the decision to sell the home.

For the remaining 27 homes that will be sold to leverage Parts 3 and 4, the following tenant relocation plan is recommended:

1. The tenants who are currently in a 3 bedroom semi-detached two storey home will be asked to transfer into 5 Bond Street East, Lindsay when they are ready for occupancy (estimated as January 2019). KLH through the project budget will cover the costs of these tenants to move including professional packing and moving costs and any reconnection charges (cable tv for example).
2. It will be recommended to the City that tenants who are able to purchase their home continue to receive priority to Homeownership program funds (if and when available) and that the down payment assistance available be equal to that of a Habitat Partner family (\$50,000).
3. Other homes will continue to be sold as they are vacated as was completed in the first two phases.
4. Tenants who continue to live in homes will be transferred to the new units created by Parts 3 and 4 if a unit of the appropriate size is available.

### **Development Site**

The site for the proposed development is located south of 19 Hamilton Street N in Lindsay. The property is currently a vacant green field site that has been designated by the municipality as surplus land to be used for affordable residential housing. The site is a total of 5,142 sq. m. with no current buildings on site and no environmental cleanup required. The site is directly south of a current 60 unit KLH Housing affordable housing building for seniors. The site is surrounded by low density residential and commercial properties. North of the site is the city centre which has grocery stores, restaurants, Lindsay Recreation Complex, Rose Memorial Hospital and numerous health and care facilities.

### **Development Details**

The proposed 2 storey building will be on a 5,142 sq.m. site. The development will include 26 1-bedroom units and 40 surface parking spaces. The preliminary design will allow for 5 accessible units and barrier free design throughout the building. The ground floor will have a laundry room, common area elevators and accessible units. The remaining units will be located on the second floor. Final design details have not yet been confirmed and will be developed as the architectural team are selected.

The proposed development will also incorporate energy efficient design options as much possible. Ideas for low energy consumption electrical and mechanical systems have been discussed as well as a desire to create efficiencies within the construction process. The project will not look for LEED certification but will look to integrate those concepts where possible.

## Zoning Considerations

According to the Growth Management Strategy (GMS), the proposal is within the Residential Intensification Area identified in the City's 2011 Growth Management Strategy. This should allow for the development of residential units on the site. Currently the site is zoned OS (Open space) and this designation does not permit residential uses. The development will require an Official-Plan amendment, a Zoning By-Law amendment and a Site-Plan Application to proceed.

A pre-consultation meeting with City planning and engineering staff has been applied for and the first meeting with the city is scheduled for January 10<sup>th</sup> 2019.

## Timeline

The proposed timeline offers preliminary estimates for project development. These are high level next steps and more detailed project schedules will be created following approval by council.

**Table 7 High Level Next Steps**

Description	Timeline
Formal Pre-Consultation Process with the City on the two sites	December 2018/January 2019
Approval of transfer land from City to KLH Housing and support for the project	January 2019
File Official Plan amendment	April 2019
Phase 1 ESA	April 2019
CMHC seed funding Application filed	April 2019
File CMHC Co-investment application	July 2019
Official Plan approved	November 2019
Site Plan and Building Permit	Fall/Winter 2019/2020
Construction Tenders	Late 2019 Early 2020
Construction	March 2020 – March 2021 (Approximately 12-Month Construction)
Occupancy	April 2021

Given the housing demands in Kawartha Lakes, this new development is a good opportunity to enhance and expand the supply of affordable seniors rental housing in Lindsay through the leveraging of the existing KL Housing scattered single and semis portfolio. In keeping with the City of Kawartha Lakes' planning objectives, this project contributes to the "provision of a wide range of residential types and tenures to ensure access to all segments of the population" (Official Plan Environmental Action Plan). It's also assists the City in meeting goals and objectives of the Strategic Plan, the 10 Year Housing and Homelessness Plan and the Affordable Housing Framework. It presents KLH with the opportunity to help create a mixed income community of senior's rental housing meeting its vision, mission and goals. And lastly it allows residents in Lindsay and the City of Kawartha Lakes to have opportunities to live in new accessible, environmentally friendly and affordable units.

### **Other Alternatives Considered:**

None

### **Financial/Operation Impacts:**

#### **Financial Considerations**

Capital and Operating budgets for the project have been prepared based on a 26-unit construction budget with a \$245/sf construction cost estimate (a somewhat higher figure to reflect the energy efficiency approach to the building). With the cost-efficient construction of the two-story building, the proposed contribution from the City in the surplus land donation, \$3.68 million from KLH Housing equity through the sale of 16 scattered singles and semis, nearly \$900,000 from two CMHC programs and a \$1.9 million mortgage the project will generate a \$14,000 surplus in Year 1. The proposed rents will generate a yearly net income of \$241,290 which can cover expenses as well as the \$112,000 yearly mortgage payment.

By applying the proceeds from the sale of 16 single/semi-detached units, there will be a net gain of 10 units.

The financial model anticipates the following municipal incentives and support, the majority of which the City has provided to KLH on multiple occasions now and of which the Affordable Housing Framework supports

- Development Charges (affordable units included as an exemption in the DC bylaw, market units provided through the DC Rebate Funding)
- Building Permit Fees (included as an exemption in the Building bylaw)
- Relief from Parkland Levy, servicing connection fees, DAAP fees, etc related to the new developments
- Debenture secured by the City, repaid through annual lease payments
- Cash flow throughout development and construction, as needed

### **Benefits to the City**

The most visible benefit to the City would be the addition of 26 new affordable and accessible seniors' rental apartments, supporting the housing objective of the City's strategic plan. The development will assist in revitalization of the neighborhood and repurposing of a portion of open space not actively used. It will add well maintained, safe and affordable, mixed income rental housing to the community.

Financially the City will see the following:

1. Increased property tax revenue from the new 26 units created
2. KLH's operating and capital request to the City annually will decrease by approximately \$150,000 realizing the repairs that will not be needed for the 16 older units and with the self-sufficient model the operating subsidy reduction
3. Rent supplement expenses annually for the 16 replacement RGI units of approximately \$100,000

### **Proposed Rents**

The proposed rents will include both affordable (80% of CMHC average) and market (100% of CMHC average). The most current CMHC average market rents (AMR) available are from the fall 2018 report. In total 16 1-Bedroom units will be rented at 100% AMR (\$865) and 10 Units will be rented at 80% AMR (\$692). Rental charges will include utilities. With the requirements of the Housing Services Act requiring no reduction in the number of RGI units, 16 of the units will be rented on an RGI basis, essentially transferring the RGI subsidy payments from the existing single and semi-detached homes into these new senior apartments.

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

The recommendations of this report directly support the Actions under Goal 2: An Exceptional Quality of Life in the City of Kawartha Lakes Strategic Plan 2016-2019, specifically 2.2.2 Enhance access to community and human/health services and 2.2.3 Increase the supply of affordable housing.

### **Review of Accessibility Implications of Any Development or Policy:**

It should be noted that none of the units under consideration for sale are accessible. KLH Housing's focus is on creating new accessible housing rather than undertaking costly renovation of home that are over 40 years old.

The project will incorporate overall accessible design with a number of units having a barrier free design.

## **Consultations:**

TWC Consulting Inc

## **Attachments:**

Appendix A – Proposed Site



20180924 HamiltonSt  
- Site.pdf

Appendix B – Proposed Elevation

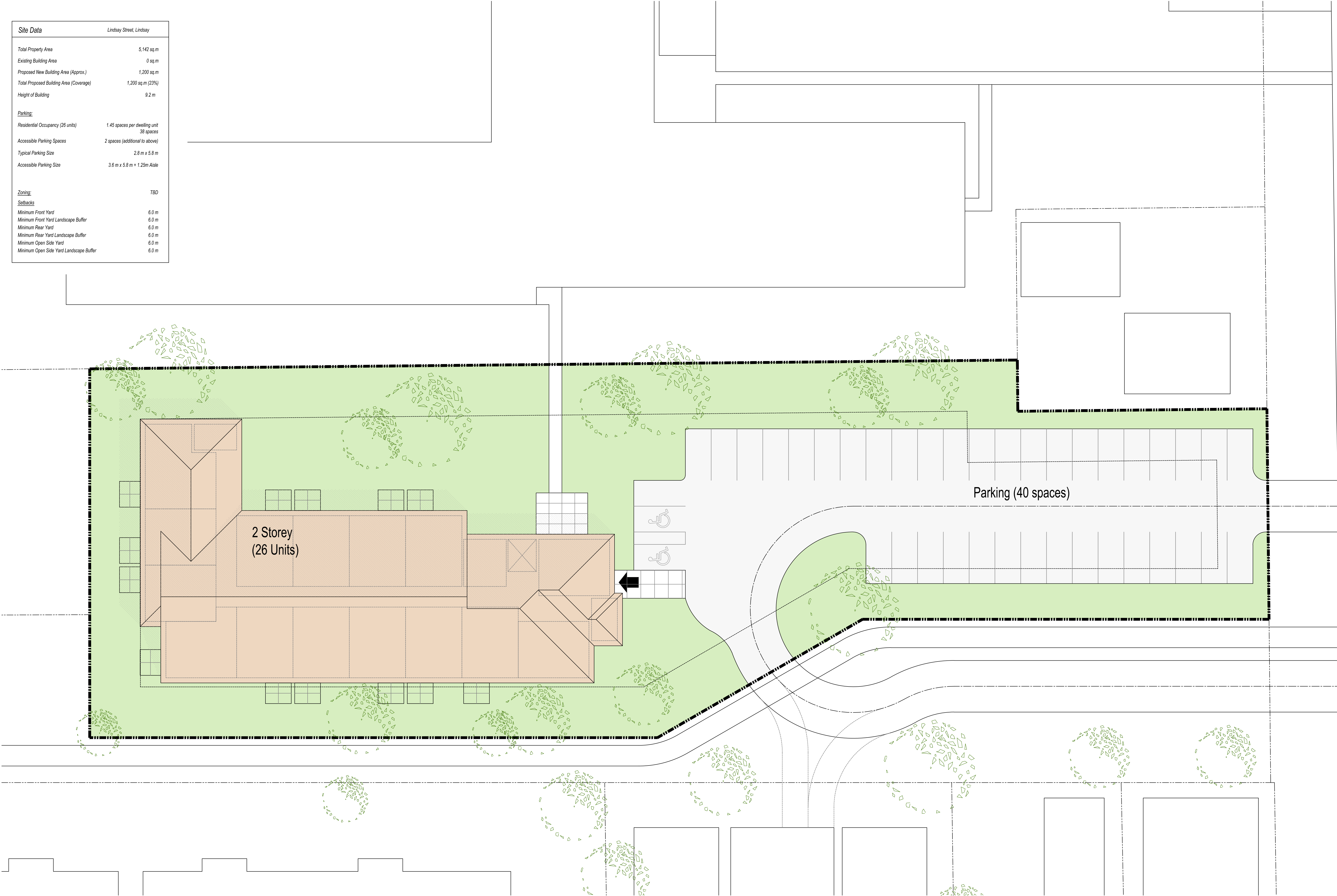


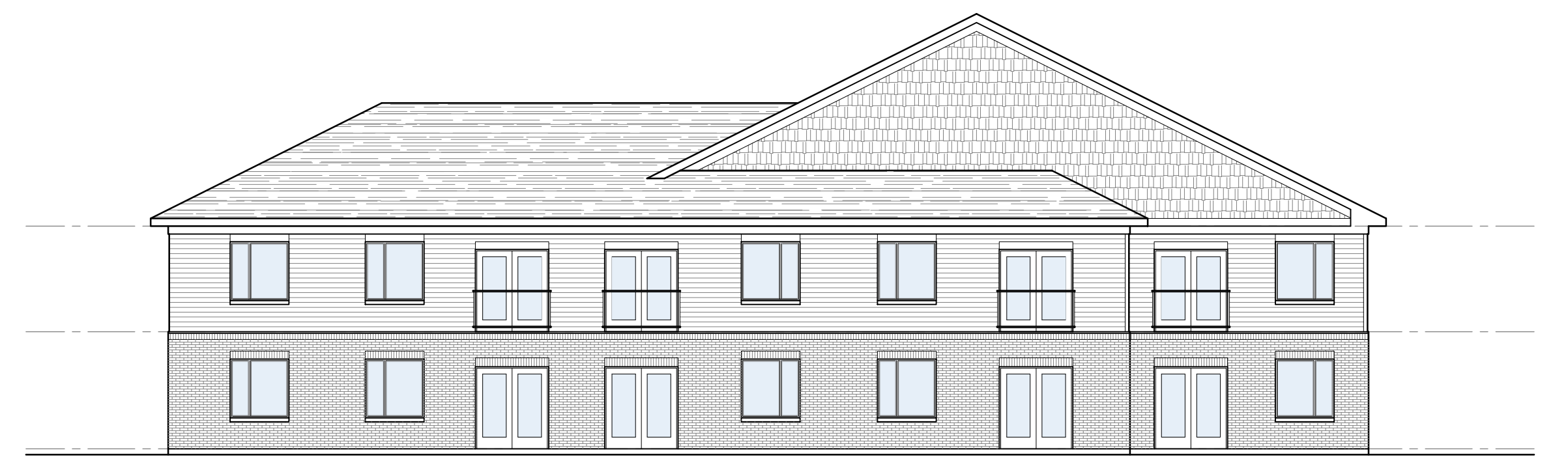
20180924 HamiltonSt  
- Elevations.pdf

**Department Head E-Mail: [rsutherland@kawarthalakes.ca](mailto:rsutherland@kawarthalakes.ca)**

**Department Head: Rod Sutherland**

Site Data		Lindsay Street, Lindsay
Total Property Area	5,142 sq.m	
Existing Building Area	0 sq.m	
Proposed New Building Area (Approx.)	1,200 sq.m	
Total Proposed Building Area (Coverage)	1,200 sq.m (23%)	
Height of Building	9.2 m	
<u>Parking:</u>		
Residential Occupancy (26 units)	1.45 spaces per dwelling unit	
	38 spaces	
Accessible Parking Spaces	2 spaces (additional to above)	
Typical Parking Size	2.8 m x 5.8 m	
Accessible Parking Size	3.6 m x 5.8 m + 1.25m Aisle	
<u>Zoning:</u>		TBD
<u>Setbacks</u>		
Minimum Front Yard	6.0 m	
Minimum Front Yard Landscape Buffer	6.0 m	
Minimum Rear Yard	6.0 m	
Minimum Rear Yard Landscape Buffer	6.0 m	
Minimum Open Side Yard	6.0 m	
Minimum Open Side Yard Landscape Buffer	6.0 m	





# **The Corporation of the City of Kawartha Lakes**

## **Committee of the Whole Report**

**Report Number HH2019-003**

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**Date:** January 22, 2019

**Time:** 1:00 p.m.

**Place:** Council Chambers

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**Ward Community Identifier:**

**Title:** Housing Asset Management Plan

**Description:** 2018 Asset Management Plan for housing assets within the City of Kawartha Lakes and the County of Haliburton

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

---

**Recommendation(s):**

**That** Report HH2018-003 Housing Asset Management Plan, be received;

**That** the 2018 Kawartha Lakes and Haliburton Housing Asset Management Plan, included as Appendix A to Report HH2019-003 be endorsed by Council and guide future work plans and budget submissions;

**That** the Housing Asset Management Plan be incorporated into the City's Asset Management Plan at its next review; and

**That** this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

**Department Head:**\_\_\_\_\_

**Financial/Legal/HR/Other:**\_\_\_\_\_

**Chief Administrative Officer:**\_\_\_\_\_

## **Background:**

Strategic asset management is the coordinated activity of an organization to realize value from assets. It involves balancing costs, opportunities and risks against the desired performance of assets, to achieve the organizational objectives.

In January 2018, the Infrastructure for Jobs and Prosperity Act, 2015 (Ontario Regulation 588/17) set the requirements for mandatory Asset Management Plans and Mandatory Strategic Asset Management Policy for municipally-owned assets. In 2017, the City of Kawartha Lakes (CKL) commissioned an Asset Management Plan for its core infrastructure assets; however, the resulting “AMP2017” did not include Social Housing. The County of Haliburton (County) Asset Management Plan did not include Social Housing either.

CKL is the Municipal Service Manager (“Service Manager”) for housing for the County and the City of Kawartha Lakes as mandated by the Province of Ontario through the Housing Service Act. Although CKL is the designated Service Manager for both CKL and the County, the County and CKL actively collaborate in order to ensure that housing and homelessness is addressed throughout the area.

As Service Manager, CKL is responsible for the ongoing financial support of the social housing providers and their housing units. An agreement between CKL and the County outline how the cost of the ongoing financial support is shared. While operating support is cost shared based on a percentage basis overall, capital support is provided through CKL or the County based on where the units resides geographically.

In its role as Service Manager responsible for social housing in both the City and County, CKL has engaged Housing Services Corporation to complete an Asset Management Plan (AMP) for its social housing portfolio in accordance with these regulatory requirements. Due to the financial cost sharing of capital costs occurring where the unit resides geographically, the AMP is structured in such a way to define assets between CKL and the County.

The AMP is further broken down to identify Kawartha Lakes-Haliburton Housing Corporation (KLH Housing Corp) and the other non-profit housing providers.

CKL is the sole shareholder of KLH Housing Corp, which is established under the Business Corporation Act. KLH Housing Corp is governed by a Board of Directors which includes three municipal councillors - two from the City of Kawartha Lakes and one from the County of Haliburton. KLH Housing Corp purchases its staffing resources from the City of Kawartha Lakes. The Administrator/Manager of Housing position for the City of Kawartha Lakes is deemed to be the Chief Executive Officer and Secretary of KLH Housing Corp, and the City’s Treasurer is deemed to also be the Treasurer of KLH Housing

Corp. As of August 2018, the KLH Housing Corp portfolio consists of 701 units owned and managed by KLH Housing Corp.

The other non-profit housing providers are independent corporations established through the Not-for-Profit Corporations Act. Each has its own Board of Directors and staff.

## **Rationale:**

The City of Kawartha Lakes and County of Haliburton (CKL-H) Asset Management Plan (AMP) provides an overview of the Service Manager's approach to maximizing the benefit of the assets, managing risk, and providing satisfactory levels of service throughout its portfolio. It identifies the forecasted capital requirements within the next ten years based on a detailed review of the current asset inventory condition and risk.

The AMP is directly aligned with CKL's Strategic Plan 2016-2019 by supporting the goal of efficient infrastructure and asset management. One of the objectives of CKL's Strategic Plan is to provide "well managed and maintained municipal assets," which can be achieved through the AMP and alignment with municipal Master Plans.

The AMP has been completed based on available data in the CKL-H social housing portfolio provided by the Service Manager. The CKL-H social housing portfolio, as analyzed in the AMP, is valued at \$145,312,010 using 2018 replacement costs. This includes:

KLH Housing Corp. (assets within CKL): \$88,550,793

KLH Housing Corp (assets within the County): \$14,392,926

Non-profits (assets within CKL): \$5,860,427

Non-profits (assets within the County): \$36,507,864

These assets require significant ongoing investment in operation, maintenance and renewal activities to ensure they are kept safe, structurally sound, and fit to support the ongoing delivery of services. With changing demographics and an evolving legislative landscape, the AMP will continue to evolve over time. At a minimum, it should be reviewed every five years and updated every ten, in accordance with the regulatory requirements of the Infrastructure for Jobs and Prosperity Act, 2015.

While this CKL-H AMP for social housing is a standalone document at this point, the intention is for it to become part of the CKL and County's overall AMP. At the next review cycle of each AMP, CKL and the County will include social housing in their overall plan.

## **Other Alternatives Considered:**

None.

## **Financial/Operation Impacts:**

The recommendations will guide future work plans and budget submissions.

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

The AMP is directly aligned with CKL's Strategic Plan 2016-2019 by supporting the goal of efficient infrastructure and asset management. One of the objectives of CKL's Strategic Plan is to provide "well managed and maintained municipal assets," which can be achieved through the AMP and alignment with municipal Master Plans.

## **Review of Accessibility Implications of Any Development or Policy:**

Not applicable

## **Servicing Implications:**

Not applicable

## **Consultations:**

Housing Services Corporation  
Manager Building & Property, Housing  
Program Supervisor, Housing Help  
Manager of Corporate Assets

## **Attachments:**

Appendix A – 2018 Kawartha Lakes & Haliburton Housing Asset Management Plan



CKL AMP Report -  
Final Dec 19 2018 - a

**Department Head E-Mail:** [rsutherland@kawarthalakes.ca](mailto:rsutherland@kawarthalakes.ca)

**Department Head:** Rod Sutherland

## 2018 Housing Asset Management Plan



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## Executive Summary

Strategic asset management is the coordinated activity of an organization to realize value from assets. It involves balancing costs, opportunities and risks against the desired performance of assets, to achieve the organizational objectives.

In January 2018, the Infrastructure for Jobs and Prosperity Act, 2015 (Ontario Regulation 588/17) set the requirements for mandatory Asset Management Plans and Mandatory Strategic Asset Management Policy for municipally-owned assets. In 2017, the City of Kawartha Lakes (CKL) commissioned an Asset Management Plan for its core infrastructure assets; however, the resulting “AMP2017” did not include Social Housing. The County of Haliburton (County) Asset Management Plan did not include Social Housing either.

CKL is the Municipal Service Manager (“Service Manager”) for housing for the County and the City of Kawartha Lakes as mandated by the Province of Ontario through the Housing Service Act. Although CKL is the designated Service Manager for both CKL and the County, the County and CKL actively collaborate in order to ensure that housing and homelessness is addressed throughout the area.

As Service Manager, CKL is responsible for the ongoing financial support of the social housing providers and their housing units. An agreement between CKL and the County outline how the cost of the ongoing financial support is shared. While operating support is cost shared based on a percentage basis overall, capital support is provided through CKL or the County based on where the units resides geographically.

In its role as Service Manager responsible for social housing in both the City and County, CKL has engaged Housing Services Corporation to complete an Asset Management Plan (AMP) for its social housing portfolio in accordance with these regulatory requirements. Due to the financial cost sharing of capital costs occurring where the unit resides geographically, the AMP is structured in such a way to define between CKL and the County.

The AMP is further broken down to identify Kawartha Lakes-Haliburton Housing Corporation (KLH Housing Corp) and the other non-profit housing providers.

CKL is the sole shareholder of KLH Housing Corp, which is established under the Business Corporation Act. KLH Housing Corp is governed by a Board of Directors which includes three municipal councillors - two from the City of Kawartha Lakes and one from the County of Haliburton. KLH Housing Corp purchases its staffing resources from the City of Kawartha Lakes. The Administrator/Manager of Housing position for the City of Kawartha Lakes is deemed to be the Chief Executive Officer and Secretary of KLH Housing Corp, and the City’s Treasurer is deemed to also be the Treasurer of KLH Housing Corp. As of August 2018, the KLH Housing Corp portfolio consists of 701 units owned and managed by KLH Housing Corp.

The other non-profit housing providers are independent corporations established through the Not-for-Profit Corporations Act. Each has its own Board of Directors and staff.

The City of Kawartha Lakes and County of Haliburton (CKL-H) Asset Management Plan (AMP) provides an overview of the Service Manager's approach to maximizing the benefit of the assets, managing risk, and providing satisfactory levels of service throughout its portfolio. It identifies the forecasted capital requirements within the next ten years based on a detailed review of the current asset inventory condition and risk.

