The Corporation of the City of Kawartha Lakes
Agenda

Regular Council Meeting

CC2020-07
Tuesday, July 28, 2020
Open Session Commencing at 1:00 p.m. - Electronic Public Participation
Council Chambers
City Hall
26 Francis Street, Lindsay, Ontario K9V 5R8

Members:

Mayor Andy Letham
Deputy Mayor Patrick O'Reilly
Councillor Ron Ashmore
Councillor Pat Dunn
Councillor Doug Elmslie
Councillor Tracy Richardson
Councillor Kathleen Seymour-Fagan
Councillor Andrew Veale
Councillor Emmett Yeo

Note: This will be an electronic participation meeting and public access to Council Chambers will not be available. Please visit the City of Kawartha Lakes Youtube Channel at https://www.youtube.com/c/CityofKawarthaLakes to view proceedings.

Accessible formats and communication supports are available upon request. The City of Kawartha Lakes is committed to accessibility for persons with disabilities. Please contact AgendaItems@kawarthalakes.ca if you have an accessible accommodation request.

Pages

1. Call to Order

2. Opening Ceremonies

2.1 O Canada

2.2 Moment of Silent Reflection

2.3 Adoption of Open Session Agenda

3. Disclosure of Pecuniary Interest

4. Notices and Information by Members of Council and Staff

4.1 Council

4.2 Staff

5. Council Minutes 17 - 37

Regular Council Meeting Minutes - June 23, 2020

That the Minutes of the June 23, 2020 Regular Council Meeting, be received and adopted.

6. Deputations

6.1 CC2020-07.6.1. 38 - 39

Request to Purchase Road Allowance Adjacent to 41 Benson Boulevard, Coboconk
Jesse Dupuis
Lisa Kaffenbaum

7. Presentations

7.1 CC2020-07.7.1.

City Response to the COVID-19 Pandemic
(relating to Item 7.1.1. on the Agenda)
Ron Taylor, Chief Administrative Officer

That the presentation by Ron Taylor, Chief Administrative Officer, **regarding the City Response to the COVID-19 Pandemic**, be received.

7.1.1 Report CAO2020-006 40 - 64

City Service Delivery - Pandemic Response
Ron Taylor, Chief Administrative Officer

That Report CAO2020-006, **City Service Delivery – Pandemic Response**, be received;

That staff be directed to prepare and open the Fenelon Falls, Lindsay, Little Britain, Emily/Omemee, Woodville and Manvers arenas for the 2020-21 season; and

That the Chief Administrative Officer be authorized to continue to work with all city departments to further reduce 2020 budgets through continued service suspensions and reductions where appropriate and feasible to target a year-end zero-deficit budget.

7.2 CC2020-07.7.2. 65 - 87

Sanitary Sewer Collection Systems
(relating to Items 7.2.1. and 7.2.2. on the Agenda)
Robert MacPherson, Water and Wastewater Technician

That the presentation by Robert MacPherson, Water and Wastewater Technician, **regarding Sanitary Sewer Collection Systems**, be received.

7.2.1 Report WWW2020-004 88 - 104

Sanitary Sewer Back Up Report
Amber Hayter, Supervisor, Water and Wastewater Operations

That Report WWW2020-004, **Sanitary Sewer Back Up Report**, be received.

7.2.2 Report WWW2020-005 105 - 111

Flood Prevention Subsidy Report
Robert MacPherson, Water and Wastewater Technician

That Report WWW2020-005, **Flood Prevention Subsidy Report**, be received;

That Council does not establish and implement a Flood Prevention Subsidy Program at this time.

8. Planning Advisory Committee

8.1 Correspondence Regarding Planning Advisory Committee Recommendations

8.2 Planning Advisory Committee Minutes 112 - 119

July 15, 2020 - Planning Advisory Committee Meeting Minutes

That the Minutes of the July 15, 2020 Planning Advisory Committee Meeting be received and the recommendations, included in Section 8.3 of the Agenda, be adopted.

8.3 Business Arising from Planning Advisory Committee Minutes

8.3.1 PAC2020-013

That Report PLAN2020-021, respecting **Part of Lot 6, Concession 15 being Part Block M, Plan 119, Part 1, RP 57R-6698, former Village of Woodville, Application D06-2020-005**, be received; and

That a Zoning By-law, respecting application D06-2020-005, substantially in the form attached as Appendix D to Report PLAN2020-021 be approved for adoption by Council; and

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

8.3.2 PAC2020-014

That Report PLAN2020-022, respecting **Part Lot 1, Concession 11, Parts 1-4, Plan 57R-8375, geographic Township of Laxton, Application D06-2020-006**, be received; and

That a Zoning By-law, respecting application D06-2020-006, substantially in the form attached as Appendix D to Report PLAN2020-022 be approved for adoption by Council; and

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

8.3.3 PAC2020-015

That Report PLAN2020-023, **57R-7429, Parts 1 and 2; Part of Lot 16, Concession 4, Geographic Township of Ops, 2548346 Ontario Inc. – Applications D01-2020-002 and D06-2020-007**, be received;

That an Official Plan Amendment respecting application D01-2020-002, be prepared, approved and adopted by Council;

That a Zoning By-law Amendment respecting application D06-2020-007, be prepared, approved and adopted by Council; and

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

8.3.4 PAC2020-016

That Report PLAN2020-014, **Provincial Policy Statement 2020 Information Report**, be received.

8.4 Items Extracted from Planning Advisory Committee Minutes

9. Planning Reports

9.1 PLAN2020-018 120 - 140

Amend Lindsay Official Plan and 2000-75 Zoning By-law - 2645286 Ontario Inc.
Ian Walker, Planning Officer, Large Developments

That Report PLAN2020-018, **Part of Lot 21, Concession 4, 57R-7657 Part 1, Former Town of Lindsay, 2645286 Ontario Inc. – Applications D01-2019-005 and D06-2019-035**, be received;

That a By-law to implement the proposed Official Plan Amendment, substantially in the form attached as Appendix ‘C’ to Report PLAN2020-018, be approved and adopted;

That the zoning by-law amendment, substantially in the form attached as Appendix ‘D’ to Report PLAN2020-018, be approved and adopted;

That in accordance with Section 34(17) of the Planning Act, Council having considered the changes to the proposed Zoning By-law Amendment deems no further public notice to be necessary; and

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

9.2 PLAN2020-024 141 - 217

Request by CIC Developments Inc. to Enter into a Subdivision Agreement for Plan of Subdivision 16T-88009, File No. D05-2018-002, Ravines of Lindsay Estates Subdivision
Ian Walker, Planning Officer, Large Developments

That Report PLAN2020-024, **Ravines of Lindsay Estates Subdivision Agreement**, be received;

That the Subdivision Agreement for Ravines of Lindsay Estates, City of Kawartha Lakes, substantially in the form attached as Appendix “C” to Report PLAN2020-024 be approved by Council;

That the reduction of securities be considered once completed works have been confirmed by Staff;

That the recommended payment of Development Charges, as outlined in the draft subdivision agreement contained in Appendix “C” to Report PLAN2020-024, be received and approved by Council; and

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

10. Consent Matters

That all of the proposed resolutions shown in Section 10.1 and 10.2 of the Agenda be approved and adopted by Council in the order that they appear on the agenda and sequentially numbered.

10.1 Reports

10.1.1 CLK2020-006 218 - 228

Procedural By-law Amendment - Electronic Participation
Cathie Ritchie, City Clerk

That Report CLK2020-006, **Full Electronic Participation - Amendments to the Procedural By-law**, be received;

That Council approves full electronic participation in accordance with section 238 (3.1, 3.3, 3.4 and 3.5) of the Municipal Act as amended by Bill 197 Schedule 12, for Council, all Local Boards and Committees;

That Council approves full electronic participation as prescribed for all Other Advisory Committees and Task Forces amending all Terms of Reference effective July 28, 2020; and

That a by-law to amend the Procedural By-law be forwarded to Council for approval.

10.1.2 MLE2020-003 229 - 302

Westwood Court Prohibited Parking Area
Aaron Sloan, Manager, Municipal Law Enforcement and Licensing

That Report MLE2020-003, **Westwood Court Prohibited Parking Area**, be received;

That Schedule 'A' of By-Law 2012-173, being a By-law to Regulate Parking, be amended by removing the prohibited parking area on the North side of Westwood Court starting 15 meters west from Northlin Park Road ending 86 meters west in front of 22 Westwood Court; and

That the necessary amending By-law be brought forward for adoption.

10.1.3 RS2020-007 303 - 306

Disposition of Mariposa Community Hall – Update
Laura Carnochan, Law Clerk, Realty Services

That Report RS2020-007, **Disposition of Mariposa Community Hall – Update**, be received; and

That the actions directed in Council Resolution CR2017-298 be fully completed no later than May 31, 2021 or Council Resolution CR2017-298 is at an end, the Mariposa Community Hall will be returned to the City's asset inventory.

10.1.4 PUR2020-020 307 - 310

2020-18-CQ Bobcaygeon Beach Park Redevelopment and Construction
Ashley Wykes, Buyer

That Report PUR2020-020, **2020-18-CQ, Bobcaygeon Beach Park Redevelopment and Construction**, be received;

That Melfer Construction Inc. be selected for the award of 2020-18-CQ Bobcaygeon Beach Park Redevelopment and Construction for the total quoted amount of $6,793,671 not including HST;

That the additional expenditure of $1,741,861 be funded $218,952 from DC Reserve and $1,522,909 from Special Debenture;

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

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

10.1.5 WM2020-009 311 - 316

Construction and Demolition Recycling Pilot Program
David Kerr, Manager of Environmental Services

That Report WM2020-009, **Construction and Demolition Recycling Pilot Program**, be received;

That Council approve an extension of the pilot to December 31, 2021 with consideration of an operating budget of $155,000 in 2021; and

That Staff report back to Council on the success of the construction and demolition waste recycling pilot program by June 30, 2021 with future program recommendations and associated budget.

10.1.6 WM2020-010 317 - 321

Use of Large Roll-Out Carts for Curbside Collection
David Kerr, Manager of Environmental Services

That Report WM2020-010, **Use of Large Roll-Out Carts for Curbside Collection**, be received; and

That Council maintains the current By-Law 2016-144 that prohibits the use of large roll-out recycling carts for public curbside recycling collection except for Industrial, Commercial, Institutional, high density multi-residential and seasonal trailer park applications, and that prohibits the use of large roll-out carts for curbside waste collection.

10.1.7 ENG2020-010 322 - 354

Angeline Street North Sidewalk Extension
Juan Rojas, Director of Engineering and Corporate Assets

That Report ENG2020-010, **Angeline Street North Sidewalk Extension**, be received.

10.1.8 RD2020-002 355 - 362

Maintenance Responsibility - Francis Street East, Fenelon Falls
Bryan Robinson, Director of Public Works

That Report **RD2020-002**, **Maintenance Responsibility – Francis Street, Fenelon**, be received;

That Council acknowledges the laneway extending from Francis Street East providing access to 210 Francis St E, 208 Francis St E, 206 Francis St E, and roll number 165124000123000 is a shared driveway for the joint and sole benefit of those private properties; and

That Staff be directed to cease service on the shared driveway and provide notice to the benefitting property owners.

10.1.9 RD2020-004 363 - 369

Limited Service Agreement Update – Gillis Street
Bryan Robinson, Director of Public Works

That Report RD2020-004, **Level of Service for Gillis Street,** be received;

That Staff be directed to continue to work with the road representative(s) to attempt to enter into a limited service agreement; and

That should an agreement not be reached by the end of September 30, 2020 the City cease service on the private road.

10.1.10 RD2020-005 370 - 376

Limited Service Agreement Update – Killarney Bay Road
Bryan Robinson, Director of Public Works

That Report RD2020-005, **Limited Service Agreement Update – Killarney Bay Road,** be received;

That Staff be directed to continue to work with the road representative(s) to attempt to enter into a limited service agreement; and

That should an agreement not be reached by the end of September 30, 2020, that the City cease service on the private section of Killarney Bay Road running north from Whitetail Road.

10.1.11 RD2020-006 377 - 383

Limited Service Agreement Update – Grove Road
Bryan Robinson, Director of Public Works

That Report RD2020-006, **Limited Service Agreement Update – Grove Road,** be received;

That Staff be directed to continue to work with the road representative(s) to attempt to enter into a limited service agreement; and

That should an agreement not be reached by the end of September 30, 2020, that the City cease service on the unassumed road.

10.2 Correspondence

10.2.1 CC2020-07.10.2.1. 384 - 393

Memorandum Regarding Feedback from the Economic Recovery Task Force
Mayor Letham

THAT the Memorandum from Mayor Letham, **regarding feedback from the Economic Recovery Task Force**, be received;

THAT Council turn on all of the Kawartha Lakes Strategic Community Improvement Plan (CIP) programs so that staff can promote the priority programs that align with recovery initiatives as needed; and

THAT Staff work towards re-structuring the program for a fall intake, and report back to Council on the program uptake.

10.2.2 CC2020-07.10.2.2. 394 - 394

Memorandum Regarding an Update from the Community Pandemic Recovery Task Force
Rod Sutherland, Director of Human Services

That the Memorandum from Rod Sutherland, Director of Human Services, **Update from Community Pandemic Recovery Task Force**, be received for information purposes.

10.3 Reports Extracted from Consent

10.4 Correspondence Extracted from Consent

10.4.1 CC2020-07.10.4.1. 395 - 395

Memorandum Regarding Traffic Control at Wellington Street and Victoria Avenue, Lindsay
Councillor Dunn

That the Memorandum from Councillor Dunn, regarding **traffic Control at Wellington Street and Victoria Avenue, Lindsay,** be received; and

That Staff be directed to conduct a Traffic Control study at the intersection of Wellington Street and Victoria Avenue, Lindsay, and report their findings to Council by the end of Q2, 2021.

10.4.2 CC2020-07.10.4.2. 396 - 396

Memorandum Regarding Speed Reduction for Sections of Kings Wharf Road and Scotch Line Road
Councillor Ashmore

That the Memorandum from Councillor Ron Ashmore, regarding **speed reductions along Kings Wharf Road and Scotch Line road** be received;

That Staff prepare a report regarding these two roads in order to determine if they meet the requirements for a speed reduction to 60 km/hr; and

That Staff bring their findings to Council by the end of Q2, 2021.

10.4.3 CC2020-07.10.4.3. 397 - 398

Memorandum Regarding News Release on Cold Lake Alberta's Council Opposition of Federal Government Firearm Ban
Councillor Ashmore

That the Memorandum and news release from Councillor Ron Ashmore, regarding a **News Release on Cold Lake Alberta's Council Opposition of Federal Government Firearm Ban,** be received for information purposes only.

10.4.4 CC2020-07.10.4.4. 399 - 410

Memorandum Regarding Road Resurfacing in Victoria Place, Bobcaygeon
Councillor Ashmore

That the Memorandum from Councillor Ron Ashmore, **regarding correspondence and a petition from the residents of Victoria Place relating to Road Reconstruction,** be received; and

That staff be asked to consider Victoria Place in the 5-year roads plan.

10.4.5 CC2020-07.10.4.5. 411 - 411

Memorandum Regarding Thurstonia and Cedar Glen Docks Policy
Councillor Ashmore

That the Memorandum from Councillor Ron Ashmore, regarding **Thurstonia and Cedar Glen Docks Policy,** be received;

That Staff resume assigning leases to unclaimed or vacant lease spaces in Thurstonia; and

That Staff consider a similar system for Cedar Glen waterfront in order to provide a fair and equitable system of allocating dock space.

10.4.6 CC2020-07.10.4.6. 412 - 412

Memorandum Regarding Traffic Control at Clifton Street and Kennedy Street, Fenelon Falls
Councillor Elmslie

That the Memorandum from Councillor Doug Elmslie, regarding **the Implementation of a Three-Way Stop at the Intersection of Kennedy Drive and Clifton Street in Fenelon Falls,** be received; and

That staff be instructed to erect a three-way stop at the intersection of Kennedy Drive and Clifton Street.

11. Petitions

12. Other or New Business

13. By-Laws

That the By-Laws shown in Section 13.1 of the Agenda, namely: Items 13.1.1 to and including 13.1.14 be read a first, second and third time, passed, numbered, signed and the corporate seal attached.

13.1	By-Laws by Consent	
13.1.1	CC2020-07.13.1.1. A By-law to Amend By-law 2020-001, being a By-law to Govern and Regulate the Proceedings of the Council of the City of Kawartha Lakes	413 - 415
13.1.2	CC2020-07.13.1.2. A By-law to Amend By-law 2017-066, being a By-law to Establish Records Retention Periods for the Records of the City of Kawartha Lakes	416 - 436
13.1.3	CC2020-07.13.1.3. A By-law to Appoint a Municipal Law Enforcement Officer for Limited By-law Enforcement Purposes	437 - 438
13.1.4	CC2020-07.13.1.4. A By-law to Repeal By-law 2019-171, being a By-law to Appoint a Municipal By-law Enforcement Officer for the Purpose of Enforcing Licensing By-laws	439 - 439
13.1.5	CC2020-07.13.1.5. A By-law to amend By-law 2012-173, being a By-law to Regulate Parking	440 - 441
13.1.6	CC2020-07.13.1.6. A By-law to Authorize the Financing of Capital Projects in the City of Kawartha Lakes	442 - 444
13.1.7	CC2020-07.13.1.7. A By-law to Authorize the Execution of a Letter of Agreement between Her Majesty in Right of the Province of Ontario as represented by the Minister of Transportation for the Province of Ontario and the City of Kawartha Lakes related to Funding Provided by the Province of Ontario to the Municipality under the Dedicated Gas Tax Funds for Public Transportation Program	445 - 450

13.1.8	CC2020-07.13.1.8. A By-Law To Amend The Village of Woodville Zoning By-Law No. 1993-9 To Rezone Land Within The City Of Kawartha Lakes (99 Agnes Street, Woodville)	451 - 453
13.1.9	CC2020-07.13.1.9. A By-Law to Amend The United Townships of Laxton, Digby and Longford Zoning By-Law No. 32-83 To Rezone Land Within The City Of Kawartha Lakes (7178 Highway 35)	454 - 456
13.1.10	CC2020-07.13.1.11. A By-Law to Amend the City of Kawartha Lakes Official Plan to Re-designate Land within the City of Kawartha Lakes (2133 Little Britain Road) *To be circulated with the Amended Agenda	
13.1.11	CC2020-07.12.1.11. A By-law to Amend the Township of Ops Zoning By-law No. 93-30 to Rezone Land within the City Of Kawartha Lakes (2133 Little Britain Road) *To be circulated with the Amended Agenda	
13.1.12	CC2020-07.13.1.12. A By-Law to Amend the Town of Lindsay Official Plan to Re-designate Land within the City of Kawartha Lakes (2645286 Ontario Inc.)	457 - 461
13.1.13	CC2020-07.13.1.13. A By-law to Amend the Town of Lindsay Zoning By-law No. 2000-75 to Rezone Land within the City Of Kawartha Lakes (2645286 Ontario Inc.)	462 - 464
13.1.14	CC2020-07.13.1.14. A By-Law To Temporarily Amend All Zoning By-Laws Within The City Of Kawartha Lakes (Temporary Patios)	465 - 467
13.2	By-Laws Extracted from Consent	

14. Notice of Motion

15. Closed Session

15.1 Adoption of Closed Session Agenda

15.2 Disclosure of Pecuniary Interest in Closed Session Items

15.3 Move Into Closed Session

That Council convene into closed session at ___ p.m. pursuant to Section 239(2) of the Municipal Act, S.O. 2001 s.25, in order to consider matters identified in Section 15.3. of the Regular Council Meeting Agenda of Tuesday, July 28, 2020, namely Items 15.3.1 to and including 15.3.5.

15.3.1 CC2020-07.15.3.1.

Closed Session Minutes, Regular Council Meeting June 23, 2020
Municipal Act, 2001 s.239(2)(l) Third-Party Information Supplied in Confidence to the Municipality

15.3.2 CC2020-07.15.3.2.

Update on Modernization Review - Paramedic Service
Municipal Act, 2001 s.239(2)(k) Instruction to be Applied to Any Negotiations to be Carried on by or on Behalf of the Municipality
Ron Taylor, Chief Administrative Officer

15.3.3 RS2020-006

Disposition of Portions of Elgin Park
Municipal Act, 2001 s.239(2)(c) Proposed or Pending Acquisition or Disposition of Land
Laura Carnochan, Law Clerk, Realty Services

15.3.4 RS2020-009

Disposition of 7 Morrison Street, Norland
Municipal Act, 2001 s.239(2)(c) Proposed or Pending Acquisition or Disposition of Land
Laura Carnochan, Law Clerk, Realty Services

15.3.5 WM2020-008

Waste Management Budget Considerations
Municipal Act, 2001 s.239(2)(d) Labour Relations in the Municipality
Municipal Act, 2001 s. 239(2)(i) Third-Party Information Supplied in Confidence to the Municipality
David Kerr, Manager of Environmental Services

16. Matters from Closed Session

16.1 CC2020-07.16.1. 468 - 470

A By-law to Authorize the Sale of Municipally Owned Property Known as 7 Morrison Street, Norland and Legally Described As Part of Block B, Registered Plan No. 531, in the Geographic Township of Laxton, City of Kawartha Lakes, Described as Part 1 on Plan 57R-3017, being All of PIN: 63113-0284 (LT)

17. Confirming By-Law

17.1 CC2020-07.17.1. 471 - 471

A By-Law to Confirm the Proceedings of a Regular Meeting of Council, Tuesday, July 28, 2020

18. Adjournment

The Corporation of the City of Kawartha Lakes

Minutes

Regular Council Meeting

CC2020-06
Tuesday, June 23, 2020
Open Session Commencing at 1:00 p.m. – Electronic Public Participation
Council Chambers
City Hall
26 Francis Street, Lindsay, Ontario K9V 5R8

Members:
Mayor Andy Letham
Deputy Mayor Patrick O'Reilly
Councillor Ron Ashmore
Councillor Pat Dunn
Councillor Doug Elmslie
Councillor Tracy Richardson
Councillor Kathleen Seymour-Fagan
Councillor Andrew Veale
Councillor Emmett Yeo

Please visit the City of Kawartha Lakes Youtube Channel at https://www.youtube.com/c/CityofKawarthaLakes to view the proceedings. Accessible formats and communication supports are available upon request. The City of Kawartha Lakes is committed to accessibility for persons with disabilities. Please contact AgendaItems@kawarthalakes.ca if you have an accessible accommodation request.

1. Call to Order

Mayor Letham called the Meeting to order at 1 :00 p.m. Deputy Mayor D. Elmslie and Councillors R. Ashmore, P. Dunn, P. O'Reilly, T. Richardson, K. Seymour-Fagan, A. Veale and E. Yeo were in attendance.

CAO R. Taylor, City Clerk C. Ritchie, Deputy Clerk S. O'Connell and Director C. Marshall were in attendance in Council Chambers. Directors B. Robinson, J. Rojas, C. Shanks, J. Stover, R. Sutherland, City Solicitor R. Carlson, I. Walker, Planning Officer – Large Developments and M. Farquhar, Supervisor, Technical Services, were in attendance electronically.

2. Opening Ceremonies

2.1 O Canada

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

2.2 Moment of Silent Reflection

The Mayor asked those in attendance to observe a Moment of Silent Reflection.

2.3 Adoption of Open Session Agenda

CR2020-142
Moved By Councillor Richardson
Seconded By Councillor Veale

That the Agenda for the Open Session of the Regular Council Meeting of Tuesday, June 23, 2020, be adopted as circulated.

Carried

3. Disclosure of Pecuniary Interest

There were no declarations of pecuniary interest disclosed.

4. Notices and Information by Members of Council and Staff

4.1 Council

Councillor Elmslie:

- Dr. Lynn Noseworthy has been recognized by the Association of Local Public Health Agencies (ALPHA) for her 32 years of service with Public Health. Councillor Elmslie thanked Dr. Noseworthy for her service.

Councillor Ashmore:

- Recognized contributions that were made to the Bobcaygeon Relief Fund by Barry Marr, Staff at the Omemee Medical Centre, the Omemee Veterinary Clinic as well as Paws and Company.
- The Downeyville Hall is holding a bottle drive to support its ongoing renovation; bottles and cans can be dropped off behind the Downeyville Hall.
- Thanked the Omemee Lions and Lioness's for their contribution to the Bobcaygeon Relief Fund; all proceeds from their bottle drive were donated to the Fund.
- Congratulated the Lindsay Drive-In for being selected as a host who will be able to show the Garth Brooks Live Concert that will be broadcast on Saturday, June 27th.

Councillor Seymour-Fagan:

- Thanked the volunteers and everyone who contributed to the Bobcaygeon Relief Fund; residents of the City of Kawartha Lakes came together to raise more than $200,000.00.

Councillor Richardson:

- Extended congratulations to all of the 2020 graduates in the City of Kawartha Lakes. Councillor Richardson wished everyone well as they reach their graduation milestone.

Deputy Mayor O'Reilly:

- The International Plowing Match that was going to be held at the Lindsay Exhibition in the fall of 2020 has been cancelled.
- The 2020 Lindsay Fair is still moving forward and they are working on a virtual fair and are open to any input from residents.

4.2 Staff

5. Council Minutes

Regular Council Meeting Minutes - March 19, 2020
Special Council Meeting Minutes - April 28, 2020
Special Council Meeting Minutes - May 26, 2020

CR2020-143
Moved By Deputy Mayor O'Reilly
Seconded By Councillor Dunn

That the Minutes of the March 19, 2020 Regular Council Meeting, April 28, 2020 Special Council Meeting and May 26, 2020 Special Council Meeting, be received and adopted.

Carried

6. Deputations

6.1 CC2020-06.6.1.

Parking Restrictions on the Road Allowance at the West End of Clonsilla Drive and Aylmer Drive
(Item 9.1.1. on the Agenda)
Ann Davidson, President, Country Club Heights Association

Ann Davidson outlined that the residents within the Country Club Heights Association would like parking restrictions lifted on the road allowance at the west end of Clonsilla Drive and Aylmer Drive. Lifting parking restrictions would allow parking on the road allowance and residents could then park vehicles along the roadway while accessing the waterfront lot that they hold an easement over.

CR2020-144
Moved By Councillor Dunn
Seconded By Councillor Yeo

That the deputation of Ann Davidson, President, Country Club Heights Association, and the correspondence provided, **regarding parking restrictions on the road allowance at the west end of Clonsilla Drive and Aylmer Drive**, be received.

Carried

6.2 CC2020-06.6.2.

Parking Restrictions on the Road Allowance at the West End of Clonsilla Drive and Aylmer Drive
(Item 9.1.1. on the Agenda)
David Esser

David Esser spoke in favour of maintaining parking restrictions on the road allowance at the west end of Clonsilla Drive and Aylmer Drive. Dr. Esser

provided an overview of the area and outlined how allowing parking on the road allowance would have a negative impact on area residents.

CR2020-145
Moved By Councillor Veale
Seconded By Councillor Elmslie

That the deputation of David Esser, and the correspondence provided, **regarding parking restrictions on the road allowance at the west end of Clonsilla Drive and Aylmer Drive**, be received.

Carried

6.3 CC2020-06.6.3.

Parking Restrictions on the Road Allowance at the West End of Clonsilla Drive and Aylmer Drive
(Item 9.1.1. on the Agenda)
Harry Matheis, President, East Beehive Community Association

Harry Matheis, President, East Beehive Community Association, spoke in favour of maintaining parking restrictions on the road allowance at the west end of Clonsilla Drive and Aylmer Drive. Mr. Matheis provided history of the area and outlined how the allowing parking on the road allowance will have a negative impact on area residents.

CR2020-146
Moved By Deputy Mayor O'Reilly
Seconded By Councillor Richardson

That the deputation of Harry Matheis, President, East Beehive Community Association, and the correspondence provided, **regarding parking restrictions on the road allowance at the west end of Clonsilla Drive and Aylmer Drive**, be received.

Carried

7. Presentations

7.1 CC2020-06.7.1.

Update on the State of Emergency
Ron Taylor, Chief Administrative Officer

Ron Taylor, Chief Administrative Officer, provided an update on the Provincial State of Emergency and the Municipal State of Emergency that are currently in

place. The update included an overview of the framework for reopening that has been released by the Province and steps that will be taken to expand municipal services, as permitted under the Provincial Order.

CR2020-147
Moved By Deputy Mayor O'Reilly
Seconded By Councillor Veale

That the presentation by Ron Taylor, Chief Administration Officer, **regarding an update on the state of emergency**, be received.

Carried

7.2 CC2020-06.7.2.

Kawartha Lakes Ontario Health Team Lead Member Presentation
Veronica Nelson, Vice President and Chief Medical Officer, Ross Memorial Hospital
Barbara Mildon, Chief Executive Officer, Community Care Health and Care Network, and, Lead Executive, Community Care Foundation
Kawartha Lakes Ontario Health Team Co-Leads

Veronica Nelson and Barbara Mildon, Kawartha Lakes Ontario Health Team Co-Leads, provided an update on the Kawartha Lakes Ontario Health Team (KLOHT) and their goal of unifying patient care. Ms. Nelson and Ms. Mildon outlined the Agreements that will be required by the KLOHT.

CR2020-148
Moved By Councillor Elmslie
Seconded By Councillor Veale

That the presentation by Veronica Nelson and Barbara Mildon, Kawartha Lakes Ontario Health Team Co-Leads, **regarding the Kawartha Lakes Ontario Health Team Lead Member presentation**, be received.

Carried

7.2.1 Report CAO2020-005

Kawartha Lakes Interim Ontario Health Team (KL-OHT) Interim Agreements
Ron Taylor, Chief Administrative Officer

CR2020-149
Moved By Councillor Richardson
Seconded By Councillor Veale

That Report CAO2020-005, **Kawartha Lakes Ontario Health Team (KL-OHT) Interim Agreements,** be received; and

That the Mayor and Clerk be authorized to sign the Kawartha Lakes Interim OHT Agreement, Kawartha Lakes OHT Statement of Partnership Commitment and Kawartha Lakes OHT Data Sharing Agreement, substantially in the form as outlined in Appendix A through C respectively, to Report CAO2020-005.

Carried

The meeting recessed at 2:53 p.m. and reconvened at 3:01 p.m.

7.3 CC2020-06.7.3.

Planning and Building Department Updates
Chris Marshall, Director of Development Services

Chris Marshall, Director of Development Services, provided an update on the Planning Department and the Building Department. The update included how the Departments have been conducting business during the state of emergency and how their statistics from 2020 (i.e. number of applications, etc.) compare to 2019.

CR2020-150
Moved By Councillor Elmslie
Seconded By Councillor Yeo

That the presentation by Chris Marshall, Director, Director of Development Services, **regarding Planning and Building Department updates**, be received.

Carried

8. Committee of the Whole

8.1 Correspondence Regarding Committee of the Whole Recommendations

8.2 Committee of the Whole Minutes

Committee of the Whole Meeting Minutes - June 9, 2020

The following Items were extracted from the June 9, 2020 Committee of the Whole Minutes:

Councillor Dunn Items 8.3.1, 8.3.8
Councillor Elmslie Item 8.3.7
Councillor Ashmore Item 8.3.9

CR2020-151
Moved By Councillor Elmslie
Seconded By Councillor Veale

That the Minutes of the June 9, 2020 Committee of the Whole Meeting be received and the recommendations, included in Section 8.3 of the Agenda, save and except for Items 8.3.1, 8.3.7, 8.3.8 and 8.3.9, be adopted.

Carried

8.3 Business Arising from Committee of the Whole Minutes

8.3.2 CW2020-083

That the Feasibility Report and the Presentation by Jennifer Wilson and Ian Forster, **relating to the proposed Coboconk Wellness Centre**, be received;

That the Coboconk Wellness Centre Feasibility Report be referred to staff for review and report back to Council by the end of Q3, 2020; and

That the report back to Council include options that are available to move the project forward.

Carried

8.3.3 CW2020-084

That the presentation by Jennifer Stover, Director of Corporate Services, **regarding the Financial Update**, be received.

Carried

8.3.4 CW2020-085

That Report CORP2020-007, **Financial Update**, be received.

Carried

8.3.5 CW2020-086

That Report ED2020-009, **Proposed Old Mill Heritage Conservation District Study**, be received;

That staff be authorized to proceed with a Heritage Conservation District Study of the Old Mill neighbourhood in Lindsay; and

That the Old Mill Heritage Conservation District Study area be within the boundary identified in Appendix C to Report ED2020-009.

Carried

8.3.6 CW2020-087

That Report HS2020-004, **Physician Recruitment Reserve Request**, be received; and

That payment of up to $23,500 to the Kawartha Lakes Health Care Initiative (KLHCI) be authorized from the Doctor Recruitment Reserve to support a Physician Return of Service Agreement executed by KLHCI.

Carried

8.3.10 CW2020-091

That the Memorandum from Mayor Letham, **regarding the State of Emergency**, be received.

Carried

8.3.11 CW2020-092

That the Memorandum from Councillor Ashmore, **regarding By-law 2020-033**, be received.

Carried

8.3.12 CW2020-093

That the Memorandum from Councillor Dunn, **regarding signage for volunteer emergency lights**, be received;

That Staff provide options to Council for the placement of “Pull Over and Stop for Flashing Green Light” signs at various vantage points throughout the City; and

That these options be included as a decision unit in the 2021 Budget.

Carried

8.3.13 CW2020-094

That the Memorandum from Councillor Dunn, **regarding the extension of the sidewalk on Angeline Street North**, be received;

That staff prepare a report with recommendations to extend the sidewalk on Angeline Street North from Alcorn Drive to the north entrance of Springdale Garden Drive; and

That the extension of this sidewalk section be included in the 2021 Budget as a decision unit.

Carried

8.3.14 CW2020-095

That the Memorandum from Councillor Richardson, **regarding the Regulatory Considerations for Managing Cannabis Growth in the City of Kawartha Lakes**, be received;

That Staff be directed to provide information and options for zoning by-law regulations for both personal medical and commercial growth operations;

That Staff be directed to provide information and options for enforcement measures when commercial or personal medical growth operations exceed Federal approvals, or when the impact of the operation exceeds lot coverage percentages and post production/processing brings a commercial element to otherwise residential or farm dwellings; and

That staff report back to Council with their proposals by the end of Q3 2020.

Carried

8.3.15 CW2020-096

That the Memorandum from Councillor Yeo, **regarding the 2020 Community Partnership Funds**, be received;

That the 2020 Community Partnership Fund and other Community Funding Programs be referred to the Community Recovery Task Force with options for the remainder of 2020 and the 2021 program.

Carried

8.3.16 CW2020-097

That the March 5, 2020 correspondence from Randy Cowell and Fay Cowell, **regarding a request for the removal of no parking signs on Westwood Court, Lindsay**, be received and referred to staff for review and report back at the July 28, 2020 Council Meeting.

Carried

8.4 Items Extracted from Committee of the Whole Minutes

8.3.1 CW2020-082

Moved By Councillor Dunn
Seconded By Councillor Yeo

That the deputation and correspondence from Joan Abernethy, **regarding a judicial review and a claim**, be received;

That additional correspondence dated June 23, 2020 from Joan Abernethy, be received; and

That a letter of apology be issued to Joan Abernethy.

A recorded vote was requested by Councillor Dunn.

Recorded	**For**	**Against**	**Absent**
Mayor Letham		X	
Deputy Mayor O'Reilly		X	
Councillor Ashmore	X		
Councillor Dunn	X		
Councillor Elmslie		X	
Councillor Richardson		X	
Councillor Seymour-Fagan		X	
Councillor Veale		X	
Councillor Yeo	X		
Results	**3**	**6**	**0**

Motion Failed

CR2020-152
Moved By Councillor Dunn
Seconded By Deputy Mayor O'Reilly

That the deputation and correspondence from Joan Abernethy, **regarding a judicial review and a claim**, be received; and

That additional correspondence dated June 23, 2020 from Joan Abernethy be received.

Carried

8.3.7 CW2020-088

CR2020-153
Moved By Councillor Elmslie
Seconded By Councillor Seymour-Fagan

That Report ENG2020-009, **Potential Additional Road Segments for the 2020 Lifecycle Extension Program**, be received;

That an additional $375,000 be added to the Lifecycle Extension Program (983200700) to complete additional work in 2020 as identified in Table 1 of Report ENG2020-009, as amended to include all of Long Beach Road;

That an additional $100,000 be added to the Lifecycle Extension Program (983200700) to add approximately 500m to the work on Princess Street in Fenelon Falls; and

That funding from the Capital Contingency Reserve (1.32248) be utilized in the amount of $475,000.

Carried

8.3.8 CW2020-089

CR2020-154
Moved By Councillor Dunn
Seconded By Councillor Ashmore

That Report RS2020-007, **Proposed Amendments to the Policy and Code of Conduct for Committees, Boards and Task Forces**, be received; and

That the proposed amendments to CP2018-017 and CP2018-018 as set out in this Report be adopted.

Carried

8.3.9 CW2020-090

CR2020-155
Moved By Councillor Ashmore
Seconded By Councillor Seymour-Fagan

That Section 1.1 (iii) of Policy CP2018-017, **the Council Committee, Board and Task Force Policy**, be amended to expand the requirement for volunteer appointments to include Canadian Citizens and Permanent Residents.

Carried

9. Consent Matters

9.1 Reports

9.1.1 RS2020-004

Request for the Creation of Parking Spaces on Clonsilla Drive – East Beehive Subdivision
Laura Carnochan, Law Clerk - Realty Services

CR2020-156
Moved By Councillor Yeo
Seconded By Councillor Dunn

That Report RS2020-004, **Request for the Creation of Parking Spaces on Clonsilla Drive – East Beehive Subdivision**, and additional correspondence, be received;

That permission be granted for three permanent parking spaces to be created on the most westerly portion of the road allowance legally described as Clonsilla Drive on Plan 373, in the Geographic Township of Verulam, City of Kawartha Lakes, being PIN: 631296-0485 (LT) in the East Beehive Estates subdivision;

That staff be directed to commence the process of allowing the creation of three parking spaces on the land described above, with all costs, including those of maintenance and insurance, payable by the applicants;

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

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

Carried

CR2020-157
Moved By Councillor Seymour-Fagan
Seconded By Councillor Elmslie

That Country Club Heights Association be required to donate $500, annually, to the East Beehive Association as a contribution toward the cost of road maintenance; and

That staff report back at the end of Q2, 2021, on the use of the three approved parking spaces on Clonsilla Drive.

Carried

9.1.2 RS2020-005

Temporary Disposal and Acquisition of Land for Title Correction Purposes – Portion of Pigeon Lake Road
Sharri Dyer, Manager - Realty Services

CR2020-158
Moved By Councillor Ashmore
Seconded By Councillor Veale

That Report RS2020-005, **Temporary Disposal and Acquisition of Land for Title Correction Purposes – Portion of Pigeon Lake Road**, be received.

Carried

9.2 Planning Reports

9.2.1 PLAN2020-017

Zoning By-law Amendment for Convenience Store (2926 Kawartha Lakes Road 48, Bexley - 2489613 Ontario Inc.)
Ian Walker, Planning Officer - Large Developments

CR2020-159
Moved By Councillor Yeo
Seconded By Deputy Mayor O'Reilly

That Report PLAN2020-017, **Part of Lot 18, Gull River Range, Geographic Township of Bexley, 2489613 Ontario Inc. – Application D06-2018-025**, and the additional correspondence, be received;

That the zoning by-law amendment, substantially in the form attached as Appendix ‘D’ to Report PLAN2020-017, as amended to remove the holding provision, be approved and adopted; and

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

Carried

9.2.2 PLAN2020-020

Telecommunications Facility Application Re-Endorsement – Bell Mobility Inc. – Application D44-28-001
Ian Walker, Planning Officer - Large Developments

CR2020-160
Moved By Deputy Mayor O'Reilly
Seconded By Councillor Veale

That Report PLAN2020-020, **Telecommunications Facility Application Re-Endorsement – Bell Mobility Inc. – Application D44-28-001**, be received;

That the previous April 22, 2014 Council endorsement of a 50.0 metre tri-pole telecommunication facility originally proposed by Fontur International Inc. on behalf of Bell Mobility Inc., to be sited on property at 193 Centreline Road and generally outlined in Appendices ‘A’ to ‘D’ to Report PLAN2020-020, be extended for a period of not more than one (1) year, conditional upon the applicant entering into an amended Telecommunication Facility Development Agreement with the City;

That Innovation, Science and Economic Development (ISED) Canada, the applicant, and all interested parties be advised of Council’s decision; and

That the Mayor and Clerk be authorized to execute any documents and agreements required by the re-endorsement of this application.

Carried

9.3 Correspondence

9.3.1 CC2020-06.9.3.1.

Memorandum Regarding an Update from the Economic Recovery Task Force
Mayor Letham

CR2020-161
Moved By Councillor Seymour-Fagan
Seconded By Deputy Mayor O'Reilly

That the Memorandum from Mayor Letham regarding, **Economic Recovery Task Force Recommendations**, be received;

That By-law 2018-234, being a By-law to Establish and Require Payment of Fees for Information, Services, Activities and Use of City Property, be amended to revise the following fees for the balance of the 2020 calendar year:

Description	Fee
Special Event Permit	$0.00
Patio Permit	$0.00
Liquor License Inspection for Outdoor Patio	$0.00 per hour
Noise Exemption Application	$0.00
Park Vendor Permit for Farmer's Markets	$0.00 monthly fee
All Park Rental Fees	$0.00

That Council waive enforcement of zoning provisions for temporary outdoor commercial patios and retail patios on privately owned lands where these uses are permitted in the applicable zoning by-law, and provided all other applicable approvals are obtained.

Carried

9.3.2 CC2020-06.9.3.2.

Memorandum Regarding Access to the Unopened Road Allowance Adjacent to Hilton's Point Road
Mayor Letham

CR2020-162
Moved By Councillor Yeo
Seconded By Councillor Elmslie

That the Memorandum from Mayor Letham, **regarding access over the unopened road allowance adjacent to Hilton's Point Road**, be received;

That the property, being the east half of Lot 13, Concession 8, former Laxton Township (PIN 63273-0301), be given driveway access over the unopened road allowance adjacent to Hilton's Point Road;

That the property owner be given authorization to construct, at minimum, a 4-metre-wide driveway to access the subject property;

That an agreement be executed to confirm that the driveway and the unopened road allowance adjacent to Hilton's Point Road will not be maintained or assumed by the City; and

That construction access over the unopened road allowance be authorized in advance of the required agreement being executed.

Carried

9.3.3 CC2020-06.9.3.3.

Memorandum Regarding an Update from the Community Pandemic Recovery Task Force
Rod Sutherland, Director, Human Services

CR2020-163
Moved By Councillor Richardson
Seconded By Councillor Dunn

That the Memorandum from Director Rod Sutherland, regarding an **Update from Community Pandemic Recovery Task Force**, be received for information purposes; and

That Council approve an amendment to the Community Pandemic Recovery Task Force Terms of Reference to permit the appointment of Co-Chairs.

Carried

9.4 Items Extracted from Consent

10. Petitions

11. Other or New Business

12. By-Laws

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

CR2020-164
Moved By Councillor Elmslie
Seconded By Councillor Dunn

That the By-Laws shown in Section 12.1 of the Agenda, namely: Items 12.1.1 to and including 12.1.5, save and except Items 12.1.3, 12.1.4 and 12.1.5, be read a first, second and third time, passed, numbered, signed and the corporate seal attached.

Carried

12.1 By-Laws by Consent

12.1.1 CC2020-06.12.1.1.

A By-law to Amend By-Law 2018-020, Being the City Lands Disposition By-Law for the Corporation of the City of Kawartha Lakes

12.1.2 CC2020-06.12.1.2.

A By-law to Amend By-law 2018-234 being a By-law to Establish and Require Payment of Fees for Information, Services, Activities and Use of City Property in The City of Kawartha Lakes (known as the Consolidated Fees By-law)

12.2 By-Laws Extracted from Consent

12.1.3 CC2020-06.12.1.3.

A By-law to Amend the Township of Bexley Zoning By-law No. 93-09 to Rezone Land within the City Of Kawartha Lakes (2926 Kawartha Lakes 48 - 2489613 Ontario Inc.)

CR2020-165
Moved By Councillor Elmslie
Seconded By Councillor Dunn

That a By-law to Amend the Township of Bexley Zoning By-law No. 93-09 to Rezone Land within the City of Kawartha Lakes (2926 Kawartha Lakes Road 48 - 2489613 Ontario Inc.), as amended, be read a first, second and third time, passed, numbered, signed and the corporate seal attached.

Carried

12.1.4 CC2020-06.12.1.4.

A By-law to Limit Tax Decreases on Commercial, Industrial and Multi-Residential Properties for 2020 in the City of Kawartha Lakes

12.1.5 CC2020-06.12.1.5

A By-law to Establish 2020 Tax Rates in the City of Kawartha Lakes

12.2.1 CC2020-06.12.2.1.

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

That a by-law to set tax rate reductions for prescribed subclasses in the City of Kawartha Lakes be read a first, second and third time, passed, numbered, signed and the corporate seal attached.

Carried

CR2020-166
Moved By Councillor Elmslie
Seconded By Councillor Dunn

That the by-laws, shown as Items 12.1.4, 12.1.5 and 12.2.1 on the Agenda, as amended, be read a first, second and third time, passed, numbered, signed and the corporate seal attached.

13. Notice of Motion

14. Closed Session

14.1 Adoption of Closed Session Agenda

CR2020-167
Moved By Deputy Mayor O'Reilly
Seconded By Councillor Dunn

That the Closed Session agenda be adopted as circulated.

Carried

14.2 Disclosure of Pecuniary Interest in Closed Session Items

There were no declarations of pecuniary interest disclosed.

The meeting recessed at 5:16 p.m. and reconvened at 5:20 p.m.

14.3 Move Into Closed Session

CR2020-168
Moved By Councillor Yeo
Seconded By Councillor Dunn

That Council convene into closed session at 5:20 p.m. pursuant to Section 239(2) of the Municipal Act, S.O. 2001 s.25, in order to consider matters identified in Section 14.3 of the Regular Council Meeting Agenda of Tuesday, June 23, 2020, namely Items 14.3.1 to and including 14.3.2.

Carried

15. Matters from Closed Session

Item 14.3.1

The Closed Session Minutes of the Regular Council Meeting of March 19, 2020 and the Closed Session Minutes of the Special Council Meeting of May 26, 2020 were approved.

Item 14.3.2

CR2020-172
Moved By Councillor Seymour-Fagan
Seconded By Councillor Dunn

That staff be authorized to advise the Association of Municipalities of Ontario that the City would like to transition their Blue Box Program to full responsibility in 2023; and

That the resolution be forwarded to the Association of Municipalities of Ontario (AMO) and the Ontario Ministry of the Environment, Conservation and Parks (MECP).

Carried

16. Confirming By-Law

16.1 CC2020-06.16.1

A By-law to Confirm the Proceedings of the Regular Meeting of Council on Tuesday, June 23, 2020

CR2020-173
Moved By Councillor Veale
Seconded By Councillor Richardson

That a by-law to confirm the proceedings of a Regular Council Meeting held Tuesday, June 23, 2020 be read a first, second and third time, passed, numbered, signed and the corporate seal attached.

Carried

17. Adjournment

CR2020-174
Moved By Councillor Yeo
Seconded By Councillor Elmslie

That the Council Meeting adjourn at 5:31 p.m.

Carried

Read and adopted this 28 day of July, 2020.

Andy Letham, Mayor

Cathie Ritchie, City Clerk

Request to Make a Deputation/Presentation to Council/Committee

City of Kawartha Lakes
City Clerk's Office
26 Francis Street, PO Box 9000
Lindsay, ON K9V 5R8
705-324-9411

Name: *

Jesse Dupuis

Address: *

41 Benson Blvd

City/Town/Village:

Coboconk

Province: *

Ontario

Postal Code:

K0M1K0

Telephone: *

[redacted]

Email: *

[redacted]

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

Jesse Dupuis
Lisa Kaffenbaum

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

***This is a follow up with regards to the application we put in last year, to purchase the abutting road allowance to our home with which people have been disrespecting and causing us grief.

The misuse of our abutting road allowance and infringement onto our land by some neighbours is what instigated our application to purchase the allowance.

If the city won't consider us to purchase it, we ask that the city please consider simply closing it permanently, as it has been impeding on our enjoyment of our own property. In the by-law it states that if there is a secondary road allowance in the immediate area, it is possible to close it, as is in our case.

This is an ongoing issue for us that we hope the city is interested in helping us come up with a solution.

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

City closure of the abutting road allowance beside our property. Or ability to purchase it.

Signature:

Date:

June 19, 2020

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

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

The Corporation of the City of Kawartha Lakes

Council Report

Report Number CAO2020-006

Meeting Date: **July 28, 2020**

Title: **City Service Delivery – Pandemic Response**

Description: **Service Level Recommendations/Updates to Council**

Ward Number: **All**

Author and Title: **Ron Taylor, Chief Administrative Officer**

Recommendation(s):

That Report CAO2020-006, **City Service Delivery – Pandemic Response**, be received; and

That staff be directed to prepare and open the Fenelon Falls, Lindsay, Little Britain, Emily/Omemee, Woodville and Manvers arenas for the 2020-21 season; and

That the Chief Administrative Officer be authorized to continue to work with all city departments to further reduce 2020 budgets through continued service suspensions and reductions where appropriate and feasible to target a year-end zero-deficit budget.

Department Head:

Financial/Legal/HR/Other:_____

Chief Administrative Officer:

Background:

The Province declared a state of emergency (SoE) on March 17, 2020. A local state of emergency was declared on March 24, 2020. The Province has issued several Orders guiding public health and activities. These Orders remain in effect until at least July 29. Both SoE's remain in effect at the time of writing this report.

The Mayor has not issued any local Orders under the SoE to-date. Through local police services and by-law enforcement, the City continues to educate and enforce Orders.

The Province released "A Framework for Reopening our Province" on April 27, 2020. Effective July 17, the City of Kawartha Lakes was within Stage 3 of that Plan. A copy of "A Framework for Reopening our Province – Stage 3", dated July 13, 2020, is attached as Appendix A to this report.

The Haliburton, Kawartha Pine Ridge District Health Unit (HKPR) Medical Officer of Health can also issue Orders and instructions. Effective July 17, any indoor place of business or facility that is open to the public during Stage 3 within CKL must have a policy, enforced in good faith, requiring non-medical masks or face coverings to be worn.

Local City services are slowly and steadily reopening. Service resumption has occurred by maintaining public/staff health and safety first, while balancing limitations on staff/resources and minimizing our year-end deficit.

This report is provided to update Council on the City's pandemic response, to-date, and to seek direction respecting 2020 budgeting and service levels.

Rationale:

<u>State of Emergency Declarations</u>

The Province is processing legislation that could replace and remove the Provincial SoE, while permitting issued Orders to continue and be amended, as needed, to manage the Pandemic. The Local SoE remains, and could be terminated when appropriate by the Mayor or Council.

Should Council wish to lift the local SoE, then the following resolution should be passed:

That the local emergency in the City of Kawartha Lakes related to the Covid19 Pandemic is terminated in accordance with the Emergency Management and Civil Protection Act, R.S.O. 1990."

City Arenas

The City operates 9 arenas (10 ice pads). Arena facilities include community halls for separate bookings, and the Lindsay Recreation Centre functions as a multi-use community centre.

Staff has polled for interest from user groups for 2020-21 ice pad bookings. Preliminary interest expressed suggests good demand for ice pad bookings, with many facilities exceeding 40 hours average bookings per week.

Through Provincial Orders, there remains occupancy and user constraints and health and safety protocols to comply with. Preparing ice pads for use requires lead time, and community groups/users/leagues require assurance of ice availability in advance to properly plan and mobilize.

As we continue to experience staff/resource limitations, and containing costs associated with pandemic response, it is recommended that 6 arenas (7 total ice pads) reopen for the 2020-21 season.

The recommended facilities to reopen are geographically spread out throughout the City, and partially staffed already and/or serving other functions. It is recommended that staff be directed to prepare and open the Fenelon Falls, Lindsay, Little Britain, Emily/Omemee, Woodville and Manvers arenas for the 2020-21 season.

Oakwood, Bobcaygeon and Ops arenas would remain closed for the 2020-21 season, but could provide alternative functions in the interim (health system supports, public meetings/gatherings, and other recreational functions, for example).

Limited Public Access to Certain Facilities

Up until Stage 3 of the Province's reopening framework, public access to municipal services and spaces was greatly restricted. Stage 3 reopenings allow for larger indoor gatherings, as well as public access to services indoors. Mandatory masks are required locally to access services indoors, as well as adherence to various health and safety protocols, cleaning and occupancy limitations.

The City continues to leverage electronic processes and technology for payments, meetings (formal and informal), registrations and inspections.

Staff are reviewing the option to reopen 1-2 multi-function service centres to potentially open later in August.

Cost Containment/Budget

Staff are currently forecasting a 2020 year end budget deficit of approximately $2.5 Million dollars. This estimate is based on actions taken to-date, as well as projected and limited additional reopenings to year end.

It is prudent to continue certain service suspensions, and also consider additional temporary program and service reductions to further reduce the forecasted deficit. As well, some staff have been redeployed, some hiring/call backs remain suspended, and some staff voluntarily continue to be on leave.

The $2.5M deficit currently forecasted is calculated based on:

- Approximately $4.5M in reduced revenues forecasted to year-end;
- Approximately $500K in increased forecasted expenses directly attributed to pandemic response;
- $700K in 2020 Council-directed budget efficiencies to be found; and
- Approximately $3.3M in reduced 2020 expenses already achieved.

All departments are continuing to review possible temporary service suspensions and budget reductions. This could include, but is not limited to:

- Some arenas remaining closed for the 2020-21 season;
- Some community halls remaining closed;
- Some service centres remaining closed;
- Suspending certain 2020 operating road program(s) – ditching, guard rails, for example;
- Deferring and/or cancelling certain capital projects; and
- Maintaining limiting public access to various buildings and facilities.

It is recommended that the Chief Administrative Officer be authorized to continue to work with all city departments to further reduce 2020 budgets through continued service suspensions and reductions, where appropriate and feasible.

Other Alternatives Considered:

Council could choose to direct permissible services to reopen fully. This direction would result in additional costs and likely increase the City's forecasted year-end deficit. Municipalities are required to balance budgets at year-end, so any deficit incurred would need to be made up through reserve draws and/or increased taxation.

Unless otherwise directed, staff will continue to target a year-end zero-deficit budget.

Financial/Operation Impacts:

Any funding for municipal recovery remains unknown at this time, although some general commitments have been made by both the Federal and Provincial governments. Service resumption decisions need to consider lead time for preparation, heightened health and safety requirements/protocols, staffing/resource limitations and cost-benefit to the taxpayer.

Relationship of Recommendation(s) To The 2020-2023 Strategic Plan:

The Council Adopted Strategic Plan identifies four Strategic Priority Areas, namely:

- A Healthy Environment
- An Exceptional Quality of Life
- A Vibrant and Growing Economy
- Good Government

The City's response to the pandemic to-date balances these priorities, considering public health and safety, financial sustainability, and economic and community recovery.

Consultations:

All City Departments

Attachments:

Appendix A – A Framework for Reopening our Province – Stage 3

A Framework for Reopening our Prov

Department Head E-Mail: rtaylor@kawarthalakes.ca

Department Head: Ron Taylor, CAO

A Framework for Reopening our Province

STAGE 3

July 13, 2020

Ontario

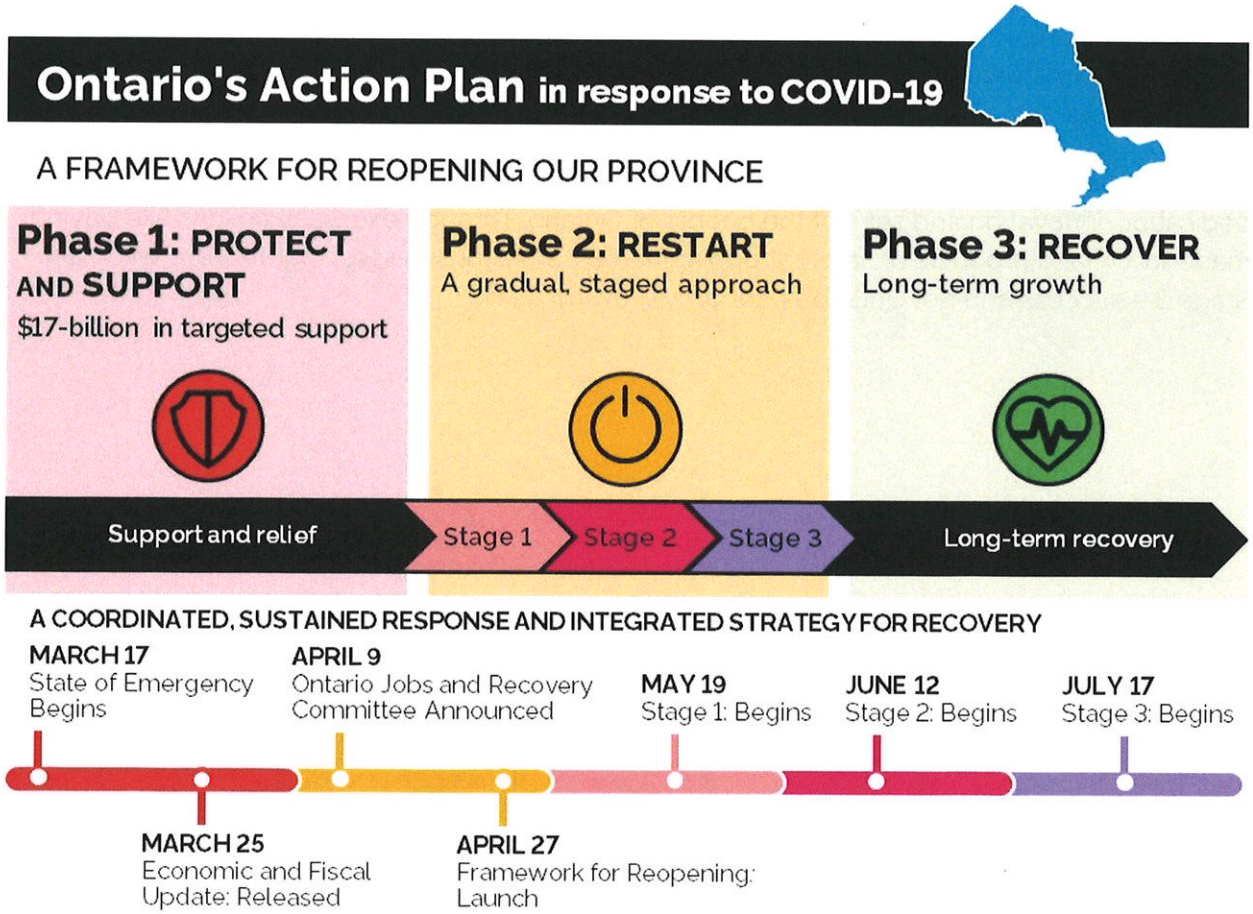
Table of Contents

A Framework for Reopening our Province: Phase 2: Restart — Stage 3 3
What Stage 3 Means for You 5
A Regional Approach 6
Working Together to Reopen 9
What You Need to Know to Stay Safe 10
Keeping Workplaces Safe 11
Stage 3: Restrictions on Gatherings 12
New Gathering Limits 12
When Do Gathering Limits Apply? 12
Stage 3: Additional Restrictions 14
Beyond Stage 3: A Path to Recovery 20

A Framework for Reopening our Province:
Phase 2: Restart — Stage 3

Since the beginning of the COVID-19 pandemic, Ontario has taken coordinated, swift and decisive action to protect and support the health and well-being of people across the province. By working together and following the advice of public health officials, Ontario has made steady progress in the fight against this deadly virus and is on the path to recovery.