The AMP is directly aligned with CKL's Strategic Plan 2016-2019 by supporting the goal of efficient infrastructure and asset management. One of the objectives of CKL's Strategic Plan is to provide "well managed and maintained municipal assets," which can be achieved through the AMP and alignment with municipal Master Plans.

The AMP has been completed based on available data in the CKL-H social housing portfolio provided by the Service Manager. The CKL-H social housing portfolio, as analyzed in the AMP, is valued at \$145,312,010 using 2018 replacement costs. This includes:

KLH Housing Corp. (assets within CKL): \$88,550,793

KLH Housing Corp (assets within the County): \$14,392,926

Non-profits (assets within CKL): \$5,860,427

Non-profits (assets within the County): \$36,507,864

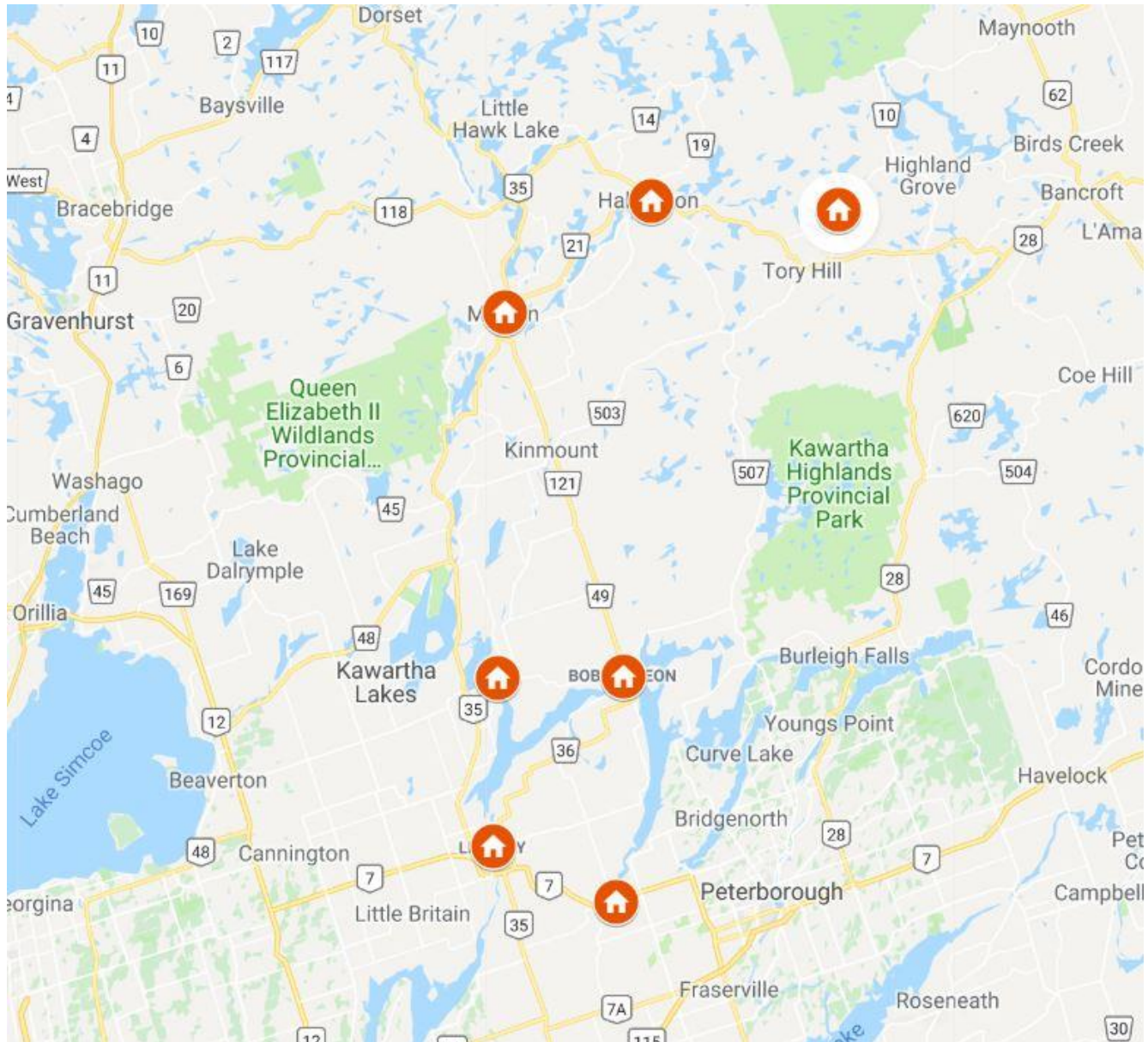
These assets require significant ongoing investment in operation, maintenance and renewal activities to ensure they are kept safe, structurally sound, and fit to support the ongoing delivery of services. With changing demographics and an evolving legislative landscape, the AMP will continue to evolve over time. At a minimum, it should be reviewed every five years and updated every ten, in accordance with the regulatory requirements of the Infrastructure for Jobs and Prosperity Act, 2015.

Table 1

State of Infrastructure – Score Table

Asset Category	Capacity	Condition	Finance	Reliability	2018	Trend	Replacement Value
KLH – assets within the County	B	B-	B	B	B	➡	\$14,392,926
KLH Housing Corp – assets within CKL	B	B-	B-	B	B	➡	\$88,550,793
Non-Profits - assets within CKL	B	C	B	B	B	➡	\$5,860,427
Non-Profits – assets within the County	B	C-	C-	B	B	➡	\$36,507,864

## Map of City of Kawartha Lakes & County of Haliburton Housing Stock



## Introduction

The City of Kawartha Lakes (CKL) has a growing population of more than 75,000 residents, 31,000 seasonal residents and an available workforce of more than 39,000 people. The County of Haliburton (County) has a population of more than 18,000 residents and an estimated 48,000 seasonal residents.

CKL has been included in Ontario's Growth Plan ("Plan") for the Greater Golden Horseshoe (2017), which provides a framework for implementing the Province's vision for building stronger, prosperous communities by better managing growth. The Plan forecasts employment and population for CKL and identifies those areas for intensification. This will continue to be a key consideration in addressing future need within CKL-H's social housing portfolio.

## Portfolio Overview

CKL is the Municipal Service Manager ("Service Manager") for housing for the County of Haliburton and the City of Kawartha Lakes as mandated by the Province of Ontario through the Housing Service Act. Although CKL is the designated Service Manager for both the City of Kawartha Lakes and the County of Haliburton, the County and City actively collaborate in order to ensure that housing and homelessness is addressed throughout the area.

As Service Manager, CKL is responsible for the ongoing financial support of certain housing providers and their housing units. An agreement between CKL and the County outline how the cost of the ongoing financial support is shared. While operating support is cost-shared based on a percentage basis overall, capital support is provided through CKL or the County based on where the units reside geographically. Due to the financial cost sharing of capital costs occurring where the unit resides geographically, the AMP is structured in such a way to define between CKL and the County.

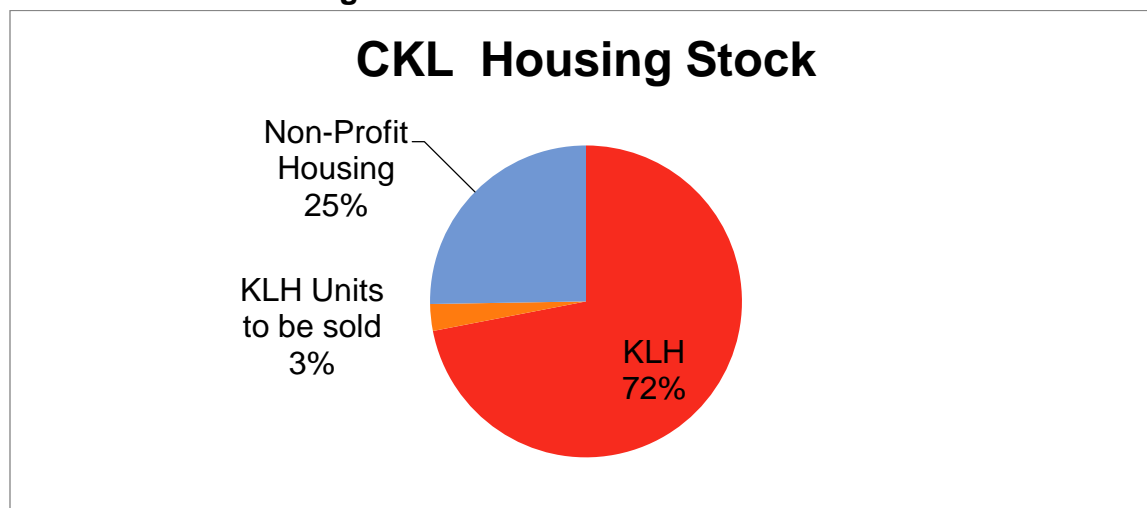
Ongoing financial support is provided to approximately 700 units managed by CKL's largest provider, KLH Housing Corp, and another 237 units distributed among five non-profit housing providers.

CKL is the sole shareholder of KLH Housing Corp, which is established under the Business Corporation Act. KLH Housing Corp is governed by a Board of Directors which includes three municipal councillors - two from the City of Kawartha Lakes and one from the County of Haliburton. KLH Housing Corp purchases its staffing resources from the City of Kawartha Lakes. The Administrator/Manager of Housing position for the City of Kawartha Lakes is deemed to be the Chief Executive Officer and Secretary of KLH Housing Corp, and the City's Treasurer is deemed to also be the Treasurer of KLH Housing Corp. As of August 2018, the KLH Housing Corp portfolio consists of 701 units owned and managed by KLH Housing Corp.

The five non-profit housing providers are independent corporations established under the Not-for-Profit Corporations Act. Each has its own Board of Directors and staff.

This AMP includes the 237 non-profit housing units and 675 of the KLH Housing Corp units. 26 KLH Housing Corp units have been slated for sale in the near future as part of KLH Housing Corp's larger strategic plan.<sup>1</sup> Six of the 237 non-profit housing units do not help to absorb some of the waitlist demand as they are considered as a private-rental. They also do not receive ongoing operating or capital subsidies from CKL and generally are self-sustaining through rental revenue but are included in the housing provider's capital plans and are included in the AMP.

**Chart 1 – CKL Housing Stock**



For the purposes of this AMP, the CKL-H portfolio has been divided into four asset categories:

- KLH Housing Corp - assets within CKL
- KLH Housing Corp– assets within the County
- Non-profits – assets within CKL
- Non-profits – assets within the County

Annually, KLH Housing Corp and many of the non-profit housing providers develop a detailed capital program based on their asset management software, Asset Planner, and data collected through their Building Condition Assessment (BCA) program. Projects are prioritized to minimize risk to CKL-H, the related organization and the tenants.

KLH Housing Corp establishes an annual capital budget of approximately \$1.5 million. To fund this, KLH Housing Corp on average requests \$1 million from CKL and \$100,000 from the County, with the balance funded through reserves or other funding opportunities that arise from time to time. The CKL-H non-profit housing providers contribute a pre-set amount

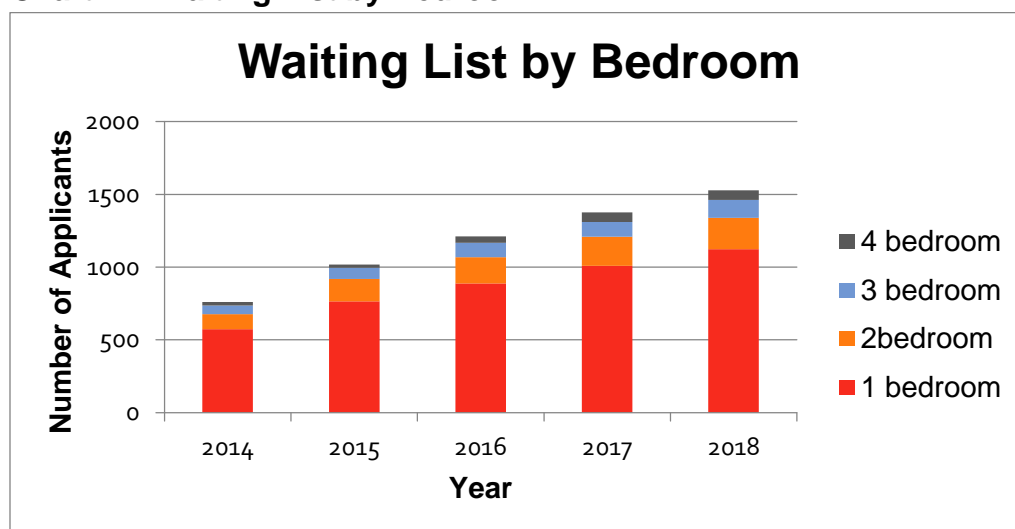
<sup>1</sup> In 2007, KLH Housing Corp strategic planning explored regeneration opportunities in order to maximize the benefit of the assets. Since then, KLH Housing Corp has sold 37 properties and developed 3 projects with a total of 57 units. The funds from the sale of the property are invested in the new properties.

(inflated annually) to their individual capital reserve funds, as required through the legislated funding model.

## Waiting List

CKL-H has a centralized waiting list to address the demand for social housing. The waiting list has more than doubled from 2014 to 2018. In 2014, CKL’s Housing Help Division streamlined the application process and introduced an online application system to assist with growing waiting list demands. It is anticipated that demand will continue to grow as the population of CKL-H is forecasted to grow.

**Chart 2 – Waiting List by Bedroom**



## Goals and Objectives

CKL and the County have been pursuing sustainable asset management practices for its infrastructure. CKL developed a 10-year financial strategy to provide a framework in which to secure the long-term financial sustainability of the City. In 2017, CKL commissioned an Asset Management Plan for its core infrastructure assets; however, the resulting CKL AMP2017 did not include social housing. The County Asset Management Plan did not include Social Housing either. CKL, in its role as Service Manager, has engaged Housing Services Corporation to complete an Asset Management Plan for its social housing portfolio.

Both the CKL AMP2017 and County Asset Management Plan aim to support the sustainability of the infrastructure base. To fulfill its obligations of service delivery to the community, CKL-H must similarly ensure that the assets are managed in a way that balances service levels, risk, and affordability. The AMP provides an overview of CKL-H’s approach to maximizing the benefit of the assets, managing risk, and providing satisfactory levels of service throughout its portfolio.



In January 2018, the Infrastructure for Jobs and Prosperity Act, 2015 (Ontario Regulation 588/17) set the requirements for mandatory Asset Management Plans and Mandatory Strategic Asset Management Policy for municipally owned assets. The AMP is a key support document to satisfying the requirements of the Infrastructure for Jobs and Prosperity Act, 2015.

While this CKL-H AMP for social housing is a standalone document at this point, the intention is for it to become an appendix of the CKL and County's overall AMP. At the next review cycle of each AMP, CKL and the County will include social housing in their overall plan.

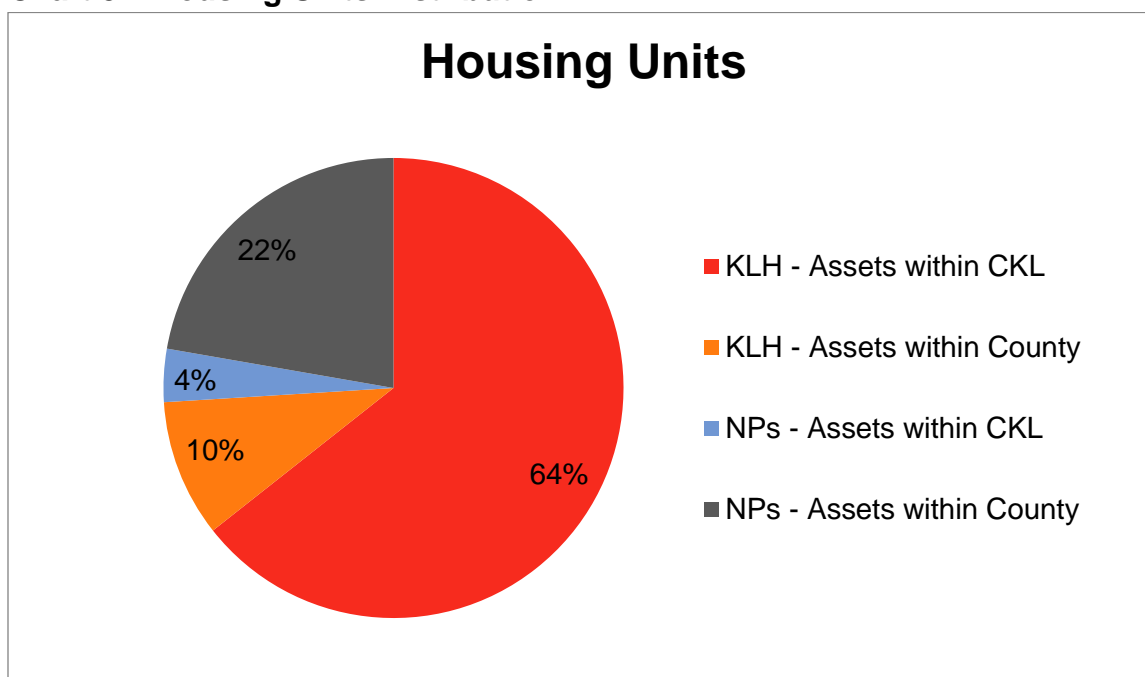
## State of Infrastructure

### Asset Inventory

The AMP asset inventory includes the 237 non-profit housing units and 675 KLH Housing Corp units. The base data below is from Asset planner:

1. KLH Housing Corp – assets within CKL – 587 units (64%)
2. KLH Housing Corp – assets within the County – 88 units (10%)
3. Non-profits – assets within CKL – 34 units (4%)
4. Non-profits – assets within the County – 203 units (22%)

**Chart 3 – Housing Units Distribution**



A complete listing of the buildings, addresses, unit count and asset type are included as Appendix 1.7.

### Asset Valuation

The asset replacement cost is defined as the actual cost to replace an asset in today's dollars in new condition. Replacement cost is helpful in determining when repairing an asset is no longer a cost-efficient practice and replacement is more suitable. A number of different methodologies were explored to determine the best method to calculate asset replacement values, including insurance values, BCA values, Altus-Canadian Cost Guide and Asset Planner replacement values. CKL-H selected the use of its asset management software (Asset Planner) replacement values for the purposes of this AMP.

These replacement values use RSMeans, which provides accurate and up-to-date cost information in order to precisely calculate the cost for both new building construction and renovation projects. This method is based on multiplying a unit rate by the gross area of the asset. Table 2 shows the replacement value for each asset category in the CKL-H social housing portfolio. A complete list of building valuations by address is included in Appendix 1.8.

**Table 2 – Asset Valuation Summary**

<b>Asset Category</b>	<b>Replacement Cost</b>	<b>Number of Units</b>
<b>KLH Housing Corp – assets within CKL</b>	88,550,793	587
<b>KLH Housing Corp – assets within the County</b>	14,392,926	88
<b>Non-profits – assets within CKL</b>	5,860,427	34
<b>Non-profits – assets within the County</b>	36,507,864	203
<b>TOTAL</b>	<b>145,312,010</b>	<b>912</b>

## Methodology

The information in this report was collected from data provided by the CKL-H team using its Asset Management Software. The criteria for grading, the measurement framework and rating system were selected in consultation with the CKL-H team and are aligned with the CKL AMP 2017. The rating system utilized was developed from the Canadian Infrastructure Report Card. The grading system was adopted from the American Society of Civil Engineers (ASCE).

**Grading Criteria** – Appendix 1.0 indicates the criteria selected for grading of the housing assets and their definitions.

**Measurement Framework** – Appendix 1.1 indicates the measurement framework agreed upon by the CKL-H team.

**Rating System** – The Canadian Infrastructure Report Card system was adopted for this AMP report and is outlined in Appendix 1.2.

**Grading System** – The grading system was adopted from the American Society of Civil Engineers (ASCE), and is listed in Appendix 1.3.

Using these criteria, a Score Table 3 was developed to assist CKL-H in understanding of the state of the social housing asset portfolio on a consistent basis:

**Table 3 – State of Infrastructure – Score Table**

Asset Category	Capacity	Condition	Finance	Reliability	2018	Trend	Replacement Value
KLH Housing Corp – assets within CKL	B	B-	B-	B	B	➡	\$88,550,793
KLH – assets within the County	B	B-	B	B	B	➡	\$14,392,926
Non-Profits - assets within CKL	B	C	B	B	B	➡	\$5,860,427
Non-Profits – assets within the County	B	C-	C-	B	B	➡	\$36,507,864

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## Age

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The Age of the building helps predict the remaining useful life of an asset. Remaining useful life is one of the indicators of the health of an asset. Increasingly the term *asset health* is being used in relation to measures that monitor the current (or predicted) capability or condition of an asset to perform its desired function. It is most frequently used as a measure for supporting Capital Investment Decision-Making.

The typical life span of a building is dependent on the type of the building and construction. Another major factor is an asset's lifespan is maintenance. For the purpose of this AMP it is assumed that single detached, townhouses, and low-rise apartment timber structures have a lifespan of 60 years; and low-rise and high-rise apartment buildings concrete structure have a lifespan of 80 years.

### KLH Housing Corp (units within CKL) Housing Stock Age

The average asset age for KLH Housing Corp housing stock located within CKL is **37.35 years**. The average age by asset type is:

- High-rise apartments - 43 years
- Low rise apartments - 35 years
- Townhouses – 32 years
- Single detached – 39 years

### KLH Housing Corp (units within the County)

The average asset age for KLH Housing Corp housing stock located in County of Haliburton is 21.25 years. The stock consists of only low-rise apartments.

### Non-Profits (units within CKL)

The Non-Profit housing stock within CKL has only two types of buildings – low-rise apartments and townhouses. The eight-unit townhome in this category is 118 years old. A 2017 building condition assessment indicated that this asset overall condition is poor, however, based on its capital needs in Asset Planner and the capital funding available, this asset does not appear to encounter any financial shortfalls until year 11 of this plan. Therefore, its 10 year facility condition index is 0% rating it as good. It should be noted that the age of this building significantly skews the average asset age for this group, making it **75 years**. If this building is removed from the calculation, the average age of the NP Housing Stock located within CKL is **31 years**.