The government is continuing its gradual, staged approach to reopening Ontario, restarting the economy and easing the necessary restrictions that were put in place to contain the spread of the COVID-19 outbreak, as outlined in *A Framework for Reopening our Province*. Guided by public health advice, robust testing and case and contact tracing, and lessons learned through the previous two stages, Ontario is confident and ready to gradually begin entering Stage 3. Building on the regional approach introduced in Stage 2, communities will move into Stage 3 when it is safe to do so, based on trends of key public health indicators.



Nearly all businesses and public spaces will be able to gradually reopen in Stage 3, with public health and workplace safety restrictions in place, while some high-risk venues and activities will remain closed until they can safely resume operations. Based on the advice of the Chief Medical Officer of Health and other health experts, indoor and outdoor gathering limits will also be increased. Physical distancing remains a requirement for all people who are not from the same household or social circle.

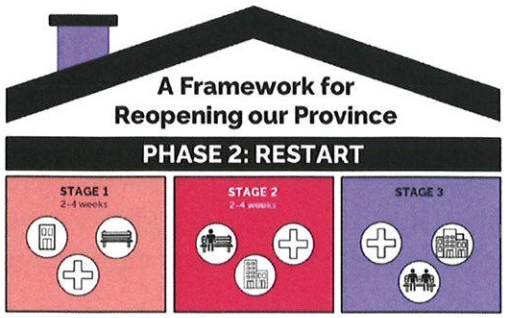
In keeping with the gradual approach to reopening the province, Ontario will continue to monitor key public health indicators and some Stage 3 restrictions will be further eased over time when it is safe to do so.

Together, Ontario has made tremendous progress in the ongoing fight against COVID-19, thanks to the sacrifice and hard work of frontline heroes and volunteers, and the personal responsibility shown by the people of the province. Stage 3 does not mean that the fight against this deadly virus is over — far from it. Everyone must continue to be vigilant and follow public health advice and workplace safety guidelines. This will help limit outbreaks and reduce the risk of undoing the significant progress we have made together over the past several months.

The government's priority is, and will continue to be, protecting people's health and well-being while planning for recovery and growth. That is why it is essential that everyone continues to act responsibly and respectfully towards their fellow citizens by following the advice of public health officials.

As the province moves toward recovery, the government will continue to count on the dedication, innovation and spirit of the people of Ontario. Through everyday actions like buying made-in-Ontario products or safely shopping at local small businesses, together we will make Stage 3 a success and get Ontario's economy growing again.

What Stage 3 Means for You



Stage 3 is another significant step towards fully restarting our economy. In Stage 2, over 90 per cent of economic activity was enabled to resume, which resulted in employment increasing by 377,900 net new jobs in June, including 66,200 jobs in the manufacturing sector.

In Stage 3, more restrictions will be loosened and nearly all businesses and public spaces will reopen, as long as they follow the public health advice and workplace safety guidance necessary to keep everyone safe.

The Chief Medical Officer of Health, public health experts and other officials have advised the following high-risk places and activities are not yet safe to open, due to the likelihood of large crowds congregating, difficulties with physical distancing, or challenges maintaining the proper cleaning and sanitation required to prevent the spread of COVID-19:

- Amusement parks and water parks
- Buffet-style food services
- Dancing at restaurants and bars, other than by performers hired by the establishment following specific requirements
- Overnight stays at camps for children
- Private karaoke rooms
- Prolonged or deliberate contact while playing sports
- Saunas, steam rooms, bath houses and oxygen bars
- Table games at casinos and gaming establishments.

All other businesses and public spaces will be permitted to be open, subject to ensuring the appropriate health and safety measures are in place, as well as limits on gathering sizes. More information on restrictions and gathering limits in Stage 3 is available below.

As more businesses and activities reopen, the Chief Medical Officer of Health and public health experts will continue to closely monitor the evolving situation to advise when more regions can enter Stage 3, if public health restrictions can be further loosened, or if they need to be tightened or reapplied.

Protecting our most vulnerable citizens must continue to be the top priority as Ontario enters Stage 3, and everyone will be responsible for taking the actions necessary to help contain the spread of COVID-19.

A Regional Approach

Building on the successful approach taken in Stage 2, each region of Ontario will be permitted to enter Stage 3 when it is safe to do so. The government's decision will be made in consultation with the Chief Medical Officer of Health and local public health officials, and based on established criteria, including virus spread and containment, health system capacity, public health system capacity and incidence-tracking capacity.

On Friday, July 17 at 12:01 a.m., the following public health unit regions will enter Stage 3:

- Algoma Public Health
- Brant County Health Unit
- Chatham-Kent Public Health
- Eastern Ontario Health Unit
- Grey Bruce Health Unit
- Haliburton, Kawartha, Pine Ridge District Health Unit
- Hastings Prince Edward Public Health
- Huron Perth Public Health
- Kingston, Frontenac and Lennox & Addington Public Health
- Leeds Grenville & Lanark District Health Unit
- Middlesex-London Health Unit
- North Bay Parry Sound District Health Unit
- Northwestern Health Unit
- Ottawa Public Health
- Peterborough Public Health
- Porcupine Health Unit
- Public Health Sudbury & Districts
- Region of Waterloo Public Health and Emergency Services
- Renfrew County and District Health Unit
- Simcoe-Muskoka District Health Unit
- Southwestern Public Health
- Thunder Bay District Health Unit
- Timiskaming Health Unit
- Wellington-Dufferin-Guelph Public Health

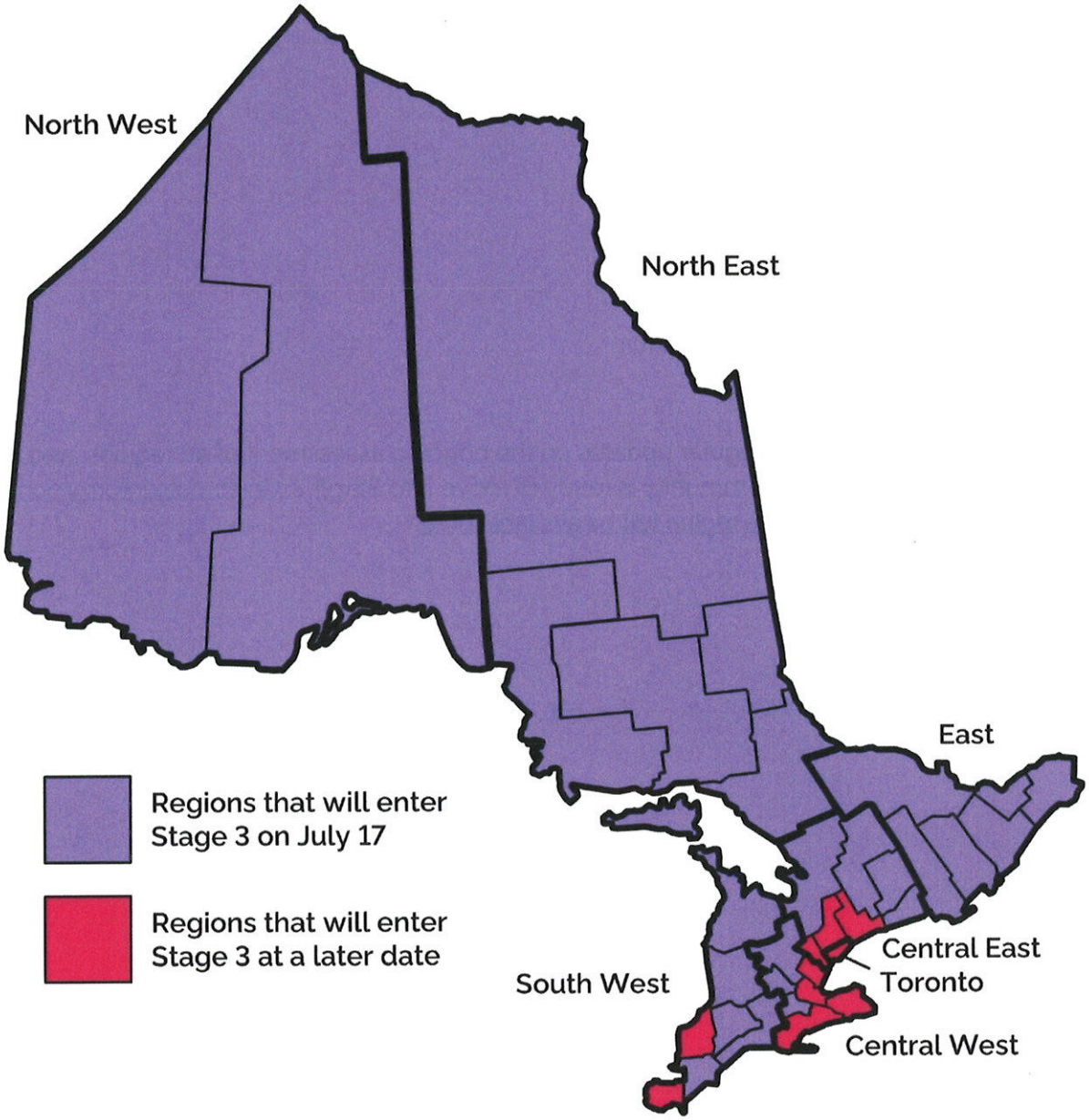
The following regions will remain in Stage 2, as additional time is required to assess and monitor any impacts and readiness to move into Stage 3:

- Durham Region Health Department
- Haldimand-Norfolk Health Unit
- Halton Region Public Health
- Hamilton Public Health Services
- Lambton Public Health
- Niagara Region Public Health
- Peel Public Health
- Toronto Public Health
- Windsor-Essex County Health Unit
- York Region Public Health

The government will provide regular updates on the ongoing assessment of all regions, and whether a specific region or community is ready to move into Stage 3. Up-to-date information about the Stage 3 status of each region will be available here.

Stage 3: A REGIONAL APPROACH

Map of Ontario Public Health Unit Regions



KEY PUBLIC HEALTH INDICATORS

- Virus spread and containment
- Health system capacity
- Public health system capacity
- Incidence tracking capacity

Working Together to Reopen

Collaboration and innovation will continue to be essential for Ontario's successful economic recovery.

The government will work with businesses and sectors that are either not able to reopen in Stage 3, or who are experiencing significant challenges opening with restrictions, to explore how these organizations could safely resume operations as Ontario gradually reopens, while implementing public health and workplace safety measures.

Those that are unable to open or are facing difficulties in operating under the Stage 3 restrictions may visit Ontario.ca/reopen to submit a reopening proposal. The proposal should include details on measures businesses and services will implement to keep patrons and workers safe. Businesses and sectors are also encouraged to use the government's guide to developing a workplace safety plan and the Ministry of Health's Guidance Document for Essential Workplaces. Government officials will work collaboratively with sectors that are developing plans to safely reopen, where feasible.

What You Need to Know to Stay Safe

As Ontario works towards recovery, acting responsibly and respectfully towards each other will help keep family, friends, colleagues and neighbours safe.

Everyone can make Stage 3 a success by:

Maintaining physical distancing of at least two metres from people outside of your household or social circle	Wearing a face covering in indoor and outdoor public spaces where physical distancing is a challenge
Washing your hands frequently with soap and water	Using an alcohol-based hand sanitizer if soap and water are not available
Practising good hygiene (covering a cough and sneeze and avoiding touching your face)	Cleaning frequently touched surfaces more often
Limiting indoor gatherings to a maximum of 50 people, or less, to maintain physical distancing	Limiting outdoor gatherings to a maximum of 100 people, or less, to maintain physical distancing
Staying at home and away from others if you are feeling ill or have symptoms of COVID-19	Downloading the COVID Alert app, when launched, to be notified if you have been in contact with anyone with COVID-19
Working from home or remotely as much as possible	Minimizing travel and self-isolating for 14 days after all international travel
Protecting the most vulnerable by following public health advice	Getting tested if you are worried you have or have been in contact with someone who has COVID-19

Based on community needs, some municipalities and local medical officers of health have exercised their authority for more restrictions or requirements, such as mandatory face coverings in commercial establishments or all indoor public spaces. Be sure to check your local public health unit's or municipality's website.

Workplaces and businesses can help make Stage 3 a success by developing a COVID-19 safety plan that includes:

Enabling physical distancing by redesigning spaces/interactions and implementing flow management	Cleaning and disinfecting equipment and high-touch surfaces as frequently as is necessary to maintain a sanitary environment
Consider recording each patron's name and contact information to support effective contact tracing that helps keep everyone safe	Consider requiring all customers to book an appointment in advance, wherever possible, for the purposes of physical distancing, flow management and contract tracing
Assigning seating or spaces where possible to ensure physical distancing	Following sector-specific workplace safety guidance and tips available at Ontario.ca/COVIDsafety

Keeping Workplaces Safe

To help people, businesses and communities prepare for Stage 3, the government, in partnership with Ontario's health and safety associations, has released more than 170 health and safety guidance resources covering a wide range of workplaces.

Throughout Stage 1 and Stage 2, these resources have supported businesses and organizations in the development of their own workplace policies and safety plans to protect their employees and customers.

As restrictions are eased and the province safely and gradually reopens, businesses are strongly encouraged to continue to allow people to work remotely wherever possible to contain the spread of COVID-19. Businesses are also encouraged to review and update their COVID-19 safety plan.

By taking this responsible approach to reopening, Ontario is continuing down its path to recovery, eventually returning to a position of strength as the economic engine of Canada.

Stage 3: Restrictions on Gatherings

NEW Gathering Limits

Based on the advice of the Chief Medical Officer of Health and public health experts, gathering limits for regions in Stage 3 will increase. The gathering limit of 10 people indoors or outdoors will continue to apply for regions in Stage 2 until they enter Stage 3. Social circles should continue to be kept at 10 people province-wide, regardless of stage.

Indoor gathering limits will increase to a maximum of **50 people**.

Outdoor gathering limits will increase to a maximum of **100 people**.

In all cases, individuals are required to continue to maintain **physical distancing of at least two metres** with people from outside their households or social circles.

All businesses, services and public spaces **when hosting an event** are subject to indoor or outdoor gathering limits and ensuring physical distancing can be maintained.

People at their place of work, including performers and crews, **do not** count towards gathering limits.

People gathering indoors for religious services, rites or ceremonies, and wedding ceremonies or funeral services, can continue to fill up to **30 per cent of the capacity** of the particular room, as introduced in Stage 2.

When Do Gathering Limits Apply?

Based on the advice of the Chief Medical Officer of Health and other public health experts, gathering limits apply to higher risk settings and activities where people congregate, including:

- All organized or spontaneous indoor and outdoor events and social gatherings (e.g., parties, fundraisers, fairs, wedding receptions, funeral receptions)
- Casinos, bingo halls and gaming establishments
- Concerts and live shows, including performing arts
- Convention centres and other meeting or event spaces
- Facilities for sports and recreational fitness activities (e.g., gyms, fitness studios)

- Festivals
- Recreational attractions, courses and instruction (e.g., fitness classes, music lessons, tutoring)
- Movie theatres
- Real estate open houses
- Sporting and racing events
- Tour and guide services (including boat tours)

Indoor gathering limits apply to events that are fully or partially indoors. Indoor events and gatherings cannot be combined with an outdoor event or gathering to increase the applicable gathering size.

Businesses and sectors unable to open or facing significant difficulties in operating under Stage 3 restrictions are invited to visit Ontario.ca/reopen to work with the province on a reopening plan.

Social Circles

A social circle is a group of up to 10 of the same people who can interact with one another without physical distancing, regardless of which stage of reopening their region is in.

Social or public gatherings may include different social circles, but are subject to gathering limits and physical distancing of at least two metres. Learn more about social circles.

Stage 3: Additional Restrictions

To prevent the spread of COVID-19, public health measures and workplace safety restrictions apply to businesses and services permitted to reopen in Stage 3. Businesses and organizations are required to operate in compliance with all applicable laws, including the *Occupational Health and Safety Act*, and the advice, recommendations and instructions of public health officials.

The following information provides an overview of some of the conditions and restrictions in place.

Amusement Parks and Water Parks

- Amusement parks and water parks are not yet permitted to open in Stage 3.

Casinos and Charitable Gaming Establishments

- Casinos and charitable gaming establishments are subject to gathering limits and physical distancing measures, which apply to the entire facility.
- Staff do not count towards gathering limits.
- Any equipment being used by patrons, including slot machines and electronic gaming machines, must be cleaned and disinfected as frequently as is necessary to maintain a sanitary environment.
- Table games must remain closed.

Convention Centres, Meeting and Event Spaces

- Convention centres, meeting and event spaces are subject to physical distancing measures and gathering limits, which apply to the entire facility.

Businesses and sectors unable to open or facing significant difficulties in operating under Stage 3 restrictions are invited to visit Ontario.ca/reopen to work with the province on a reopening plan.

Facilities for Sports and Recreational Fitness Activities

- Examples of facilities for sports and recreational fitness activities include gyms, fitness studios, and community centres.
- Physical distancing must be maintained, except if playing a team sport or as needed for personal training.
- The total number of people permitted in areas containing weights or exercise machines is limited to the number of people that can maintain physical distancing of at least two metres, which cannot exceed the indoor gathering limit of 50 people.
- The total number people permitted in classes or organized activities at any one time is limited to the number of people that can maintain physical distancing of at least two metres, and cannot exceed the indoor gathering limit of 50 people or the outdoor limit of 100.
- Assigned spaces are strongly recommended for organized fitness classes (e.g., by marking circles on the floor to designate where each person should exercise).
- Gathering limits do not apply in all other areas (e.g., pools, tennis courts and rinks).
- Equipment must be cleaned and disinfected between user sets or at the end of a game.
- Any washrooms, locker rooms, change rooms, showers or similar amenities made available to the public must be cleaned and disinfected frequently.
- Steam rooms and saunas are not yet permitted to open.

KEEP RECREATIONAL ACTIVITIES SAFE

Read workplace guidance to help develop and update your COVID-19 safety plan:

- Facilities maintenance
- Parks and recreation
- Live performance sector
- Outdoor recreation

Fitting Rooms

- Fitting rooms at retail settings were permitted to reopen with restrictions in Stage 1 and Stage 2.
- All fitting rooms may reopen, as long as patrons are not permitted to occupy adjacent fitting room stalls at any one time.
- Cleaning and disinfection between fitting room customers should continue.

Interactive Exhibits at Museums, Attractions and Heritage Institutions

- Attractions and heritage institutions, including museums, galleries, aquariums, zoos, science centres, landmarks, historic sites and similar attractions were permitted to reopen in Stage 2.
- In addition to the exhibits opened in Stage 2, high-contact surfaces such as interactive exhibits and displays may open. They must be cleaned and disinfected frequently.
- All special events, instructional classes and performances at these locations are subject to gathering limits and physical distancing measures.

Libraries

- Libraries were permitted to resume limited on-site services in Stage 2.
- In addition to the services resumed in Stage 2, libraries may reopen for all on-site services, as long as materials that are circulated, returned or accessed within the library are disinfected or quarantined before being recirculated.

Live Shows, Performing Arts and Movie Theatres

Concerts, artistic events, theatrical productions, performances, and movie theatres may resume operations, including rehearsals, with the following restrictions:

- Performers must maintain physical distancing of two metres from every other person, except from other performers where necessary for purposes of the performance.
- Audiences are subject to the number of people that can maintain physical distancing of at least two metres and cannot exceed gathering limits of 50 indoors and 100 outdoors. This applies to the entire facility, regardless of the number of theatres or performance stages within the facility.
- Performers and staff are not included in the gathering limits.
- Plexiglass or some other impermeable barrier is required between the audience and singers as well as players of brass or wind instruments.
- Drive-in and drive-through venues, as permitted in Stage 2, are not subject to gathering limits.
- Concessions stands at drive-through venues may be accessed in-person or by drive-through or delivery to vehicles.

Personal Care Services

- Personal care services, including but not limited to hair salons, spas, tanning salons, tattoo studios, diet centres and beauty salons, were permitted to open in Stage 2.
- In addition to the services permitted in Stage 2, all services that tend to a customer's face are permitted (e.g., facials, ear piercing, eyebrow grooming and eyelash extensions).

KEEP PERSONAL CARE SERVICES SAFE

Read workplace guidance for personal care services to help develop and update your COVID-19 safety plan.

The Workplace PPE Supplier Directory has a list of Ontario companies ready to supply PPE.

- Patrons must wear face coverings except while receiving services on an area of their face that would otherwise be covered by a face covering.
- Workers must wear appropriate personal protective equipment (PPE).
- Personal care services must take measures to enable physical distancing between patrons, such as limiting the number of people who may be in the business at any one time.
- Businesses should consider operating by appointment wherever possible.
- Businesses should also consider recording each patron's name and contact information to support effective contact tracing in case of an outbreak.
- Oxygen bars, bath houses, steam rooms and saunas are not yet permitted to open.

Playgrounds and Play Structures

- Outdoor playgrounds and play structures are permitted to reopen in Stage 3.
- Physical distancing of at least two metres must be in place at all indoor playgrounds and play structures, except between individuals from the same household or social circle.

Recreational Courses and Instruction

- Examples of recreational courses and instruction include music lessons, language classes, tutoring and art classes.
- All instructional classes are subject to gathering limits.
- Physical distancing must be in place for participants, other than when necessary for instruction. Face coverings are recommended in those situations.
- Equipment must be cleaned and disinfected frequently.
- Plexiglass or some other impermeable barrier and physical distancing are required for any instruction that involves singing or playing wind or brass instruments.

Recreational Attractions and Businesses

- In Stage 2, outdoor recreational facilities that operate low-contact attractions and activities were allowed to reopen. Indoor recreational activities can resume in Stage 3.
- Examples of indoor recreational facilities and attractions include arcade rooms, escape rooms, bowling alleys, and pool halls.
- Physical distancing of at least two metres must be in place.
- Equipment must be cleaned and disinfected frequently.
- Karaoke is permitted only outside of private karaoke rooms, which are not yet able to open in Stage 3, with restrictions including barriers, physical distancing and increased cleaning and disinfecting.

Restaurants, Bars and Nightclubs

- All restaurants, bars, concession stands, and other food and drink establishments may open for indoor dine-in.
- Nightclubs are not yet safe to open, except for the purpose of serving food or drinks to patrons in accordance with the conditions that apply to restaurants and bars.

KEEP DINING SAFE

Read workplace guidance for restaurants and bars to help develop and update your COVID-19 safety plan.

- All patrons must be seated when eating or drinking at the establishment.
- Establishments must take appropriate measures to ensure physical distancing of at least two metres between patrons from different tables, unless separated by plexiglass or some other impermeable barrier.
- Buffet-style service is not yet permitted in Stage 3.
- Singing or music may be performed by a person or group at the restaurant or bar, with restrictions, including barriers between the performers and patrons and physical distancing. Dancing may only be performed by someone working at the establishment with restrictions.
- Karaoke is permitted only outside of private karaoke rooms, which are not yet permitted to open in Stage 3, with restrictions including barriers, physical distancing and increased cleaning and disinfecting.
- Physical distancing of two metres between patrons from different households or social circles also continues to apply to food trucks, food courts, concession stands and tours, including tastings at wineries, breweries and distilleries.

Team Sports and Live Sporting Events

- Prolonged or deliberate contact while playing sports is not permitted.
- Team sports in which body contact between players is either an integral component of the sport or commonly occurs while engaged in the sport (e.g., wrestling, judo) are not yet permitted, unless the approach can be modified to prevent prolonged or deliberate physical contact.
- Amateur and recreational sports leagues may resume so long as they do not allow prolonged or deliberate physical contact between players or if they have modifications to avoid physical contact between players.
- Leagues must contain no more than 50 participants total. If participants in a league exceed 50, the league may divide into smaller groups of no more than 50. Players are not yet permitted to play against players outside of their league or group.
- Spectators at all sporting events, including professional sports, will be subject to gathering limits and physical distancing measures, with assigned seating where possible.

Tour and Guide Services

- For tour and guide services, including boat tours, the number of patrons is subject to gathering limits.
- Physical distancing of at least two metres must be maintained between all individuals, except for those from the same household or social circle.
- The outdoor gathering limit of 100 applies if patrons will be outside for the duration of the tour except to access washrooms, in transit to an outdoor area, or for health and safety reasons.
- As with other gatherings and events, the indoor gathering limit of 50 applies if the gathering is fully or partially indoors.

Beyond Stage 3: A Path to Recovery

The health and well-being of the people of Ontario will continue to guide every step of the government's response to COVID-19. The success of Stage 3 will be critical for Ontario's long-term economic recovery. As more businesses and activities reopen, the Chief Medical Officer of Health and public health officials will continue to closely monitor the evolving situation to advise when more regions can enter Stage 3, if public health restrictions can be further eased, or if they need to be tightened or reapplied.

With almost all businesses and public spaces reopening in Stage 3, Ontario has put enhanced case and contact management in place to quickly test, trace and isolate cases of COVID-19 to prepare for any future outbreaks, surges or waves. Just as important, people must continue to follow public health advice and workplace safety guidelines to keep each other safe. This is about treating each other with respect and taking personal responsibility, so that we can successfully beat COVID-19 and get on the path to a strong recovery.

The COVID-19 pandemic has affected everyone. As more of the province safely and gradually reopens, people are encouraged to support small businesses in their communities, shop local and look for products that are Ontario made. We are all in this together, and together we will emerge stronger than ever before.

The Ontario Spirit will continue to carry us forward as we work towards recovery and begin building a brighter and more prosperous future for every family, in every region of our province.

Additional Resources

- Find workplace safety guidance documents to prepare for reopening.
- Work with the government on a reopening plan.
- Develop your COVID-19 workplace safety plan.
- Learn more about Stage 2 of reopening.
- Learn more about Stage 1 of reopening.
- Learn more about *A Framework for Reopening our Province.*
- Read Ontario's enhanced case and contact management strategy.
- Learn more about social circles.
- Learn more about Ontario's approach to reopening schools for the 2020-21 school year.
- Learn more about reopening child care centres.
- Learn more about the first phase of *Ontario's Action Plan: Responding to COVID-19.*
- Provide your input on the economic impacts of COVID-19 and the next phase of *Ontario's Action Plan.*
- Visit Ontario's website to learn more about how the government continues to protect people from COVID-19.

City of Kawartha Lakes

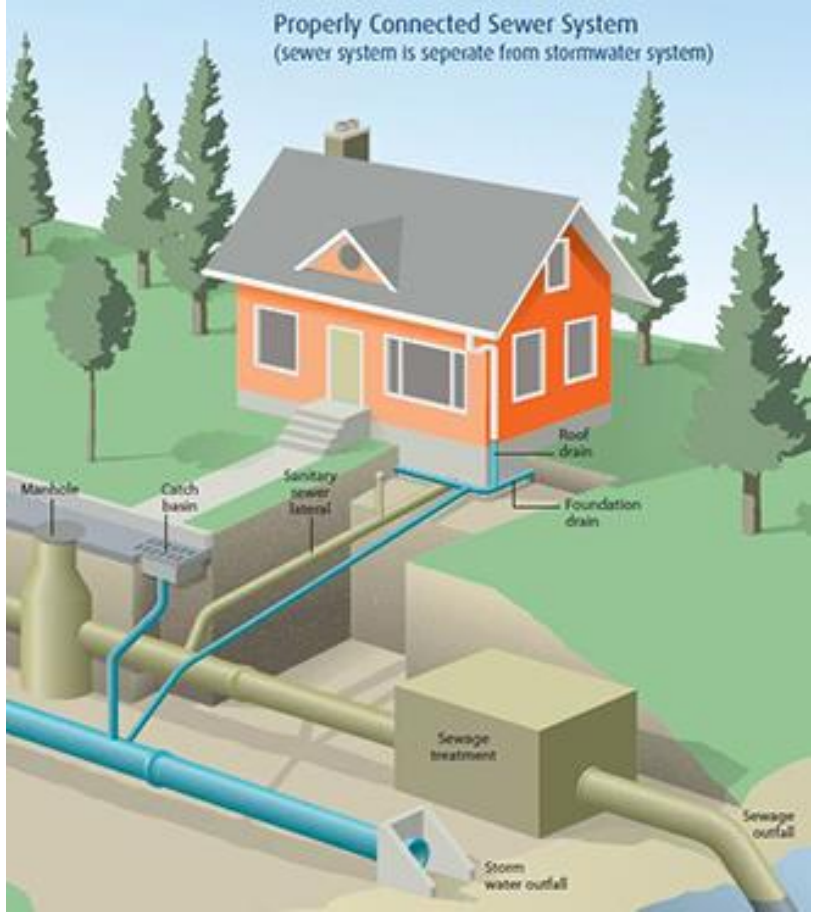
Sanitary Sewer Collection Systems

July 28, 2020

What is a Sanitary Sewer Collection System?

- Sanitary sewers, or wastewater pipelines, transport wastewater from homes and businesses to a centralized treatment plant

- The sanitary sewer system contains sewer laterals that connect individual buildings to main sewer pipelines.



Types of Sewers

- Sanitary Sewers - carry all the effluent from toilets, showers and sinks to the wastewater treatment plant
- Storm sewers carry rainwater to the lake / river / creek / ponding area
- Combined sewers- carry both to the wastewater treatment plant

- CKL responsible for ~54.5 km of sanitary sewer piping in 6 wastewater systems

Sanitary Sewer Pipes

- Most sewers are gravity fed
- Minimum allowed flow velocity in the pipe is 2.0 ft/s or .67 m/s
- Grade and alignment are therefore critical with sewers
- Systems designed to allow a small amount of I&I at 0.26L/sec/ha.

Typically made from:

- PVC
- Vitrified Clay
- Asbestos Cement
- Concrete

Maintenance

- Annual cleaning
  - Typically done with a hydraulic flusher that blasts high pressure water through the pipes to remove sediment build up and blockages
- Manhole Repairs
  - Grouting, parging, moduloc, frame and cover replacements, rain bladder installs
- CCTV Inspections
  - Performed in known problem areas or in advance of reconstruction projects

Repairs

- Less common than watermain repairs
- Smoke testing can indicate cross connections
- Often requires costly inspection CCTV equipment to determine extent of issues
- Requires complete excavation

Common issues with Sanitary Sewers

- Infiltration and inflow
- Identification of leaks
  - Usually only camera areas once the general location is determined due to expense
- Illegal connections by private home owners
  - Roof downspout connection, sump pump connections
- Blockages – from both improper usage and outside environment (i.e. roots)

Inflow and Infiltration

- MECP guidelines (based on OPS 410 and ASTM C969M) does not allow infiltration in collection system design to be in excess of 0.0375 liters/millimeter diameter/100 meters of sewer pipe/ hour
- CKL's infiltration factor is set at 0.26L/sec/Ha (MECP Design)
- MECP notes that approximately 15-20% of wastewater treated at WPCP comes from I&I
  - 1 L/s of I&I can represent a cost of $95,000 per year to the average municipality (Norton Engineering, 2017)

Inflow and Infiltration

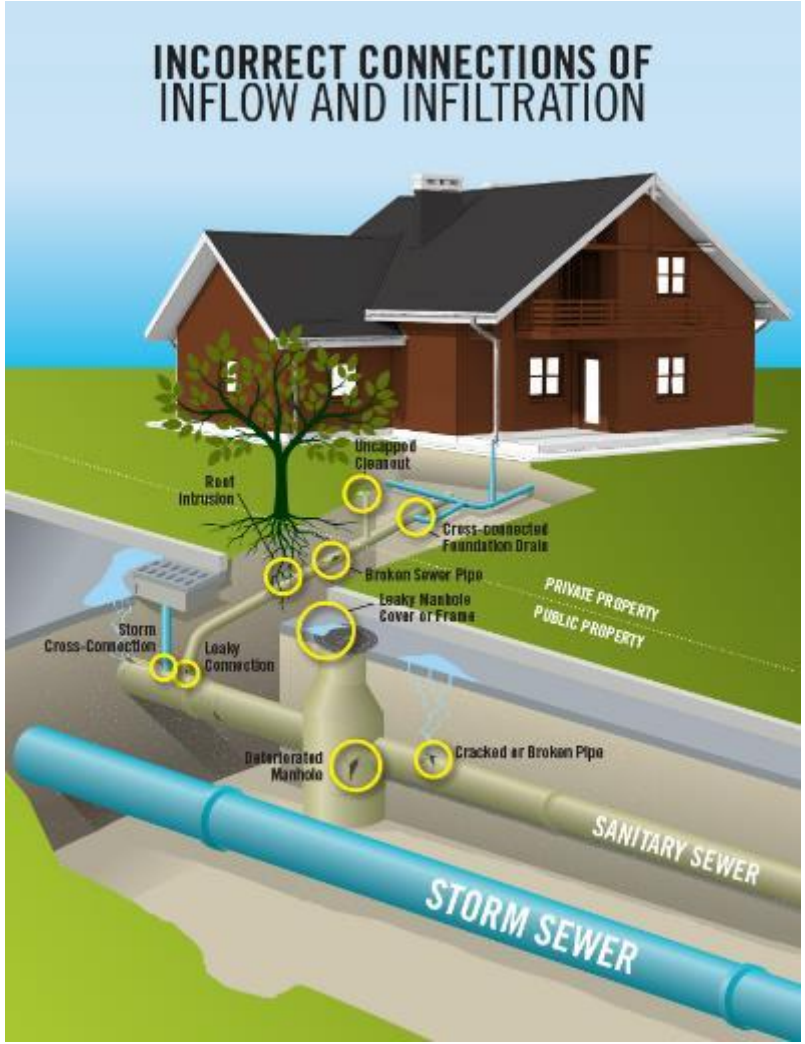
What is I&I?

Infiltration:

Groundwater that enters through holes and cracks in manholes, laterals and sewer pipes.

Inflow:

Water from rainfall or snow melt that enters the sewage system through direct sources such as yard, roof and downspouts, cross-connections with storm drains, foundation drains, and manhole covers.

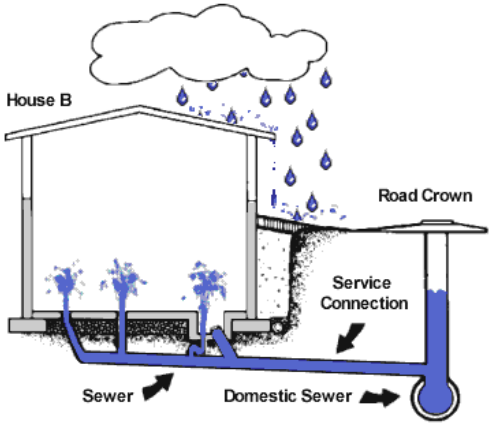


Sources of I&I…

Cracks/breakages

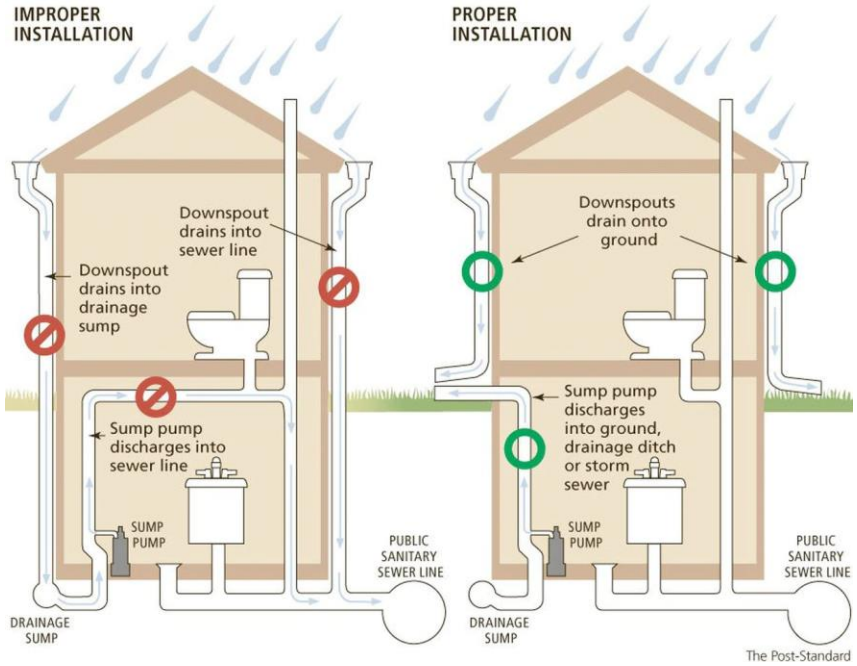
Blockages – build ups

Which leads to sewer surcharging…



Illegal connections

- Illegal roof drains, sump pumps, and foundation drains connected to the City's sanitary sewer system can overload the collection mains
- Also sends groundwater to the wastewater treatment plant, consuming expensive wastewater treatment capacity



Sewer Use By-Law

2016-006 “A By-law to Establish Management and Use of Sewer Works”

- Is a regulatory strategy aimed at reducing contaminants to the sewer system by dealing with waste at its source.
  - Protects the health and safety of residents, the integrity of infrastructure and the wastewater treatment process, and the quality of biosolids and plant effluent discharged to the environment.
  - Also serves as a mechanism to ensure that steps are being taken to maintain the City’s compliance with environmental legislation such as the Fisheries Act, Ontario Water Resources Act and the Environmental Protection Act.

- The Sewer Use By-Law provides the legal framework necessary to achieve these goals by delineating what types of matter may or may not be discharged to the sewage works and how. It contains general prohibitions, restrictions, discharge limits, and specifies conditions for the discharge of certain materials

Responsibilities

- Defined in Sections 6 & 7 of by-law but essentially:
  - CKL is responsible for maintaining the sewer main and lateral from main to property line in accordance with applicable Acts and Regulations.
  - homeowner is responsible from property line to house including all costs related to maintenance, replacements, relocations, inspection tees, access points, and all internal plumbing.
    - As well as ensuring their effluent meets parameter limits as defined in Table 1 of by-law
  - homeowner also responsible for initial costs of installation of lateral from main to property line

Fines and Enforcement of By-law

- Fine structure:
  - Residential fines - up to $5,000 for 1st offence, $10,000 for repeated.
  - Corporation - $25,000 for 1st offence, $50,000 for repeated
- The City prefers to work with residents and industry to reduce the pollutant loadings and illegal connections through voluntary and negotiated compliance. This might include such things as the establishment of monitoring programs, discharge agreements, compliance programs and best management practices.
- Enforceable by every municipal law enforcement officer, the Chief Building Official and every Building Inspector under S.10.08 of Bylaw and in accordance with Municipal Act, 2001.

Identifying illegal connections

Creating a Disconnect Program:

- Survey individual buildings to discover where connections to storm drains exist
- Inspect sewer lines with television equipment to visually identify all physical connections (when cost makes sense)
- Compare the results of the field tests and the video inspection with the known connections on the map. Suspicious areas should be further investigated.
- Remove and test sediment from the catch basins or equivalent structures.
- Inspect connections in question to determine whether they should be connected to the storm drain system or to the sanitary sewer. Use methods of identification such as dye testing, visual inspection, smoke testing, or flow monitoring

Implementation of such a program will require additional resources from Engineering Department and will require a further investigation to determine practicality

Awareness is key

Also important to raise public awareness as many properties do not even realize they have illegal connections. Education programs to make residents aware of the issues to look for could be beneficial.

- Promote rain barrel usage to reduce water entering collection system
- Repairing and/or removing down spout connections that appear to enter the ground
- Having qualified plumbers inspect basements sump pump connection

Cost challenges

- Sewer main installation varies greatly depending on the size required.
  - 450 mm sewer main costs ~$850.00 per meter
  - 1350 mm sewer main costs $1570.00 per meter
- Maintenance holes and catch basin installations costs $9,800 - $26,000/ea depending on size
- These cost estimates are individual items included as part of an overall road reconstruction project. Other work such as removals, road granular material, asphalt restoration, concrete works and any other mobilization/demobilization, insurance, traffic control etc. would be in addition to the prices included above.

Challenges continued

- 100 mm lateral off of main costs approximately $463.30 per meter to install on municipal side as part of a reconstruction project
- If a storm sewer system exists within the roadway, costs for storm lateral installation from main to property line is approx. $15,000-$25,000 depending on specific site conditions, length, amount of restoration
- Homeowners would be responsible for costs of installation from property line to house. Additional plumbing work may also be required.

Questions & Feedback

The Corporation of the City of Kawartha Lakes

Council Report

Report Number WWW2020-004

Meeting Date: July 28, 2020

Title: Sanitary Sewer Back Up Report

Description: A summary of events and causes for sanitary backups on January 11, 2020 on Lori Blvd, Lindsay

Ward Number: 5

Author and Title: Amber Hayter, Supervisor, Water & Wastewater Operations

---

Recommendation(s):

That Report WWW2020-004, **Sanitary Sewer Back Up Report**, be received.

Department Head:_____

Financial/Legal/HR/Other:_____

Chief Administrative Officer:_____

Background:

At the Council Meeting of January 28, 2020 Council adopted the following resolution:

CR2020-023

Moved By Councillor Dunn

Seconded By Councillor Yeo

That the Memorandum from Councillor Dunn, regarding a **Sanitary Sewer Back-up**, be received; and

That staff prepare a report that identifies the cause of the sanitary sewer back up, during an extreme weather event, that impacted Northern and Eastern portions of Ward 5 on January 11th, 2020 and report back to Council by the end of Q2, 2020.

Carried

This report addresses that direction.

On January 11th, 2020 an extreme weather event occurred throughout the City of Kawartha Lakes. Rainfall in the area was recorded at approximately 60 mm, which fell in a relatively short period of time. In addition to significant amounts of rainfall, warmer than seasonal temperatures also caused significant snow melt to occur. There were reports of flooding in many areas throughout the City due to the excessive rain and snow melt. Unfortunately, a number of homes in Lindsay also experienced sanitary sewer backups.

As identified in the sanitary sewer presentation that was presented to Council on July 28, 2020, as attached, there are a number of potential causes for sanitary sewer backups. They may include, blockages within the individual properties' sanitary lateral caused by roots, grease, non-flushable items, excessive flows caused by infiltration and inflow, and buildup of calcite around cracks and leaks in a pipe.

During large rain events flows in sanitary sewer systems often increase significantly due to various sources of infiltration and inflow (I&I). Inflow is where source water is capable to flow directly into a sewer system. A significant source of inflow is often illegal connections from private property owners of their roof drains, sump pumps and foundation drains to the sanitary sewer system. Other sources of inflow are from road surfaces when roads become flooded and water enters the system through the tops of manhole lids. Infiltration is where extraneous flows enter the system via groundwater such as through cracks in pipes and manhole structures. This type of excess flow however is often delayed

and higher flows are experienced often for a few days after a storm event as the water saturates the ground.

Sanitary sewers are designed to accommodate a specific capacity of flow based on population for the contributing areas, only a small percentage is incorporated into the sizing to accommodate I&I. Sanitary sewers cannot be oversized as they would not function properly during normal flow conditions. Pipes are sized to ensure that flows maintain a certain velocity in order to keep pipes clear of buildup. Gravity sewers are also designed and installed at certain elevations, in order to ensure there is a proper amount of slope to maintain adequate flow velocity.

Rationale:

The backups that occurred in the Northern and Eastern portions of Ward 5 within the Town of Lindsay on January 11, 2020 were the result of surcharging within the sanitary sewer collection system. The system saw an overall increase in flows of approximately 5.5 times the normal daily flow. The overall recorded flow from the sewage pumping stations in the Lindsay Wastewater Collection on January 11th was 67,744 m^3 compared to 12,724 m^3 on January 10th. Staff who responded to the emergency event did identify that the collection system in the area of the backups and upstream of that was overwhelmed with significant flows, primarily of which was clear water.

Staff performed an investigation in the weeks following the event with the help of a contractor to determine any potential causes of the backup, other than the extraneous flows. The system was flushed and camera inspected by CCTV. There were a few minor deficiencies identified in manholes and sewer lines, such as cracking in the structure and calcite buildup in sewers. The cracked sewer lines would have had minimal impact on the amount of flow in the pipe. The calcite buildup had no impact on the normal flow within the pipe, due to its location, and therefore would not have been identified until the next cycle of sanitary sewer flushing. The calcite was removed by the contractor following the inspection.

It was determined that the primary cause of the backups was the drastic increase in sanitary sewer flows, contributed to by the extreme weather event (intense rain combined with snow melt). The collection system became overwhelmed and was not able to handle the amount of wastewater flowing through the system, resulting in the homes at the lower elevation in the system to backup.

Maintenance is regularly performed on all sanitary sewer collection systems, which includes manhole inspections, sewer flushing, grouting, replacements, and CCTV inspections. Flushing of the entire sanitary sewer system is performed every four years, with dead-ends and problem areas flushed on an annual basis. This frequency exceeds industry standards, but is important to ensure pipes are kept clean and to mitigate any issues such as backups. Annually, there is a

program in place to perform manhole maintenance which includes grouting and sealing of cracks, replacement of manhole moduloc, frames and covers, all helping to reduce the amount of infiltration. Rain bladders are also installed in manhole lids where they are located in lower areas within a road surface, preventing water from entering the holes in the top of manhole lids. CCTV inspections are performed in advance of capital improvements and on an as needed basis. CCTV inspections are quite costly, and therefore it is not economically viable to perform on a regular maintenance schedule.

By-law 2016-006 “A By-law to Establish Management and Use of Sewer Works”, prohibits the discharge of “storm water, ground water, roof drainage or water from building foundations, storm water leaders, downspout, sump pumps, watercourses or dewatering” into the sanitary sewer systems. Although the by-law prohibits the discharge, there is no formal program in place to enforce and assist property owners with the disconnection of illegal connections. The largest portion of excess flows into the sanitary sewer system comes from these types of illegal connections from private homes/businesses.

To prevent future backups individual property owners can install a backwater valve on their sanitary sewer lateral that comes to their house, which will prevent sewage from backing up into their basement. More information on backwater valves is included in Council report WWW2020-005 Flood Prevention Subsidy Report.

Implementation of a Disconnect Program could be developed to help eliminate illegal connections, and reduce the risk of sewer surcharging during extreme weather events, however would require resources from other City Departments such as Engineering, Building and By-law. Additional costs to the City and the property owners would be incurred in order to successfully implement, administer and enforce this program. Although disconnecting connections from the sanitary sewer systems would alleviate the risk of sewer backups caused by extraneous flows, it poses additional challenges on other infrastructure such as providing appropriate storm sewers and ditches to handle the water. Re-directing flows improperly could result in flooding or icing of properties and roadways which could have negative implications. A combined presentation on Mandatory Connection and Sanitary Disconnect was presented to Council in 2014 as a Black Belt initiative. Follow up to the presentation was the implementation of the Mandatory Connection program, no further action was taken regarding the sanitary Disconnect Program.

Other Alternatives Considered:

The purpose of this report is to provide information to Council, however Council could choose to adopt the following resolution that would direct staff to explore a sanitary sewer disconnect program:

That staff be directed to review the development and implementation of a sanitary sewer disconnect program and report back to Council by the end of the Q1 2021.

Financial/Operation Impacts:

There are no financial or operational impacts from the recommendations in this report. Should Council choose to implement a sanitary sewer disconnection program, costs will need to be identified by required departments in a subsequent review and report to Council.

Relationship of Recommendation(s) To The 2020-2023 Strategic Plan:

The recommendation to Council is consistent with the Council Adopted Strategic Plan in the following ways:

“Good Government” – this report clearly identifies that operations are continually striving to meet this strategic priority by ensuring that municipal assets are well maintained and well managed. The priority is also met by continuing to ensure services are delivered efficiently and effectively.

“Healthy Environment” – the operations and maintenance of municipal wastewater systems in compliance with regulations, continues to ensure that water quality is protected and enhanced.

Consultations:

Director of Public Works

Insurance Risk Management Coordinator

Director of Engineering & Corporate Assets

Attachments:

Appendix A
WWW2020-004 Sani

Department Head E-Mail: brobinson@kawarthalakes.ca

Department Head: Bryan Robinson

Appendix # A
to
Report # WWW2020-004

City of Kawartha Lakes

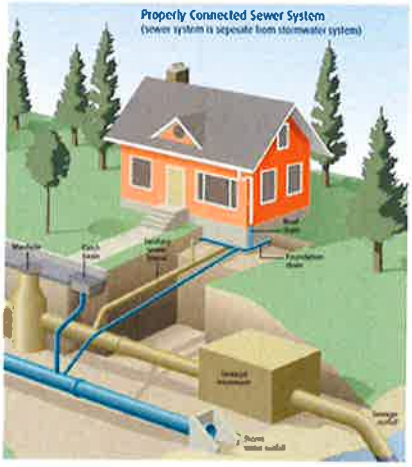
Sanitary Sewer Collection Systems

July 28, 2020

KAWARTHA LAKES

What is a Sanitary Sewer Collection System?

- Sanitary sewers, or wastewater pipelines, transport wastewater from homes and businesses to a centralized treatment plant
- The sanitary sewer system contains sewer laterals that connect individual buildings to main sewer pipelines.



Types of Sewers

- Sanitary Sewers - carry all the effluent from toilets, showers and sinks to the wastewater treatment plant
- Storm sewers carry rainwater to the lake / river / creek / ponding area
- Combined sewers- carry both to the wastewater treatment plant

- CKL responsible for ~54.5 km of sanitary sewer piping in 6 wastewater systems

kawarthalakes.ca

Slide 3

Sanitary Sewer Pipes

- Most sewers are gravity fed
- Minimum allowed flow velocity in the pipe is 2.0 ft/s or .67 m/s
- Grade and alignment are therefore critical with sewers
- Systems designed to allow a small amount of I&I at 0.26L/sec/ha.

Typically made from:

- PVC
- Vitrified Clay
- Asbestos Cement
- Concrete

kawarthalakes.ca

Slide 4

Maintenance

- Annual cleaning
  - Typically done with a hydraulic flusher that blasts high pressure water through the pipes to remove sediment build up and blockages
- Manhole Repairs
  - Grouting, parging, moduloc, frame and cover replacements, rain bladder installs
- CCTV Inspections
  - Performed in known problem areas or in advance of reconstruction projects

kawarthalakes.ca

Slide 5

Repairs

- Less common than watermain repairs
- Smoke testing can indicate cross connections
- Often requires costly inspection CCTV equipment to determine extent of issues
- Requires complete excavation

kawarthalakes.ca

Slide 6

Common issues with Sanitary Sewers

- Infiltration and inflow
- Identification of leaks
  - Usually only camera areas once the general location is determined due to expense
- Illegal connections by private home owners
  - Roof downspout connection, sump pump connections
- Blockages – from both improper usage and outside environment (i.e. roots)

kawarthalakes.ca

Slide 7

Inflow and Infiltration

- MECP guidelines (based on OPS 410 and ASTM C969M) does not allow infiltration in collection system design to be in excess of 0.0375 liters/millimeter diameter/100 meters of sewer pipe/ hour
- CKL's infiltration factor is set at 0.26L/sec/Ha (MECP Design)
- MECP notes that approximately 15-20% of wastewater treated at WPCP comes from I&I
  - 1 L/s of I&I can represent a cost of $95,000 per year to the average municipality (Norton Engineering, 2017)

kawarthalakes.ca

Slide 8

Inflow and Infiltration

kawarthalakes.ca

Slide 9

What is I&I?

Infiltration:

Groundwater that enters through holes and cracks in manholes, laterals and sewer pipes.

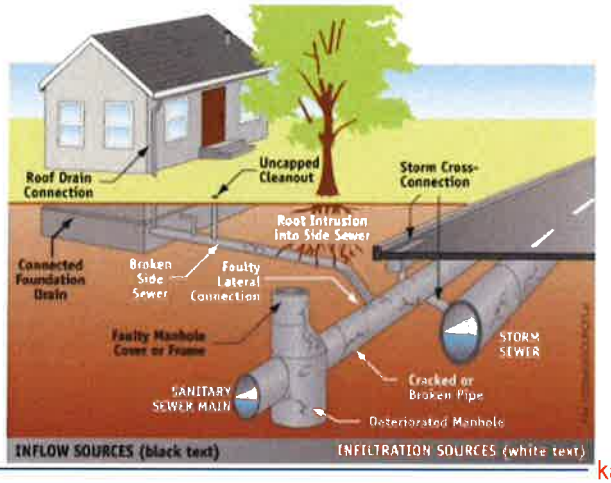
Inflow:

Water from rainfall or snow melt that enters the sewage system through direct sources such as yard, roof and downspouts, cross-connections with storm drains, foundation drains, and manhole covers.

kawarthalakes.ca

Slide 10

Sources of I&I…



kawarthalakes.ca

Slide 11

Cracks/breakages

kawarthalakes.ca

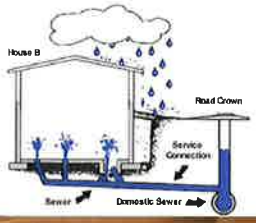
Slide 12

Blockages – build ups

kawarthalakes.ca

Slide 13

Which leads to sewer surcharging…

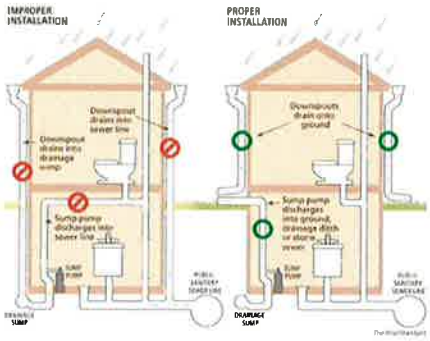


kawarthalakes.ca

Slide 14

Illegal connections

- Illegal roof drains, sump pumps, and foundation drains connected to the City's sanitary sewer system can overload the collection mains
- Also sends groundwater to the wastewater treatment plant, consuming expensive wastewater treatment capacity



kawarthalakes.ca

Slide 15

Sewer Use By-Law

2016-006 "A By-law to Establish Management and Use of Sewer Works"

- Is a regulatory strategy aimed at reducing contaminants to the sewer system by dealing with waste at its source.
  - Protects the health and safety of residents, the integrity of infrastructure and the wastewater treatment process, and the quality of biosolids and plant effluent discharged to the environment.
  - Also serves as a mechanism to ensure that steps are being taken to maintain the City's compliance with environmental legislation such as the Fisheries Act, Ontario Water Resources Act and the Environmental Protection Act.
- The Sewer Use By-Law provides the legal framework necessary to achieve these goals by delineating what types of matter may or may not be discharged to the sewage works and how. It contains general prohibitions, restrictions, discharge limits, and specifies conditions for the discharge of certain materials

kawarthalakes.ca

Slide 16

Responsibilities

- Defined in Sections 6 & 7 of by-law but essentially:
  - CKL is responsible for maintaining the sewer main and lateral from main to property line in accordance with applicable Acts and Regulations.
  - homeowner is responsible from property line to house including all costs related to maintenance, replacements, relocations, inspection tees, access points, and all internal plumbing.
    - As well as ensuring their effluent meets parameter limits as defined in Table 1 of by-law
  - homeowner also responsible for initial costs of installation of lateral from main to property line

kawarthalakes.ca

Slide 17

Fines and Enforcement of By-law

- Fine structure:
  - Residential fines - up to $5,000 for 1st offence, $10,000 for repeated.
  - Corporation - $25,000 for 1st offence, $50,000 for repeated
- The City prefers to work with residents and industry to reduce the pollutant loadings and illegal connections through voluntary and negotiated compliance. This might include such things as the establishment of monitoring programs, discharge agreements, compliance programs and best management practices.
- Enforceable by every municipal law enforcement officer, the Chief Building Official and every Building Inspector under S.10.08 of Bylaw and in accordance with Municipal Act, 2001.

kawarthalakes.ca

Slide 18

Identifying illegal connections

Creating a Disconnect Program:

- Survey individual buildings to discover where connections to storm drains exist
- Inspect sewer lines with television equipment to visually identify all physical connections (when cost makes sense)
- Compare the results of the field tests and the video inspection with the known connections on the map. Suspicious areas should be further investigated.
- Remove and test sediment from the catch basins or equivalent structures.
- Inspect connections in question to determine whether they should be connected to the storm drain system or to the sanitary sewer. Use methods of identification such as dye testing, visual inspection, smoke testing, or flow monitoring

Implementation of such a program will require additional resources from Engineering Department and will require a further investigation to determine practicality

kawarthalakes.ca

Slide 19

Awareness is key

Also important to raise public awareness as many properties do not even realize they have illegal connections. Education programs to make residents aware of the issues to look for could be beneficial.

- Promote rain barrel usage to reduce water entering collection system
- Repairing and/or removing down spout connections that appear to enter the ground
- Having qualified plumbers inspect basements sump pump connection

kawarthalakes.ca

Slide 20

Cost challenges

- Sewer main installation varies greatly depending on the size required.
  - 450 mm sewer main costs ~$850.00 per meter
  - 1350 mm sewer main costs $1570.00 per meter
- Maintenance holes and catch basin installations costs $9,800 - $26,000/ea depending on size
- These cost estimates are individual items included as part of an overall road reconstruction project. Other work such as removals, road granular material, asphalt restoration, concrete works and any other mobilization/demobilization, insurance, traffic control etc. would be in addition to the prices included above.

kawarthalakes.ca

Slide 21

Challenges continued

- 100 mm lateral off of main costs approximately $463.30 per meter to install on municipal side as part of a reconstruction project
- If a storm sewer system exists within the roadway, costs for storm lateral installation from main to property line is approx. $15,000-$25,000 depending on specific site conditions, length, amount of restoration
- Homeowners would be responsible for costs of installation from property line to house. Additional plumbing work may also be required.

kawarthalakes.ca

Slide 22

Questions & Feedback

kawarthalakes.ca

Slide 23

The Corporation of the City of Kawartha Lakes

Council Report

Report Number WWW2020-005

Meeting Date: July 28, 2020

Title: Flood Prevention Subsidy Report

Description: Feasibility of implementing a flood prevention subsidy program within the City of Kawartha Lakes

Ward Number: All

Author and Title: Robert MacPherson, Water and Wastewater Technician

---

Recommendation(s):

That Report WWW2020-005, **Flood Prevention Subsidy Report**, be received;

That Council does not establish and implement a Flood Prevention Subsidy Program at this time.

Department Head: _____

Financial/Legal/HR/Other: _____

Chief Administrative Officer: _____

Background:

At the Council Meeting of January 28, 2020 Council adopted the following resolution:

10.2.4 CC2020-01.10.2.4

> **Memo Regarding a Flood Prevention Subsidy**
> Councillor Dunn
>
> **CR2020-025**
> **Moved By** Councillor Dunn
> **Seconded By** Councillor Elmslie
>
> **That** the Memorandum from Councillor Dunn, regarding **the implementation of a Flood Prevention Subsidy,** be received; and
>
> **That** staff report on the feasibility of implementing such a program in the City of Kawartha Lakes and report back to Council by the end of Q2, 2020.

On January 11th, 2020 an extreme weather event occurred throughout the City of Kawartha Lakes (CKL). Rainfall in the area was recorded at approximately 60 mm, which fell in a relatively short period of time. In addition to significant amounts of rainfall, warmer than seasonal temperatures also caused significant snow melt to occur. There were reports of flooding in many areas throughout the City due to the excessive rain and snow melt. Due to this event, Council requested a review of the feasibility of implementing a back water valve subsidy program such as the ones in the City of Peterborough and the City of Toronto. This report addresses that request.