The average age by asset type is:

- Low-rise apartments – 31 years
- Townhouses - 118

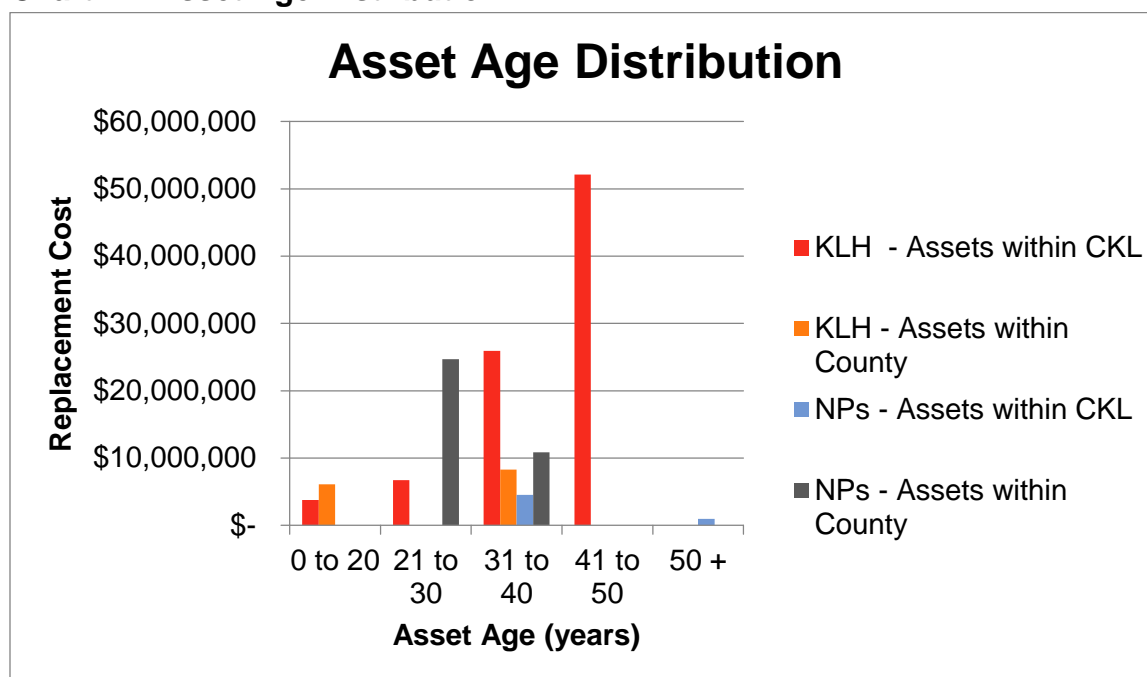
## Non-Profits – (units within the County)

The average asset age for Non-profit housing stock located in County of Haliburton is **27.13 years**. The average age by asset type is:

- Low-rise apartment – 28.8 years
- Townhouses – 24.33 years

The Chart below illustrates the asset age distribution:

**Chart 4 – Asset Age Distribution**



## Condition

The condition rating of the assets is a five rating system as defined in Appendix 1.2. The ratings adopted are very good, good, fair, poor and very poor.

CKL-H utilizes Asset Planner to assess the condition of the assets. In 2017, BCAs were undertaken for each building in the portfolio, which provide a current estimate of the overall capital needs over the next 30 years. These, combined with asset site reviews and annual unit inspections, help determine the condition of the assets.

Overall, the CKL-H KLH Housing Corp stock is in good condition which is consistent with a sound asset management approach. However, the CKL-H non-profit portfolio is in fair condition and declining, this is consistent throughout the province as the non-profits capital reserves are limited. The challenge is ensuring those assets in poor or very poor condition get the attention they need so that they are not left to deteriorate to the point where they begin to have significant adverse effects on levels of service.

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## Trends

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Review of the Asset Management Plan is required every 5 years and updates every 10 years by the legislation. With no new funding programs on the horizon, the trend will be neutral for KLH Housing Corp units for the first 10 years; however, the trend will decline for the housing located in the County over the long term. If KLH Housing Corp continues to maintain current indicator levels, including maintaining preventative maintenance, maintaining capital expenditures, and unit turnover rates, the stock will remain neutral. Overall, additional investment in capital repairs is required.

A review of the non-profit portfolio indicates that this stock is in a fair position for the next 10 years with minor shortfalls in capital funding to meet identified capital needs. However, it is expected that the trend following the first 10 years will be declining, with some of the stock reaching critical condition based on the current level of capital reserve funding contributions.

Table 4

**KLH – Assets within CKL Overall Portfolio Score**

Criteria	Very Good (8-10)	Good (7-7.9)	Fair (6-6.9)	Poor (5 – 5.9)	Very Poor (<5)	Raw Score	Normalized Score (=Raw Score/10)	Weight	Weighted Totals
Capacity		7.00				7.00	0.700	0.150	0.105
Condition			6.95			6.95	0.695	0.300	0.208
Finance			6.80			6.80	0.680	0.200	0.136
Reliability		7.40				7.40	0.740	0.350	0.259
<b>Total Points</b>								<b>1</b>	<b>0.708</b>

**Justification**

## Capacity Indicators:

- Unit move-in time is 8 days 75% of the time.
- Waitlist are growing fast, the demand is much higher than the supply.
- Meets Service Level Agreement.
- Vacancy rates are low.



Condition Indicators:

- 10 FCI is 0.73% (good) and increasing to 7.72% (fair) in 30 years.
- Preventative maintenance is conducted regularly.
- Work orders are addressed in 1 to 3 days.

Finance Indicators:

- 10 year needs are approximately \$ 12.3 M.
- Overall the portfolio is well funded with minor shortfall in the first 10 years.

Reliability Indicators:

- Legislative requirements are met including Electrical Safety Authority (ESA), Technical Standards and Safety Authority (TSSA), Ontario Clean Water Act (OCWA), Fire Code, and asbestos management plans.
- Redundancy - no backup power.
- All buildings have security cameras, and Emergency lighting.
- KLH has a business continuity plan.
- Customer satisfaction higher than 75%.

Table 5

**KLH – Assets within County Overall Portfolio Score**

Criteria	Very Good (8-10)	Good (7-7.9)	Fair (6-6.9)	Poor (5 – 5.9)	Very Poor (<5)	Raw Score	Normalized Score (=Raw Score/10)	Weight	Weighted Totals
Capacity		7.00				7.00	0.700	0.150	0.105
Condition		7.93				7.93	0.792	0.300	0.238
Finance		7.63				7.63	0.762	0.200	0.153
Reliability		7.40				7.38	0.738	0.350	0.258
<b>Total Points</b>								<b>1</b>	<b>0.753</b>

**Justification**

Capacity Indicators:

- Unit move-in time is 8 days 75% of the time.
- Waitlist are growing fast, the demand is much higher than the supply.
- Meets Service Level Agreement.
- Vacancy rates are low.

Condition Indicators:

- Overall Portfolio FCI is 0% (good) and increasing to 22.63% (poor) in year 30.
- Preventative maintenance is conducted regularly.
- Work orders are addressed in 1 to 3 days.



Finance Indicators:

- 10 year needs are approximately \$ 1.05 M.
- Overall the portfolio is well funded with minor shortfall the first 10 years of the study. Following 15 years the shortfall increases rapidly.

Reliability Indicators:

- Legislative requirements are met including ESA, TSSA, OCWA, Fire Code, and asbestos management plans.
- Redundancy - no backup power.
- All buildings have security cameras, and Emergency lighting.
- KLH has a business continuity plan.
- Customer satisfaction higher than 75%.

Table 6

**NPs – Assets within CKL Overall Portfolio Score**

Criteria	Very Good (8-10)	Good (7-7.9)	Fair (6-6.9)	Poor (5 – 5.9)	Very Poor (<5)	Raw Score	Normalized Score (=Raw Score/10)	Weight	Weighted Totals
Capacity		7.00				7.00	0.700	0.150	0.110
Condition			6.40			6.40	0.640	0.300	0.190
Finance		7.00				7.00	0.700	0.200	0.140
Reliability		7.00				7.00	0.700	0.350	0.250
<b>Total Points</b>								<b>1</b>	<b>0.680</b>

**Justification**

Capacity Indicators:

- Waitlist are growing fast, the demand is much higher than the supply.
- Meets Service Level Agreement.
- Vacancy rates are low.

Condition Indicators:

- 10 year FCI is 4%.
- 30 year FCI for portfolio is 28%.
- 30 year FCI for Neighborhood housing in Lindsay is 40.6% and for Fenelon Falls Independent living is 19%.



Finance Indicators:

- 10 year needs are \$ 898,315.
- Overall the portfolio requires additional funding starting year 7. Shortfall increases rapidly.

Reliability Indicators:

- Legislative requirements are met including TSSA, Fire Code. Redundancy - no backup power.
- Fenelon Falls has one elevator and emergency lighting.
- Both non-profit has an emergency response plan.

Table 7

**NPs – Assets within County Overall Portfolio Score**

Criteria	Very Good (8-10)	Good (7-7.9)	Fair (6-6.9)	Poor (5 – 5.9)	Very Poor (<5)	Raw Score	Normalized Score (=Raw Score/10)	Weight	Weighted Totals
Capacity		7.00				7.00	0.700	0.150	0.110
Condition			6.11			6.11	0.610	0.300	0.180
Finance			6.20			6.20	0.620	0.200	0.120
Reliability		7.28				7.28	0.730	0.350	0.250
<b>Total Points</b>								<b>1</b>	<b>0.67</b>

**Justification**

Capacity Indicators:

- Waitlist are growing fast, the demand is much higher than the supply.
- Meets SLA.
- Vacancy rates are low.

Condition Indicators:

- 10 year FCI is 6% and 30 year FCI 32.85%.

Finance Indicators:

- 10 year needs are \$5,089,310.
- Overall the portfolio is not adequately funded with major shortfall.

Reliability Indicators:

- Legislative requirements are met including ESA, TSSA, OCWA, Fire Code.
- KLH has an emergency response plan.

## Level of Service

The level of service is determined in accordance with the legislated requirements, corporate documents and strategic plans, available funding and needs, and is informed by data from the last two calendar years.

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### Current level

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CKL-H's current level of service is based on the following:

- Rent Geared to Income (RGI) agreement (Service Level Agreement with the Province). This agreement came into effect in 2001 and states that CKL-H must provide 871 RGI units.
- Ontario Regulation 516/06 under the Residential Tenancies Act, 2006 (KLH Housing Corp adopted in 2007 for all KLH Housing Corp assets).
- Customer satisfaction: KLH Housing Corp conducts a tenant survey every two years to measure customer satisfaction and have consistently exceeded their target of 75% good or better customer satisfaction.

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### Proposed level

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CKL-H proposed level of service is based on the following:

- Rent Geared to Income (RGI) agreement (Service Level Agreement with the Province). This agreement came into effect in 2001 and states that CKL must provide 871 RGI units.
- Ontario Regulation 516/06 under the Residential Tenancies Act, 2006 (KLH Housing Corp adopted in 2007 for all KLH Housing Corp assets).
- Customer satisfaction: KLH Housing Corp conducts a tenant survey every two years to measure customer satisfaction and have consistently exceeded their target of 75% good or better customer satisfaction.
- Maintaining a Facility Condition Index of 10% or lower for all assets.

CKL-H is meeting current levels of service and is on track to meet the proposed level of service moving forward.

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## Trends and Risks

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A number of factors can have an impact on the levels of service, and may impact CKL-H's ability to meet the proposed level of service moving forward. The largest contributor to potential risk to service levels is the demand from waiting list. Additional factors that could potentially cause risk include:

- Building Codes, Municipal By-laws and Regulatory changes – these changes typically require additional funding to maintain the level of service.
- Funding availability – In today's municipal world, many conflicting priorities exist and potentially could cause constraints to funding.
- Operation and maintenance – how the assets are maintained has a huge impact on the performance of the assets and the lifecycle of the assets. Failure of assets or components of the assets can have a huge impact on service delivery. Housing providers and KLH Housing Corp will need to continue to invest in maintenance programs.
- Growth in municipality and change in demographics – By provincial regulation, the asset management plan must reflect the population forecast set out in the Growth Plan for the Greater Golden Horseshoe. A difference between forecast and actual population growth, however, can affect levels of service.
- Demands from waiting list – Current analysis indicate that one bedroom units is the unit type in highest demand for CKL-H. This demand could change for a number of reasons and have an impact on housing the applicants.

## Asset Management Strategy

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### Objective

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The majority of the Asset Management Strategy focuses on the long term strategic requirements of the physical assets. It provides direction and guidance to enable the creation of investment and maintenance plans – essential to putting in place the resources (including finance) to manage the assets in order to achieve desired outcomes and proposed level of service.

As part of any Asset Management Strategy there should be continuous reviews with regard to the effectiveness or viability of the assets. Drivers for asset rationalization and disposal decisions could include one or more of the following:

- Changes to standards rendering the assets unsuitable for the latest requirements
- Changes to the required level of service
- Changes to the required capabilities the asset or asset systems are expected to achieve
- Changes to Health and Safety legislation rendering the assets unsuitable for operation or viable for decommissioning/disposal.
- Assets exceed useful life
- Ageing assets expected to become obsolete
- Implications based upon the outputs of the Environmental Impact Assessments, risk assessments

Over the life of an asset it is often the case that the most significant cost is that of operation and maintenance and not the design and construction. However, asset decommissioning and disposal costs can also be significant and are frequently a differentiator when considering options for capital investment. Understanding these costs and feeding them into the Capital Investment Decision-Making processes is therefore an extremely important part of Life Cycle costing.

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### Asset Lifecycle Management Strategy

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Capital Investment Decision-Making is based on an understanding of probable asset degradation and trading-off investments (CAPEX), maintenance costs (OPEX), and risks (and their probabilities) in order to optimize a capital investment decision. The optimization can be in terms of timing, the choice of asset, or both.

In order to do this effectively, the costs and risks associated with an asset - and how these vary through time or with usage - need to be understood. Life Cycle cost analysis is typically used to determine the intervention(s) that represent the lowest Life Cycle costs. Appendix 1.4 shows a simplified example of how annual costs may vary for a given asset or asset system.

Life Cycle Value Realization in practice means the combination of capital investment and operations & maintenance processes to support decision making and maximize the value obtained from assets over the life of the asset.

For housing assets the mid-life overhaul occurs around 25 to 30 years as numerous building elements require renewal. Based on the average age of the assets throughout the CKL social housing portfolio the mid-life overhaul has occurred for most assets.

In order to optimize operating costs, KLH Housing Corp and some of the Non-Profits have conducted numerous energy initiatives resulting in significant operational savings. These initiatives include window replacement, adding insulation to increase R-values, replacing mechanical equipment with high efficiency equipment, and installing heat control systems in all electrically heated buildings.

It is critical to strive for continual improvement of the assets. A key component of the success of continual improvement in the asset lifecycle is ongoing monitoring and reporting. The asset lifecycle (Appendix 1.5) indicates the typical phases of the lifecycle of an asset.

**To ensure that the lifecycle activities are undertaken for the lowest cost to achieve the proposed levels of service, the following is recommended:**

- Develop and document a risk-based capital prioritization system. A prioritization system will ensure the lifecycle activities are conducted when needed thus ensuring extending the life of the asset.
- Continue to Implement cost control techniques such as exploring efficiencies from bulk tendering and timing of tendering.
- Continue with Building Condition Assessment program and update every five years and align with site review program.
- Develop documentation clearly defining capital work and operating work. Consider including a minimum threshold for capital work.

### Facility Condition Index

The Facility Condition Index (FCI) is an industry standard asset management tool which measures the structure's condition at a specific point in time. FCI is obtained by aggregating the total cost of any needed or outstanding repairs, renewal or upgrade requirements for a building compared to the current replacement value of the building. Land value is not considered when evaluating FCI.

The lower the FCI, the better the condition the building is in. As FCI increases, assets will experience increased risk of component failure, increased maintenance and operation costs, and greater negative impacts on staff and residents.

$$\text{FCI} = \frac{\text{Unfunded Renewal and Repair Costs}}{\text{Asset Replacement Value}}$$



A lifecycle analysis was conducted for the assets included in this AMP and the summary tables below indicate the capital needs and the funding provided for these needs. As with any asset, if no investment is made to maintain these buildings, they will deteriorate and require significant investment to bring FCI in line with service levels.

### Assumptions for KLH

- CKL invested for 2018 \$1,000,000 for capital renewals for the KLH Housing Corp assets within CKL
- The County invested for 2018 \$100,000 for capital renewals for the KLH Housing Corp assets within the County
- An annual growth rate of 2% is applied to the annual capital renewal budget
- An annual inflation rate of 2% has been used for cost of capital renewals
- The overall facility condition index (FCI) by housing provider has been used. Individual assets may have a different FCI.
- The opening capital reserve balance for KLH Housing Corp for assets within the City is \$500,000
- The opening capital reserve balance for KLH Housing Corp assets within the County is \$150,000

**Table 8**

**KLH – Assets within CKL – Financial Summary**

	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
<b>Opening Balance</b>	\$500,000	(\$589,840)	(\$755,400)	(\$300,139)	(\$427,917)	(\$338,115)	\$69,355	\$132,411	\$593,922	\$950,499
<b>Annual Allocation</b>	\$1,020,000	\$1,040,400	\$1,061,208	\$1,082,432	\$1,104,081	\$1,126,162	\$1,148,686	\$1,171,659	\$1,195,093	\$1,218,994
<b>Capital Expenditure</b>	\$2,109,840	(\$1,205,959)	(\$605,947)	(\$1,210,211)	(\$1,014,278)	(\$718,692)	(\$1,085,630)	(\$710,148)	(\$838,516)	(\$2,816,552)
<b>Closing Balance</b>	(\$589,840)	(\$755,400)	(\$300,139)	(\$427,917)	(\$338,115)	\$69,355	\$132,411	\$593,922	\$950,499	(\$647,059)
<b>FCI</b>	<b>0.67%</b>	<b>0.85%</b>	<b>0.34%</b>	<b>0.48%</b>	<b>0.38%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.73%</b>

Table 9

**KLH – Assets within the County Financial Summary**

	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
<b>Opening Balance</b>	\$150,000	\$161,682	(\$25,456)	\$37,162	\$123,740	\$137,454	\$115,803	\$175,003	\$244,315	\$305,119
<b>Annual Allocation</b>	\$102,000	\$104,040	\$106,121	\$108,243	\$110,408	\$112,616	\$114,869	\$117,166	\$119,509	\$121,899
<b>Capital Expenditure</b>	(\$90,318)	(\$291,178)	(\$43,502)	(\$21,665)	(\$96,695)	(\$134,267)	(\$55,669)	(\$47,854)	(\$58,704)	(\$212,650)
<b>Closing Balance</b>	\$161,682	(\$25,456)	\$37,162	\$123,740	\$137,454	\$115,803	\$175,003	\$244,315	\$305,119	\$214,369
<b>FCI</b>	<b>0.00%</b>	<b>0.18%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>

## Assumptions for Non-Profit Housing

- Capital reserve balances used for analysis were provided by CKL-H
- An annual inflation rate of 2% has been used for cost of capital renewals.
- The overall facility condition index (FCI) by housing provider has been used. Individual assets may have a different FCI.
- The escalation factor used for annual capital reserve contribution is 1.75%

**Table 10**

### Non Profits – Assets within CKL Financial Summary

	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
<b>Opening Balance</b>	\$401,915	\$375,736	\$358,166	\$300,183	\$231,999	\$195,775	\$143,665	(\$219,529)	(\$277,814)	(\$383,709)
<b>Annual Allocation</b>	\$24,234	\$24,658	\$25,089	\$25,528	\$25,975	\$26,430	\$26,892	\$27,363	\$27,842	\$28,329
<b>Capital Expenditure</b>	(\$95,645)	(\$37,464)	(\$70,754)	(\$72,236)	(\$58,142)	(\$69,724)	(\$280,566)	(\$76,274)	(\$104,763)	(\$32,747)
<b>Closing Balance</b>	\$343,007	\$330,201	\$284,536	\$237,828	\$205,662	\$162,368	(\$91,306)	(\$140,217)	(\$217,138)	(\$221,556)
<b>FCI</b>	0%	0%	0%	0%	0%	0%	2%	2%	3%	3%

Table 11

**Non Profits – Assets with the County Financial Summary**

	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
<b>Opening Balance</b>	\$1,128,316	\$964,717	\$88,870	(\$82,055)	(\$541,038)	(\$506,255)	(\$532,575)	(\$750,245)	(\$1,488,449)	(\$1,544,227)
<b>Annual Allocation</b>	\$162,613	\$165,459	\$168,354	\$171,300	\$174,298	\$177,348	\$180,452	\$183,610	\$186,823	\$190,092
<b>Capital Expenditure</b>	(\$326,212)	(\$1,041,306)	(\$339,279)	(\$630,283)	(\$139,515)	(\$203,669)	(\$398,122)	(\$921,813)	(\$242,600)	(\$846,512)
<b>Closing Balance</b>	\$964,717	\$88,870	(\$82,055)	(\$541,038)	(\$506,255)	(\$532,575)	(\$750,245)	(\$1,488,449)	(\$1,544,227)	(\$2,200,646)
<b>FCI</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.22%</b>	<b>1.48%</b>	<b>1.39%</b>	<b>1.46%</b>	<b>2.06%</b>	<b>4.08%</b>	<b>4.23%</b>	<b>6.03%</b>

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## Operational and Maintenance Strategies

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Maintenance decision-making process forms a critical component in the asset lifecycle.

KLH Housing Corp and most of the Non-Profit providers regularly carry out all required preventative maintenance, including (but not limited to): elevators, fire safety systems, mechanical equipment, and electrical systems.

Operational data for KLH Housing Corp for 2015, 2016 and 2017 was reviewed. Overall operating costs increased by 4.2% from 2015 to 2016. This is mainly attributed to an increase in utility costs and maintenance costs. However, the overall operating costs decreased by 8.5 % from 2016 to 2017. This is mainly attributed to a decrease in utility costs and maintenance costs. KLH Housing Corp conducted a number of energy initiatives resulting in significant operational savings. These initiatives include window replacement, adding insulation to increase R-values, replacing mechanical equipment with high efficiency equipment, installing heat control system in all electrically heated buildings. Furthermore, disposal activities have been ongoing since 2014, thus reducing operating costs as well.

Many of the Non-Profit housing providers have conducted a number of energy initiatives resulting in significant operational savings. These initiatives include window replacement, addition insulation to increase R-values, replacing mechanical equipment with high efficiency equipment, and installing heat control systems in some electrically heating buildings.

To ensure that the operational and maintenance strategies are undertaken for the lowest cost to achieve the proposed levels of service throughout the portfolio, the following is recommended:

- The Service Manager will document a Preventative Maintenance plan and share with housing providers.
- Further implement energy initiatives
- Participate in the utility management program (UMP) by adding additional buildings, where appropriate.

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## Non-Infra-structure Solutions

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Non-Infra-structure solutions are a critical component of an asset management plan. They are defined as any actions or policies that can lower costs or extend asset life. There are a number of such solutions available and CK-HL will continue to investigate and encourage housing providers to adopt solutions in the future. Generally, non-infrastructure solutions include:

Customer-oriented measures – education/information aimed at modifying tenant behavior

Supply-oriented practices – improving internal practices to enhance service delivery

Some of the non-infrastructure solutions adopted in the CKL-H social housing portfolio to date include:

- Anti-hoarding policy (all KLH Housing Corp buildings)
- Non-smoking policy (in some buildings)
- Pet policy (all KLH Housing Corp buildings)

These policies have a positive result on extending the life of the assets. Furthermore, minimum care standards are included in the lease agreements with the tenants.

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### Disposal Activities

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CKL-H has supported KLH Housing Corp in the development of a disposal plan for properties that have reached end of useful life in its portfolio. The properties on the disposal plan are single detached dwellings built between 1953 and 1968 and require significant capital repairs resulting in a FCI in the critical zone. The sale of such properties has been ongoing since 2014. The funds from the sale of these properties are reinvested into future development, which will help KLH Housing Corp maintain their levels of service.

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### Expansion Activities

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KLH Housing Corp has developed a new communities plan to address the growing demand from the waitlist. The plan includes approximately 90 units to be built between 2019 and 2021.

## Financing Strategy

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### Overview

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A financial strategy is a critical and key component of an Asset Management Plan. The financial strategy should be linked with the level of service. For sustainability of the assets a financial strategy is critical.

Since devolution of housing in 2001, ownership of public housing and administration of non-profit housing was transferred to municipalities. CKL-H is responsible for providing financial subsidy to social housing providers. The subsidy level is determined by a number of factors, including benchmarks established by the province.

Non-profit housing providers are required to have a capital reserve fund and annually contribute to that fund. The capital repair fund is to be used for capital repairs only. KLH Housing Corp has also established a reserve fund for its units.