Rationale:

As identified in the sanitary sewer presentation and Report WWW2020-004 Sanitary Back Up Report, that was also presented to Council on July 28, 2020, there are a number of potential causes for sewer backups that can cause the flooding of basements. The vast majority of causes are due to unmaintained foundations cracking and leaking, failures in the properties weeping system, and issues in the private sanitary lines such as blockages caused by roots, grease, non-flushable items, age of infrastructure and buildup of calcite around cracks and leaks in a pipe. Seldom in CKL are the sewage back-ups caused by high flow events caused by extraneous flows (I&I) due to extreme weather events.

Currently, there are backflow prevention subsidies in areas of Ontario where flooding events occur more frequently such as Toronto and Peterborough. While these programs do offer subsidies for back water valve installations, they include more than just valve installations, and instead focus on flood prevention in general. Toronto offers 80% of the cost up to $3400 per property for

modifications to prevent flooding (maximum $1250 for back water valve installations, $1750 for sump pump installations and $400 for severing and capping illegal connections). Peterborough offers a very similar program but at 100% of the cost to a max allowance of $3000 per property (maximum $1000 for back water valve installations, $1500 for sump pump installations and $500 for severing and capping illegal connections). Neither program offers these subsidies to commercial properties, apartment buildings, and new builds and must also not have any outstanding taxes or debts owed to the municipality to be eligible for the program. Peterborough's program, however, has more specific criteria that must be met in order to be eligible to receive the subsidy. The property must either have a history of flooding or the municipality has contacted the owner about a non-conforming sanitary sewer connection identified on their property. Peterborough implemented their program as a reactive measure following a number of significant flooding events that occurred.

Over a 3-year period (2016-2019) there were 53 sewer back-up occurrences in CKL (47 in Lindsay, 4 in Fenelon Falls, 2 in Bobcaygeon, and none in the smaller systems); 52 were caused by reasons other than weather causing excessive flooding. The vast majority were caused by blockages and tree root growth on the private side of the sanitary line. The remaining 1 event was suspected as high flows as it was raining at the time but was never verified as the inspection did not find any cause for the back-up. Before the event in January 2020, the last confirmed case of sanitary sewage back-up caused by high flows was in Fenelon Falls in 2015, which was later determined to be an equipment malfunction at a pumping station causing capacity issues. The issue was rectified following the incident and measures were put in place to prevent reoccurrence. A retention tank was also installed to help manage extraneous flows during high flow events.

In 2014, Mandatory Connection and Disconnect Programs were brought forward to Council as part of a Black Belt Initiative. The Mandatory Connection Program was designed in response to this initiative but no further action was taken regarding the disconnection of illegal sanitary connections. In 2016, By-law 2016-006 "A By-law to Establish Management and Use of Sewer Works" was passed to increase the City's ability to protect the wastewater system infrastructure and the environment, by restricting the use of sewer works and setting discharge limits. Although the by-law prohibits the discharge of storm water into the sanitary sewer system through illegal connections such as sump pumps, foundation drains and roof drains, there is no formal program in place to enforce and assist property owners with the disconnection of illegal connections. The largest portion of excess flows into the sanitary sewer system comes from these types of illegal connections from private homes/businesses.

Since 2016, back water valves have been mandatory for all new buildings in CKL as per section 6.10 of By-law 2016-006 "A By-law to Establish Management and use of Sewer Works". The by-law also requires that back water valves are installed and maintained by the Owner at their expense. The installation and

inspection is administered by the Building Division as part of the building permit process during a new build. Currently, there is no program in place to follow up with property owners for the proper maintenance of each device. A 2019 report from the Intact Centre on Climate Adaptation at Waterloo University (Evans, C., Feltmate B. 2019) identified that 53% of homes in Ontario with back water valves do not perform annual maintenance, meaning there is no guarantee they would perform as intended.

Although there are currently some pieces of flood prevention in place through City by-laws and preliminary research into a program through the black belt initiative, there is no overall flood prevention program in place for the City. Should Council consider implementing a flood prevention subsidy program, components of the Disconnect Program presented to Council in 2014, would need to be implemented, in addition to criteria set for back water valve installations on properties that currently don't have one. In order to determine where illegal connections exist CCTV investigations would need to occur to identify the sources of inflow. CCTV investigations are costly as they require not only the sewer mains to be flushed in advance but require specialized camera equipment. The City currently does not have a CCTV program in place and only performs CCTV investigations on an as needed basis, primarily due to cost.

If a program is developed it would be best to implement and enforce in stages based on area. The program could focus primarily in Lindsay, Fenelon Falls, and Bobcaygeon, where most backups have occurred. The number of backups however over the last three years has been very minimal.

Given past history with implementation of the Mandatory Connection Program, it is felt that there may be very little interest in uptake by residents for a flood prevention program. Although the City may offer a subsidy, there would still be some costs to be borne by the property owner. Implementing and enforcing a back water valve subsidy program would require resources from a number of Departments, including Public Works, Engineering & Corporate Assets, Building Division and Finance. Resources would include, staff, equipment and budget to offer potential subsidies. Staffing resources would be required by the Building Division for permit issuance and inspection. Engineering staff would be responsible for implementing a disconnect program and Public Works and Finance would require staff to administer a subsidy program by determining eligibility, tracking of property installations and issuing payment.

Given the estimated costs of implementing a flood prevention subsidy program and the low frequency of backups that occur staff are not recommending the implementation of a flood prevention subsidy program at this time.

Other Alternatives Considered:

Similar to Durham Region an alternative to offering a subsidy could be to provide interest free loans. Durham's program allows for up to $3000 to be paid back over a 3-year term and added onto properties utility bills. This option would allow property owners to make the necessary modifications to their sanitary sewer service without adding a strain to the City's user rate budget. A further review of this option would be required by Corporate Services.

There is also the option of keeping the status quo with the responsibility for installation, maintenance and costs that of the property owner, given these events seldom occur due to extreme weather. There are currently no subsidies offered for new properties that are required to install these devices at time of construction and it would be unfair to have all ratepayers pay for the sole benefit of individual property owners.

Another alternative to consider would be to only provide subsidies for properties in areas such as portions of Fenelon Falls and Lindsay where there has been a history of sewage backups due to high flows. Given that the number of occurrences has been low, this creates an unfair advantage to certain communities over others within the overall user ratepayers of Kawartha Lakes.

Financial/Operation Impacts:

While Peterborough does not list their averages, the City of Toronto's program provides subsidies for approximately 2200 properties a year at a cost of an estimated $3,700,000, with an average subsidy of $1700 per property (actual cost is $2040 but they only pay for 80% of costs). If a subsidy program similar to Toronto's offering to pay 80% of the cost is implemented using their average of $1700 per property, the overall potential cost for approximately 11,300 users in Kawartha Lakes connected to the sanitary systems would be $19,210,000. If 100% was offered similar to Peterborough (based on $2040/property), it would represent an approximate cost of $23,052,000. This is a significant cost, and would not be affordable for the water and wastewater budget. Even phased in over 10 years, would still represent a cost of approximately $230,520 per year which is 1.2% of the overall user rate budget.

In addition to funds required to offer property owners a subsidy to disconnect or install a back water valve on private property, budget would be required to perform necessary CCTV investigations to determine locations of illegal connections. CCTV on average costs $5.00/m of sanitary sewer investigated. With approximately 55,000 m overall of sanitary sewers in CKL, this would be an approximate cost of $275,000. Disconnection is always site specific and may also require necessary storm infrastructure to be available in order to ensure

overland flooding does not occur. There would be additional costs if infrastructure is also required.

If the program was made voluntary it is unknown how many property owners would take advantage of a subsidy program, and therefore is hard to determine the level of staffing required to implement a program, and whether additional staff would be required by any departments. Some property owners have already taken the initiative as a preventative measure to install their own device. Installing a device at the homeowner's cost is an added insurance measure, to avoid costly insurance claims due to property damage in the event of a sewage back up.

Relationship of Recommendation(s) To The 2020-2023 Strategic Plan:

The recommendation to Council is consistent with the Council Adopted Strategic Plan in the following ways:

"Vibrant and Growing Economy" – will be met through the proper servicing and collection of appropriate user fees to fund the maintenance, capacity and growth of the municipal water and wastewater systems.

"Healthy Environment" - will be met by through community preparedness by ensuring that the necessary funds are secured in order to sustain water and wastewater infrastructure necessary to protect the health of the environment.

"Good Government" – will be met through increasing the efficiency and effectiveness of service delivery by streamlining rate adjustments within the by-law and ensuring that the municipal assets are well maintained and managed.

References:

Evans, C., Feltmate B. 2019. Water on the Rise: Protecting Canadian Homes from the Growing Threat of Flooding, Executive Summary. Intact Centre on Climate Adaptation, University of Waterloo

Consultations:

Supervisor, Water and Wastewater Operations
Director, Public Works
Chief Building Official
Director, Corporate Services

Attachments:

N/A

Department Head E-Mail: brobinson@kawarthalakes.ca

Department Head: Bryan Robinson

The Corporation of the City of Kawartha Lakes

Minutes

Planning Advisory Committee Meeting

PC2020-03
Wednesday, July 15, 2020
1:00 P.M. – Electronic Public Participation
Council Chambers
City Hall
26 Francis Street, Lindsay, Ontario K9V 5R8

Members:
Mayor Andy Letham
Deputy Mayor Patrick O'Reilly
Councillor Kathleen Seymour-Fagan
Councillor Andrew Veale
Mike Barkwell
Tammy Smith
Jason Willock

Accessible formats and communication supports are available upon request. The City of Kawartha Lakes is committed to accessibility for persons with disabilities. Please contact agendaitems@kawarthalakes.ca if you have an accessible accommodation request.

1. Call to Order and Adoption of Agenda

Chairperson Deputy Mayor O'Reilly called the meeting to order at 1:10 p.m. Mayor A. Letham, Councillors K. Seymour-Fagan, and A. Veale and M. Barkwell, T. Smith, and J. Willock were in attendance.

Deputy Clerk and Recording Secretary J. Watts was also in attendance. Attending electronically was Manager of Planning R. Holy, Manager of Policy Planning L. Barrie, Supervisor of Development Engineering C. Sisson, Planning Officer - Large Developments I. Walker, and Planners II A. Kalnina and M. LaHay.

Absent: T. Smith

The Chair opened the meeting and introduced Planning Advisory Committee and the members of staff present, and noted that members of the Public were invited to participate electronically, as well as watch a livestream of the meeting online.

PAC2020-012
Moved By Councillor Veale
Seconded By M. Barkwell

That the agenda for the Wednesday, July 15, 2020 Planning Advisory Committee Meeting be adopted as circulated.

Carried

2. Declarations of Pecuniary Interest

There were no declarations of pecuniary interest disclosed.

3. Public Meeting Reports

The Chair stated that, as required under the Planning Act, three public meeting are being held prior to the City of Kawartha Lakes Council making decisions on the following planning matters.

3.1 PLAN2020-021

Mark LaHay, Planner II
An application to amend the Village of Woodville Zoning By-law 1993-9 on land

described as Part of Lot 6, Concession 15 being Part Block M, Plan 119, Part 1, RP 57R-6698, former Village of Woodville, known as 99 Agnes Street - Teel

3.1.1 Public Meeting

The Chair requested staff to advise on the manner of giving notice for the proposed Zoning By-law Amendment. He also asked staff to briefly describe the proposal and summarize the correspondence, if any, received to date.

Mr. LaHay confirmed that the required notice was given in accordance with the Planning Act and circulated to each owner of land within 500 metres of the rural area, and 120 metres of the urban area, and a sign was posted on the subject property. He summarized the application, explaining that it proposes to rezone the subject land from the Rural General Exception One (A1-1) Zone on the rear portion of the property and the Residential Type One (R1) Zone on the front portion of the property to a Residential Type One Exception (R1-*) Zone to permit an accessory building on the rear portion of the property with a building height of approximately 5.5 metres. The effect of the amendment is to rezone the property to permit a residential accessory building (garage) on the rear portion as an accessory use to the existing dwelling on the subject land and to establish appropriate development provisions. The application is consistent with the Provincial Policy Statement, conforms to the Growth Plan and the Kawartha Lakes Official Plan. Mr. LaHay summarized the comments received to date, as detailed in his report, noting no additional comments were received subsequent to the writing of the report. Staff are recommending that the application be referred to Council for approval.

The Chair inquired if the applicant wished to speak to the application.

Kent Randall of EcoVue Consulting spoke as applicant on behalf of the owner, and stated that the Teels are seeking to build a garage, and the split zoning prevented them from doing so. They are seeking a consistent zoning over the whole property today.

The Chair inquired if anyone participating electronically wished to speak to the application.

No other persons spoke to the application.

The Public Meeting concluded at 1:18pm.

3.1.2 Business Arising from the Public Meeting

PAC2020-013
Moved By Councillor Veale
Seconded By M. Barkwell

That Report PLAN2020-021, respecting **Part of Lot 6, Concession 15 being Part Block M, Plan 119, Part 1, RP 57R-6698, former Village of Woodville, Application D06-2020-005**, be received; and

That a Zoning By-law, respecting application D06-2020-005, substantially in the form attached as Appendix D to Report PLAN2020-021 be approved for adoption by Council; and

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

Carried

3.2 PLAN2020-022

Mark LaHay, Planner II
An application to amend the United Townships of Laxton, Digby and Longford Zoning By-law 32-83, on land described as Part Lot 1, Concession 11, Parts 1-4, Plan 57R-8375, geographic Township of Laxton, known as 7178 Highway 35 - Koster, Sullivan and Ryall

3.2.1 Public Meeting

The Chair requested staff to advise on the manner of giving notice for the proposed Zoning By-law Amendment. He also asked staff to briefly describe the proposal and summarize the correspondence, if any, received to date.

Mr. LaHay confirmed that the required notice was given in accordance with the Planning Act and circulated to each owner of land within 500 metres, and a sign was posted on the subject property. He summarized the application, explaining that it proposes to rezone the subject land from the Commercial Recreation (C3) Zone to Commercial Recreation Exception (C3-*) Zones as a condition of the approval of a Consent application to sever the south portion of the subject lands to consolidate with the abutting commercial recreation lands adjacent to the shoreline. The effect of the zoning amendment is to recognize that the severed and consolidated parcel does not have direct frontage on a public street and, to permit development, it will rely on an existing access easement through the

retained lands with an existing frontage along Highway 35 of approximately 11.56 metres. In addition, a reduced minimum interior side yard setback along the new boundary line will be recognized for the existing 2-storey dwelling on the severed land and for the existing 1-storey dwelling and cottage cabins on the retained land of the Consent application. The application is consistent with the Provincial Policy Statement, conforms to the Growth Plan and the Kawartha Lakes Official Plan. Mr. LaHay summarized the comments received to date, as detailed in his report, noting that subsequent to the writing of the report additional comments were received from the Ministry of Transportation stating that they had no objections as the severance does not result in new frontage on Highway 35, and that the existing entrances will be used. Staff are recommending that the application be forwarded to Council for approval. He responded to questions from Committee members.

The Chair inquired if the applicant wished to speak to the application.

Ashlyn Kennedy from EcoVue Consulting Inc. spoke on behalf of the applicant and the owner, and stated that the rezoning was a condition of the consent. She stated that the purpose was to separate the tourist commercial uses from the uses of the resident on the land. She made herself available for any questions from the members of the committee.

The Chair inquired if anyone participating electronically wished to speak to the application.

P. Ryall was participating electronically in the meeting, however did not speak to the application.

No other persons spoke to the application.

The Public Meeting concluded at 1:26pm.

3.2.2 Business Arising from the Public Meeting

PAC2020-014
Moved By Councillor Seymour-Fagan
Seconded By J. Willock

That Report PLAN2020-022, respecting **Part Lot 1, Concession 11, Parts 1-4, Plan 57R-8375, geographic Township of Laxton, Application D06-2020-006**, be received; and

That a Zoning By-law, respecting application D06-2020-006, substantially in the form attached as Appendix D to Report PLAN2020-022 be approved for adoption by Council; and

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

Carried

3.3 PLAN2020-023

Ian Walker, Planning Officer - Large Developments
Applications to amend the City of Kawartha Lakes Official Plan and Township of Ops Zoning By-law 93-30 on land described as 57R-7429 Parts 1 and 2; Part of Lot 16, Concession 4, geographic Township of Ops known as 2133 Little Britain Road - 2548346 Ontario Inc.

3.3.1 Public Meeting

The Chair requested staff to advise on the manner of giving notice for the proposed Official Plan and Zoning By-law amendments. He also asked staff to briefly describe the proposal and summarize the correspondence, if any, received to date.

Mr. Walker confirmed that the required notice was given in accordance with the Planning Act and circulated to each owner of land within 500 metres, and a sign was posted on the subject property. He summarized the application, explaining that it proposes to change the land use designation from the 'Industrial' designation to the Highway Commercial designation with a special policy to maintain the existing abattoir use; and to change the zone category from the Agricultural Support (AS) Zone to the Highway Commercial Exception ** (CH-**) Zone to permit a range of highway commercial uses appropriate for the site, along with continued permission of the abattoir use. The application is consistent with the Provincial Policy Statement, conforms to the Growth Plan and the Kawartha Lakes Official Plan. Mr. Walker summarized the comments received to date, as detailed in his report, noting that subsequent to the initial writing of the report additional comments were received from the City's Part 8 Sewage Division who noted no objections or concerns. Staff are recommending that the application be referred back to staff for further review. He responded to questions from Committee members.

The Chair inquired if the applicant wished to speak to the application.

Kevin Duguay of KMD Community Planning spoke as the applicant, and on behalf of the owner. He thanked Mr. Walker for the report, and noted that this application is good news for the community as a business is expanding, and will provide an employment opportunity. He noted no access would be needed from Highway 7, and that the existing abattoir use would be retained with some enhancements that would be identified in the site plan process. Two new additional buildings would also be proposed, each with their own septic facility that will match the occupancy of the buildings. He stated that they held an Open House for the community, attended by 20 members of the public, who largely expressed concerns about the Highway 7 corridor improvements. He concluded that since no commenting agencies had addressed any concerns, he and the owner were seeking implementing by-laws to be approved at the next Council Meeting.

The Chair inquired if anyone participating electronically wished to speak to the application.

Andy Svetec, owner of the property stated he was present, and was satisfied with the presentation of Mr. Duguay.

No other persons spoke to the application.

The Public Meeting concluded at 1:37pm.

3.3.2 Business Arising from the Public Meeting

PAC2020-015
Moved By Mayor Letham
Seconded By J. Willock

That Report PLAN2020-023, **57R-7429, Parts 1 and 2; Part of Lot 16, Concession 4, Geographic Township of Ops, 2548346 Ontario Inc. – Applications D01-2020-002 and D06-2020-007**, be received;

That an Official Plan Amendment respecting application D01-2020-002, be prepared, approved and adopted by Council;

That a Zoning By-law Amendment respecting application D06-2020-007, be prepared, approved and adopted by Council; and

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

Carried

4. Deputations

5. Correspondence

6. City of Kawartha Lakes Reports

6.1 PLAN2020-014

Anna Kalnina, Planner II
Provincial Policy Statement 2020 Information Report

Ms. Kalnina presented an overview of her report highlighting the changes to the Provincial Policy Statement enacted in May of this year. She noted a comprehensive review would be required of City Plans and Policies to ensure that they conform with the new Provincial Policy Statement by 2022. She responded to questions from the members of the committee.

PAC2020-016
Moved By M. Barkwell
Seconded By Councillor Veale

That Report PLAN2020-014, **Provincial Policy Statement 2020 Information Report**, be received.

Carried

7. Adjournment

PAC2020-017
Moved By Councillor Veale
Seconded By J. Willock

That the Planning Advisory Committee Meeting adjourn at 1:52 p.m.

Carried

The Corporation of the City of Kawartha Lakes

Council Report

Report Number PLAN2020-018

Meeting Date:	**July 28, 2020**
Title:	Official Plan and Zoning By-law Amendments to permit a Continuum-of-Care Facility
Description:	Applications to amend the Town of Lindsay Official Plan and Zoning By-law to permit a 220-unit retirement home (Continuum-of-Care Facility) on the property identified as Vacant Land on Thornhill Road, Lindsay (2645286 Ontario Inc.)
Ward Number:	**Ward 5 – Lindsay**
Author and Title:	**Ian Walker, Planning Officer – Large Developments**

Recommendations:

That Report PLAN2020-018, **Part of Lot 21, Concession 4, 57R-7657 Part 1, Former Town of Lindsay, 2645286 Ontario Inc. – Applications D01-2019-005 and D06-2019-035**, be received;

That a By-law to implement the proposed Official Plan Amendment, substantially in the form attached as Appendix ‘C’ to Report PLAN2020-018, be approved and adopted;

That the zoning by-law amendment, substantially in the form attached as Appendix ‘D’ to Report PLAN2020-018, be approved and adopted;

That in accordance with Section 34(17) of the Planning Act, Council having considered the changes to the proposed Zoning By-law Amendment deems no further public notice to be necessary; and

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

Department Head:_____

Financial/Legal/HR/Other:_____

Chief Administrative Officer:_____

Background:

The statutory public meeting was held by the Planning Advisory Committee on December 4, 2019 and following resolution was passed:

> **PAC2019-087**
>
> **Moved By** J. Willock
>
> **Seconded By** M. Barkwell
>
> **That** Report PLAN2019-068, respecting Part Lot 21, Concession 4, Part 1, 57R-7657, former Town of Lindsay, 2645286 Ontario Inc. (Fieldgate Commercial) – Applications D01-2019-005 and D06-2019-035, be received; and
>
> **That** Report PLAN2019-068 respecting Applications D01-2019-005 and D06-2019-035 be referred back to staff to address issues raised through the public consultation process and for further review and processing until such time that all comments have been received from all circulated agencies and City departments, and that any comments and concerns have been addressed.
>
> **Carried**

This report addresses that direction.

The applicant has submitted applications for an official plan amendment and a zoning by-law amendment. The original proposal was to change the land use designation from the 'Institutions and Community Facilities' designation to the 'Residential' designation and to change the zone category from the 'Community Facility (CF) Zone' to a 'Residential High-Rise One Special ** (RH1-S**) Zone', to permit an eight (8) storey retirement residence with a total of 222-units including apartment and assisted living / independent living units along with associated parking and amenity space.

Through discussions with the applicant, staff have determined it would be more appropriate for the property to remain in the 'Institutions and Community Facility' designation, and to introduce a special policy to address the proposed new built form. Traditionally, 'nursing homes' have been considered to be an institutional use. The proposed building will provide a continuum-of-care, which provides for 'aging-in-place'. The building will be licensed under the 'Retirement Homes Act', and will contain a range of unit types. The proposed built form will function as a hybrid between a typical 'residential' use and an 'institutional' use. As such, the applications will now consider providing exceptions to the 'Institutions and Community Facilities' designation and 'Community Facility' zoning.

Owner:	2645286 Ontario Inc. c/o Fieldgate Commercial
Applicant:	Fieldgate Commercial c/o Stephanie Volpentesta
Legal Description:	57R-7657 Part 1; Part of Lot 21, Concession 4, Geographic Township of Ops, Former Town of Lindsay

Designation:	'Institutions and Community Facilities' on Schedule 'A' of the Town of Lindsay Official Plan	
Zone:	Community Facility (CF) Zone on Schedule 'A' of the Town of Lindsay Zoning By-law Number 2000-75	
Lot Area:	1.37 hectares [3.38 acres]	
Site Servicing:	Proposed full urban services: municipal water, sanitary sewer and storm sewer	
Existing Uses:	Vacant Land	
Adjacent Uses:	North:	Wilson Fields (baseball diamonds); Optimist Park (soccer fields); Colborne Street West
	East:	St. Joseph Road; Vacant Institutional lands; Retail Commercial (Whitney Town Centre)
	South:	Thornhill Road; Grocery Store (Loblaws); Kent Street West; Shopping Mall (Lindsay Square Mall)
	West:	City Thornhill Road Water Reservoir; Ontario Court of Justice

Rationale:

The property is located at the northwest intersection of St. Joseph Road and Thornhill Road, between Kent Street West to the south and Colborne Street West to the north, in the northwest quadrant of Lindsay. The subject property is located adjacent to a commercial area, with commercial uses along Kent Street West to the south, and sports fields to the north and northeast. See Appendix 'A'.

The property is currently vacant and consists of approximately 1.37 hectares, with frontage on St. Joseph Road and Thornhill Road. The east quarter of the property is wooded, with the balance being regenerating field. St. Joseph Road is classified as a collector road.

The applicant is applying on behalf of the owner to re-designate and rezone the lands to permit a 222-unit retirement residence. The retirement residence will be comprised of the following:

- Units on one floor with 24 hour nursing care, similar to the definition of a 'Nursing Home' in the Town of Lindsay Zoning By-law (Zoning By-law), but not licensed under the 'Nursing Home Act';
- Assisted living units without full kitchens, similar to the definition of a 'Senior Citizens' Home' in the Zoning By-law; and
- Independent living units with full kitchens, similar to the definition of an 'Independent Seniors' Apartment Building' in the Zoning By-law.

For density purposes, the Zoning By-law considers rooms for lodging in a Senior Citizens Home to be 0.5 units. For this proposed build, that would result in a density of approximately 125 dwelling units per hectare, based on the lot area and number of units. The independent apartment units will have their own private

kitchen and dining facilities; whereas the assisted living and 24 hour nursing care units will have a common dining room for the residents. There will be a combination of studio, one-bedroom, and two-bedroom units. Surface and one (1) level of underground parking will be provided on site with a total of 189 spaces proposed. An outdoor amenity area is proposed for resident use. See Appendix 'B'.

Since the writing of the original report, there were 4 main issues identified to resolve, including:

1. Planning Justification;
2. Rationale for the parking reduction request;
3. Issues relating to the Airport noise study; and
4. Affordability of the rental units.

Staff have worked with the applicant and various City Departments over the past few months to resolve the issues noted above. The applicant has submitted a Supplementary Planning Justification Report with respect to the proposed special policy within the existing 'Institutions and Community Facilities' designation and corresponding 'Community Facility Special (CF-S) Zone', and including the rationale for the proposed parking reduction of approximately 10%. Traditional 'nursing home' uses have typically been considered to be 'institutional' uses in many Official Plans and Zoning By-laws throughout Southern Ontario. Traffic Engineers have concluded that 185 parking spaces are sufficient for this proposal. Planning staff accept the rationale and justification provided in the updated report. Issues relating to the airport noise study have been resolved to the satisfaction of the Engineering and Corporate Assets Department, and the applicant has received comments from the Human Services Department as it relates to affordability of the units. The applicant will work closely with the Human Services Department through the subsequent Site Plan application to encourage affordability of the units.

The various reports and plans have been circulated to the applicable City departments and commenting agencies for review and comment, with no further concerns or issues raised, and all issues raised through the public and circulation processes have been addressed to the satisfaction of staff.

Provincial Policies:

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 (2019 Growth Plan):

These lands are identified as being within the 'Settlement Area' of Lindsay. Section 2.2.1 of the Growth Plan, 'Managing Growth' provides that growth should be directed towards settlement areas, and utilize existing or planned infrastructure. The City has already expended significant cost in providing servicing to the Jennings Creek Community Development Plan (JCCDP) Area, in anticipation of development of the greenfield lands to the north, which will be cost-recovered through a Municipal Act Capital Charge as development

proceeds in this area. This property, while located within the 'built boundary', will also be serviced by the North West Trunk Sewer, and subject to the applicable payment.

The policies of the Growth Plan encourage cities and towns to develop as complete communities which feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities; provide a diverse range and mix of housing options to accommodate people at all stages of life, and integrate green infrastructure and low impact development.

The applications conform to the Growth Plan in that they serve to permit a mix of housing options for seniors in order to accommodate people 'aging in place', and provide convenient access to local stores and services in the neighbourhood. The applications will also create full and part-time employment opportunities.

Provincial Policy Statement, 2020 (PPS, 2020):

The Provincial Policy Statement (PPS) provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural environment. The PPS requires planning authorities to manage and direct land use to achieve efficient and resilient development and land use patterns. Settlement areas are the focus of growth, including redevelopment which utilizes existing or planned infrastructure.

The applications for Official Plan and Zoning By-law Amendments were received and reviewed under the PPS, 2014, and staff concluded in Report PLAN2019-068 that the applications were consistent with the PPS, 2014.

The PPS, 2020 was released on February 28, 2020 and came into effect on May 1, 2020. In accordance with the Planning Act, subsection 3(5), a decision of the Council of a municipality shall be consistent with the policy statement that is in effect on the date of the decision. Therefore, the applications are now subject to the policies in the PPS, 2020.

The PPS, 2020 was reviewed for changes as they relate to these applications and staff confirm that there are no applicable changes in the PPS, 2020 that affect the applications. Staff are satisfied that the applications are consistent with the PPS, 2020.

Official Plan Conformity:

The City of Kawartha Lakes Official Plan (City Official Plan) was adopted by Council in September 2010 and approved by the Minister of Municipal Affairs and Housing (MMAH) in 2012. The City Official Plan included the subject property within the Urban Settlement Boundary of Lindsay as recommended by the Growth Management Study (GMS).

The Lindsay Secondary Plan (LSP) was adopted by Council in June 2017 and is currently under appeal to the Local Planning Appeal Tribunal (LPAT). Due to the

appeals, the subject land remains under the jurisdiction of the Town of Lindsay Official Plan (Lindsay Official Plan), where the subject lands are designated 'Institutions and Community Facilities' on Schedule 'A' of the Lindsay Official Plan. The applicant originally requested a change to the 'Residential' designation, which would permit a range of low, medium and high density residential uses; home occupations; and neighbourhood commercial uses. The revised Official Plan amendment will now keep the 'Institutions and Community Facilities' designation, which permits nursing homes; major institutional uses; government offices; places of worship; medical clinics; recreational, cultural and educational facilities; cemeteries; fairs or exhibition grounds; other public uses; and accessory uses. The proposed amendment will provide for a special policy to permit a 'Continuum-of-Care Facility' as a specific use.

Section 2 of the Lindsay Official Plan provides the Goals, Principles and Objectives of the Plan as it speaks to creating a Health Community. Specific objectives under 'Accessibility and Safety' include providing a safe pedestrian environment for all members of the community, so that special needs groups, including elderly persons and disabled persons are safe and will not be made to travel excessive distances. Specific objectives under 'Housing' include providing the present and future residents of Lindsay with a range of housing options; a diverse and adequate supply of residential types and tenure; encouraging housing forms and densities designed to be affordable to moderate and lower income households; and for residential development at various density levels based on servicing, road design capacity, public transit and park, recreation and education facilities. The proposed development provides for three (3) types of housing options for seniors, allowing 'aging-in-place'.

The applicant has submitted the appropriate technical reports and background studies to demonstrate conformity with the Lindsay Official Plan. Staff confirms that the proposal conforms to the Lindsay Official Plan 'Institutional and Community Facilities' land use policies.

Zoning By-Law Compliance:

The lot is zoned 'Community Facility (CF) Zone' in the Town of Lindsay Zoning By-law 2000-75 (Zoning By-law). The applicant had originally requested to change the zone category to a 'Residential High-Rise One Special (RH1-S) Zone' to permit the proposed 'Continuum-of-Care Facility' retirement home. Based on the Supplementary Planning Justification Report, the zoning for the site will remain as a 'CF' zone, with a special provision that will only permit the proposed new Continuum-of-Care Facility, along with site-specific development standards as follows:

Zone Standard:	**Existing 'CF' Zone:**	**Proposed 'CF-S8' Zone:**
Minimum lot area	5,000 m^2	10,000 m^2

Zone Standard:	**Existing 'CF' Zone:**	**Proposed 'CF-S8' Zone:**
Minimum front yard setback	12.0 metres	5.5 metres
Minimum south (exterior) side yard setback	9.0 metres	5.5 metres
Minimum north (interior) side yard setback	6.0 metres	10.0 metres
Minimum rear yard setback	9.0 metres	10.0 metres
Maximum lot coverage	50%	30%
Maximum building height for main building	15.0 metres	27.0 metres
Maximum building height for mechanical	15.0 metres	29.0 metres
Maximum density by unit type i) Nursing care units ii) Senior citizens' home units iii) Independent seniors' apartment units	N/A	 24 units 76 units 122 units
Minimum parking for all uses	211 spaces (based on maximum units)	185 spaces

In addition to the provisions provided in the table, two new definitions will be added to the Zoning By-law: 'Continuum-of-Care Facility'; and 'Nursing Care Unit'. The definition of 'Continuum-of-Care Facility' describes a facility which includes a Nursing Home, a Retirement Home licensed under the Retirement Homes Act, a Senior Citizens' Home and/or Independent Seniors Apartment Building and including facilities associated with and designed to serve those units, such as clinics, recreation centres, dining rooms and personal service establishments. A 'Nursing Care Unit' describes a room or suite of rooms within a Continuum-of-Care Facility where 24 hour nursing care is provided for the resident.

The applicant has submitted the appropriate technical reports and background studies to demonstrate compliance with the Zoning By-law. The property is within the City's site plan control area, which will follow the approval of these applications and consider the site-specific details of the development, including good urban design, lighting, landscaping, accessibility, waste collection, etc. On this basis, this proposal will comply with the Zoning By-law.

Other Alternatives Considered:

No other alternatives have been considered.

Financial/Operation Impacts:

There are no financial considerations unless Council's decision to adopt or their refusal to adopt the requested amendments is appealed to the Local Planning Appeal Tribunal (LPAT). In the event of an appeal, there would be costs, some of which may be recovered from the applicant.

Relationship of Recommendations to The 2020-2023 Strategic Plan:

The Council Adopted Strategic Plan identifies these Strategic Priorities:

- Priority 1 – A Vibrant and Growing Economy
- Priority 2 – An Exceptional Quality of Life
- Priority 3 – A Healthy Environment
- Priority 4 – Good Government

These applications align with the Vibrant and Growing Economy priority by expanding local employment opportunities. They align with the Exceptional Quality of Life priority by increasing the availability of housing stock for the elderly and allowing for an expansion to the number of existing long-term care spaces; enhancing accessibility; and encouraging the use of transit. They align with the Healthy Environment priority by promoting sustainable development through the utilization of Low Impact Development (LID) techniques where possible to protect and enhance water quality.

Review of Accessibility Implications of Any Development or Policy:

There are no accessibility implications for the City. Accessible standards will be implemented through the appropriate Site Plan Agreement, and permits issued under the Ontario Building Code (OBC).

Servicing Implications:

The property is currently not serviced. Full urban municipal services, including water, sanitary sewer and storm sewer are proposed.

Consultations:

Notice of this application was circulated to agencies and City Departments which may have an interest in the application; to persons within a 120 metre radius of the property; and a sign was posted on the property. A Public Meeting was held by the Planning Advisory Committee on December 4, 2019. Since the writing of Report PLAN2019-068, the Public Meeting, and as of July 17, 2020, we have received the following new or updated comments:

Public Comments:

To date, no public comments have been received.

Agency Review Comments:

December 5, 2019	The Ministry of Transportation Ontario advised they have no objections.
July 13, 2020	The Human Services Department provided comprehensive comments relating to Council Policy CP2019-004 Affordable Housing Incentives, and the Affordable Housing Target Program. These comments have been provided to the applicant, which intends to work with Kawartha Lakes to ensure a portion of these units are offered to low to moderate income seniors.
July 14, 2020	The Engineering and Corporate Assets Department confirmed there were no outstanding issues relating to the Airport noise study.

Development Services – Planning Division Comments:

The background information which has been submitted in support of the application has been circulated to the appropriate agencies and City Departments for review and comment. The applications conform to the 2019 Growth Plan, and are consistent with the PPS, 2020. Conformity with the Lindsay Official Plan has also been demonstrated, and the rezoning will establish the site-specific development standards for the proposed retirement home or 'Continuum-of-Care Facility'. Any other issues which may arise through the processing of the subsequent Site Plan Control application can be addressed through that application.

Conclusion:

In consideration of the comments and issues contained in this report, Staff respectfully recommend the proposed Official Plan and Zoning By-law Amendment applications be **Approved**.

Attachments:

The following attached documents may include scanned images of appendices, maps, and photographs. If you require an alternative format, please call Ian Walker, Planning Officer – Large Developments, (705) 324-9411 extension 1368.

Appendix 'A' – Location Map

PLAN2020-018
Appendix A.pdf

Appendix ‘B’ – Updated Site Concept Plan, dated June 9, 2020

PLAN2020-018
Appendix B.pdf

Appendix ‘C’ – Proposed Official Plan Amendment

PLAN2020-018
Appendix C.pdf

Appendix ‘D’ – Proposed Zoning By-law Amendment

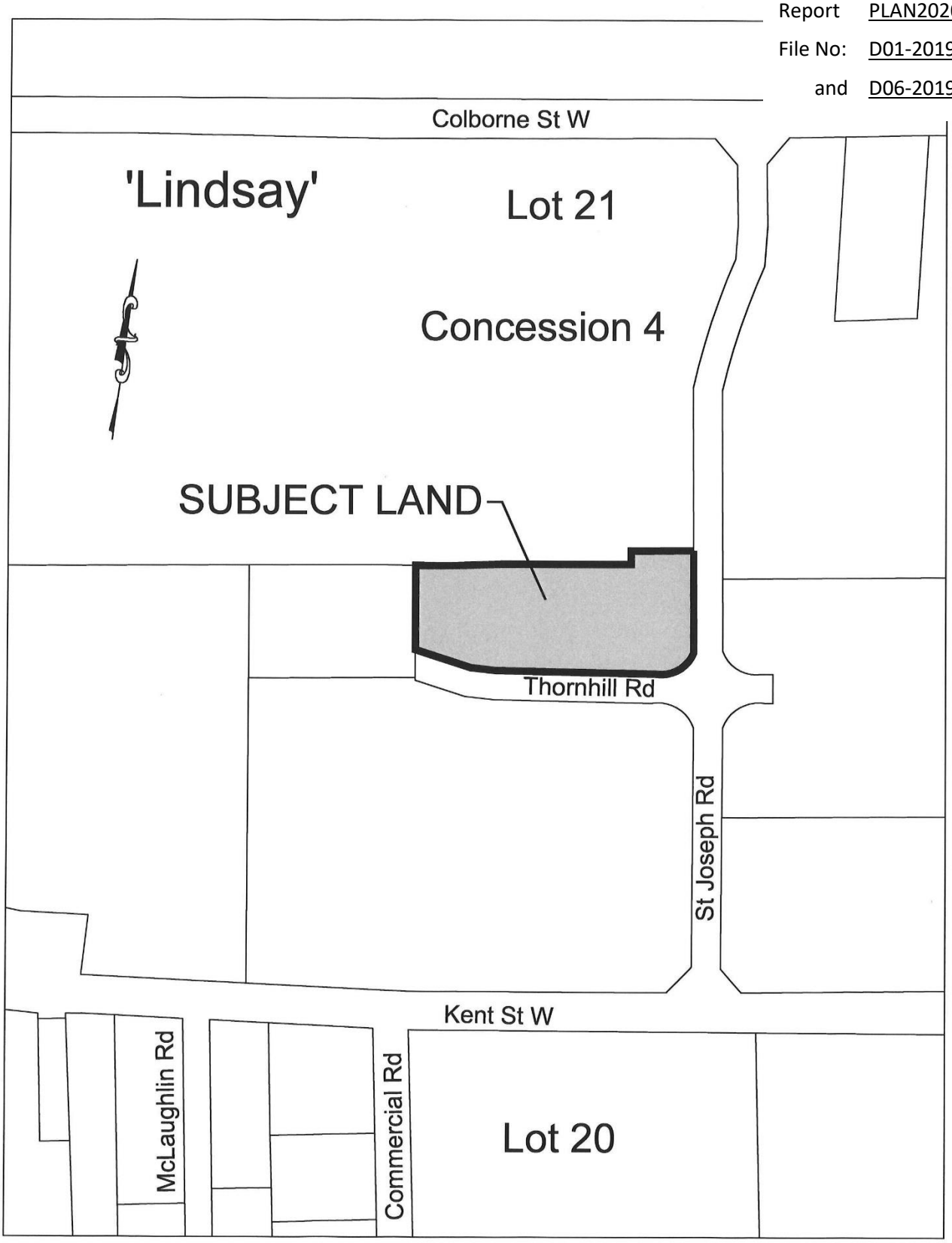
PLAN2020-018
Appendix D.pdf

Department Head E-Mail: cmarshall@kawarthalakes.ca

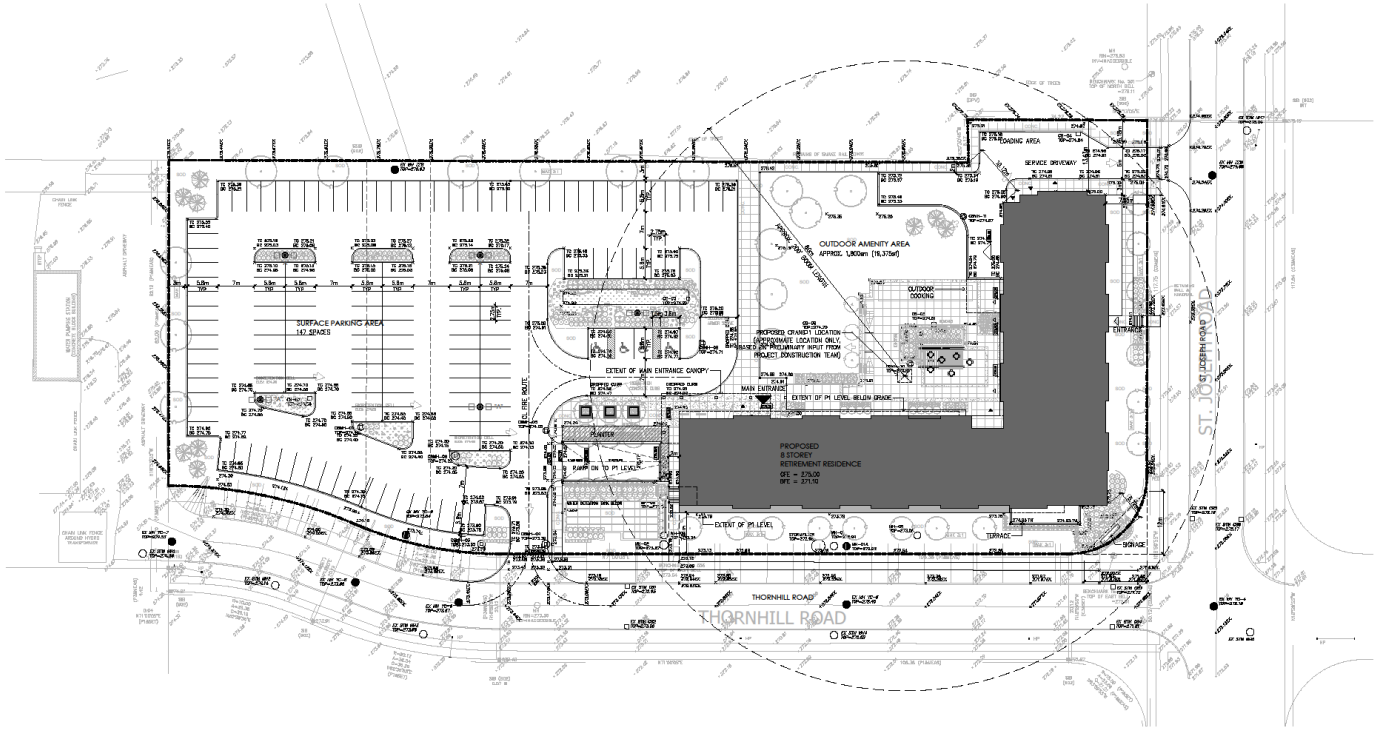
Department Head: Chris Marshall, Director, Development Services

Department File: D01-2019-005 and D06-2019-035

Appendix " A "
to
Report PLAN2020-018
File No: D01-2019-005
and D06-2019-035



Appendix " B "
to
Report PLAN2020-018
File No: D01-2019-005
and D06-2019-035



LEGEND

- MAIN ENTRANCE
- EXIT
- SERVICE EXIT
- BUILDING ACCESS
- ACCESSIBLE PARKING
- AD AREA DRAIN
- CB CATCH BASIN
- MH MANHOLE
- EXISTING GRADE ELEVATION
- PROPOSED GRADE ELEVATION
- SIAMESE CONNECTION
- FIRE HYDRANT
- FR FIRE SIGNAGE
- AP ACCESSIBLE PARKING SIGNAGE
- UP UTILITY POLE
- WL WALL LIGHTING
- PL POLE LIGHTING
- BL BOLLARD LIGHTING
- SS STOP SIGNAGE
- LZ LOADING ZONE SIGNAGE

SURVEY INFORMATION

INFORMATION ON THIS SITE PLAN TAKEN, IN PART, FROM PLAN OF SURVEY OF

PART OF S1/2 LOT 21
CONCESSION 4

GEOGRAPHIC TOWNSHIP OF OPS
CITY OF KAWARTHA LAKES

PLAN OF SURVEY PREPARED BY
COX, FISHER, CAMERON
LAND SURVEYORS

PLAN OF SURVEY INFORMATION DATED – 2018

SITE STATISTICS

Lot Area	13,737.4sm	[147,868sf]	[3.39acre]	[1.374ha]
Lot Frontage	67.6m	[222f]		[0.007ha]
Building Area	2,200.9sm	[23,690sf]	16.0%	[0.220ha]
Paved Area	6,315.0sm	[67,974sf]	46.0%	[0.632ha]
Landscapec Area	5,221.5sm	[56,204sf]	38.0%	[0.522ha]
Gross Floor Area	**17,688.8sm**	**[190,401sf]**		
Ground Floor	2,219.8sm	[23,894sf]		
Second Floor	2,216.2sm	[23,855sf]		
Third Floor	2,208.8sm	[23,775sf]		
Fourth Floor	2,208.8sm	[23,775sf]		
Fifth Floor	2,208.8sm	[23,775sf]		
Sixth Floor	2,208.8sm	[23,775sf]		
Seventh Floor	2,208.8sm	[23,775sf]		
8th Floor	2,208.8sm	[23,775sf]		
GFA of Units	13,091.6sm	[140,917sf]		
GFA of common area	2,550.4sm	[27,452sf]		
Floor Space Index - FSI	1.29			
Building Height	25.9m	8 Storeys		
Parking	**189**	(0.86)		
Surface	147			
Undergrounc	42			

Unit Summary	Independent Living		Independent Supported Living			Assisted Living		Units Per Floor
	1Bedroom	2Bedroom	Studio	1Bedroom	2Bedroom	Studio	1Bedroom	
Ground Floor	0	0	0	0	0	0	0	**0**
Second Floor	8	3	0	0	0	22	1	**34**
Third Floor	12	6	4	10	0	0	0	**32**
Fourth Floor	12	6	4	10	0	0	0	**32**
Fifth Floor	12	6	0	11	2	0	0	**31**
Sixth Floor	12	7	0	9	2	0	0	**30**
7th Floor	12	7	0	9	2	0	0	**30**
8th Floor	12	7	0	9	2	0	0	**30**
Subtotal	**80**	**42**	**8**	**58**	**8**	**22**	**1**	
Total	**122**		**74**			**23**		**219 Units**
	56%		**34%**			**11%**		

Plot Date: 6/8/2020 S:\ACAD\19-03 Thirlgate Capl Retirement Living\1-Architecture\1800 LS - A101.dwg

Appendix " C "
to
Report PLAN2020-018
File No: D01-2019-005
and D06-2019-035

The Corporation of the City of Kawartha Lakes

By-Law 2020-

A By-Law to Amend the Town of Lindsay Official Plan to Re-designate Land within the City of Kawartha Lakes

[File D01-2019-005, Report PLAN2020-018, respecting 57R-7657, Part 1, Part of Lot 21, Concession 4 Formerly Ops Township, former Town of Lindsay, Vacant Land on Thornhill Road – 2645286 Ontario Inc.]

Recitals:

1. Sections 17 and 22 of the Planning Act, R.S.O. 1990, c. P.13, authorize Council to consider the adoption of an amendment to an Official Plan.

2. Council has received an application to amend the Town of Lindsay Official Plan to amend the land use policies to include a Special Policy which permits a 'Continuum-of-Care Facility' as an additional use on the subject property known municipally as Vacant Land on Thornhill Road. The development will be subject to site plan control.

3. A public meeting to solicit public input has been held.

4. Council deems it appropriate to adopt Official Plan Amendment Number 57.

Accordingly, the Council of The Corporation of the City of Kawartha Lakes enacts this By-law 2020-***.

Section 1:00 Official Plan Amendment Details

1.01 **Property Affected**: The property affected by this By-law is described as 57R-7657, Part 1, Part of Lot 21, Concession 4 Formerly Ops Township, former Town of Lindsay, now in the City of Kawartha Lakes, Vacant Land on Thornhill Road.

1.02 **Amendment**: Amendment No. 57 to the Town of Lindsay Official Plan, attached hereto as Schedule 'A' and forming a part of this By-law is hereby adopted.

Section 2:00 Effective Date

2.01 **Force and Effect**: This By-law shall come into force and take effect on the date it is finally passed, subject to the approval of the City of Kawartha Lakes in accordance with the provisions of Section 17 and 22 of the Planning Act, R. S. O. 1990, c. P.13. Notwithstanding the subsequent coming into force of the Lindsay Secondary Plan, adopted by Council on June 27, 2017, this by-law continues to be in force and effect.

By-law read a first, second and third time, and finally passed, this ** day of _____, 2020.

_____	_____
Andy Letham, Mayor	Cathie Ritchie, City Clerk

Schedule ‘A’ to By-law No. 2020-***

The Corporation of the City of Kawartha Lakes

Amendment No. 57 To The Official Plan – The Town of Lindsay

Part A – The Preamble

A. Purpose

The purpose of the official plan amendment is to create a special policy to permit a ‘Continuum-of-Care Facility’ as an additional use on the subject property identified as Vacant Land on Thornhill Road, in the ‘Institutions and Community Facilities’ designation of the Town of Lindsay Official Plan. The land is also subject to an application for zoning by-law amendment.

The effect of the change would permit a ‘Continuum-of-Care Facility’ containing up to 222 units on the property.

B. Location

The subject land has a lot area of approximately 1.37 hectares and is located between Thornhill Road and Colborne Street West, on the west side of St. Joseph Road, in the former Town of Lindsay. The property is legally described as 57R-7657, Part 1, Part of Lot 21, Concession 4 Formerly Ops Township, former Town of Lindsay, now City of Kawartha Lakes and identified as Vacant Land on Thornhill Road.

C. Basis

Council has enacted this official plan amendment in response to an application submitted by 2645286 Ontario Inc. to permit a Continuum-of-Care Facility on the subject property. It is intended that a special policy be incorporated into the Town of Lindsay Official Plan to facilitate a concurrent zoning by-law amendment application to permit a ‘Continuum-of-Care Facility’ as an additional use on the subject property known municipally as Vacant Land on Thornhill Road.

The land is designated “Institutions and Community Facilities” as shown on Schedule ‘A’ of the Town of Lindsay Official Plan. The land is also subject to an application for zoning by-law amendment.

The proposed use and amendment to the Town of Lindsay Official Plan are justified and represent good planning for the following reasons:

1. The proposed development conforms to relevant provincial policy document being A Place to Grow: Growth Plan for the Greater Golden Horseshoe and is consistent with the Provincial Policy Statement.

2. The proposed development conforms to the goals and objectives of the 'Institutions and Community Facilities' designation as set out in the Town of Lindsay Official Plan.

3. The proposed site concept is compatible and integrates well with the surrounding area.

4. The applicant has submitted background reports to demonstrate the appropriateness of the proposed development with respect to servicing and the protection of the environment.

Part B - The Amendment

D. Introductory Statement

All of this part of the document entitled Part B – The Amendment, consisting of the following text and the attached map constitutes Amendment No. 57 to the Town of Lindsay Official Plan.

E. Details of the Amendment

1. The Official Plan for the Town of Lindsay is hereby amended to add the following subsection.

4.5.4 Special Provisions:

"d) North-west Corner of St. Joseph's Road and Thornhill Road

On land designated Institutional and Community Facilities, on the north-west corner of St. Joseph Road and Thornhill Road described as 57R-7657, Part 1, Part of Lot 21, Concession 4 Formerly Ops Township, former Town of Lindsay, the additional use of a Continuum-of-Care Facility shall be permitted. A Continuum-of-Care Facility means a facility which may include a Nursing Home, a Retirement Home licensed under the Retirement Homes Act, a Senior Citizens' Home, and/or Independent Seniors' Apartment Building, and facilities associated therewith."

2. Schedule 'A' of the Town of Lindsay Official Plan is hereby amended by inserting a note that the lot is subject to Special Policy 4.5.4 d) of the Official Plan, as shown on Map 'A' as 'Refer to 4.5.4'.

F. Implementation and Interpretation

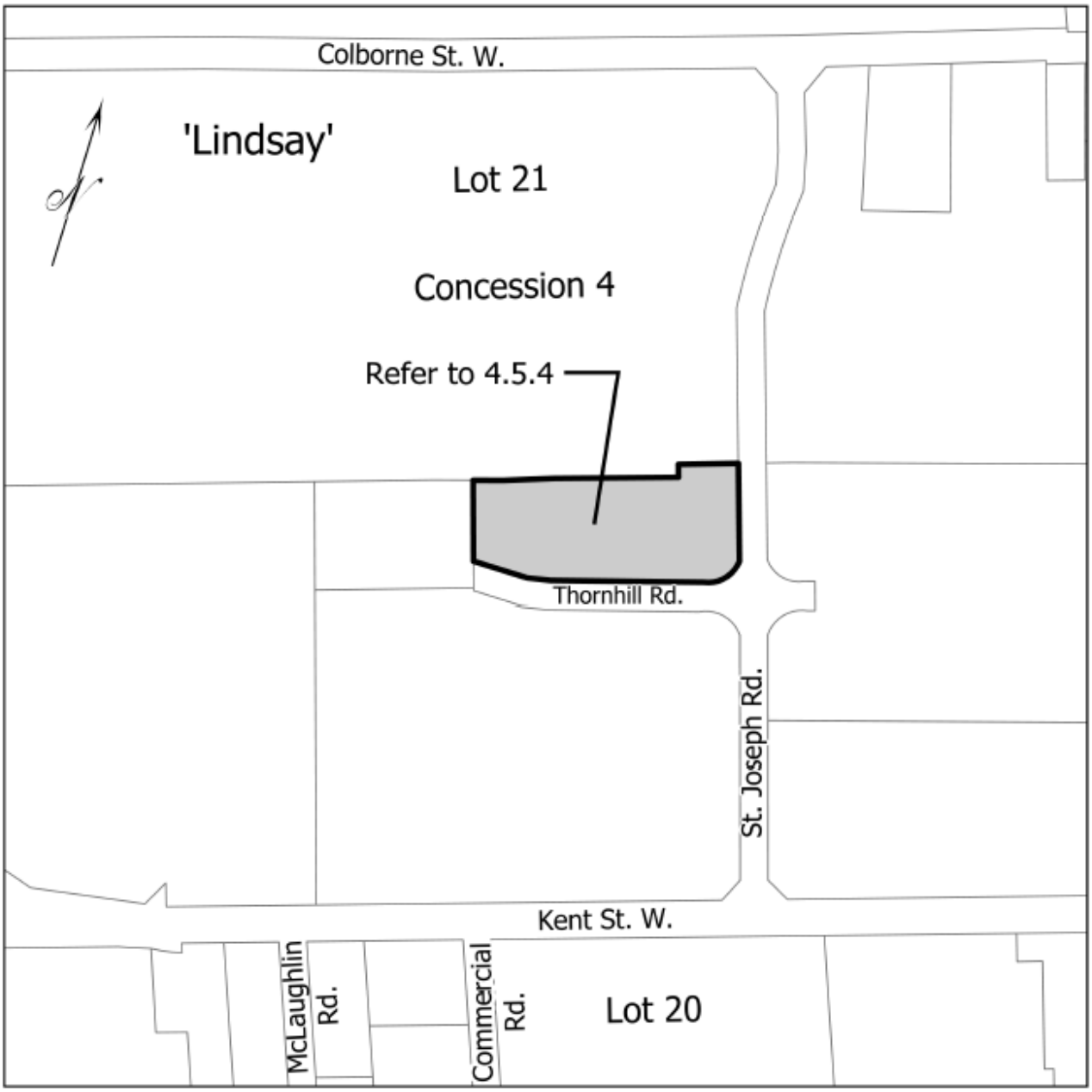
The implementation and interpretation of this amendment shall be in accordance with the relevant policies of the Official Plan.

THE CORPORATION OF THE CITY OF

KAWARTHA LAKES

Map 'A' to Amendment No. 57

To the Town of Lindsay Official Plan



Appendix " D "
to
Report PLAN2020-018
File No: D01-2019-005
and D06-2019-035

The Corporation of the City of Kawartha Lakes

By-Law 2020 -

A By-law to Amend the Town of Lindsay Zoning By-law No. 2000-75 to Rezone Land within the City Of Kawartha Lakes

[File D06-2019-035, Report PLAN2020-018, respecting 57R-7657, Part 1, Part of Lot 21, Concession 4 Formerly Ops Township, former Town of Lindsay, identified as Vacant Land on Thornhill Road – 2645286 Ontario Inc.]

Recitals:

1. Section 34 of the Planning Act, R.S.O. 1990, c.P.13 authorizes Council to determine the appropriate zoning categories and provisions assigned to land.

2. Council has received an application to amend the categories and provisions relating to a specific parcel of land to permit a 'Continuum-of-Care Facility' on the subject land.

3. A public meeting to solicit public input has been held.

4. Council deems it appropriate to rezone the Property.

Accordingly, the Council of The Corporation of the City of Kawartha Lakes enacts this By-law 2020-__.

Section 1:00 Zoning Details

1.01 **Property Affected**: The Property affected by this by-law is described as 57R-7657, Part 1, Part of Lot 21, Concession 4 Formerly Ops Township, former Town of Lindsay, City of Kawartha Lakes.

1.02 **Textual Amendment**: By-law No. 2000-75 of the Town of Lindsay is further amended to add the following section to Section 22.3:

"22.3.9 CF-S8 Zone

Notwithstanding the permitted uses and zone requirements for the CF zone and the parking requirements in Section 5.12, on land zoned CF-S8, the only permitted use shall be a Continuum-of-Care Facility, and the following requirements shall also apply:

a.	Minimum lot area	10,000 m^2
b.	Minimum front yard setback	5.5 m

c.	Minimum south (exterior) side yard setback	5.5 m
d.	Minimum north (interior) side yard setback	10.0 m
e.	Minimum rear yard setback	10.0 m
f.	Maximum lot coverage	30%
g.	Maximum building height for main building	27.0 m
h.	Maximum building height for mechanical	29.0 m
i.	Maximum density by unit type	
	i. Nursing care units	24 units
	ii. Senior citizens' home units	76 units
	iii. Independent seniors' apartment units	122 units
j.	Minimum parking for all uses	185 spaces

1.03 **Textual Amendment**: By-law No. 2000-75 of the Town of Lindsay is further amended by adding the following definitions and renumbering Section 4 accordingly:

"**Continuum-of-Care Facility** means a facility which may include a Nursing Home, a Retirement Home licensed under the Retirement Homes Act, a Senior Citizens' Home and/or Independent Seniors Apartment Building and may include facilities associated with and designed specifically to serve the Nursing Home, the Retirement Home licensed under the Retirement Homes Act, the Senior Citizens' Home and/or Independent Seniors Apartment Building such as clinics, recreation centres, dining rooms, and personal service establishments and may also include independent seniors' accommodation in separate structures/living units that share services such as meals, medical care or recreation that are provided by the facility.