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### Funding Sources

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There are several funding sources for renewal of assets. The main source of funding is from the tax levy base, but other sources include:

- Capital reserves are a requirement of the non-profit housing program. In addition, KLH Housing Corp has established a capital reserve fund.
- Provincial and Federal government funding programs - This includes programs for new development and capital repairs. In the last few years, numerous programs including Social Housing Electricity Efficiency Program (SHEEP), Social Infrastructure Fund (SIF), Social Housing Improvement Program (SHIP) have been available.
- Surplus Sharing Program: non-profit housing providers that generate operational surpluses are permitted to keep the municipality's share of 50% in their capital reserve fund. CKL has initiated this program to assist housing providers in building their capital surplus.
- KLH Housing Corp Operational and capital efficiencies – CKL has approved that any surpluses at year end or from completed capital projects remain within KLH Housing Corp.

## Financial Forecast

A ten year analysis and thirty year analysis have been conducted for capital renewal of assets in the CKL-H social housing portfolio. The findings are as follows:

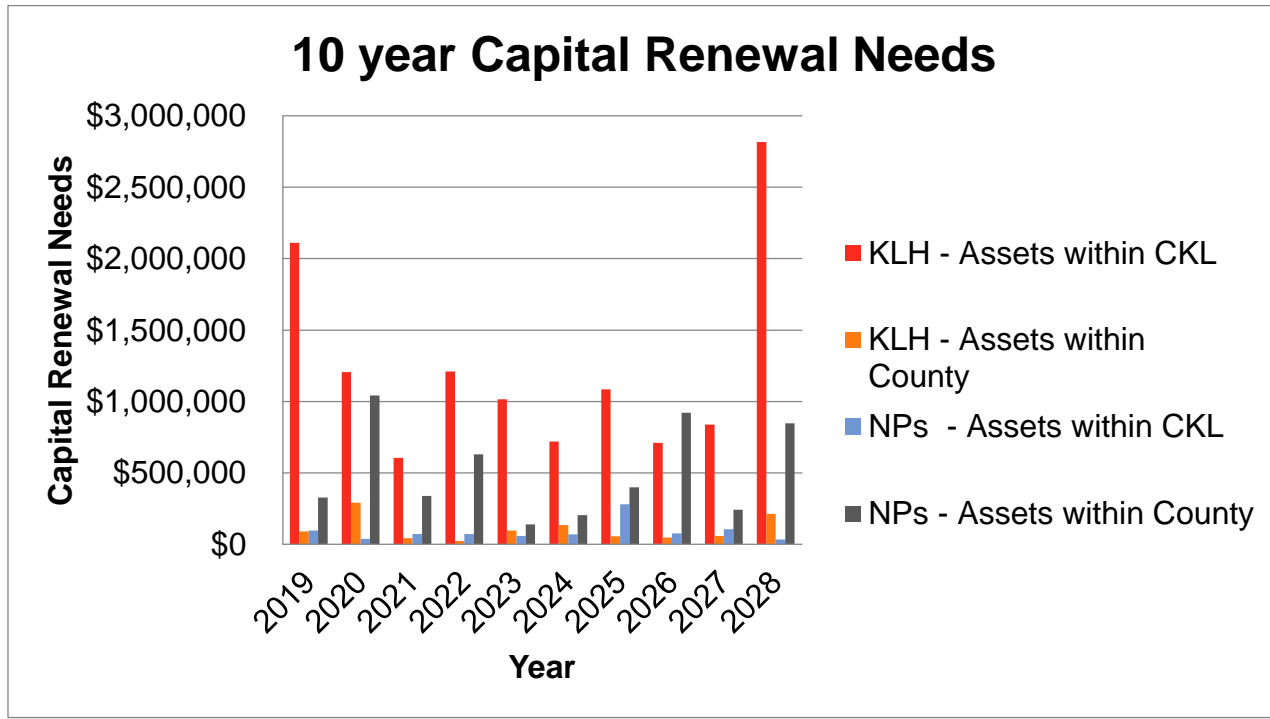
**Table 12**

### Financial Analysis Summary

Program	10 Year Capital Needs	Average Annual Capital Needs (10 Year)	30 Year Capital Needs	Average Annual Capital Funding (30 Year)	Average Annual Capital Need (30 year)	Annual Shortfall (based on 30 year)
<b>KLH - assets within CKL</b>	\$12,315,774	\$1,231,577	\$48,317,603	\$1,379,315	\$1,610,586	\$231,272
<b>KLH - assets within the County</b>	\$1,052,503	\$105,250	\$7,545,643	\$137,931	\$251,521	\$113,590
<b>Non-Profits – within CKL</b>	\$898,315	\$89,832	\$2,975,644	\$31,518	\$99,188	\$67,670
<b>Non-Profits – within the County</b>	\$5,089,310	\$508,931	\$19,465,343	\$211,490	\$648,844	\$437,355

Chart 5

10 Year Renewal Needs



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## Recommendations

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In its role as Service Manager and responsible for social housing in both the City and County, CKL has an interest in developing an Asset Management Plan (AMP) for its social housing portfolio. The AMP will serve as a tool for the planning of this important community and social asset while also meeting the requirements of mandatory Asset Management Plans for municipally owned assets.

This AMP recognizes the differences in financial cost sharing of capital costs and therefore the analysis has been done to separately report on CKL and the County, as well as to identify further differentiation between KLH Corporation and the non-profit housing providers. While this analysis was done at a granular level, a number of portfolio wide trends and recommendations emerged.

The 10 year AMP analysis indicates that the KLH and the non-profit housing assets are generally in good condition. For all assets in the housing portfolio, the FCI is below 10% for the first 10 years. This FCI rating meets the current CKL level of service target which has been set at 10%. It is also aligned with the industry standard which sets 10% as the target at which projects are deemed to be in good condition.

However, it is clear that following this 10 year period there will be growing need for capital as the condition of the stock declines and current capital reserve funds are exhausted. The AMP notes that several housing providers may not have sufficient funds to meet their future capital repair needs such as roof repairs, and mechanical and electrical systems upgrades. This lack of funds available indicates a risk to the County in, not only the possible deterioration of the quality of life for the residents within these buildings, but the potential loss of the limited social housing stock available.

It is recommended that CKL take a number of proactive measures now in order to ensure that there is sufficient capital funding in place to meet this future need and to protect these important community assets.

- Build capital reserves in order to meet future needs by increasing the annual contribution. It should be noted that the results of the analysis indicate that in order to meet future demand, the annual contributions must be significantly increased. Findings suggest that the contribution required for KLH – CKL in order to meet future need should be \$231,272/year. This figure represents an over 20% increase from current level of funding. In order to meet future capital demand for KLH – Haliburton County, it is estimated that the annual contribution should be \$113,590, which is an increase from current level of funding by over 100%. While the identified level of annual capital funding may not be achievable, a proactive approach is recommended where any funding surpluses are allocated to capital reserves in anticipation of expected capital needs.
- Extend the terms of the current CKL 10 year financial strategy on capital expenditure sustainability to include housing assets in order for housing to benefit from the funding recommendations arising from that report.

- Consider expanding the eligible infrastructure investments included in the Development Charges by-law to include housing assets. This may be a means of accessing new funding which can be used to address capital needs in the housing stock.
- Explore options to create an internal capital repairs loan program to support non-profit housing providers. The intention of this program would be to provide funding for repairs of key building components that are integral to the ongoing operational viability of the portfolio.
- Using the details provided in the AMP, undertake a strategic review of the County's housing assets in order to determine where there may be buildings that have or will become cost ineffective; either due to a misalignment of building type/community needs or due to extensive capital repairs or end of useful life. Undertaking a detailed portfolio review will enable CKL to identify where there may be opportunity to either dispose of or demolish current buildings in order to either reinvest in or rebuild new assets which better meet ongoing needs.

In addition to the recommendations above, the process of developing the AMP has identified a number of operational issues which, if addressed, could have a positive effect on the physical state of the housing stock.

- Undertake a review of the CKL waitlist with the intent of ensuring that the numbers are reflective of actual need in the County. This would allow CKL to be better positioned to understand future housing needs to inform decisions on investments in the housing stock.
- Develop policies and processes which will ensure that any lifecycle capital work completed is done in a cost efficient way in order to maximize the capital funds available.
- Develop and document a risk-based capital prioritization system. A prioritization system will ensure that lifecycle activities are conducted when needed thus facilitating an extension of the useful life of the asset.
- Continue to implement cost control techniques such as exploring efficiencies from bulk tendering and timing of tendering.
- Continue with the Building Condition Assessment program and update BCAs every five years and aligned with the site review program.
- Establish documentation clearly defining the difference between capital and operating work. Consider developing a threshold below which work would be coming out of operating budgets and not capital. An example of such a threshold is \$5,000.
- Seek opportunities to lower the cost of operational and maintenance work undertaken to achieve the proposed levels of service.
- Develop and document a Preventative Maintenance Plan and share the Plan with housing providers to ensure key activities are being scheduled and undertaken.
- Continue to implement energy saving initiatives to reduce operating costs.
- Expand current participation in the Utility Management Program (UMP) which supports the monitoring, targeting and reporting of building energy performance to identify opportunities for energy retrofits to improve the energy efficiency of buildings.

## Appendices — Tables & Figures

### Appendix 1.0 — Grading Criteria

The table below indicates the criteria selected for grading of the housing assets and their definitions:

Criteria	Definitions
Capacity	<b>Capacity to meet demand is the ability to ensure that supply meets current and future demand</b>
Condition	<b>Is based on physical condition of the infrastructure, its age, performance and maintenance</b>
Finance	<b>Current level of funding for the infrastructure category and compared to the estimated funding need</b>
Reliability	<b>A measure of the ability to meet requirements for quality, standards, service interruptions, statutory compliance, functionality, safety and security.</b>

## Appendix 1.1 — Measurement Framework

The table below indicates the measurement framework agreed upon by the CKL team:

Criteria	Measure	Indicator
<b>Capacity</b>	<b>Capacity vs Demand</b>	Vacancy Rate
		Service Level Agreement
		Unit move-in time
		Available supply to meet demand (waitlist)
<b>Condition</b>	<b>Building Condition</b>	FCI
	<b>Maintenance</b>	Condition Grade (Asset Planner)
		Preventative Maintenance
		Deferred Maintenance
		Work orders vs planned maintenance
<b>Financial</b>	<b>Short Term Financial Plan</b>	10 year renewal needs vs budget
	<b>Long Term Financial Plan</b>	Renewal needs equal revenue
<b>Reliability</b>	<b>Compliance with Regulatory Requirements</b>	Building Code
		AODA
		Legislative requirements (TSSA, ESA, OCWA)
		Fire Code
	<b>Service Redundancy</b>	Business Continuity Plan
		Facility Standby Power
	<b>Fire Safety and Security</b>	Fire Safety
		Sprinklers
		Security Equipment
	<b>Functionality</b>	Customer Satisfaction
		Facility Amenities
		Energy Usage

## Appendix 1.2 — Rating System

The Canadian Infrastructure Report Card developed the rating system utilized for this report. The table below indicates the rating system:

<b>A</b> <b>Very Good</b>	<ul style="list-style-type: none"> <li>Asset performing well, only normal preventative maintenance is required. Asset is new or recently rehabilitated</li> </ul>
<b>B</b> <b>Good</b>	<ul style="list-style-type: none"> <li>Asset approaching mid-stage and requires funding</li> </ul>
<b>C</b> <b>Fair</b>	<ul style="list-style-type: none"> <li>Asset requires monitoring and attention, some elements show signs of deterioration</li> </ul>
<b>D</b> <b>Poor</b>	<ul style="list-style-type: none"> <li>Asset at risk of affecting service, approaching end of service life, conditions below standard and shows significant signs of deterioration</li> </ul>
<b>F</b> <b>Very Poor</b>	<ul style="list-style-type: none"> <li>Asset unfit and is near or beyond expected service life. Widespread deterioration</li> </ul>

## Appendix 1.3 — Grading System

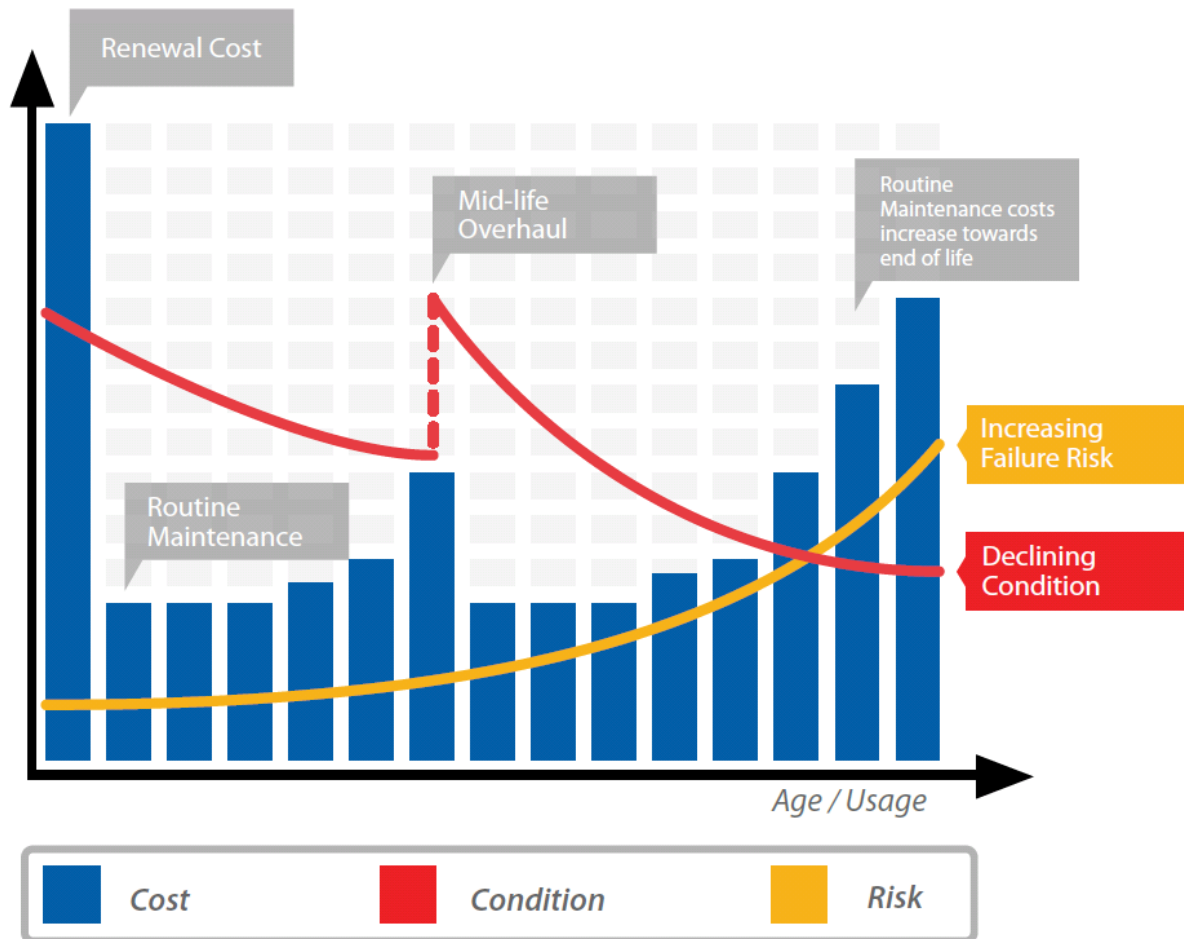
The grading system was adopted from the American Society of Civil Engineers (ASCE). The tables below indicate the grading scheme that was used in the methodology:

Grade	Rating	Description
<b>A</b>	<b>Very Good</b>	<b>80 – 100%</b>
<b>B</b>	<b>Good</b>	<b>70 – 79%</b>
<b>C</b>	<b>Fair</b>	<b>60 -69%</b>
<b>D</b>	<b>Poor</b>	<b>50 – 59%</b>
<b>F</b>	<b>Very Poor</b>	<b>50 % or lower</b>

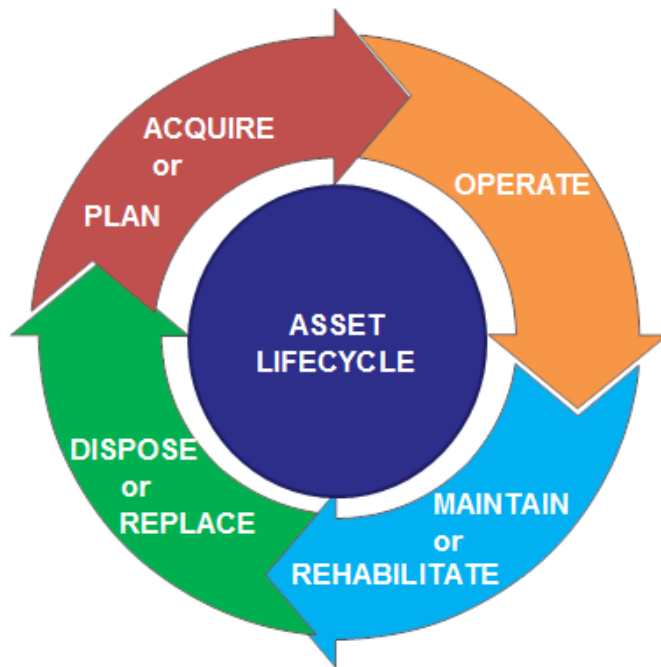
Criteria	Very Good (8-10)	Good (7-7.9)	Fair (6-6.9)	Poor (5 – 5.9)	Very Poor (<5)	Raw Score	Normalized Score (=Raw Score/10)	Weight	Weighted Totals
<b>Capacity</b>								<b>0.15</b>	
<b>Condition</b>								<b>0.3</b>	
<b>Finance</b>								<b>0.2</b>	
<b>Reliability</b>								<b>0.35</b>	
<b>Total Points</b>								<b>1</b>	

## Appendix 1.4 — Lifecycle cost analysis

The figure below shows a simplified example of how annual costs may vary for a given asset or asset system.



Asset Management- An Anatomy Version 2 (IAM)



## Appendix 1.6 — Facility Condition Index (FCI)

The figure below indicates Facility Condition Index (FCI) definition and the industry standards.

$$\text{FCI} = \frac{\text{Unfunded Renewal and Repair Costs}}{\text{Asset Replacement Value}}$$



Appendix 1.7 –Kawartha Lakes Haliburton Housing Corporation – All assets located within the City of Kawartha Lakes

Facility Address	City	Number of Units	Asset Type
111 William St. N.	Lindsay	65	High rise Apartment
123 Need St.	Bobcaygeon	32	Low rise Apartment
19 Hamilton St.	Lindsay	60	Low rise Apartment
20 Sussex St.S.	Lindsay	67	High rise Apartment
40 Francis St.E	Fenelon Falls	70	Low rise Apartment
40 Mary St. W.	Lindsay	14	Low rise Apartment
40-1 Dominion	Lindsay	1	Single Detached
40-10 Dominion	Lindsay	1	Single Detached
40-11 Dominion	Lindsay	1	Single Detached
40-12 Dominion	Lindsay	1	Single Detached
40-2 Dominion	Lindsay	1	Single Detached
40-3 Dominion	Lindsay	1	Single Detached
40-4 Dominion	Lindsay	1	Single Detached
40-5 Dominion	Lindsay	1	Single Detached
40-6 Dominion	Lindsay	1	Single Detached
40-7 Dominion	Lindsay	1	Single Detached
40-8 Dominion	Lindsay	1	Single Detached
40-9 Dominion	Lindsay	1	Single Detached
45 Durham St. E.	Lindsay	50	Townhouse
45 St. Patrick St.	Lindsay	10	Low rise Apartment
48 St. Paul St.	Lindsay	40	Low rise Apartment
56 James St.	Lindsay	10	Low rise Apartment
71 Melbourne St.E.	Lindsay	50	Low rise Apartment
8 James St.	Omeme	28	Low rise Apartment
92 Albert St. S	Lindsay	50	Townhouse
1 Devan Crt.	Lindsay	29	Low rise Apartment

**Kawartha Lakes Haliburton Housing Corporation – all assets located within the County of Haliburton**

Facility Address	City	Number of Units	Asset Type
57 Parkside St.	Minden	12	Low rise Apartment
6 Parkside St.	Minden	20	Low rise Apartment
610 Mountain St.	Haliburton	32	Low rise Apartment
4977 County Rd. 21	Haliburton	24	Low rise Apartment

**Non-Profit Housing Providers – all assets located within the City of Kawartha Lakes**

Facility Address	Housing Provider	City	Number of Units	Asset Type
24-30 Wellington Street	Neighbourhood Housing in Lindsay	Lindsay	8	Townhouse
70 Murray Street	Fenelon Area Independent Living Association	Fenelon Falls	26	Low rise Apartment

### Non-Profit Housing Providers – all assets located within the County of Haliburton

Facility Address	Housing Provider	City	Number of Units	Asset Type
1 Victoria Street	Haliburton Community Housing Corporation	Haliburton	50	Low rise Apartment
1-20 Floralan Court	Staanworth Non-Profit	Minden	20	Townhouse
13 Independence Street	Haliburton Community Housing Corporation	Haliburton	45	Low rise Apartment
2117 Loop Road	Monmouth Township Non-Profit Housing Corporation	Wilberforce	24	Low rise Apartment
Monmouth Township Non-Profit Housing Corporation	Monmouth Township Non-Profit Housing Corporation	Wilberforce	6	Townhouse
2117 Loop Road	Monmouth Township Non-Profit Housing Corporation	Wilberforce	4	Townhouse
30 Prentice St	Staanworth Non-Profit	Minden	22	Low rise Apartment
44 Parkside St	Staanworth Non-Profit	Minden	32	Low rise Apartment

Appendix 1.8 – Kawartha Lakes Haliburton Housing Corporation – All assets located within the City of Kawartha Lakes

Facility Address	City	Construction Year	Replacement Cost	Number of Units
111 William St. N.	Lindsay	1974	\$10,409,945	65
123 Need St.	Bobcaygeon	1975	\$3,772,384	32
19 Hamilton St.	Lindsay	1982	\$8,112,310	60
20 Sussex St.S.	Lindsay	1976	\$13,814,162	67
40 Francis St.E	Fenelon Falls	1976	\$8,252,090	70
40 Mary St. W.	Lindsay	1975	\$1,441,929	14
40-1 Dominion	Lindsay	1979	\$135,531	1
40-10 Dominion	Lindsay	1979	\$135,531	1
40-11 Dominion	Lindsay	1979	\$135,531	1
40-12 Dominion	Lindsay	1979	\$135,531	1
40-2 Dominion	Lindsay	1979	\$135,531	1
40-3 Dominion	Lindsay	1979	\$135,531	1
40-4 Dominion	Lindsay	1979	\$135,531	1
40-5 Dominion	Lindsay	1979	\$135,531	1
40-6 Dominion	Lindsay	1979	\$135,531	1
40-7 Dominion	Lindsay	1979	\$135,531	1
40-8 Dominion	Lindsay	1979	\$135,531	1
40-9 Dominion	Lindsay	1979	\$135,531	1
45 Durham St. E.	Lindsay	1986	\$8,141,640	50
45 St. Patrick St.	Lindsay	1991	\$486,864	10
48 St. Paul St.	Lindsay	1991	\$5,590,707	40
56 James St.	Lindsay	1975	\$961,397	10
71 Melbourne St.E.	Lindsay	1972	\$7,230,852	50
8 James St.	Omeme	1976	\$3,524,864	28
92 Albert St. S	Lindsay	1985	\$5,587,400	50
1 Devan Crt.	Lindsay	2015	\$3,382,386	29