"**Nursing Care Unit** means a room or suite of rooms in a Continuum-of-Care Facility where 24 hour nursing care is provided for the resident thereof."

1.04 **Schedule Amendment**: Schedule 'A' to By-law No. 2000-75 of the Town of Lindsay is further amended to change the zone category from the 'Community Facility (CF) Zone' to the 'Community Facility Special Eight (CF-S8) Zone' for the land referred to as 'CF-S8', as shown on Schedule 'A' attached to this By-law.

Section 2:00 Effective Date

2.01 **Effective Date**: This By-law shall come into force and take effect on the date it is finally passed, subject to the provisions of Section 34 of the Planning Act R.S.O. 1990, c.P.13.

By-law read a first, second and third time, and finally passed, this ** day of ***, 2020.

_____	_____
Andy Letham, Mayor	Cathie Ritchie, City Clerk

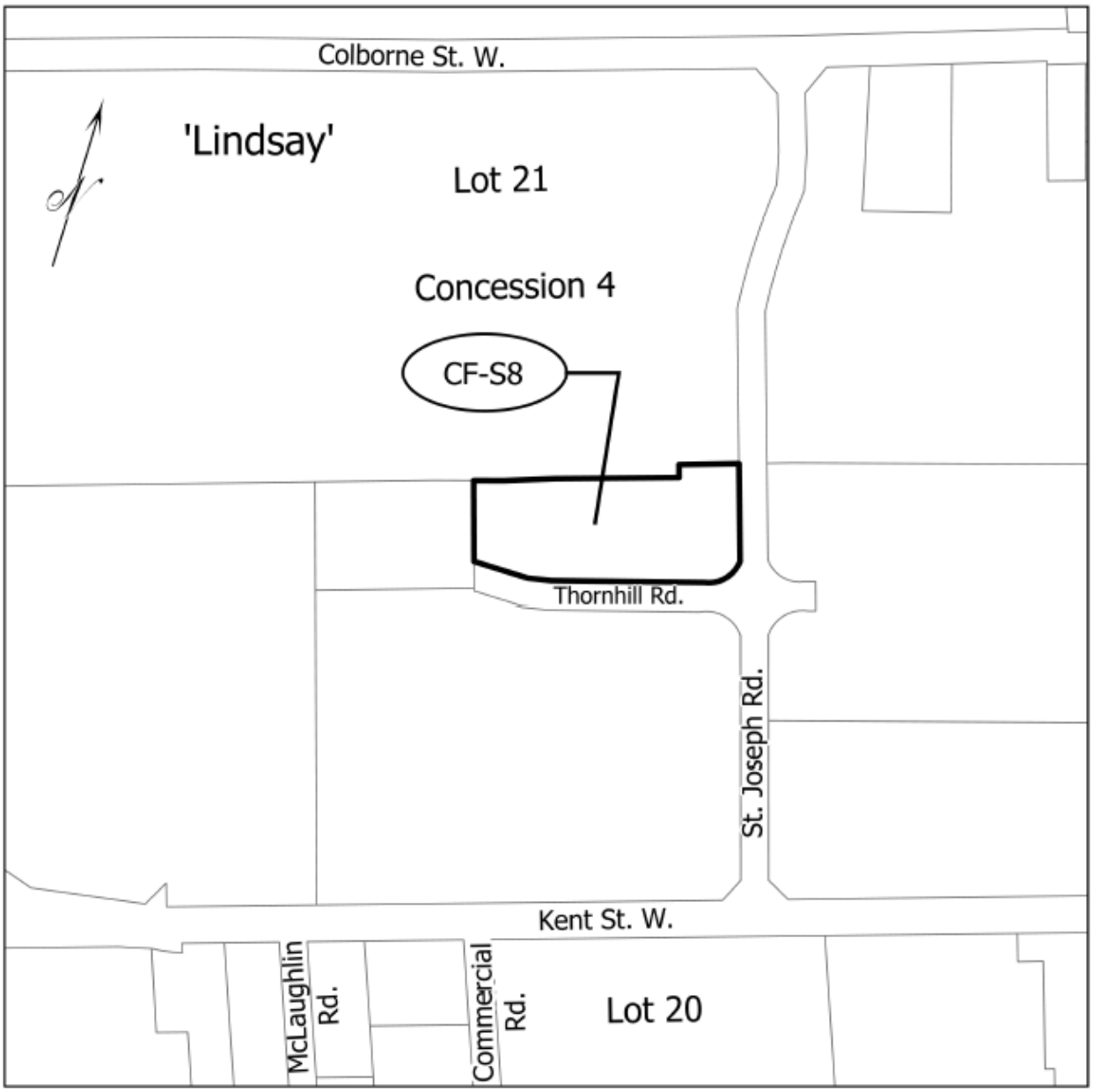
THE CORPORATION OF THE CITY OF

KAWARTHA LAKES

THIS IS SCHEDULE 'A' TO BY-LAW _____ PASSED

THIS _____ DAY OF _____ 2020.

MAYOR _____ CLERK_____



The Corporation of the City of Kawartha Lakes

Council Report

Report Number PLAN2020-024

Meeting Date:	**July 28, 2020**
Title:	Request by CIC Developments Inc. to enter into a Subdivision Agreement for Plan of Subdivision 16T-88009, File No. D05-2018-002, Ravines of Lindsay Estates Subdivision
Description:	Part of Lot 24, Concession 4 (Formerly Ops) – RP 57R7234 Parts 9 to 11 and Parts 12 to 14, Former Town of Lindsay, now City of Kawartha Lakes (CIC Developments Inc.)
Ward Number:	**Ward 5 – Lindsay**
Author and Title:	**Ian Walker, Planning Officer – Large Developments**

Recommendations:

That Report PLAN2020-024, **Ravines of Lindsay Estates Subdivision Agreement**, be received;

That the Subdivision Agreement for Ravines of Lindsay Estates, City of Kawartha Lakes, substantially in the form attached as Appendix “C” to Report PLAN2020-024 be approved by Council;

That the reduction of securities be considered once completed works have been confirmed by Staff;

That the recommended payment of Development Charges, as outlined in the draft subdivision agreement contained in Appendix “C” to Report PLAN2020-024, be received and approved by Council; and

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

Department Head:_____

Financial/Legal/HR/Other:_____

Chief Administrative Officer:_____

Background:

The approval for the development dates back to 1994. On April 6, 1994, the Ministry of Municipal Affairs granted draft plan of approval to Plan of Subdivision 16T-88009 to create 124 residential lots for single detached dwellings and 10 blocks – 1 block for residential development with adjacent lands; 1 block for parkland; 2 blocks for walkways and overland flow; 1 block for a stormwater pond; 1 block for a road widening; and 4 blocks for 0.3 metre reserves.

Subsequently, the developer had to revise the draft plan of subdivision to correspond with changes in legislation which now require a larger stormwater management pond for quality and quantity control of stormwater. As a result, on June 19, 2018, Council approved the revised conditions of draft plan approval and revised draft plan of subdivision, which included 146 residential lots for single detached dwellings and 5 blocks – 2 blocks for walkways and emergency vehicle access; 1 block for a stormwater management pond; 1 block for a road widening; and 1 future residential reserve block for a temporary cul-de-sac. Cash-in-lieu of parkland will be collected in place of any new parkland in this development.

On February 16, 2010, Council directed that Subdivision Agreements shall be reviewed by the Planning Committee, for recommendation to Council (CR2010-233). Given the current State of Emergency due to the COVID-19 pandemic, this application is not able to come to a returning Planning Advisory Committee meeting until a later date, and is therefore coming directly to Council. The purpose of this report is to present the staff endorsed draft Subdivision Agreement, attached as Appendix “C” respecting the draft plan attached as Appendix “B”. This Agreement complies with Council’s current policies and by-laws applicable to the development of land and incorporates civil engineering standards and land-use planning requirements.

In May 2020, the Owner CIC Developments Inc./Bromont Homes Inc. entered into a pre-servicing agreement with the City for the installation of erosion control features and municipal water, sanitary, storm services and road works to base course asphalt, on the draft plan approved lands and provided the requisite securities as per corporate policy.

Rationale:

Valdor Engineering Inc. (Peter S. Zourntos), as primary contact for CIC Developments Inc. c/o Bromont Homes Inc. (Rocco Montemareno), has requested that the City prepare the required Subdivision Agreement for the Ravines of Lindsay Estates draft approved plan of subdivision.

There are 65 conditions of draft plan approval and most of these have already been fulfilled and others will be fulfilled in accordance with the requirements and obligations set out in the Subdivision Agreement. The Owner must sign the Subdivision Agreement before the Mayor and City Clerk sign the Subdivision

Agreement. The Director of Development Services will subsequently sign the final plan and each of these documents will then be sent to the City solicitor for final review and registration, and residential lots will be created with the registration of the M-Plan.

Provincial Policies:

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 (Growth Plan):

As this land is designated for residential development in the Town of Lindsay Official Plan, this plan and implementing Subdivision Agreement conforms to the 2019 Growth Plan.

Provincial Policy Statement, 2020 (PPS, 2020):

Similarly, as this land is designated for residential development in the Town of Lindsay Official Plan, this plan and implementing Subdivision Agreement are consistent with the Provincial Policy Statement, 2020.

Official Plan Conformity:

The property is designated “Residential” in the Town of Lindsay Official Plan. This subdivision plan and implementing Subdivision Agreement conforms to the policies and designations in the Town of Lindsay Official Plan.

Zoning By-Law Compliance:

The residential lands are zoned “Residential One (R1) Zone”, “Residential One Special Six (R1-S6) Zone”, “Residential One Special Nineteen (R1-S19) Zone”, “Residential One – Holding Four [R1(H4)] Zone”, “Residential Two (R2) Zone”, and “Residential Two Special Thirty-Seven (R2-S37) Zone” in the Town of Lindsay Zoning By-law 2000-75 to recognize various development constraints. The open space lands are zoned “Open Space (OS) Zone” and “Open Space Special Two (OS-S2) Zone” to permit a walkway and the stormwater management facility. The Holding provision for the temporary cul-de-sac block will be removed in the future, when the abutting lands to the southwest are developed and Connolly Road is connected. The proposed residential use and subdivision layout contained in the Subdivision Agreement comply with the relevant provisions of the Zoning By-law.

Other Alternatives Considered:

No other alternatives have been considered as this application conforms to the Provincial Policies, Town of Lindsay Official Plan, and Town of Lindsay Zoning By-law 2000-75.

Financial/Operation Impacts:

The draft Subdivision Agreement requires the owner to pay all of the City's reasonable legal costs incurred in the preparation and registration of the Agreement, together with the City Engineering Fee. The Owner is also required to provide a Letter of Credit for 100% of the Estimated Cost of Works to the satisfaction of the Director of Development Services and the Director of Engineering and Corporate Assets.

It is Staff's understanding that based on work completed through the Pre-Servicing Agreement, the owner may request a security reduction in advance of registration of the Subdivision Agreement:

1. The City requires that 100% of the securities for the works contained in Schedule "D" be posted with the City as part of the execution of the Subdivision Agreement. If the owner is seeking a reduction in the securities for works that have already been completed to date through the aforementioned pre-servicing agreements, prior to supporting any reduction, the City requires the following:
   a) Revised Schedule "D" Cost Estimate itemizing components completed and requested security reduction for each component.
   b) Submission of engineering certification that all works have been constructed in conformity with the plans and specifications approved by the City.
   c) Statutory declaration as per the City template that all accounts for material, labour and equipment are paid in full.
   d) As built design drawings to be submitted and approved by the City.

In addition, the owner has formally requested a deferral of Development Charges as per Council Policy CP2019-005.

2. The standard Subdivision Agreement requires that all development charges follow the Council approved policy of September, 2016. Staff understands the Owner's intention is to defer payment of these Development Charges to the Occupancy stage.

Relationship of Recommendations to The 2020-2023 Strategic Plan:

The Council Adopted Strategic Plan identifies these Strategic Priorities:

- Priority 1 – A Vibrant and Growing Economy
- Priority 2 – An Exceptional Quality of Life
- Priority 3 – A Healthy Environment
- Priority 4 – Good Government

This application aligns with the Vibrant and Growing Economy priority by providing economic opportunities for local contractors; aligns with the Exceptional Quality of Life priority as it provides for new housing availability; and aligns with the Healthy Environment priority by promoting sustainable development through the utilization of Low Impact Development (LID) techniques where possible to protect and enhance water quality.

Review of Accessibility Implications of Any Development or Policy:

The accessibility standards established in the Building Code will be shown on the subsequent construction drawings, which must be approved by the City prior to the issuance of a building permit.

Servicing Implications:

The lots will be serviced through full urban municipal services, including water, sanitary sewer and storm sewer. Stormwater management will be handled through a wet stormwater management pond.

Consultations:

Consultations involved staff from the City's Engineering and Corporate Assets Department, City Treasurer, and Kawartha Conservation.

Development Services – Planning Division Comments:

The Subdivision Agreement contains all necessary conditions and warning clauses that were part of the conditions of draft plan approval.

The draft M-Plan shows the street names of Connolly Road (opposite Orchard Park Road), Hennessey Crescent, and Hancock Crescent, which were approved by Council in 2018. Orchard Park Road was not possible to use, as the numbering begins at Angeline Street North and progresses to the east. Connolly Road will extend into the future proposed development to the southwest of this development.

City staff has completed their review of the draft Plan of Subdivision 16T-88009, Ravines of Lindsay Estates Subdivision and endorses Appendices "B" and "C". We support the recommendations set out in this Report PLAN2020-024. It is now appropriate that the matter be considered by Council.

Attachments:

The following attached documents may include scanned images of appendices, maps, and photographs. If you require an alternative format, please call Ian Walker, Planning Officer – Large Developments, (705) 324-9411 extension 1368.

Appendix “A” – Location Map

PLAN2020-024
Appendix A.pdf

Appendix “B” – Draft M-Plan

PLAN2020-024
Appendix B.pdf

Appendix “C” – Draft Subdivision Agreement

20200715 Ravines
Subdivision Agreem

Department Head E-Mail: cmarshall@kawarthalakes.ca

Department Head: Chris Marshall, Director, Development Services

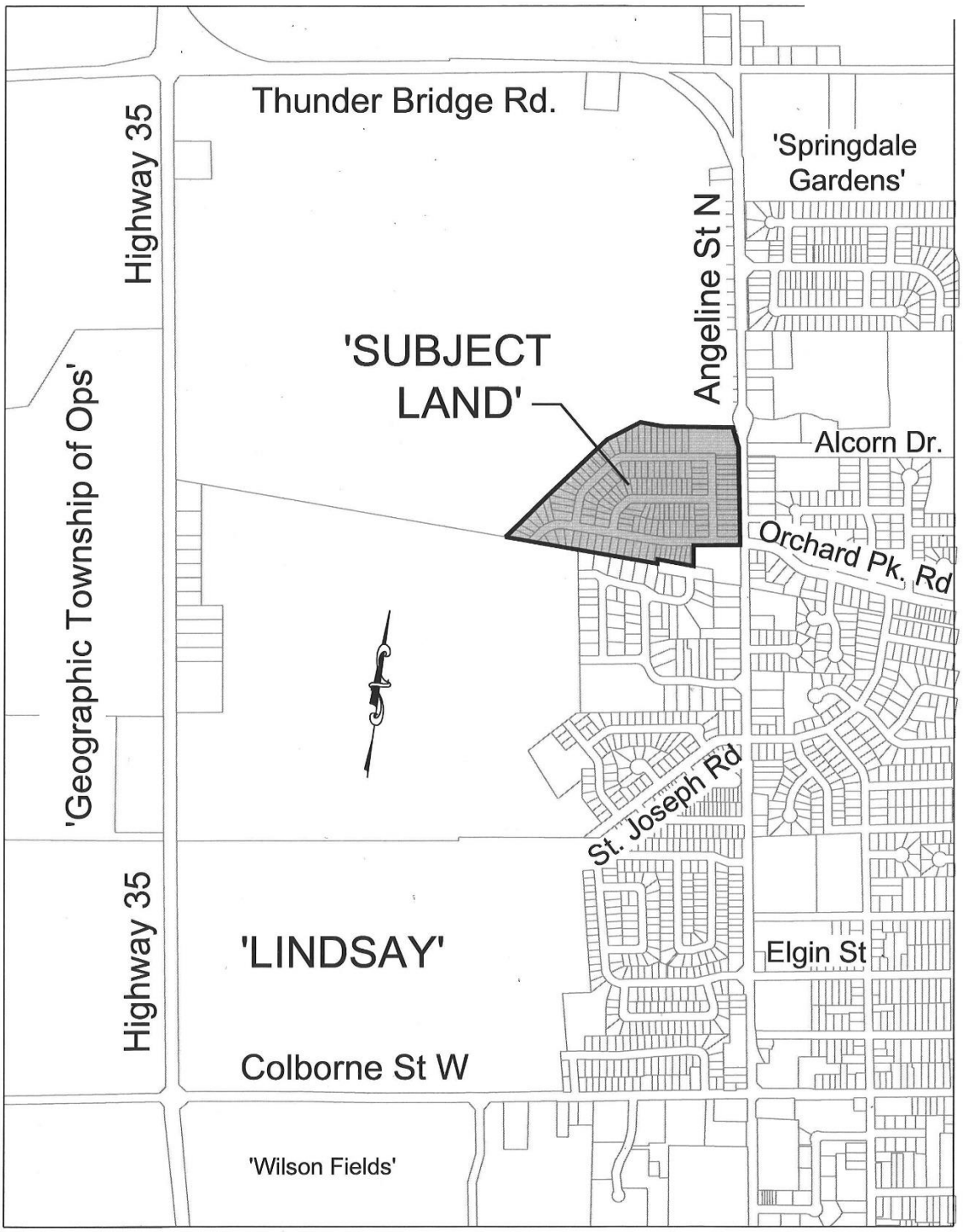
Department File: D05-2018-002 and D05-18-032

Appendix " A "

to

Report PLAN2020-024

File No: D05-2018-002

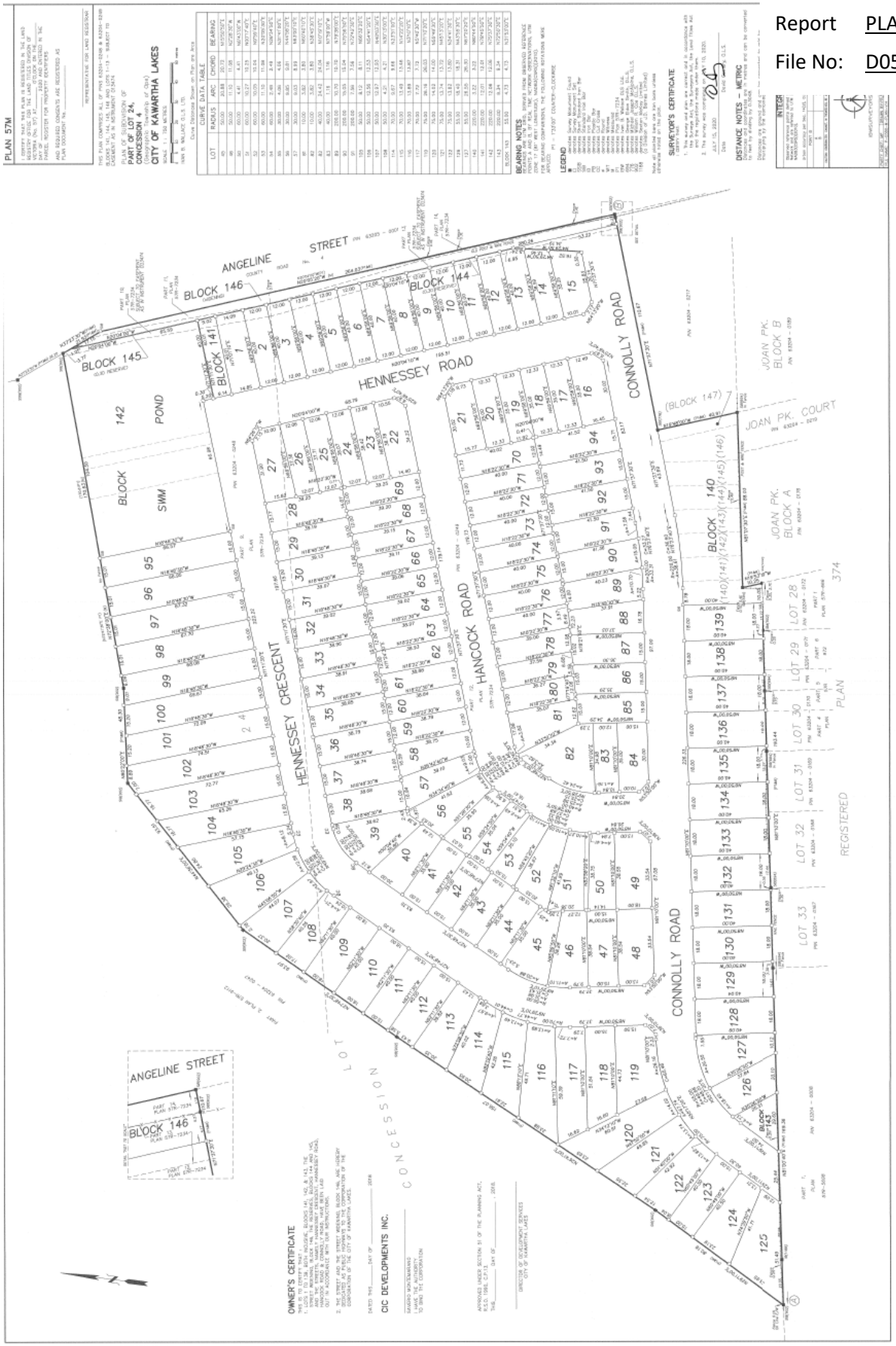


Appendix " B "

to

Report PLAN2020-024

File No: D05-2018-002



Document General

Subdivision Agreement

Between

CIC Developments Inc. c/o Bromont Homes Inc.

and

The Corporation of the City of Kawartha Lakes

Ravines of Lindsay Estates
16T- 88009

Dated as of , 2020

CITY OF KAWARTHA LAKES

SUBDIVISION AGREEMENT

THIS AGREEMENT made in triplicate this ____ day of _____, 2020.

BETWEEN:

CIC Developments Inc. c/o Bromont Homes Inc.

Hereinafter called the "OWNER"

OF THE FIRST PART

and

THE CORPORATION OF THE CITY OF KAWARTHA LAKES

Hereinafter called the "CITY"

OF THE SECOND PART

WHEREAS Council has granted Draft Plan Approval with Conditions (File No.16T-88009 – D05-2018-002) for the proposed subdivision, and whereas Council has authorized the execution of this Agreement, which requires that the Owner shall satisfy all the requirements financial and otherwise of the City. This Agreement is entered into to set out the terms and conditions which must be met in consideration of the City and appropriate agencies advising the City that the conditions have been met.

AND WHEREAS the Land affected by this Agreement is legally described as Part of Lot 24, Concession 4 (Formerly Ops) – RP 57R7234 Parts 9 to 11 and Parts 12 to 14, City of Kawartha Lakes as shown on Plan 57M- _____, City of Kawartha Lakes. More particularly, the Land is described as Lots 1 to 146, both inclusive, and Blocks 147 to 151 inclusive, as shown on Plan 57M-_____, City of Kawartha Lakes.

Commented [RP1]: All Lot and Block numbering to be confirmed with Mylar Plan of Subdivision, throughout document.

AND WHEREAS the Owner has applied to the City pursuant to Subsection 51(26) of the *Planning Act* for an Agreement to provide the implementation of the draft plan conditions for File No. 16T-88009 as required by the City, and the City has agreed to allow the registration of the Plan of Subdivision for the above-mentioned Land.

AND WHEREAS the City has agreed that the Owner may construct and install certain Public Services, hereinafter referred to as the "Public Services", to serve the Land to be serviced, and shall undertake to make such financial arrangements with the City for the installation and construction of the said Public Services as are hereinafter provided and to enter into this Agreement.

AND WHEREAS the Owner is required to grant certain land referred to herein for Municipal purposes.

NOW THEREFORE THIS AGREEMENT WITNESSETH that in consideration of other good and valuable consideration and the sum of Two Dollars ($2.00) of lawful money in Canada now paid by each of the parties hereto to each of the other parties hereto (the receipt whereof is hereby acknowledged), the parties hereto hereby covenant, promise and agree with each other as follows:

1. PUBLIC SERVICES

a) SERVICING

(i) The Owner shall commence within twelve (12) months of the date of execution of this Agreement, and shall complete within six (6) months* after the date of execution of this Agreement, subject to unavoidable delay and pursuant to written notification to the Director of Engineering and Corporate Assets, the installation of the Public Services as shown on Schedule "A-1" and as further itemized in Schedules "C" and "D" to this Agreement. All Public Services as shown on Schedules "A-1" and as further itemized in Schedules "C" and "D" shall be constructed in strict accordance with the plans and specifications approved by the Director of Engineering and Corporate Assets, or his or her designate or equivalent, hereinafter referred to as the "Director". A paper copy and electronic copy (AutoCad and pdf) of the approved construction plans shall have been deposited with the Director prior to the execution of this Agreement by the City.

Commented [RP2]:

Commented [CS3R2]: Valdor to provide a schedule to support the completion of all of the installation of the Public Services (incl. sidewalk, street trees,etc.)

(ii) The Owner agrees to submit to the City, prior to commencing the installation of services, a construction management plan to regulate the routing of construction traffic for all phases of the development. The construction management plan will include all sediment and erosion control measures and measures to minimize construction mud on the roads as well as, road cleanings at the expense of the Owner.

b) INSPECTION

The Owner covenants and agrees to retain a competent engineer experienced in the municipal engineering field. All of the Public Services shall be installed under the supervision and inspection of the engineering firm of Valdor Engineering Inc. (the "Engineer"), and the Owner shall not retain the services of another engineering firm or change firms without the prior written consent of the Director. The Engineer is hereby approved by the Director and shall file in writing with the Director an undertaking, signed by the Owner and the Engineer, as provided in Schedule "I" with respect to the work being done under

Commented [RP4]: Valdor to provide

* Length of time for installation to be confirmed by the Owner and Engineer pursuant to the engineering design.

its supervision and inspection. The Engineer shall provide appropriate inspection and review of the work in order that a written final certification regarding all the Public Services may be provided. The Engineer shall be retained by the Owner until all requirements of this Agreement have been completed to the satisfaction of the Director, and the Engineer shall confirm the completion of the Public Services conforms with the approved design.

The Owner shall notify the Director at least two (2) business days in advance of the commencement of any construction of Public Services. If the Owner's Engineer does not supervise the installation of the Public Services satisfactorily, the City may stop the construction.

c) CONTRACTORS

Any contractors employed by the Owner to complete the installation of any Public Service must be approved by the Director. Notwithstanding this, contractors engaged to grade, topsoil and sod the boulevards and those engaged to construct and pave driveway aprons prior to the assumption of the roads need not be approved by the Director subject to such work being certified by the Engineer.

The City reserves the right to employ its own contractor for any works, the cost of which is partially or completely paid for by the City, provided no such City-employed contractor shall increase the costs of such works or delay the performance of such works.

d) INSTALLATION

In the event that the Owner fails to complete the hereinafter mentioned Public Services within the specified period outlined in Section 1.a) above, or, is in default as per Section 8, the Director may, without further notice, enter upon the said Land and proceed to supply all materials and do all necessary works in connection with the installation of said Public Services, including the repair or reconstruction of faulty work and the replacement of materials not in accordance with the specifications, including all sediment and erosion controls, and to charge the cost thereof, together with an administrative fee of 5% of the cost of such material and works, to the Owner who shall forthwith pay the same upon demand by the City. It is understood and agreed between the parties hereto that such entry upon the Land shall be as agent for the Owner and shall not be deemed, for any purposes whatsoever, as an acceptance or assumption of the said Public Services by the City.

No finished road surface shall be installed until the Director has given to the Owner written permission to proceed. All roads under construction within the Plan of Subdivision must be marked with signs provided by the Owner which clearly state that the roads are not assumed by the City. The signs will not be removed until such time as the assumption by-law is passed.

Engineering drawings showing as constructed (Record/"As-Built")

DRAFT

information for all Public Services installed, in electronic AutoCAD, pdf and hard copy are required to be submitted to the City for Acceptance and Substantial Completion of Public Services and residential occupancy. The Owner will be responsible for executing all public servicing locates, including water, sanitary and storm infrastructure, within the development until the Director receives and approves the Record drawings.

e) REPAIRS

If, at any time prior to the Assumption of the Public Services as outlined in Section 1.h) below, any of the Public Services fail to function, or do not function properly, or are constructed in such a manner as to cause damage or pose a threat of damage of any nature or kind whatsoever, and, in the reasonable opinion of the Director, rectification or action is required to prevent damage or hardship to persons or property, the Owner shall, upon the written instructions of the Director, do all acts and things as are required by the Director to rectify the condition.

In the event the condition as aforesaid is an emergency, or immediate rectification is required, the City may take such action and do all such acts and things as are considered necessary and advisable in the place and stead of the Owner, and the Owner shall reimburse the City for any and all expenses incurred, whether directly or indirectly by the City, in connection with the same. It is understood and agreed between the parties hereto that any repair work carried out by the City under this clause shall not be deemed, for any purposes whatsoever, as acceptance or assumption of the said Public Services by the City.

f) ACCEPTANCE AND SUBSTANTIAL COMPLETION

When the Public Services are completed and cleaned to the satisfaction of the Engineer, the Owner shall advise the Director in writing that the Public Services are completed and shall request an inspection by the City for the purposes of accepting the Public Services. The City shall carry out inspections and shall advise the Engineer of any items of work requiring further rectifications.