**Kawartha Lakes Haliburton Housing Corporation – all assets within the County of Haliburton**

Facility Address	City	Construction Year	Replacement Cost	Number of Units
57 Parkside St.	Minden	2017	\$1,371,449	12
6 Parkside St.	Minden	1978	\$2,938,586	20
610 Mountain St.	Haliburton	1978	\$4,963,043	32
4977 County Rd. 21	Haliburton	2014	\$3,776,640	24
40 Francis St.E	Fenelon Falls	1976	\$8,252,090	70
40 Mary St. W.	Lindsay	1975	\$1,441,929	14
40-1 Dominion	Lindsay	1979	\$135,531	1
40-10 Dominion	Lindsay	1979	\$135,531	1

**Non-Profit Housing Providers – all assets within the City of Kawartha Lakes**

Facility Address	Housing Provider	City	Construction Year	Replacement Cost	Number of Units
24-30 Wellington Street	Neighbourhood Housing in Lindsay	Lindsay	1900	\$1,055,530	8
70 Murray Street	Fenelon Area Independent Living Association	Fenelon Falls	1987	\$4,804,897	26

### Non-Profit Housing Providers – all assets within the County of Haliburton

Facility Address	Housing Provider	City	Construction Year	Replacement Cost	Number of Units
1 Victoria Street	Haliburton Community Housing Corporation	Haliburton	1987	\$8,160,203	50
1-20 Floralan Court	Staanworth Non-Profit	Minden	1992	\$5,287,924	20
13 Independence Street	Haliburton Community Housing Corporation	Haliburton	1991	\$6,721,040	45
2117 Loop Road	Monmouth Township Non-Profit Housing Corporation	Wilberforce	1995	\$5,062,162	24
2117 Loop Road	Monmouth Township Non-Profit Housing Corporation	Wilberforce	1995	\$1,083,366	6
2117 Loop Road	Monmouth Township Non-Profit Housing Corporation	Wilberforce	1994	\$992,118	4
30 Prentice St	Staanworth Non-Profit	Minden	1984	\$4,208,558	22
44 Parkside St	Staanworth Non-Profit	Minden	1989	\$4,992,493	29

# **The Corporation of the City of Kawartha Lakes**

## **Committee of the Whole Report**

**Report Number RS2019-001**

---

**Date:** January 22, 2019  
**Time:** 1:00 p.m.  
**Place:** Council Chambers

---

**Ward Community Identifier:** 4

**Title:** Surplus Declaration and Proposed Closure and Sale of a Portion of Road Allowance Adjacent to 1685 and 1655 County Road 46 and Legally Described as Part of the North Half of Lot 11, Concession 2, Part of the East Half of Lot 12, Concession 2, being Parts 2 & 3 on RD131 and as in HWY320 Except HWY593, in the Geographic Township of Eldon, City of Kawartha Lakes

**Author and Title:** Laura Carnochan, Law Clerk – Realty Services

---

### **Recommendation(s):**

**That** Report RS2019-001, Surplus Declaration and Proposed Closure and Sale of a Portion of Road Allowance Adjacent to 1685 and 1655 County Road 46 and Legally Described as Part of the North Half of Lot 11, Concession 2, Part of the East Half of Lot 12, Concession 2, being Parts 2 & 3 on RD131 and as in HWY320 Except HWY593, in the Geographic Township of Eldon, City of Kawartha Lakes, be received;

**That** the subject property, being a portion of road allowance adjacent to 1685 and 1655 County Road 46, and legally described as Part of the North Half of Lot 11, Concession 2, Part of the East Half of Lot 12, Concession 2, being Parts 2 & 3 on RD131 and as in HWY320 Except HWY593, in the Geographic Township of Eldon, City of Kawartha Lakes, be declared surplus to municipal needs;

**That** the closure of the portion of road allowance and sale to the adjoining landowners be supported, in principle, in accordance with the provision of By-Law 2018-020, as amended, and the Municipal Act, 2001, and subject to the parties entering into a conditional Agreement of Purchase and Sale;

**Department Head:** \_\_\_\_\_

**Financial/Legal/HR/Other:** \_\_\_\_\_

**Chief Administrative Officer:** \_\_\_\_\_

**That** staff be directed to commence the process to stop up and close the said portion of road allowance;

**That** a by-law (with any amendments deemed necessary) to close the road and authorize its disposition shall be passed;

**That** the Mayor and Clerk be authorized to sign all documents to facilitate the road closing and conveyance of the lands; and

**That** this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

## **Background:**

The Land Management Committee received a requested from the owner of the property municipally known as 1685 County Road 46, Eldon, to purchase that portion of the road allowance legally described as Part of the North Half of Lot 11, Concession 2, Part of the East Half of Lot 12, Concession 2, being Parts 2 & 3 on RD131 and as in HWY320 Except HWY593, in the Geographic Township of Eldon, City of Kawartha Lakes, which is adjacent to their property.

These two segments of unopened road allowance appear to have been acquired for a road widening or interchange of some sort to the existing travelled County Road 46, which never came to pass (see Appendix C). The Land Management Committee reviewed this request at their meeting on April 9, 2018 and had no objections to the request, based on the fact that the City has no future plans to widen or create infrastructure in this area.

The Land Management Committee did feel that the other adjoining landowner, of the property municipally known as 1655 County Road 46, should be contacted and advised of the opportunity to purchase their adjoining portion of road allowance as well. The Realty Services division approached this landowner and they confirmed that they are interested in acquiring the portion of the subject road allowance adjacent to their property.

Public Notice advertising the potential surplus declaration and sale of the subject road allowance was completed by newspaper circulation in the Kawartha Lakes This Week on the 27<sup>th</sup> day of December, 2018 and the 3<sup>rd</sup> and 10<sup>th</sup> days of January, 2019. During this three week advertising period, notice was also posted on the City's website.

Appendix A is a general location map, Appendix B is an aerial photo, and Appendix C is a map.

The purpose of this report is to advise Council that the Land Management Committee recommends that the subject property be declared surplus to municipal needs and that approval be given, in principle, for the closure and sale of the requested portion of the road allowance to the adjoining landowners.

## **Rationale:**

The Land Management Committee has determined that this portion of road allowance is not required for municipal purposes.

Each interested landowner owns property which borders the portion of subject road allowance. As a result, pursuant to the City's By-law to Regulate the Disposition of Municipal Real Property (By-Law 2018-020, as amended) that portion of the road allowance can be divided equally and conveyed to the adjoining landowners.

The subject road allowance does not lead to water, it borders private property, and therefore, the stop up, closure and sale would not contravene section 8.00 of By-Law 2018-020, as amended.

## **Other Alternatives Considered:**

Council could refuse to close and convey the road allowance and derive no financial benefit. That would be inconsistent with past practice and is not recommended in this circumstance.

## **Financial Impacts:**

The parties will be asked to enter into a conditional Agreement of Purchase and Sale with a non-refundable \$1,000.00 deposit to cover initial road closing costs. The price for an interior road allowance was established by By-Law 2018-020, as amended, and is set at \$15.00 per linear foot (based on a 66 foot width). All costs of the transaction, plus a \$1,500.00 fee to cover the City's staff time expenses will be paid for by the purchasers. The net recovery anticipated from this transfer is \$13,130.00.

## **Relationship of Recommendations to The 2016-2019 Strategic Plan:**

This report aligns with the strategic goal of a "vibrant and growing economy" and the strategic enabler of "efficient asset management."

## **Consultations:**

Land Management Committee  
Land Registry Office  
Planning - Maps

## **Attachments:**

### Appendix A – General Location Map



Appendix A - General  
Location Map.pdf

### Appendix B – Aerial Photo



Appendix B - Aerial  
Photo.pdf

### Appendix C – Map

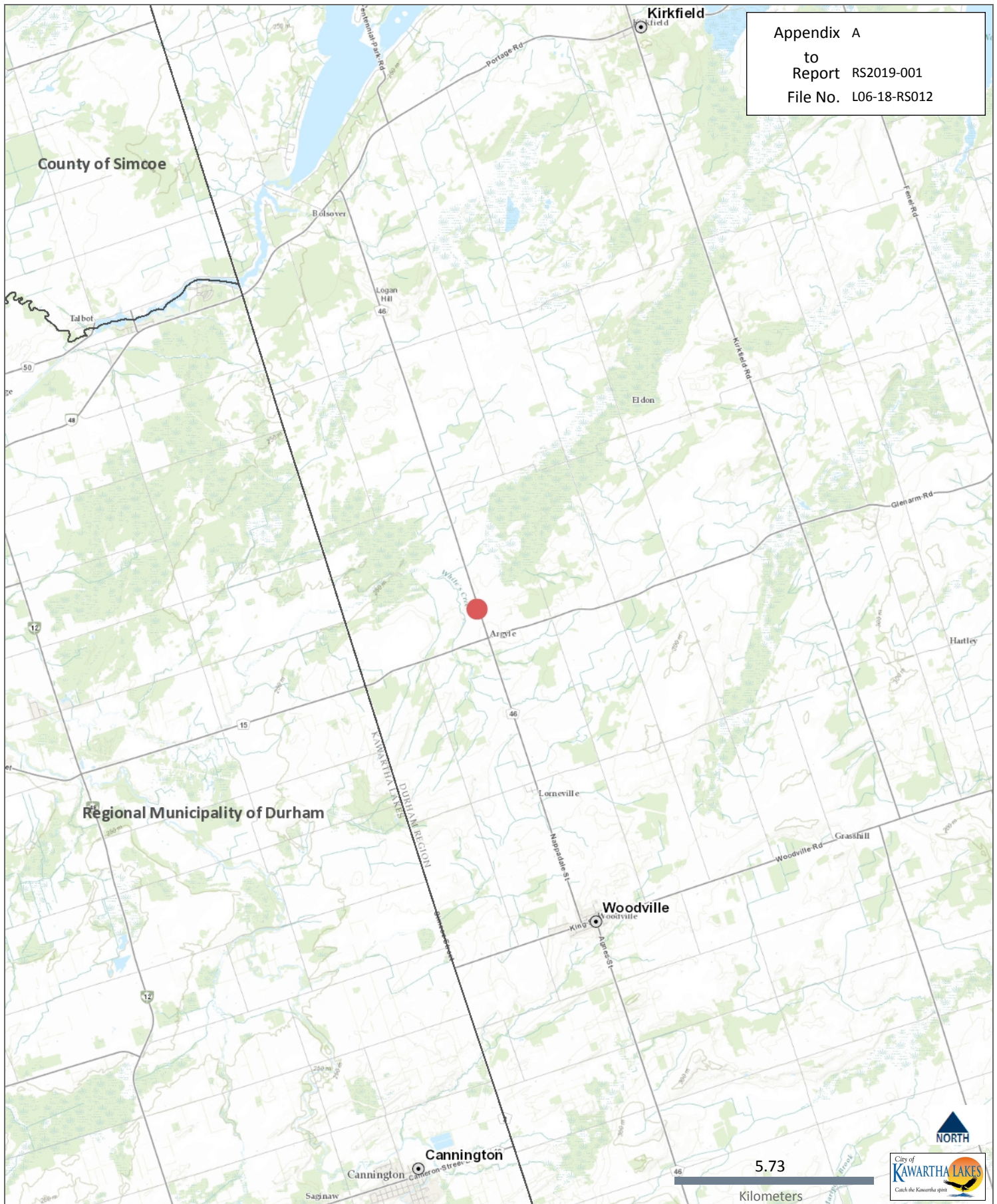


Appendix C -  
Map.pdf

**Department Head E-Mail:** rcarlson@kawarthalakes.ca

**Department Head:** Robyn Carlson

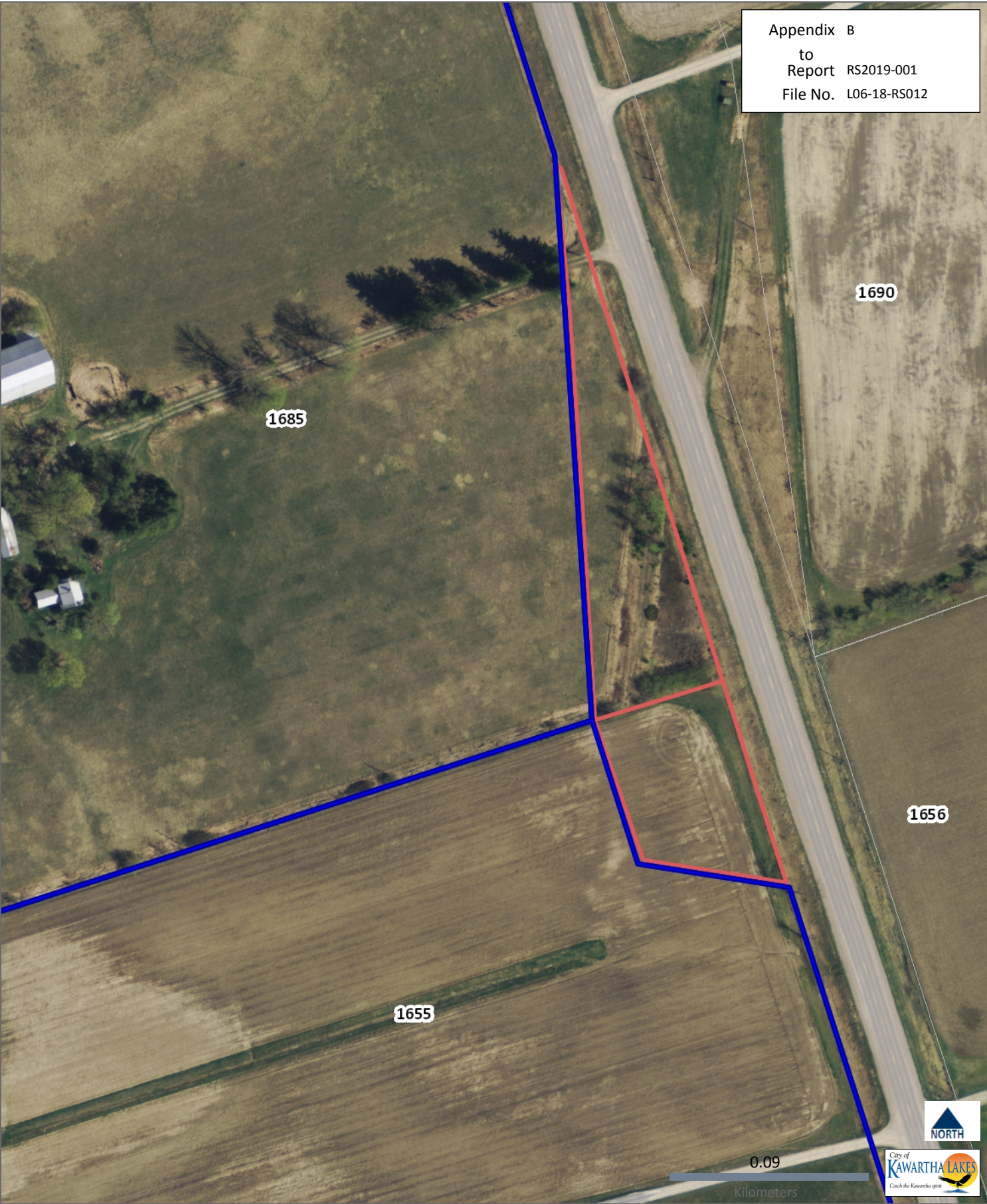
**Department File:** L06-18-RS012



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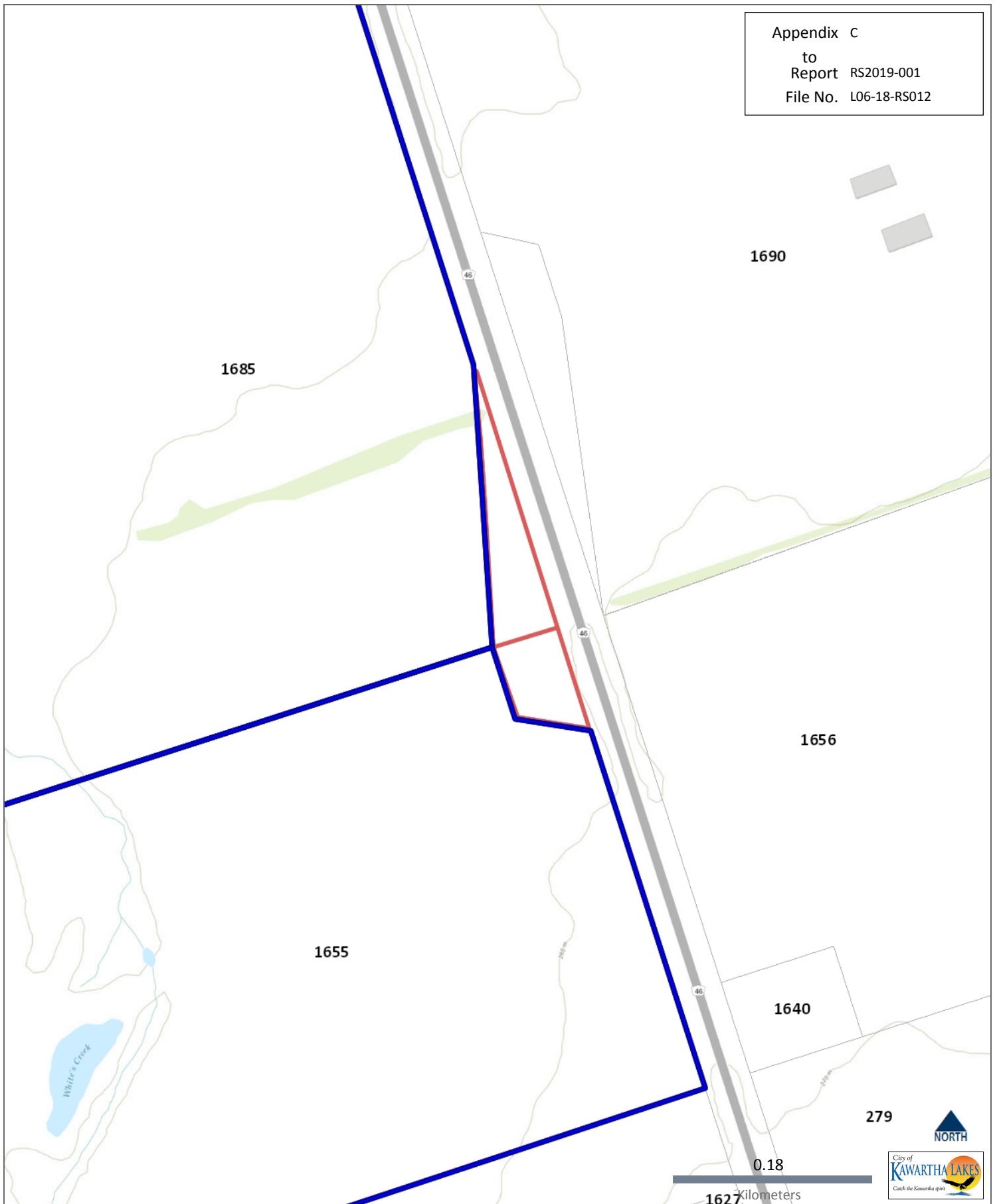
Date:



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Date:



# **The Corporation of the City of Kawartha Lakes**

## **Committee of the Whole Report**

**Report Number RS2019-002**

---

**Date:** January 22, 2019

**Time:** 1:00 p.m.

**Place:** Council Chambers

---

**Ward Community Identifier:** 3

**Title:** Surplus Declaration and Proposed Closure and Sale of a Portion of Road Allowance Adjacent to 16 and 22 Cable Road and Legally Described as Part of the Road Allowance between Concession 3 and Concession 4, in the Geographic Township of Verulam, City of Kawartha Lakes

**Author and Title:** Laura Carnochan, Law Clerk – Realty Services

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### **Recommendations:**

**That** Report RS2019-002, Surplus Declaration and Proposed Closure and Sale of a Portion of Road Allowance Adjacent to 16 and 22 Cable Road and Legally Described as Part of the Road Allowance between Concession 3 and Concession 4, in the Geographic Township of Verulam, City of Kawartha Lakes, be received;

**That** the subject property, being a portion of road allowance adjacent to 16 and 22 Cable Road, and legally described as Part of the Road Allowance between Concession 3 and Concession 4, in the Geographic Township of Verulam, City of Kawartha Lakes, be declared surplus to municipal needs;

**That** the closure of the portion of road allowance and sale to the adjoining landowners be supported, in principle, in accordance with the provisions of By-Law 2018-020, as amended, and the Municipal Act, 2001, and subject to the parties entering into a conditional Agreement of Purchase and Sale;

**That** staff be directed to commence the process to stop up and close the said portion of road allowance;

**Department Head:**\_\_\_\_\_

**Financial/Legal/HR/Other:**\_\_\_\_\_

**Chief Administrative Officer:**\_\_\_\_\_

**That** a by-law (with any amendments deemed necessary) to close the road and authorize its disposition be forwarded to Council for adoption;

**That** the Mayor and Clerk be authorized to sign all documents to facilitate the road closing and conveyance of the lands; and

**That** this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

## **Background:**

The Land Management Committee received a joint request from the owners of the properties municipally known as 16 Cable Road and 22 Cable Road, Verulam, to purchase the portion of the road allowance legally described as Part of the Road Allowance between Concession 3 and Concession 4, in the Geographic Township of Verulam, City of Kawartha Lakes, which is adjacent to their properties.

The Land Management Committee reviewed this request at their meeting on May 14, 2018 and had no objections to the request.

The Land Management Committee did feel that the other adjoining landowner located at 1092 County Road 8, should be contacted and advised of the opportunity to purchase their adjoining portion of road allowance as well. The Realty Services division contacted this landowner by letter, but received no response. This landowner was advised that if they did not respond, the portion of road allowance adjacent to their property may be eligible for sale to one or more of the remaining adjoining landowners, subject to Council approval.

Public Notice advertising the potential surplus declaration and sale of the subject road allowance was completed by newspaper circulation in the Kawartha Lakes This Week on the 27th day of December, 2018 and the 3rd and 10th days of January, 2019. During this three week advertising period, notice was also posted on the City's website. Realty Services did not receive any public comments or concerns with regards to the proposed closure and sale of the subject road allowance.

Appendix A is a general location map, Appendix B is an aerial photo, and Appendix C is a map.

The purpose of this report is to advise Council that the Land Management Committee recommends that the subject property be declared surplus to municipal needs and that approval be given, in principle, for the closure and sale of the requested portion of the road allowance to the adjoining landowners.

## **Rationale:**

The Land Management Committee has determined that this portion of road allowance is not required for municipal purposes.

Each interested landowner owns property which borders a portion of subject road allowance. As a result, pursuant to the City's By-law to Regulate the Disposition of Municipal Real Property (By-Law 2018-020, as amended) that portion of the road allowance can be divided equally and conveyed to the adjoining

landowners, with the balance of the road allowance to the North, being transferred entirely to the property owner to the East, as more specifically set out in Appendix C.

The subject road allowance does not lead to water, it borders private property, and therefore, the stop up, closure and sale would not contravene section 8.00 of By-Law 2018-020, as amended.

### **Other Alternatives Considered:**

Council could refuse to close and convey the road allowance and derive no financial benefit. That would be inconsistent with past practice and is not recommended in this circumstance.

### **Financial Impacts:**

The parties will be asked to enter into a conditional Agreement of Purchase and Sale with a non-refundable \$1,000.00 deposit to cover initial road closing costs. The price for an interior road allowance was established by By-Law 2018-020, as amended, and is set at \$15.00 per linear foot (based on a 66 foot width). All costs of the transaction, plus a \$1,500.00 fee to cover the City's staff time expenses will be paid for by the purchasers. The City will receive an estimated revenue of \$10,000.00 for the subject land.

### **Relationship of Recommendations to The 2016-2019 Strategic Plan:**

This report aligns with the strategic goal of a "vibrant and growing economy" and the strategic enabler of "efficient asset management."

### **Consultations:**

Land Management Committee  
Land Registry Office  
Planning – Maps

### **Attachments:**

Appendix A – General Location Map



Appendix A - General  
Location Map.pdf

## Appendix B – Aerial Photo



Appendix B - Aerial  
Photo.pdf

## Appendix C – Map

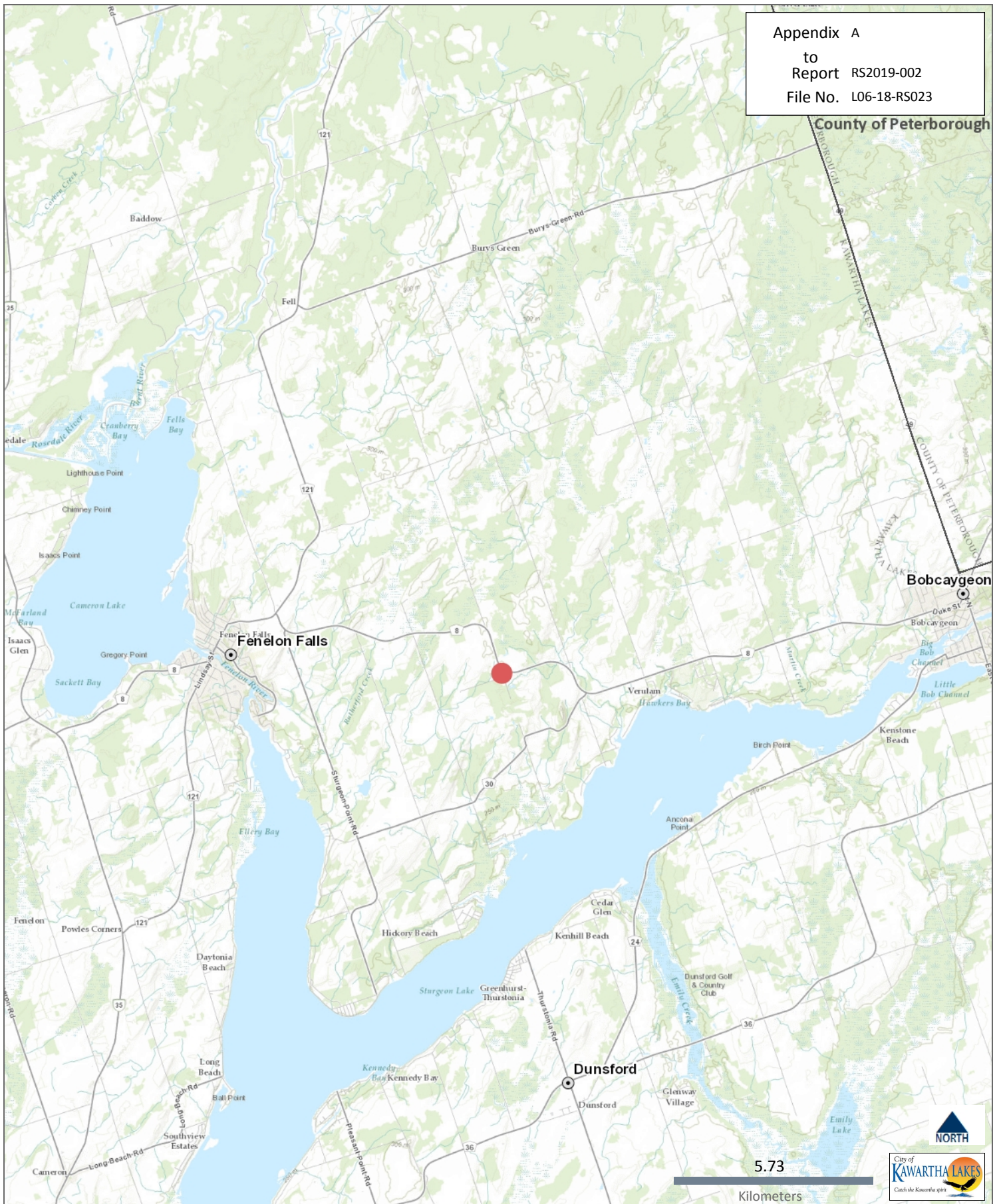


Appendix C -  
Map.pdf

**Department Head E-Mail:** [rcarlson@kawarthalakes.ca](mailto:rcarlson@kawarthalakes.ca)

**Department Head:** Robyn Carlson

**Department File:** L06-18-RS023

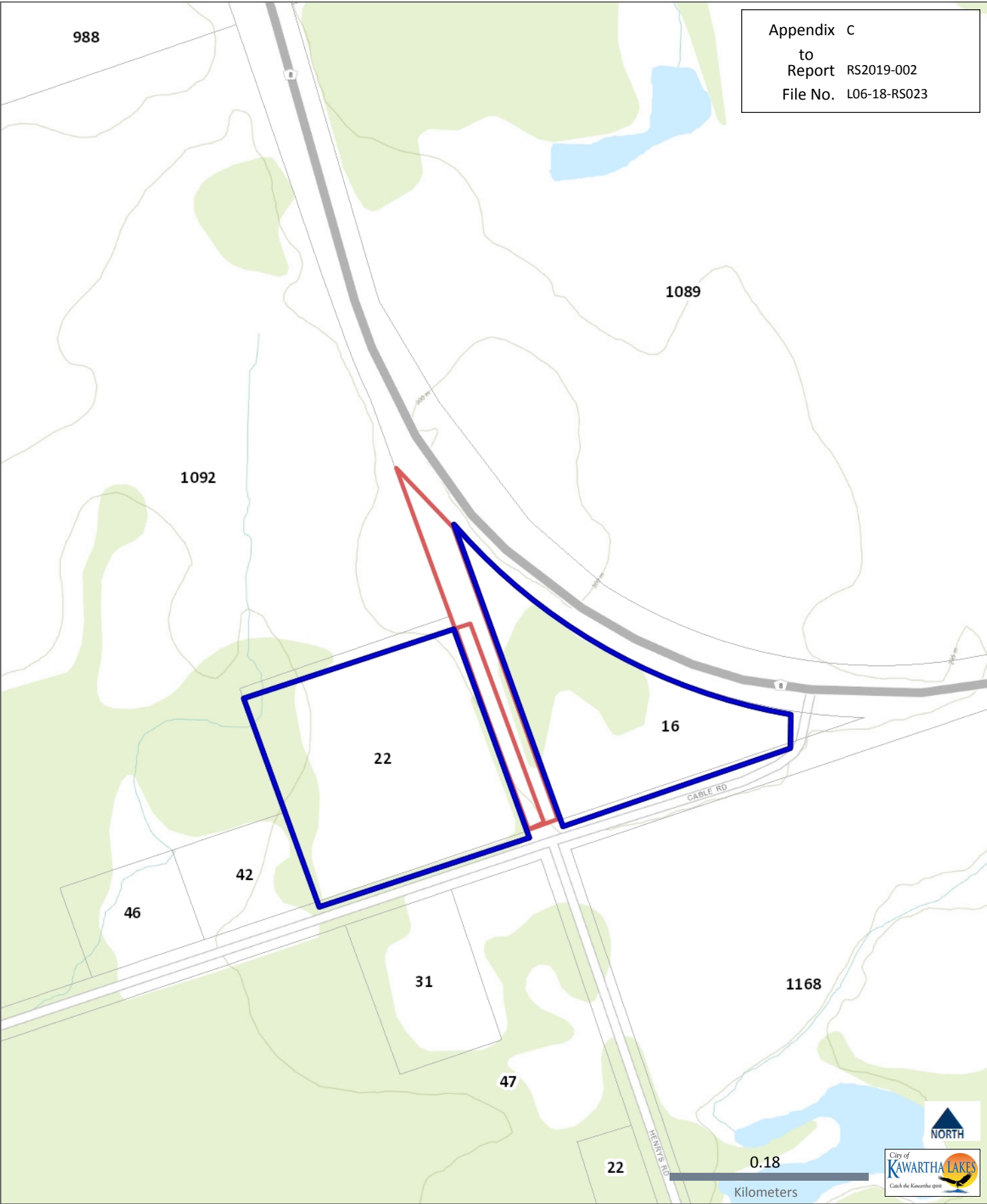


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Date:





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Date:

# **The Corporation of the City of Kawartha Lakes**

## **Committee of the Whole Report**

**Report Number RS2019-005**

---

**Date:** January 22, 2019

**Time:** 1:00 p.m.

**Place:** Council Chambers

---

**Ward Community Identifier: 1**

**Subject:** Surplus Declaration and Proposed Closure and Sale of a Portion of Shoreline Road Allowance adjacent to 82 Fulsom Cres., in the Geographic Township of Carden, City of Kawartha Lakes

**Author Name and Title:** Christine Oliver, Law Clerk – Realty Services

---

### **Recommendations:**

**RESOLVED THAT** Report RS2019-005, **Surplus Declaration and Proposed Closure and Sale of a Portion of Shoreline Road Allowance adjacent to 82 Fulsom Cres., in the Geographic Township of Carden, City of Kawartha Lakes**, be received;

**That** the subject property, being the shoreline road allowance adjacent to 82 Fulsom Cres., in the Geographic Township of Carden, City of Kawartha Lakes be declared surplus to municipal needs;

**That** Council support, in principle, the closure of the shoreline road allowance and sale to the adjoining owners in accordance with the provisions of By-law 2018-020, as amended, and the *Municipal Act, 2001* and subject to the parties entering into a conditional agreement of purchase and sale;

**That** staff be directed to commence the process to stop up and close the said portion of the road allowance;

**That** a by-law (with any amendments deemed necessary) to close the road and authorize its disposition be forwarded to Council for adoption;

**That** the Mayor and Clerk be authorized to execute any documents to facilitate the road closing and conveyance of the lands; and

**Department Head:** \_\_\_\_\_

**Financial/Legal/HR/Other:** \_\_\_\_\_

**Chief Administrative Officer:** \_\_\_\_\_

**That** this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

### **Background:**

The Land Management Committee received a request from the owner of 82 Fulsom Cres., Carden, legally described as Part of Lot 10, Plan 360, in the Geographic Township of Carden, City of Kawartha Lakes, to purchase the portion of shoreline road allowance that is adjacent to their property.

Numerous sections of the shoreline road allowance adjacent to waterfront properties on Lake Dalrymple have previously been stopped up, closed and sold to the adjoining land owners either by the City or the previous municipality and therefore, the Land Management Committee is recommending to support this request.

Public Notice advertising the potential surplus declaration and sale of the subject shoreline road allowance was completed by newspaper circulation in the Kawartha Lakes this Week on the 27<sup>th</sup> day of December, 2018 and 3<sup>rd</sup> and 10<sup>th</sup> days of January, 2019. To the date of the writing of this report, as of January 11, 2019, the Realty Services Division has received no complaints or concerns from the public with respect to the potential sale of this property.

Appendix A is a map showing the general area of the property, Appendix B is an aerial photo of the subject property, Appendix C is a map of the subject property.

The purpose of this report is to advise Council that the Land Management Committee recommends that the subject lands be declared surplus to municipal needs and that approval be given, in principle, for the closure and sale of the requested portion of shoreline road allowance.

### **Rationale:**

Shoreline road allowances exist on many lakes within the City of Kawartha Lakes. Although many of these allowances were never opened as public municipal roads, they remain public property. Recreational and residential property owners of "lakefront" property often do not own "their" lots right up to the water's edge. In many circumstances, the adjacent private owner has encroached onto this space and utilized it as a lot addition.

### **Other Alternatives Considered:**

Council may decide not to sell the shoreline road allowance and derive no financial benefit whatsoever. That would be inconsistent with past practice and is not recommended in this circumstance.

## **Financial/Operation Impacts:**

The parties will be asked to enter into a conditional Agreement of Purchase and Sale with a non-refundable \$1,000.00 deposit to cover initial road closing costs. The price for shoreline road allowance properties was established by By-law 2018-020, as amended, and is set at \$23.00 per linear foot of water frontage for shoreline road allowances adjacent to lakes, together with all costs of the transaction plus a \$1,500.00 fee to cover the City's staff time expenses.

The City will gain a one-time payment for its capital asset to be determined based on the frontage according to a survey. This is in keeping with the disposition by-law as it relates to shoreline road allowances.

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

This report aligns with the strategic goal of a “vibrant and growing economy” and the strategic enabler of “efficient asset management.”

## **Consultations:**

Land Registry Office  
Land Management Committee  
Planning – Maps

## **Attachments:**

Appendix A – General Location Map



Appendix A - General  
Location Map.pdf

Appendix B – Aerial Photo



Appendix B - Aerial  
Photo.pdf

Appendix C – Map

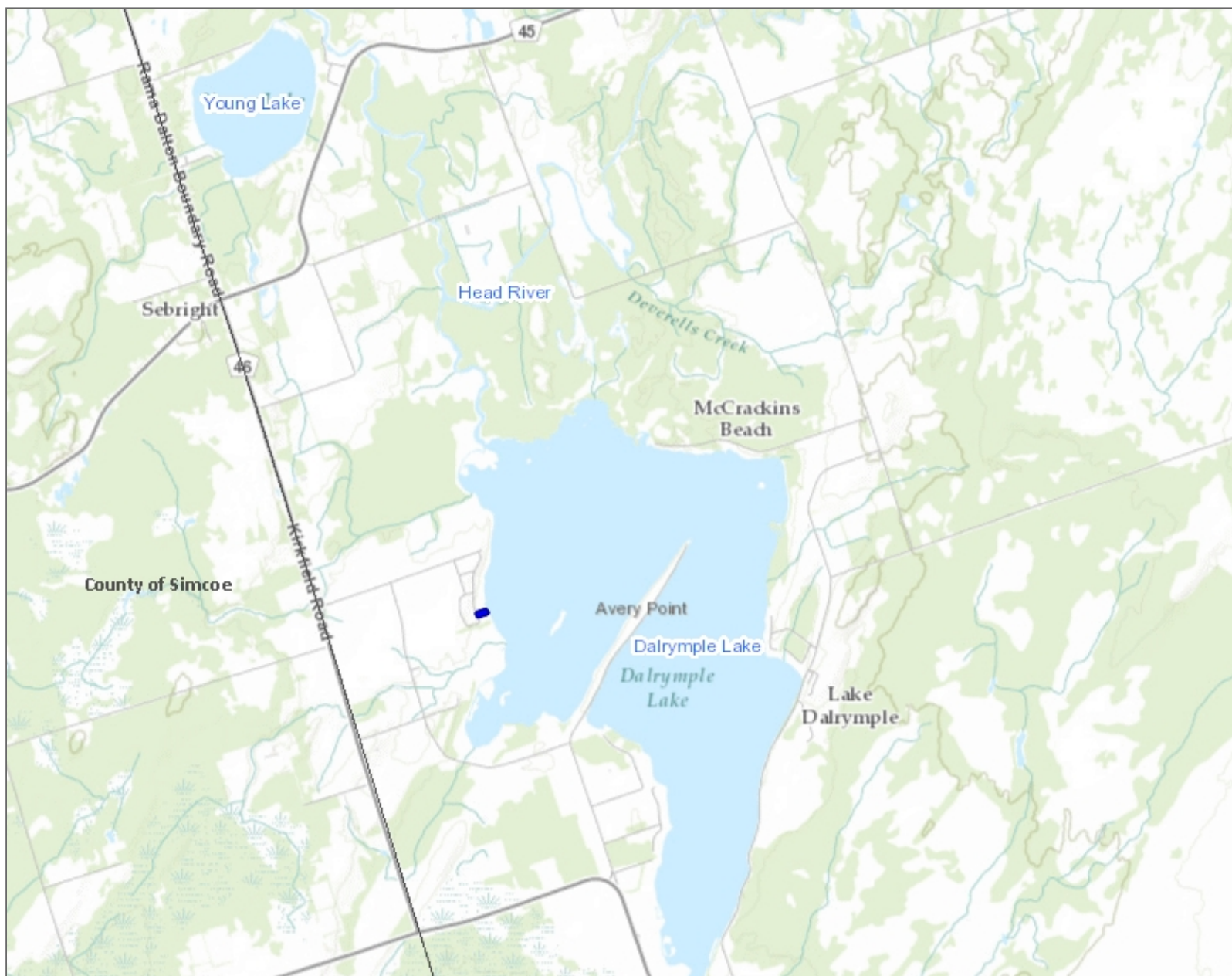


Appendix C - Map.pdf

**Department Head E-Mail: [rcarlson@kawarthalakes.ca](mailto:rcarlson@kawarthalakes.ca)**

**Department Head: Robyn Carlson**

**Department File: L06-18-RS022**



### Legend

- ☐ Upper Municipalities
- ☐ Lower Tier Municipalities
- ☒ Populated Places
- Water Labels

### Notes

3.67

Kilometers

WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere  
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## Appendix B to Report RS2019-005 File No. L06-18-RS022



### Legend

- ☐ Upper Municipalities
- ☐ Lower Tier Municipalities
- ☐ Property PIN#

### Notes

Notes

0.09

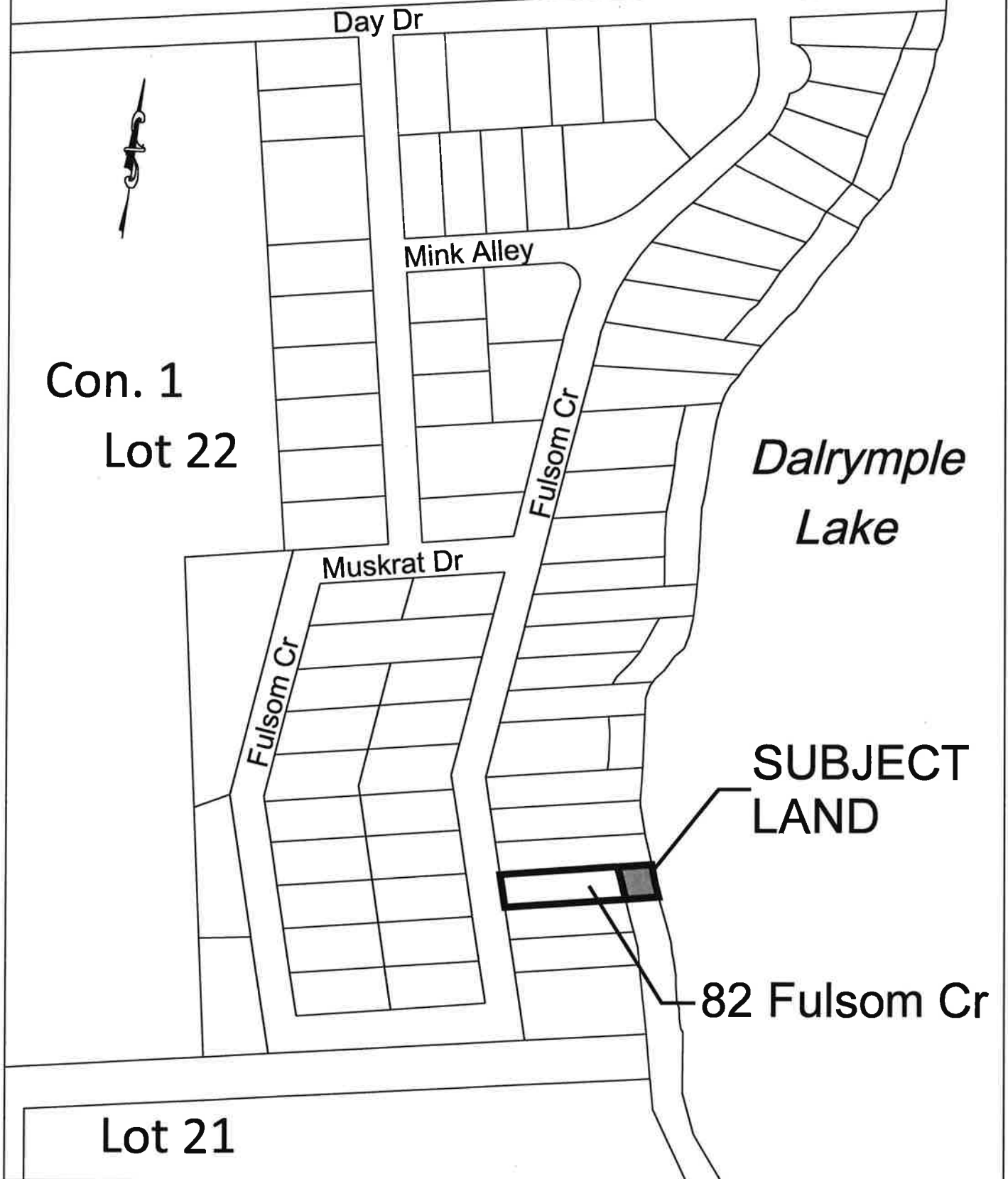
Kilometers

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# Geographic Township of Carden



# **The Corporation of the City of Kawartha Lakes**

## **Committee of the Whole Report**

**Report Number RS2019-006**

---

**Date:** January 22, 2019

**Time:** 1:00 p.m.

**Place:** Council Chambers

---

**Ward Community Identifier: 1**

**Subject:** Surplus Declaration and Proposed Closure and Sale of a Portion of Shoreline Road Allowance adjacent to 309 Avery Point Road, in the Geographic Township of Carden, City of Kawartha Lakes

**Author Name and Title:** Christine Oliver, Law Clerk – Realty Services

---

### **Recommendation(s):**

**RESOLVED THAT** Report RS2019-006, **Surplus Declaration and Proposed Closure and Sale of a Portion of Shoreline Road Allowance adjacent to 309 Avery Point Road, in the Geographic Township of Carden, City of Kawartha Lakes**, be received;

**That** the subject property, being the shoreline road allowance adjacent to 309 Avery Point Road, in the Geographic Township of Carden, City of Kawartha Lakes be declared surplus to municipal needs;

**That** Council support, in principle, the closure of the shoreline road allowance and sale to the adjoining owners in accordance with the provisions of By-law 2018-020, as amended, and the *Municipal Act, 2001* and subject to the parties entering into a conditional agreement of purchase and sale;

**That** staff be directed to commence the process to stop up and close the said portion of the road allowance;

**That** a by-law (with any amendments deemed necessary) to close the road and authorize its disposition be forwarded to Council for adoption;

**That** the Mayor and Clerk be authorized to execute any documents to facilitate the road closing and conveyance of the lands; and

**Department Head:** \_\_\_\_\_

**Financial/Legal/HR/Other:** \_\_\_\_\_

**Chief Administrative Officer:** \_\_\_\_\_

**That** this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

## **Background:**

The Land Management Committee received a request from the owner of 309 Avery Point Road, Carden, legally described as Part of Lot 40, Plan 136; Lot 40, Plan 150, in the Geographic Township of Carden, City of Kawartha Lakes, to purchase the portion of shoreline road allowance that is adjacent to their property.

Numerous sections of the shoreline road allowance adjacent to waterfront properties on Lake Dalrymple have previously been stopped up, closed and sold to the adjoining land owners either by the City or the previous municipality and therefore the Land Management Committee is recommending to support this request.

Public Notice advertising the potential surplus declaration and sale of the subject shoreline road allowance was completed by newspaper circulation in the Kawartha Lakes this Week on the 27<sup>th</sup> day of December, 2018 and the 3<sup>rd</sup> and 10<sup>th</sup> days of January, 2019. As of the date of writing this report, January 11, 2018, no public concern with respect to this proposal has been received.

Appendix A is a map showing the general area of the property, Appendix B is an aerial photo of the subject property, Appendix C is a map of the subject property.

The purpose of this report is to advise Council that the Land Management Committee recommends that the subject lands be declared surplus to municipal needs and that approval be given, in principle, for the closure and sale of the requested portion of shoreline road allowance.

## **Rationale:**

Shoreline road allowances exist on many lakes within the City of Kawartha Lakes. Although many of these allowances were never opened as public municipal roads, they remain public property. Recreational and residential property owners of "lakefront" property often do not own "their" lots right up to the water's edge. In many circumstances, the adjacent private owner has encroached onto this space and utilized it as a lot addition.

## **Other Alternatives Considered:**

Council may decide not to sell the shoreline road allowance and derive no financial benefit whatsoever. That would be inconsistent with past practice and is not recommended in this circumstance.

## **Financial/Operation Impacts:**

The parties will be asked to enter into a conditional Agreement of Purchase and Sale with a non-refundable \$1,000.00 deposit to cover initial road closing costs. The price for shoreline road allowance properties was established by By-law 2018-020, as amended, and is set at \$23.00 per linear foot of water frontage for shoreline road allowances adjacent to lakes, together with all costs of the transaction plus a \$1,500.00 fee to cover the City's staff time expenses.

The City will gain a one-time payment for its capital asset to be determined based on the frontage according to a survey. This is in keeping with the disposition by-law as it relates to shoreline road allowances.

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

This report aligns with the strategic goal of a “vibrant and growing economy” and the strategic enabler of “efficient asset management.”

## **Consultations:**

Land Registry Office  
Land Management Committee  
Planning – Maps

## **Attachments:**

Appendix A – General Location Map



Appendix A - General  
Location Map.pdf

## Appendix B – Aerial Photo



Appendix B - Aerial  
Photo.pdf

## Appendix C – Map



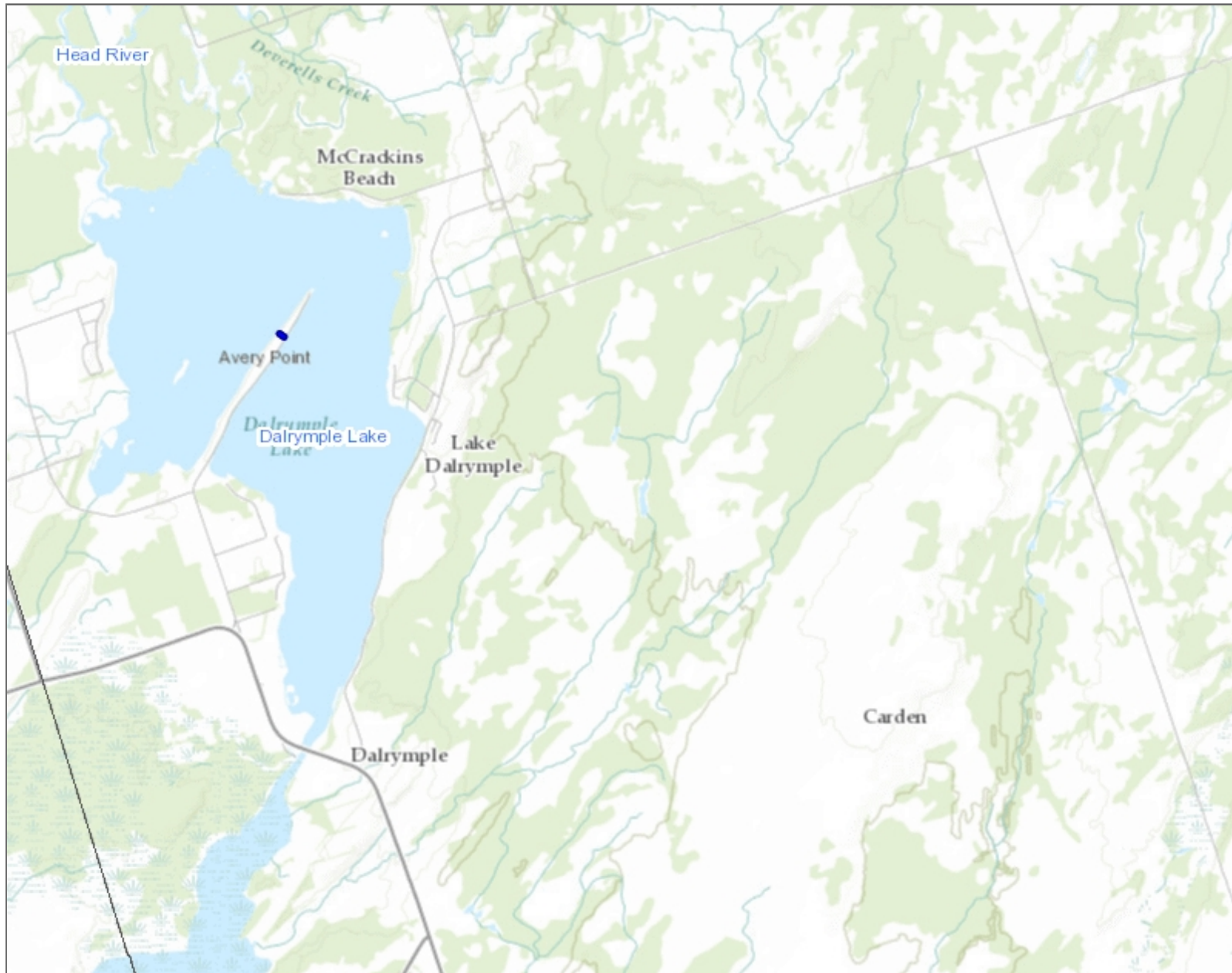
Appendix C - Map.pdf

**Department Head E-Mail: [rcarlson@kawarthalakes.ca](mailto:rcarlson@kawarthalakes.ca)**

**Department Head: Robyn Carlson**

**Department File: L06-18-RS015**

# Appendix A to Report RS2019-006 File No. L06-18-RS015



## Legend

- ☐ Upper Municipalities
- ☐ Lower Tier Municipalities
- ☒ Populated Places
- Water Labels

## Notes

3.67

Kilometers

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## Appendix B to Report RS2019-006 File No. L06-18-RS015

### Legend

- ☐ Property ROLL#
- ☐ Upper Municipalities
- ☐ Lower Tier Municipalities

### Notes

0.11

Kilometers

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# *Dalrymple Lake*

Shore Road  
Allowance

Avery Point Road

309 Avery Point Rd.

(Lot 40, Plan 136 and Lot 40, Plan 150)

GEOGRAPHIC TOWNSHIP OF CARDEN

# **The Corporation of the City of Kawartha Lakes**

## **Committee of the Whole Report**

**Report Number RS2019-007**

---

**Date:** January 22, 2019

**Time:** 1:00 p.m.

**Place:** Council Chambers

---

**Ward Community Identifier: 1**

**Subject:** Surplus Declaration and Proposed Closure and Sale of a Portion of Shoreline Road Allowance adjacent to 339 Avery Point Road, in the Geographic Township of Carden, City of Kawartha Lakes

**Author Name and Title:** Christine Oliver, Law Clerk – Realty Services

---

### **Recommendation(s):**

**RESOLVED THAT** Report RS2019-007, **Surplus Declaration and Proposed Closure and Sale of a Portion of Shoreline Road Allowance adjacent to 339 Avery Point Road, in the Geographic Township of Carden, City of Kawartha Lakes**, be received;

**That** the subject property, being the shoreline road allowance adjacent to 339 Avery Point Road, in the Geographic Township of Carden, City of Kawartha Lakes be declared surplus to municipal needs;

**That** Council support, in principle, the closure of the shoreline road allowance and sale to the adjoining owners in accordance with the provisions of By-law 2018-020, as amended, and the *Municipal Act, 2001* and subject to the parties entering into a conditional agreement of purchase and sale;

**That** staff be directed to commence the process to stop up and close the said portion of the road allowance;

**That** any deputation or public input in opposition of the closing, if any, shall be considered, and if appropriate, a by-law (with any amendments deemed necessary) to close the road and authorize its disposition be forwarded to Council for adoption; and

**Department Head:**\_\_\_\_\_

**Financial/Legal/HR/Other:**\_\_\_\_\_

**Chief Administrative Officer:**\_\_\_\_\_

**That** the Mayor and Clerk be authorized to execute any documents to facilitate the road closing and conveyance of the lands; and

**That** this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

### **Background:**

The Land Management Committee received a request from the owner of 339 Avery Point Road, Carden, legally described as Part of Lot 8-9, Plan 136, in the Geographic Township of Carden, City of Kawartha Lakes, to purchase the portion of shoreline road allowance that is adjacent to their property.

Numerous sections of the shoreline road allowance adjacent to waterfront properties on Lake Dalrymple have previously been stopped up, closed and sold to the adjoining land owners either by the City or the previous municipality and therefore, the Land Management Committee is recommending to support this request.

Public Notice advertising the potential surplus declaration and sale of the subject shoreline road allowance was completed by newspaper circulation in the Kawartha Lakes this Week on the 27<sup>th</sup> day of December, 2018 and the 3<sup>rd</sup> and 10<sup>th</sup> days of January, 2019.

Appendix A is a map showing the general area of the property, Appendix B is an aerial photo of the subject property, Appendix C is a map of the subject property.

The purpose of this report is to advise Council that the Land Management Committee recommends that the subject lands be declared surplus to municipal needs and that approval be given, in principle, for the closure and sale of the requested portion of shoreline road allowance.

### **Rationale:**

Shoreline road allowances exist on many lakes within the City of Kawartha Lakes. Although many of these allowances were never opened as public municipal roads, they remain public property. Recreational and residential property owners of "lakefront" property often do not own "their" lots right up to the water's edge. In many circumstances, the adjacent private owner has encroached onto this space and utilized it as a lot addition.

## **Other Alternatives Considered:**

Council may decide not to sell the shoreline road allowance and derive no financial benefit whatsoever. That would be inconsistent with past practice and is not recommended in this circumstance.

## **Financial/Operation Impacts:**

The parties will be asked to enter into a conditional Agreement of Purchase and Sale with a non-refundable \$1,000.00 deposit to cover initial road closing costs. The price for shoreline road allowance properties was established by By-law 2018-020, as amended, and is set at \$23.00 per linear foot of water frontage for shoreline road allowances adjacent to lakes, together with all costs of the transaction plus a \$1,500.00 fee to cover the City's staff time expenses.

The City will gain a one-time payment for its capital asset to be determined based on the frontage according to a survey. This is in keeping with the disposition by-law as it relates to shoreline road allowances.

## **Relationship of Recommendation(s) to the 2016-2019 Strategic Plan:**

This report aligns with the strategic goal of a “vibrant and growing economy” and the strategic enabler of “efficient asset management.”

## **Consultations:**

Land Registry Office  
Land Management Committee  
Planning – Maps

## **Attachments:**

Appendix A – General Location Map



Appendix A - General  
Location Map.pdf

Appendix B – Aerial Photo



Appendix B - Aerial  
Photo.pdf

Appendix C – Map



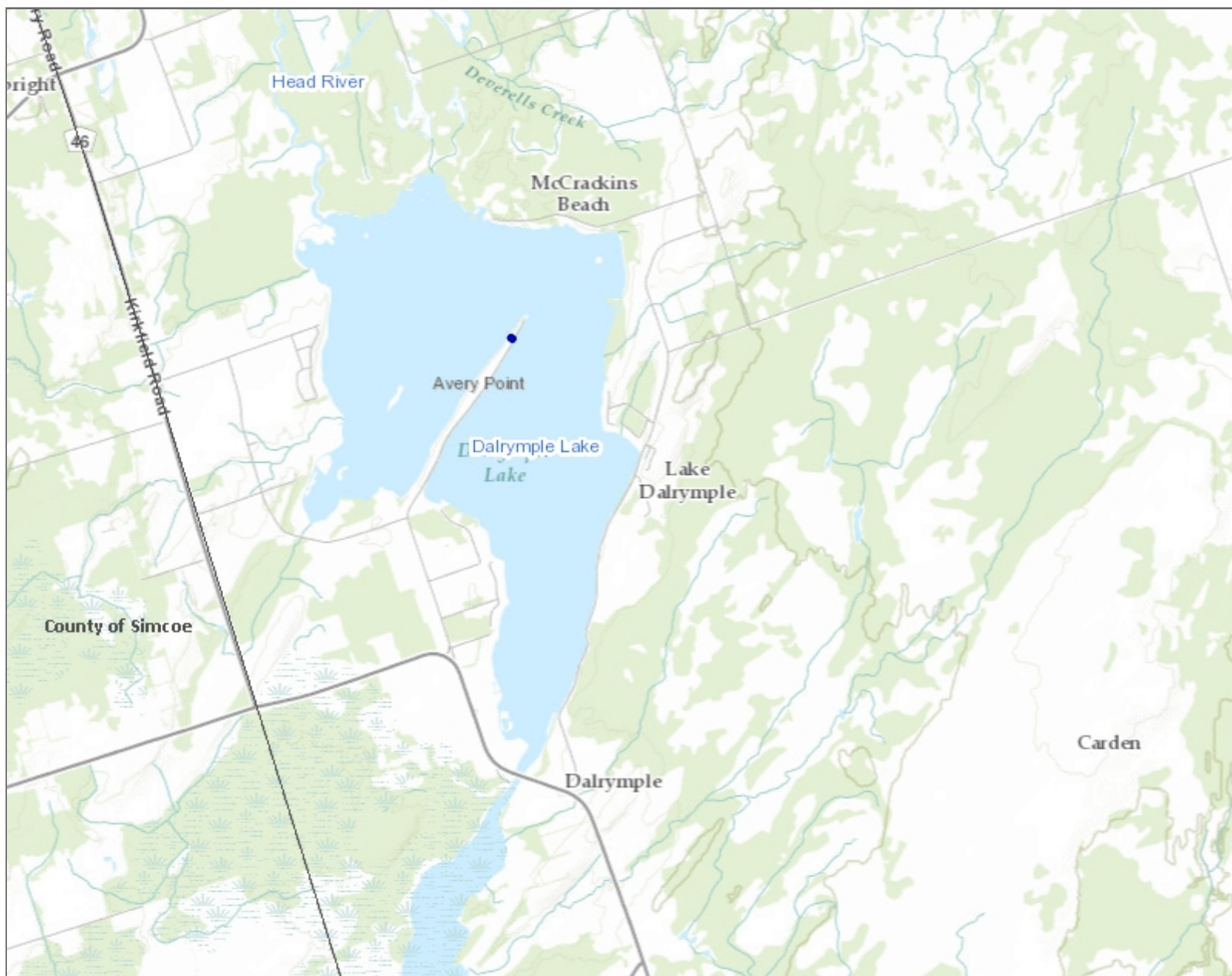
Appendix C - Map.pdf

**Department Head E-Mail: [rcarlson@kawarthalakes.ca](mailto:rcarlson@kawarthalakes.ca)**

**Department Head: Robyn Carlson**

**Department File: L06-18-RS010**

# Appendix A to Report RS2019-007 File No. L06-18-RS010



## Legend

- ☐ Upper Municipalities
- ☐ Lower Tier Municipalities
- ☒ Populated Places
- Water Labels

## Notes

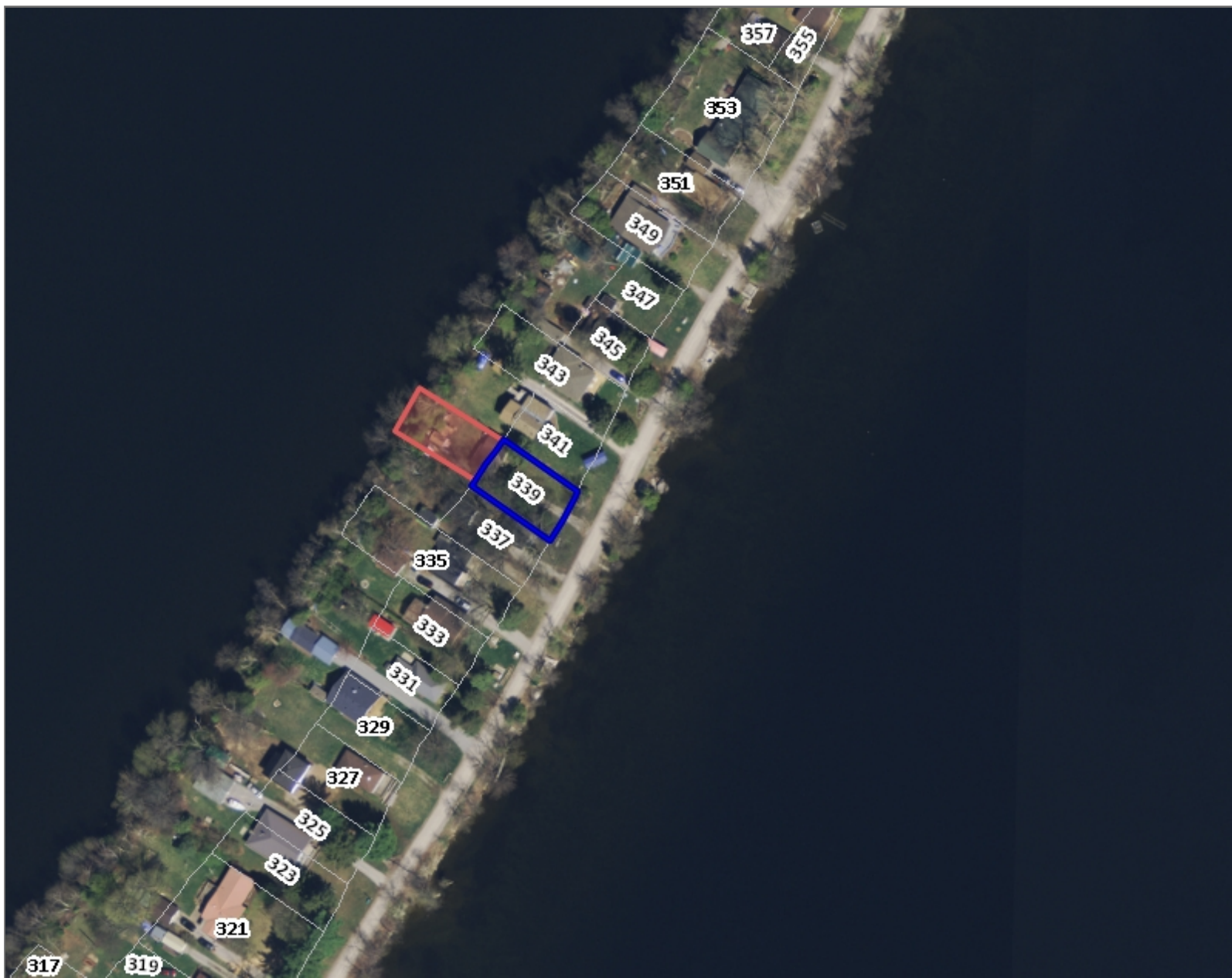
3.67

Kilometers

WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere  
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## Appendix B to Report RS2019-007 File No. L06-18-RS010

### Legend

- ☐ Property ROLL#
- ☐ Upper Municipalities
- ☐ Lower Tier Municipalities

### Notes

0.11

Kilometers

WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere  
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# GEOGRAPHIC TOWNSHIP OF CARDEN

Appendix C  
to  
Report RS2019-007  
File No. L06-18-RS010

Shore Road  
Allowance

339 Avery Point Rd.  
(Lot 8 and Lot 9, Plan136)

Avery Point Road



*Dalrymple Lake*

# **The Corporation of the City of Kawartha Lakes**

## **Committee of the Whole Report**

**Report Number RS2019-008**

---

**Date:** January 22, 2019

**Time:** 1:00 p.m.

**Place:** Council Chambers

---

**Ward Community Identifier:** 8

**Title:** Acquisition of Land for Road Purposes – St. Mary's Road

**Author and Title:** Laura Carnochan, Law Clerk – Realty Services

---

### **Recommendations:**

**That** Report RS2019-008, Acquisition of Land for Road Purposes – St. Mary's Road, be received;

**That** the acquisition of a portion of Lot 16, Concession 12, in the Geographic Township of Manvers, City of Kawartha Lakes, being part of PIN: 63261-0137 (LT) for road purposes be approved;

**That** staff be directed to commence the process of obtaining ownership of the required land, for nominal consideration and all related costs to be paid by the City;

**That** all costs associated with the transfer (estimated at \$15,000.00) be drawn from the Property Development Reserve;

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

**That** the necessary By-law be forwarded to Council for adoption; and

**That** this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

**Department Head:**\_\_\_\_\_

**Financial/Legal/HR/Other:**\_\_\_\_\_

**Chief Administrative Officer:**\_\_\_\_\_

## **Background:**

In June 2018, the City discovered that a segment of St. Mary's Road is located within the privately-owned property municipally known as 359 St. Mary's Road, Janetville.

The matter was referred to the Land Management Committee for review and it was confirmed that the subject segment of St. Mary's Road is a fully maintained, paved road. Therefore, the Land Management Committee felt that it would be appropriate to seek a transfer of the subject portion of road to the City.

Appendix A is a general location map, Appendix B is an aerial photo and Appendix C is a map.

The purpose of this report is to advise Council that the Land Management Committee recommends that the City proceed with obtaining title to the subject segment of road, at nominal consideration and all costs payable by the City.

## **Rationale:**

The owners of the property municipally known as 359 St. Mary's Road, Janetville have been contacted and have confirmed that they are agreeable to transferring the subject land to the City for nominal consideration, with the City responsible for all costs associated with the transaction. These costs include a Reference Plan (quoted at \$8,750.00, plus HST), City's legal fees (estimated at \$2,000.00 +/-), and the vendor's legal fees (up to a maximum of \$1,000.00 inclusive of H.S.T.).

## **Other Alternatives Considered:**

Council may decide not to proceed with acquisition of the subject lands. This is not recommended as the road is a fully maintained, paved road, meaning the City would continue to expend maintenance costs regardless of ownership.

## **Financial Impacts:**

The subject land will be conveyed to the City for nominal consideration. The City will be responsible for any and all costs associated with the transaction, including, but not limited to, the costs of the Reference Plan and legal fees. The costs associated with acquiring the property are estimated at \$15,000.00. These funds will be drawn from the Property Development Reserve.

## **Relationship of Recommendation(s) to the 2016-2019 Strategic Plan:**

The recommendations set out in this Report do not directly support any of the three goals in the Strategic Plan. However, the recommendations set out in this Report do align with the following Strategic Enabler contained in the Plan: Responsible Fiscal Resource Management.

## **Consultations:**

Land Management Committee

## **Attachments:**

Appendix A – General Location Map



Appendix A - General  
Location Map.pdf

Appendix B – Aerial Photo



Appendix B - Aerial  
Photo.pdf

Appendix C – Map

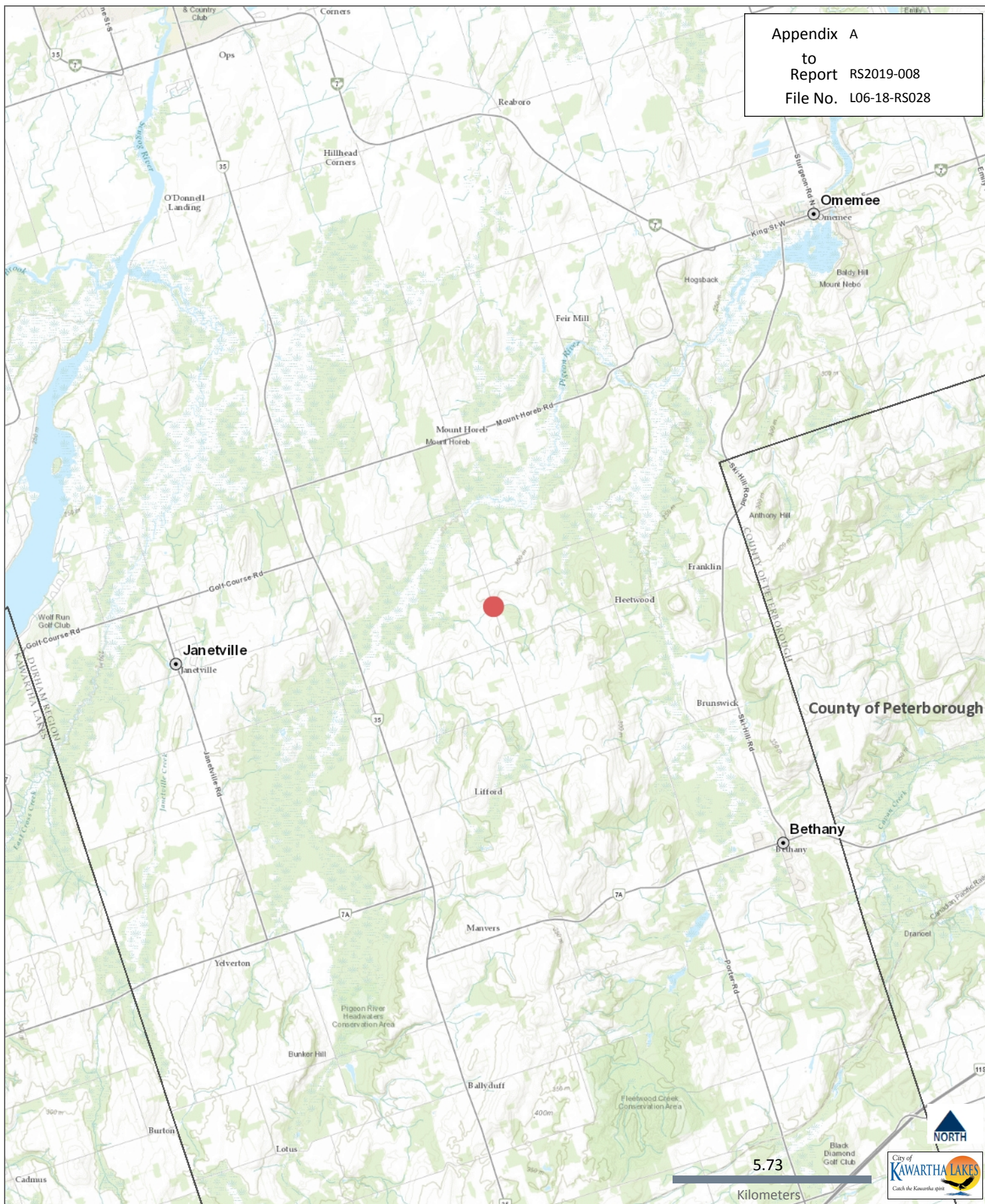


Appendix C -  
Map.pdf

**Department Head E-Mail:** rcarlson@kawarthalakes.ca

**Department Head:** Robyn Carlson

**Department File:** L06-18-RS028



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Date:

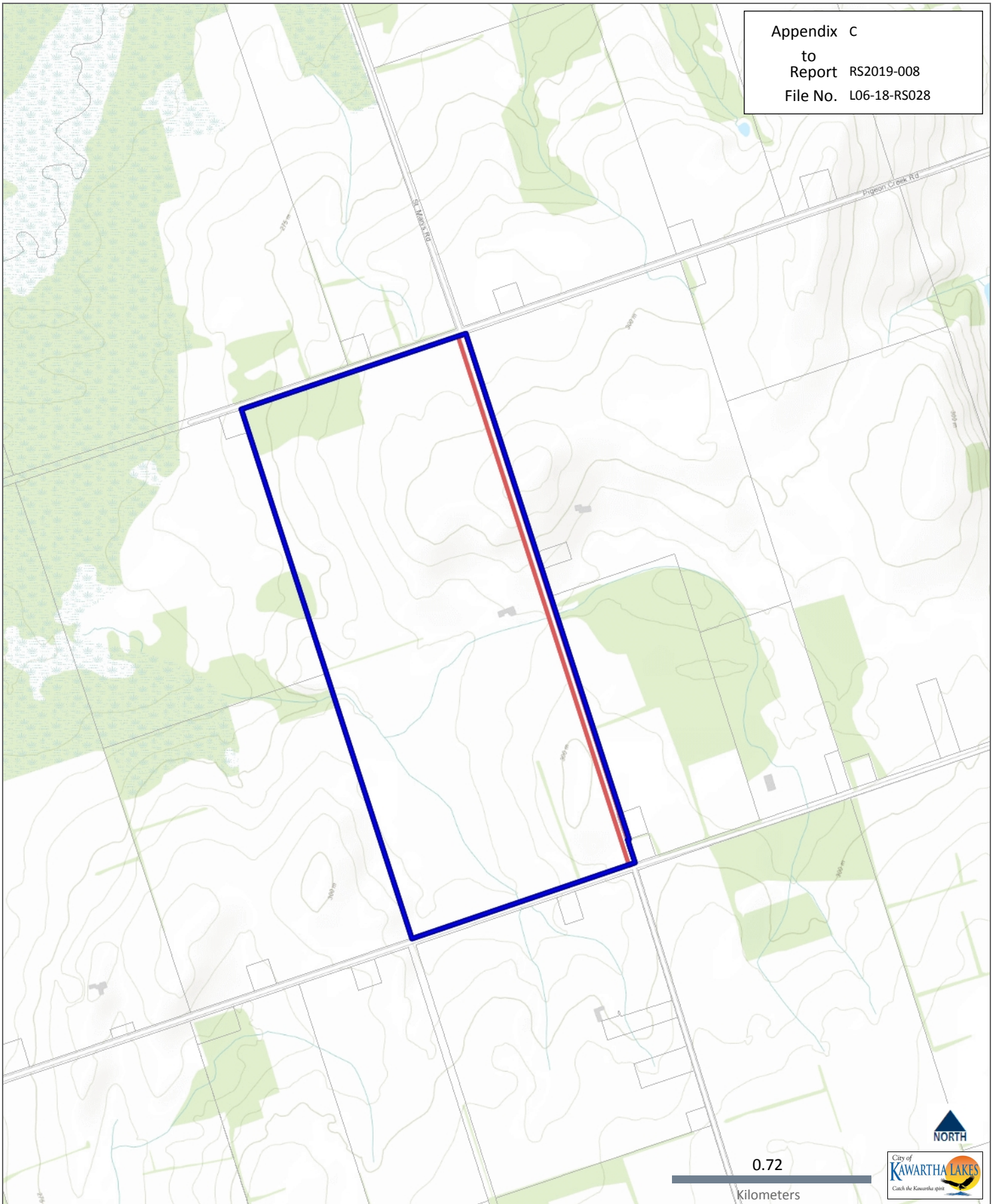


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Date:

Appendix C  
to  
Report RS2019-008  
File No. L06-18-RS028



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Date:

# **The Corporation of the City of Kawartha Lakes**

## **Committee of the Whole Report**

**Report Number RS2019-009**

---

**Date:** January 22, 2019

**Time:** 1:00 p.m.

**Place:** Council Chambers

---

**Ward Community Identifier:** 1

**Title:** Acquisition of Land for Road Purposes – Buller Road

**Author and Title:** Laura Carnochan, Law Clerk – Realty Services

---

### **Recommendations:**

**That** Report RS2019-009, Acquisition of Land for Road Purposes – Buller Road, be received;

**That** the acquisition of Part of Lot 1, Concession B, Somerville as in A14830 Except R301722 & R377599, AKA Buller Road, in the Geographic Township of Somerville, City of Kawartha Lakes, being PIN: 63120-0203 (R) for road purposes be approved;

**That** staff be directed to commence the process of obtaining ownership of the required land, for nominal consideration, with all related costs payable by the applicant;

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

**That** the necessary By-laws be forwarded to Council for adoption; and

That this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

**Department Head:**\_\_\_\_\_

**Financial/Legal/HR/Other:**\_\_\_\_\_

**Chief Administrative Officer:**\_\_\_\_\_

## **Background:**

In June 2015, the Land Management division (now Realty Services) received an application requesting confirmation of ownership for a segment of Buller Road adjacent to the applicant's property.

It was determined that the subject segment was not in municipal ownership, as noted on the Parcel Register attached as Appendix A. According to the applicant's legal counsel, the entirety of Lot 1, Concession B was once a single parcel, with one owner. At one time, the parcel was severed (without Planning consent) using the segment of Buller Road as a "natural severance" between the northern and southern portions of the property. This caused all of the parcels to remain in the Registry system, unable to be converted to Land Titles.

The applicant is seeking to clear title to his property, located at 179 Buller Road, and has been advised that in order to do so, the subject portion of Buller Road must be in municipal ownership.

Therefore, the applicant is requesting that the City have the subject segment of Buller Road, being PIN: 63120-0203 (R), vested into City ownership.

The purpose of this report is to advise Council that the Land Management Committee recommends that the City proceed with obtaining title to the subject lands, with all costs payable by the applicant.

## **Rationale:**

The Land Management Committee has concluded that because Buller Road is fully maintained by the municipality, it is appropriate to obtain title.

The applicant is agreeable to paying all costs associated with the transaction.

## **Other Alternatives Considered:**

Council may decide not to proceed with obtaining title to the subject lands. That would be inconsistent with past practice and is not recommended in this circumstance.

## **Financial Impacts:**

None, as all costs of the transaction are payable by the applicant.

## **Relationship of Recommendations to the 2016-2019 Strategic Plan:**

The recommendations set out in this Report do not directly support any of the three goals in the Strategic Plan. However, the recommendations set out in this Report do align with the following Strategic Enabler of “efficient asset management.”

## **Consultations:**

Land Management Committee

## **Attachments:**

Appendix A – Parcel Register



Appendix A - Parcel  
Register.pdf

Appendix B – General Location Map



Appendix B - General  
Location Map.pdf

Appendix C – Aerial Photo



Appendix C - Aerial  
Photo.pdf

Appendix D – Map



Appendix D -  
Map.pdf

**Department Head E-Mail:** rcarlson@kawarthalakes.ca

**Department Head:** Robyn Carlson

PROPERTY DESCRIPTION:

PT LT 1 CON B SOMERVILLE AS IN A14830 EXCEPT R301722 & R377599, AKA BULLER RD; KAWARTHA LAKES

PROPERTY REMARKS:

ESTATE/QUALIFIER:

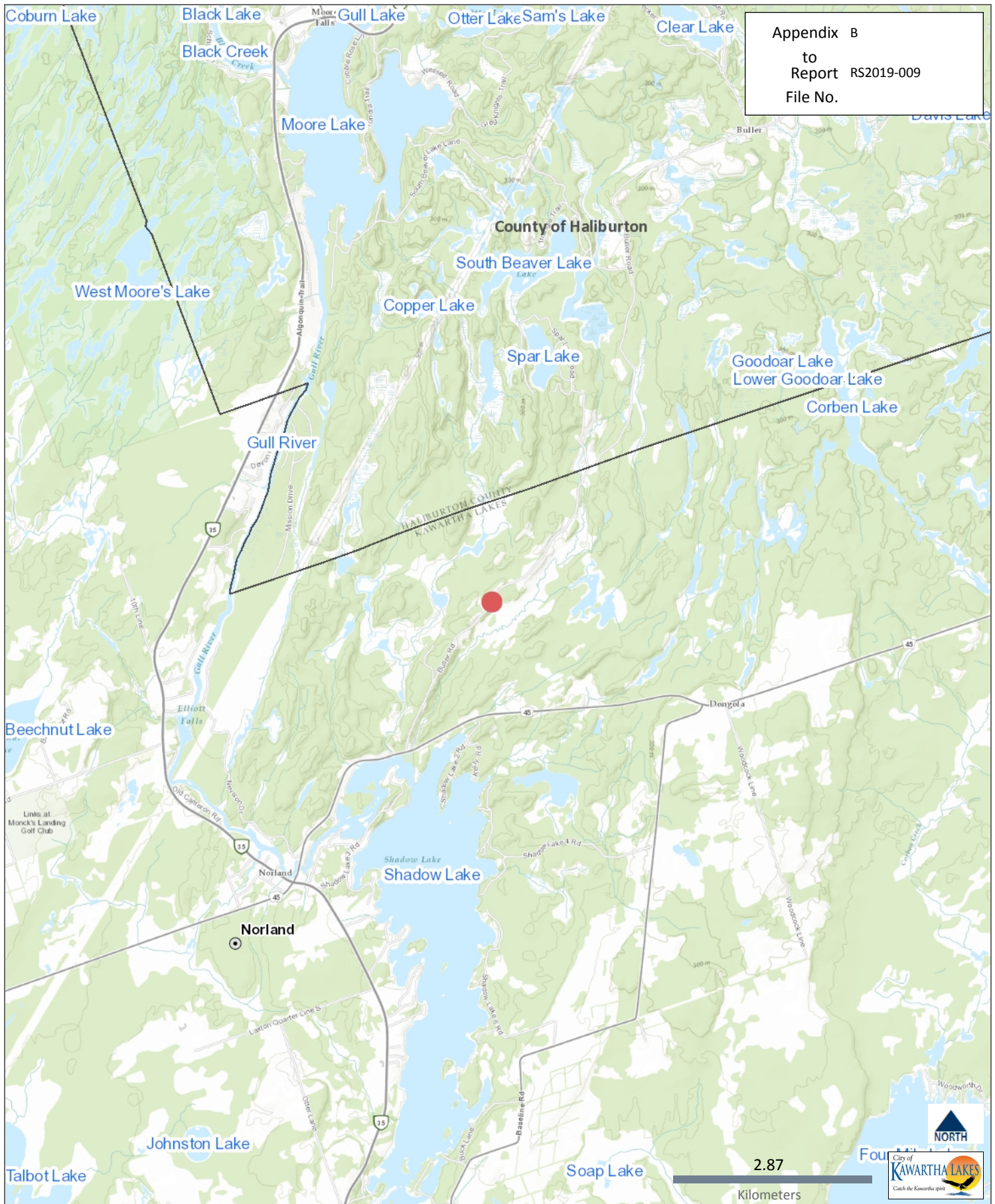
RECENTLY:

FIRST CONVERSION FROM BOOK

PIN CREATION DATE:

2007/12/17

REG. NUM.	DATE	INSTRUMENT TYPE	AMOUNT	PARTIES FROM	PARTIES TO	CERT/ CHKD
** PRINTOUT INCLUDES ALL DOCUMENT TYPES AND DELETED INSTRUMENTS SINCE 2007/12/14 **						
DATE OF EARLIEST REGISTRATION LOADED: 1969/05/26						
VT100330	1969/05/26	BYLAW				C
A3840	1969/11/21	CERT R SUC DU ACT				C
A6996	1970/05/19	ORDER				C
A12236	1971/01/07	WITHDRAWAL				C
A12635	1971/02/03	CERTIFICATE				C
A14830	1971/05/26	TRANSFER	\$27,400		BROHM, RONALD BROHM, JOAN	C
A55890	1975/11/20	CERT R SUC DU ACT				C



Appendix B  
to  
Report RS2019-009  
File No.

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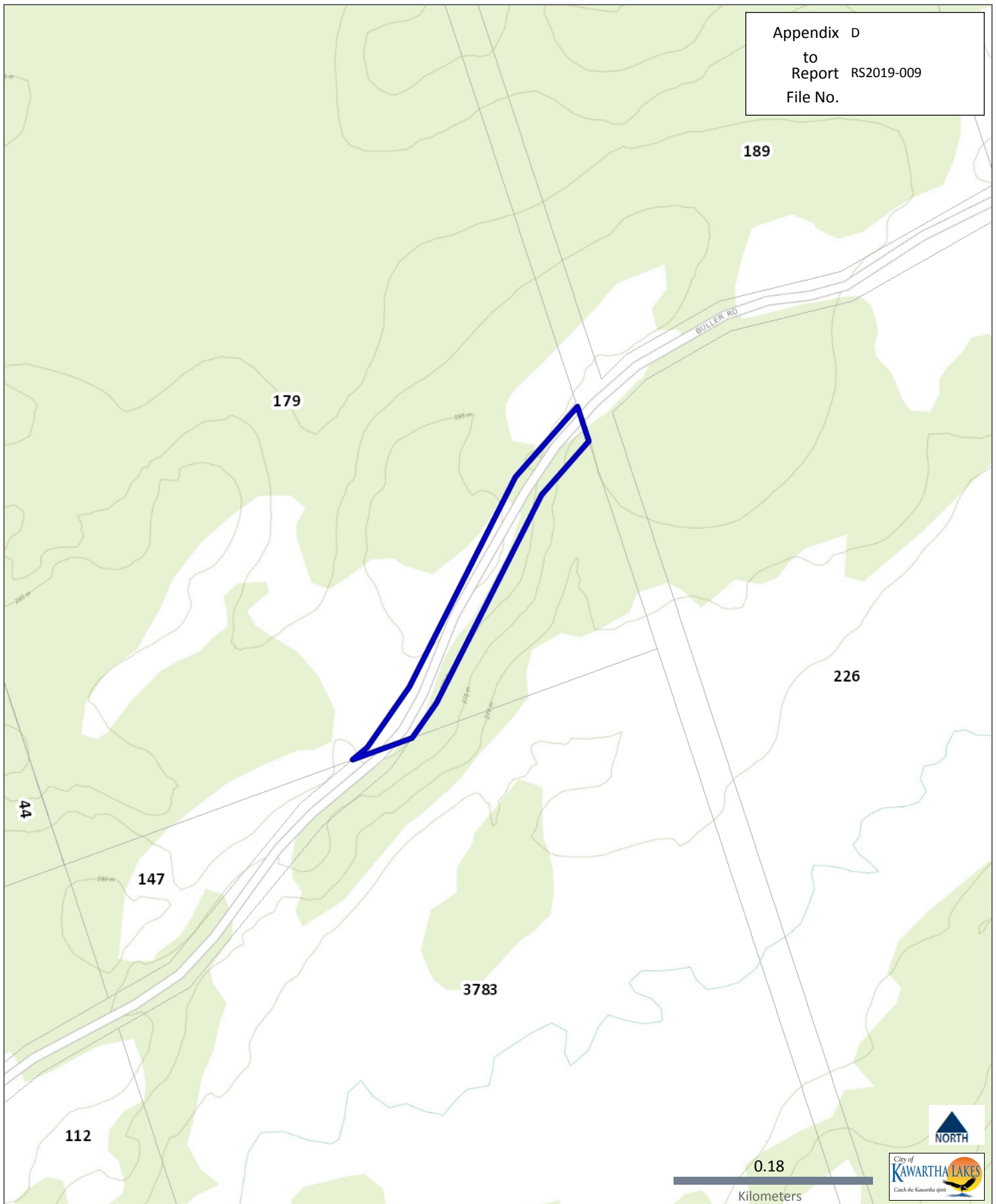
Date:



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Date:



Mark Grossi  
1018 Zion Rd  
Little Britain, Ontario  
K0M 2C0

November 19, 2018

Mayor and Council  
c/o Office of the City Clerk  
26 Francis Street  
P.O. Box 9000  
Lindsay, ON K9V 5R8

Re: Paving Zion Rd from Simcoe Rd. to Valentia Rd.

Dear All Members of Council,

As you are all aware of, Zion Rd is a dirt road. The residences of Zion Rd call it a dirt road because it is in fact mostly clay. It's not even gravel on its best days. It's also very disheartening to see Eldon Rd, a perfectly good road be repaved this summer while our road sits as dirt. Over the years the residents of Zion Rd have had many discussions with various members of council & the mayor about the need for bringing Zion Rd into the 21<sup>st</sup> century and the response we have received in the past is plain and simple – being ignored.

We're all sure that there have been many intelligent debates & gathering data to justify whether its more cost effective to maintain the road as "dirt" vs paving the road. Cost factors such as grading, repairing pot holes, applying calcium just to name a few are costs borne to the city that are recouped via resident's taxes. But what I am almost certain of what has not been considered when making a business case to pave the road are the additional individual costs to the residences aside from paying taxes. The additional cost to maintain our vehicles, equipment and machinery have not been considered in your calculations.

A good example came up about a month ago when I personally was questioned by Enterprise Car rental on Kent St. as to why after a 1-week rental on a brand new car with 4500km, why the exhaust tip at the back of the car was completely pitted with rust after a rainfall during the time I had it. The calcium that is applied to our dirt road certainly keeps the dust down, but it is corrosive. It rots out vehicles and the mud and stones that make up the road cause us all to frequent repairs especially to vehicle braking systems. The clay sticks to everything and we are not able to keep a vehicle clean unlike residences in town as when you drive home your vehicle is covered in corrosive mud, despite being just washed. Overall, we go through vehicles faster than others who don't have the side effects of living on a dirt road.

I personally own two farms in the area and driving my farm equipment on the road also poses a challenge. If equipment is not washed within a few days, doing so later reveals rust spots where the mud was. My farm equipment costs are not something to be dismissed. Machinery is very expensive, and consideration is placed when buying new vehicles and equipment now due to the limited lifespan, shortened by the need to operate on a dirt road. Believe it or not, there is an economic impact to our community when folks like myself, don't buy a brand new car, a brand

new tractor or implements because the wear and tear is far too great. Not being able to justify re-investing in the community hurts us all.

Yes, everyone pays taxes and shares the burden of the larger municipality that has been created from amalgamation. But for our taxes we should receive services in return. Our services delivered by the city are only snow removal, garbage collection and road maintenance of a dirt road which does not include the additional burden pointed out above that go along with living on Zion Rd. The point is that if the area residences are asking for a paved road to be included in our service that we receive from the City of Kawartha Lakes, then that's what council should plan towards to implement. The maintenance contract of our dirt road vs the cost of it being paved, properly capitalized over its lifespan and spread out and recouped overtime has been debated enough. If Eldon Rd. can be re-paved out of the annual capital budget, there should be absolutely no reason why our dirt road can't be brought into modern times. The time to act is now.

In the past, Ms. Huitson & Mr. Ramsey, along with the help of others had created a petition signed by many to have the road paved. The petition was submitted to council and was turned down. We are now going into 2019 and we are again asking for our road to be paved.

We, the residences of Zion Rd are asking council to amend the 2019 budget to allocate funds to pave our road. It is the will of the residences requesting it and it should be the will of our newly elected council to do so and we hope we do not need the theater of a petition to make the point known again.



Mark Grossi

CC: [REDACTED]  
CC: [REDACTED]  
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