Prior to Acceptance, Substantial Completion, and Occupancy of any unit, the Owner shall file with the Director the following:

i) An electronic copy on a CD (AutoCad and pdf) as required and a full set of hard copy drawings showing Record/As-Built information;

ii) A letter of credit or cash deposit in the amount of 10% of the total cost of all Public Services accepted to guarantee performance of the substantially completed Public Services;

iii) A statutory declaration that all accounts for material, labour and equipment employed for installation of the substantially completed Public Services are paid in full;

iv) A certificate from the Engineer, certifying that the accepted Public Services have been constructed in conformity with this Agreement and in accordance with the plans and specifications approved by the Director subject to any variation or amendment as approved in

writing by the Director or his or her designate as the case may be, and that the rough grading of the Subdivision Land has been completed to provide the proper outlet for the major design storm, including completion of the stormwater management facility. The certification should include confirmation that all deficiencies in the water and sanitary infrastructure have been rectified to provide for the City's operation of the municipal water and sanitary systems;

g) MAINTENANCE

The Owner COVENANTS AND AGREES to maintain and keep in a proper state of repair and operation all of the substantially completed Public Services constructed, installed, or provided by the Owner for a maintenance period which shall be a minimum of one (1) year from the time of placement of the top course of surface asphalt and final repairs, as applicable.

h) ASSUMPTION

Upon completion of the maintenance period set out in Section 1.g) above, the Public Services shall be eligible for Assumption by the City. Prior to submitting a request for the Assumption of the Public Services by the City, the Owner shall be required:

i) to clean all sewers, manholes, and catch basins to be free of road materials, building debris, and other foreign matter, and to clean such materials from the system, to provide a sewer video inspection, and to rectify any deficiencies the sewer video inspection may reveal;

ii) to clean and remove any debris and earth deposits from all roadway pavement and the Land;

iii) to rectify and repair all damages, settlements, or depressions to the above ground infrastructure including but not limited to curbs, water boxes, sidewalks, roadways, etc.;

iv) to pay for the cost of installation of pavement markings;

v) to repair grading problems associated with any lot or block within the Plan of Subdivision on which a dwelling has been completed or, in the alternative, to secure such remediation by way of a $3,000.00 deposit for each Lot on which there exist any such problems;

vi) to rectify, clean out, and repair damages to the stormwater management facilities, and to certify to the City these facilities are functioning in accordance with the approved stormwater management report and engineering drawings;

vii) to comply with and pay all outstanding work orders that the City may have concerning emergency repairs; and

viii) to make all plant material replacements pursuant to the conditions of the maintenance period.

i) CONDITIONS FOR ASSUMPTION OF PUBLIC SERVICES

The City COVENANTS AND AGREES that the assumption of the Public Services shall take place upon fulfillment of all of the conditions set out in Section

1.h) above to the satisfaction of the Director. In addition, the Director will be satisfied that the following have been received:

1) a certificate from the Engineer stating that all stormwater management facilities as required in the stormwater management report and as shown on the engineering drawings are constructed, are operational, and are functioning;

2) a certificate from an Ontario Land Surveyor certifying that he or she has confirmed the areas and frontage of all lots and blocks in the subdivision and has located or replaced all standard iron bars as shown on the registered plan, and has located or properly re-established all block corners, the beginnings and ends of all curves including all corner roundings and all points of change in direction of streets;

3) a certificate executed by the Engineer, in conjunction with a final grade plan verifying all lot and block elevations for the subdivision, certifying that all lots and blocks within the subdivision have been graded in accordance with the overall grading plan and that there are no drainage problems for which the Owner is responsible;

4) the stormwater management operation and maintenance manual, including record of all clean outs and inspections and confirming compliance with Ministry of the Environment, Conservation and Parks approval;

5) confirmation from the City that any emergency repairs that may have been completed by the City have been paid for by the Owner;

6) Property Identification Numbers (PIN) for all segments of road and parcels of land to be assumed by the City;

7) a listing of assets to be assumed by the City, in a format acceptable to the City; and

8) a statutory declaration confirming all payments have been made, as per the City's template.

j) ASSUMPTION BY-LAW

Upon the satisfaction of all of the conditions as aforesaid, the Director shall submit a written report to the City Council stating that the Public Services have been constructed and installed to municipal specifications, that all accounts in connection therewith have been paid, that all financial requirements have been met or will be met on the passing of the Assumption By-law and that the Public Services are in the required condition to be assumed. When all of the requirements of this section have been fulfilled, the City shall pass an Assumption By-law for the Public Services. Upon an Assumption By-law being passed, the ownership of the Public Services shall vest in the City, and the Owner shall have no claims or rights thereto other than those accruing to it as an

owner of land abutting on public highways where the Public Services were constructed or installed.

No action of the City, by way of repair to Public Services, maintenance, use of or connection to Public Services, snow removal from roadways, operation of street lighting system or any other use or action shall be construed as assumption of the affected Public Services, and no ownership shall vest with the City and no assumption shall be construed until the Assumption By-law is passed by City Council.

k) LIABILITY

Until assumption as provided for in Section 1.j) above, the Owner on behalf of themselves, their heirs, executors, administrators, assigns and successors in title, hereby covenant to indemnify and save harmless the said City from all actions, causes of actions, suits, claims and demands whatsoever which may arise either directly or indirectly by reason of the installation of any works required under this Agreement, or the failure of the Owner to complete the contemplated installation.

The Owner shall insure against all damages or claims for damage with an insurance company satisfactory to the Insurance Risk Management Coordinator. Such policy (or policies) shall be provided to the City prior to the execution of this Agreement and be issued in the joint names of the Owner and the City, and the form and content shall be subject to the approval of the Insurance Risk Management Coordinator. The insurance policy shall remain in the custody of the City until assumption of the Public Services. The minimum limit of such policy shall be $5,000,000.00 all inclusive, but the City shall have the right to set higher amounts.

The insurance policy shall be in effect for the period of this Agreement; including all guaranteed maintenance periods. The premiums for the insurance policy shall be paid promptly, and the Owner shall provide proof to the Insurance Risk Management Coordinator upon request that the insurance policy is in full force and effect.

The insurance policy shall not be construed as relieving the Owner from responsibility for any other or larger claims in excess of such policy, if any, for which he or she may be held responsible.

2. CLEARANCE OF BUILDING LOTS

The Owner COVENANTS AND AGREES with the City that no Building Permits will be applied for or issued for detached dwelling or buildings or structures on any of the Lots and Blocks shown on Schedule “A” attached hereto until such time as water, sewage and drainage facilities and suitable base asphalt road foundation have been installed, and the Engineer certifies that such drainage facilities are operating in accordance with the conditions contained herein, in or on the roadway in front of the Lot, Lots or Blocks for which said Building Permit applies.

The City further COVENANTS AND AGREES with the Owner that no Building Permits will be issued for any Lot or Block shown on Schedule “A” attached hereto until the City has received payment of the Development Charges, all other building permit application fees applicable to such Lot or Block and a permit from Kawartha Conservation Authority. This requirement, however, shall not apply to any of the Development Charges for which the City has, elsewhere in this Agreement, granted a deferral to the Owner as per Council Policy CP2019-005, in which case the provisions governing the deferral shall determine when payment of the Development Charges by the Owner is due.

1. LAND FOR MUNICIPAL PURPOSES

a) The Owner COVENANTS AND AGREES to convey to the City free of charge and free of all encumbrances such as easements and Blocks as are set out in Schedule “B” hereto for the installation and maintenance of the Public Services installed by the Owner under provisions of this Agreement and for Municipal purposes in conjunction with the Registration of the Plan of Subdivision.

b) The Owner further COVENANTS AND AGREES not to convey, or agree to convey, any Land as shown on Schedule “A” hereto in which the City or Hydro One Networks Inc. is being conveyed an interest by way of easement, right-of-way or agreement, under the terms of this Agreement until such time as the City and Hydro One Networks Inc. have registered the grant of easement or right-of-way on title of the property through which an easement or right-of-way passes.

c) The Owner and the City further AGREE that the deeds for all the said Land as set-out in Schedule “B” hereto have been approved by the City Solicitor and deposited with the City Clerk prior to the execution of this Agreement.

d) The Owner further COVENANTS AND AGREES that Land conveyed to the City for municipal purposes will not be used for the disposal of debris obtained from the development of the Owner’s Land herein developed, and the Owner further COVENANTS AND AGREES to restrain all others from depositing junk, debris and refuse on the Land conveyed to the City under Schedule “B” of this Agreement and further COVENANTS AND AGREES to remove any such junk, debris or refuse so deposited immediately when so directed by the City and at the Owner’s expense.

e) The parties agree that, in the event the required easements, right-of-ways, or other Land as required pursuant to this Agreement have not been properly provided, the City, in addition to any other remedies available to it, may expropriate such easements, right-of-ways, or Land, and the costs of such expropriation shall be at the expense of the Owner.

f) The City AGREES to complete the registration of all such easements, as well as this Agreement, within ten (10) days of the date of Registration of the Plan of Subdivision, failing which the Owner is hereby authorized to complete

such registration on the City's behalf.

g) The Owner AGREES to grant, at its expense, such further easements and right-of-ways as may be required for the installation and supply of the Public Services, including those easements and right-of-ways which the Director may establish as necessary during construction and prior to Assumption, and any such additional easements and right-of-ways shall thereafter be deemed to have been set out in Schedule "B".

4. LAND TO BE RETAINED BY THE OWNER

a) The Owner AGREES to provide the complete legal description of all land shown as "Other lands owned by the Applicant" as shown on the key map of the Draft Plan of Subdivision.

5. LOT GRADING

a) The Owner AGREES with the City that all Lots and Blocks will be graded in accordance with the Lot Grading Plan on file with the City and identified as Schedule "E", and in the manner described in Schedule "C" hereto and topsoil will be replaced in accordance with Section 16 of this Agreement hereof and further that prior to the placing of topsoil on any of the Land herein the Owner will arrange for an inspection of and receive the approval of the lot grading by the Engineer.

b) The Owner AGREES to place in the deed, transfer or conveyance for every Lot and Block a restrictive covenant in favour of the remaining land affected by this Agreement that the purchaser or transferee will not alter the drainage on the land in any way as to adversely affect the drainage pattern established by the Lot Grading Plan as amended and approved by the City. That restrictive covenant shall run with the land and shall state that the Owner will not do, or cause to be done, any activity that alters the drainage on the land including, but not limited to, constructing a building or structure without the approval of the City's Engineering and Corporate Assets Department, placing fill, planting trees, or landscaping.

c) The Owner AGREES that Schedule "E", Plan of Lot Grading, will only be altered or amended to resolve unusual or unforeseen circumstances giving rise to hardship and only after having received the written approval of the Director; and that the Owner shall maintain such grading in accordance with the Lot Grading Plan or the Lot Grading Plan as amended except for such temporary deviations as are necessary for the purpose of constructing any building or structure which may be lawfully erected thereon. The Owner further AGREES that should any unforeseen or unusual circumstance arise which was not properly taken into account by the Owner's Engineer in the development of the Lot Grading Plan and which, in the opinion of the Director, requires the construction of additional drainage or appurtenant works, the Owner shall construct such additional works when so directed by the Director and at the Owner's sole cost. The Owner will provide an "As-Built" Lot Grading Plan reflecting all alterations, additions, and amendments.

d) It is AGREED that any deposit monies provided by the Owner to the City pursuant to the provisions of Subsections 1.f)(v) and/or 1.h)(v) hereof shall be in addition to all other financial requirements of the Owner. Upon the subsequent and satisfactory completion of lot grading on any such Lot or Block, the deposit of $3,000 applicable to said Lot or Block shall be refunded by the City to the Owner. In the event that the lot grading has not been undertaken on a Lot or Block on which construction of a dwelling has been completed, the City shall be entitled, in its absolute discretion, albeit only after having first afforded the Owner an opportunity to undertake and complete the grading, to apply the deposit monies to complete the grading on said Lot or Block.

e) The Owner and City AGREE that no Building Permit will be issued for any Lot or Block unless a site and grading plan has been submitted in conjunction with the corresponding Building Permit application. The site and grading plan shall show:

i) the dimensioned property limits of the Lot or Block;

ii) the proposed location of the dwelling and/or detached accessory buildings and/or structures to be located on the Lot or Block;

iii) the proposed lowest basement floor elevation and proposed lowest opening and proposed finished floor grades of the dwelling;

iv) the proposed finished Lot or Block grades;

v) the existing and proposed lot grades for each of the corners of the Lot or Block and intermediate points of grade change;

vi) the finished road grades adjacent to the Lot or Block;

vii) the proposed location of water, sanitary and storm servicing;

viii) the proposed driveway location and maximum width; and

ix) all other requirements outlined in the City's Lot Grading and Drainage Guidelines.

Such site and grading plans shall have been approved by the Engineer, and shall contain a certificate by the Engineer which shall certify the following:

x) that the said site and grading plan is in conformity with the approved Lot Grading Plan included in Schedule "E" of this Agreement and with the road grades as shown on the approved Plans and Specifications approved by the Director;

xi) that the Engineer has examined the plans and drawings for the proposed dwelling to be erected on the Lot or Block; and;

xii) that the siting of the proposed dwelling and/or detached accessory buildings and/or structures as shown on the site and grading plan accurately reflects the proposed buildings as shown on the plans and drawings for which a Building Permit has been applied.

f) The Owner AGREES that the services of the Engineer will be retained for the purposes of preparing an as-built Lot Grading Plan for each Lot and Block. The Owner further AGREES to have the Engineer review the as-built Lot Grading

Plan and issue a Certificate in accordance with Section 5.e).

g) The Owner of any Lot with a sewage system AGREES that it shall be the responsibility of the Owner to maintain the sewage system envelope for the Lot or Block as identified on the plan, free of the deposit, disposal, or operation of any materials, structures or equipment, other than material or equipment required for the construction of the leaching bed within the sewage system envelope.

h) The Owner agrees to maintain and to post a copy of the overall Lot Grading Plan in any home sales office/ online for prospective buyers to view.

6. PAYMENT OF TAXES

a) The Owner AGREES to pay all arrears of taxes outstanding against the Land herein described before execution of this Agreement by the City.

b) The Owner further UNDERTAKES AND AGREES to pay all taxes levied, or to be levied, on the said Land on the basis and in accordance with assessment and collector's roll entries until such time as the Land herein being developed has been assessed and entered on the collector's roll. Notwithstanding the foregoing, nothing contained herein shall prevent the Owner from appealing such taxes or exercising any other rights of appeal it may have at law.

7. COMMUTATION OF LOCAL IMPROVEMENTS

The Owner AGREES to commute and pay all charges with respect to existing local improvements assessed against the Land. Such payments are to be made by the Owner prior to registration of this Agreement.

8. DEFAULT

a) The Owner shall be in default of this Agreement if the Owner fails to install the Public Services in compliance with the approved drawings and within the time schedule agreed upon, or if the Owner:

i) is not diligently completing the Public Services within the specified time, and/or;
ii) neglects or abandons the Public Services prior to completion, and/or;
iii) has caused unreasonable delays so that this Agreement is not being complied with or is carelessly executed, and/or;
iv) is refusing to renew or complete such Public Services as may be directed as defective or unsuitable, and/or;
v) is not constructing the Public Services in compliance with the Director's approved drawings and conditions and/or
vi) otherwise defaults in its obligations set out in performance in accordance with this Agreement.

b) In the event that the City determines the Owner to be in default as hereinbefore provided, the City shall notify the Owner of the particulars of such default by registered mail and shall specify the time within which such default

shall be remedied.

c) In the event that the Owner fails to remedy the default within the time specified, the City shall thereafter have full authority and power to stop all Public Services and if the City so elects, it may purchase such materials, tools and machinery and employ such workers or contractors as in the opinion of the Director, are necessary to complete the Public Services. The City shall be entitled to draw upon its security without further notice to the Owner in order to provide funds for payment of any Public Services undertaken by the City.

d) If the cost of any work performed by the City exceeds the value of the security available to the City, then the Owner shall, within 30 days of written demand by the City, reimburse the City for such excess expenses and administrative costs. If it is not paid within 30 days of the demand, such unpaid balance shall bear interest at the rate determined by the Treasurer, and may be applied as a charge on the Land.

e) Unless the remedy of the default is in the nature of an emergency, the notice of default provided-for above shall allow the Owner at least ten (10) business days to cure the default before the City may act on the Owner's behalf and use any remedies set out in this Section 8 or elsewhere in this Agreement.

9. FINANCIAL ARRANGEMENTS

The Owner UNDERTAKES AND AGREES to the following financial arrangements with respect to the performance of this Agreement:

a) The Owner at his or her own expense, shall provide the City at the time of execution of this Agreement, an irrevocable letter of credit and/or security (herein referred to as "the security") in the amount of 100% required by the City to guarantee and secure the due performance by the Owner of all of the obligations imposed upon the Owner by this Agreement and as outlined in Schedule "D", including, without limiting the generality of the foregoing, the performance of the work and development, including engineering, planning and legal expenses incurred by the City in connection with the administration and enforcement of this Agreement. The estimated cost of these works and Public Services is set out in Schedule "D" hereto.

b) The aforesaid security shall be in a form approved by the City's Treasurer and the Owner COVENANTS AND AGREES that the said security shall be kept in full force and effect and that he or she will pay all premiums as the same come due until such time as the City accepts the said Public Services as hereinbefore provided at which time the said security shall be reduced in accordance with Section 1.f) above and returned to the Owner. The aforesaid security shall also contain the following provisions:

i) The security shall be for any obligations of the Owner pursuant to the provisions of this Agreement, without limitations whatsoever and shall include H.S.T.;

ii) Drawings on the security shall be permitted upon the City claiming

default by the Owner under the terms of this Agreement, and certifying that the notice provided for under Section 8 hereof has been given, and such default shall not be limited to the actions of the Owner;

iii) Partial drawings on the security shall be permitted at the time of acceptance and substantial completion and at the time of assumption

iv) If the security is in the form of a letter of credit and is not renewed at least thirty (30) days prior to the date of expiry by an irrevocable letter of renewal or replacement letter of credit in such form and on such terms acceptable to the City's Treasurer, the City may be permitted to draw on up to 100% of the letter of credit on or before the date of expiry; and

v) The Owner shall provide to the City on an annual basis confirmation of the validity and currency of the security held by the City. Said confirmation shall be in the form of the Schedule "D" engineering cost estimate accompanied by a letter submission confirming that the security held pursuant to Schedule "D" reflects the value of work outstanding at that time.

c) While at all times being subject to the discretion of the City, the calculation of the amount of any reductions on the security held pursuant to Schedule "D" to reflect the value of work already completed by the Owner shall generally be as follows:

i) Calculate 10% of the estimated cost of the completed works as inspected and agreed to by the City;

ii) Add thereto the estimated value of the uncompleted work;

iii) Add to that subtotal an allowance for contingencies (5%) and engineering and inspection (7%);

iv) The resultant amount including H.S.T. shall be the revised amount of security required to be held pursuant to Schedule "D"; and

v) At no time can the amount of security be reduced to below the actual amount required to secure the completion of Public Services and the full payment of the required Development Charges.

Provided, however, there shall be no reduction in the security unless the City has received a current statutory declaration that the completed work has been paid for in full and there are no claims outstanding or being made with respect to the Services or completed work, whether pursuant to the Construction Act, R.S.O. 1990, c. C.30, as amended (the "Construction Act") or otherwise.

d) It is understood and agreed that the filing of a lien or delivery of a claim for a lien to the City Clerk under the Construction Act constitutes a default under this Agreement, and upon receipt of any lien, claim or notice under the Construction Act, it is agreed that the City may use the security for payment into court of any

amount required by the provisions of the Construction Act, providing the Owner is unable to remove the lien within twenty-one (21) business days of receiving notification.

e) Where there has been a default by the Owner with respect to any provisions of this Agreement and the City has taken steps on its own to remedy such default, after providing the Owner with notice of such default and a reasonable opportunity to cure such default, any such steps shall be done at the expense of the Owner and, to the extent such work is not capable of being reimbursed through drawing on the letter of credit, shall be recovered as provided in Section 446 of the *Municipal Act*, 2001 R.S.O.2001 c.28, as amended.

f) Prior to the execution of this Agreement by the City, the Owner shall have paid to the City the Engineering Fee (Development Application Approval Processing Fee –DAAP) herein provided.

Said Engineering Fee, intended to reimburse the City for the expenses incurred by it in processing the post-draft-plan-approval development of the subdivision, shall be in the amount of 3.7% of the estimated construction value of the Public Services created relative to the subdivision as laid out in Schedule "D" (exclusive of H.S.T.). Inter alia, the above mentioned fee includes all services provided by the City in relation to approval of the grading on individual Lots and Blocks created by the registered plan. The collection of all of the aforementioned Fees shall be in accordance with By-Law 2007-132, as amended.

g) The Owner agrees that it and the subdivision proposed herein are subject to the Development Charges By-laws of the City of Kawartha Lakes, as amended or replaced from time to time. In respect of the proposed subdivision, the following table determines the value of the applicable Development Charges, as of the date of execution of this Agreement, owed to the City by the Owner:

Residential Dwelling Unit Type		Single- or Semi-Detached	Row or Multiple	Apartment: Two or More Bedrooms	Apartment: One Bedroom	Total
Number of Dwelling Units in Proposed Subdivision		146	--	--	--	--
(Urban – NWT) April 1 - December 31, 2020 Development Charge Rate Per Dwelling Unit	Health and Social	$213	--	--	--	--
	Airport	$23	--	--	--	--
	By-Law Enforcement	$15	--	--	--	--
	Parking	$114	--	--	--	--
	Parks and Recreation	$685	--	--	--	--
	Library	351	--	--	--	--
	Administration	$374	--	--	--	--

	Studies					
	Fire	$333	--	--	--	--
	Paramedic	$196				
	Police	$406				
	Transit	$248	--	--	--	--
	Waste Diversion	$34				
	Roads and Related	$6,249	--	--	--	--
	Water Treatment	$3,286	--	--	--	--
	Water Distribution	$3,412	--	--	--	--
	Wastewater Treatment	$4,191	--	--	--	--
	Wastewater Collection	$NWT	--	--	--	--
	Total	$20,130	--	--	--	--
Total Development Charges Owed to the City by the Owner		$2,938,980		--	--	--

Unless the City agrees to an alternate arrangement though this Agreement, By-Law 2019-184 (A By-Law to Impose Development Charges in the City of Kawartha Lakes) requires the roads and related, water treatment, water distribution, sewage treatment and sewage collection Development Charges to be paid as a condition of entering into this Agreement and the other Development Charges to be paid as a condition of building permit issuance by the City for the dwelling units of the proposed subdivision.

It is acknowledged, however, that the Owner has applied to the City for a deferral of Development Charges whereby the payment of the Development Charges in respect of each dwelling unit of the proposed subdivision would be deferred to time of **Occupancy** of the same. Whereas the City finds the Owner eligible for the requested deferral, the City has, with consideration for its financial circumstances, resolved to grant the requested deferral in accordance with By-Law 2019-184 and Council Policy CP2019-005, as amended or replaced from time to time.

Accordingly, the Development Charges in respect of each dwelling unit of the proposed subdivision are due upon and as condition of, issuance of a permit for **Occupancy** of the same, by the Chief Building Official, subject to the following conditions:

(i) On the 3rd anniversary of the execution of this Agreement, any remaining payments of Development Charges are due;

(ii) Payments of Development Charges shall be determined by the Chief Building Official in accordance with the Development Charge rates in effect at the time payment is made;

(iii) The Owner may make a full, but not a partial, payment of Development Charges in respect of a dwelling unit prior to when the payment is due;

(iv) The Owner agrees it is solely responsible for ensuring timely payment of Development Charges and that late payments of Development Charges are subject to an interest rate of 5.00% per annum until they are finally received or recovered from the Owner by the City;

(v) The Owner shall forthwith reimburse the City, upon demand by the City Solicitor, for all legal, administrative and other costs to the City of recovering late payments of Development Charges from the Owner;

(vi) The Development Charges and other financial obligations of the Owner to the City arising from the deferral of the Development Charges remain owing to the City until they are settled to the City's satisfaction;

(vii) Notwithstanding any other provision of this Agreement, at such time any financial security provided by the Owner to the City pursuant to this Agreement shall no longer be required for its original purpose, it shall thereafter be kept in force for a period satisfactory to the City to secure outstanding Development Charges, and, upon renewal from time to time, shall be adjusted to the value of the outstanding Development Charges in accordance with the Development Charge rates then in effect, plus any additional financial obligations of the Owner to the City arising from the deferral of the Development Charges, subject to truncation of the financial security at its original value;

(viii) Should the Owner fall into default of any financial obligation to the City arising from the deferral of the Development Charges, the City may recover the outstanding financial obligation, in whole or in part, from the Owner by drawing upon any available financial security provided to the City by the Owner and or by collecting the outstanding financial obligation from the Owner in the same manner as property taxes; and

(ix) The foregoing conditions shall not be interpreted or construed so as to limit any of the rights, prerogatives or powers of the City or remedies or recourse available to the City.

10. NOTIFICATION

a) If any notice is required to be given by the City to the Owner with respect to this Agreement, such notice shall be mailed or delivered to:

Name **CIC Developments Inc., c/o Bromont Homes Inc.**

Address **457 Jevlan Drive, Suite 8**
Woodbridge, ON, L4L 7Z9

Phone **905-850-3333**
Email **rocco@bromonthomes.com**

or such other address as the Owner has notified the City Clerk in writing, and any such notice mailed or delivered shall be deemed good and sufficient notice under the terms of this Agreement.

b) Prior to commencement of any construction of Public Services covered under this Agreement, the Owner shall notify the Director two (2) business days in advance, and no construction of Public Services shall be carried out without such notification.

11. NOTIFICATION OF SERVICES

The Owner AGREES to notify, or cause to be notified, each and every purchaser of a Lot or Block within the said Subdivision of all Public Services provided for such purchaser and where the said purchaser pays directly any portion of the cost thereof, the cost of such Public Services and the share thereof to be paid by such purchaser, and cause such information to be fully recorded in any offer or agreement to purchase any Lot or Block entered into by any such purchaser.

Each Agreement of Purchase and Sale for a Lot or Block in the said Subdivision shall include the provisions contained in the following Sections of this Agreement, namely: 5, 23, 35, and Schedule 'G'.

12. HYDROGEOLOGICAL/GEOTECHNICAL REPORT

"Geotechnical Investigation Report, Proposed Jennings Creek Subdivision", prepared by GHD, dated July 6, 2017.

13. EMERGENCY ACCESS ROUTE / WALKWAY

The Owner AGREES to identify any emergency access route or walkway on Schedule "A-1".

14. CONSTRUCTION ACCESS

The Owner AGREES that all construction access to the site shall only be from Angeline Street North, Lindsay. The construction access route must be clearly signed to the satisfaction of the City. The construction access route must be maintained in good condition to avoid the transfer of dirt and debris from the subdivision development.

15. ZONING

The Owner AGREES that the Land shown on Schedule "A" hereto shall be governed by the provisions of File D06-2018-010 and Zoning By-Law 2018-108, as amended which provides the following zoning:

LOT OR BLOCK	ZONE
Lots 28-47, 85-94, 126-139	R1
Block 147	R1(H4)
Lots 95-118, 120-125	R1-S6
Lots 48, 119	R1-S19
Lots 1-14, 17-20, 23-26, 50-83, 140-146	R2
Lots 15, 16, 21, 22, 27, 49, 84	R2-S37
Block 150	OS
Blocks 148-149	OS-S2

16. CONSTRUCTION & SOIL USE

Notwithstanding any other requirements of this Agreement, the Owner AGREES:

a) That all streets abutting on the Land to be included in this Agreement and to be used for access during the construction of the dwellings or other buildings on the Plan shall be kept in good and usable condition during the said construction and, if damaged, will be restored immediately and all trucks making delivery to or taking materials from the Land in the said Plan shall be adequately covered and not unreasonably loaded so as to scatter refuse, rubbish or debris on the said streets abutting. The Engineer shall prepare a written engineering appraisal of all streets abutting the Land to be developed to establish the condition of the streets prior to any construction. The appraisal shall be submitted to the City for review. The City will confirm that the appraisal shall form the basis of subsequent reassessment of the condition of the street during or after the construction period. If an objection is filed by the Owner, an independent assessment by an engineer appointed upon mutual consent of the City and the Owner shall form the basis of comparison.

b) That all topsoil removed from the Land, shown on Schedule “A-1” attached hereto, shall be stockpiled and vegetated, and as each building is completed, the

topsoil so stockpiled shall be placed around the grounds of each building to minimum consolidated depth of 150mm and shall include all surfaces not covered by buildings, driveways or pavement.

c) That the Owner is solely responsible for ensuring that sufficient topsoil is available for all Lots and Blocks to comply with the requirements of this Agreement.

d) The Owner shall direct his employees, contractors, and agents to restrict construction traffic to such street and at such times as the Director directs.

17. REGISTERED PLAN

The Owner AGREES to supply a “mylar” copy of Registered Plan 57M-____ to the Director immediately following registration.

18. UTILITY COORDINATION

The Owner AGREES to coordinate the design for the installation of utility plans within the Plan of Subdivision and has produced a Composite Utility Plan (Schedule “H”) to the satisfaction of the City’s Engineering and Corporate Assets Department and the necessary utility authorities prior to the issuance of any Building Permits within the Plan of Subdivision. The Composite Utility Plan shall contain the plans required for the installation of primary and secondary electricity, telecommunication, street lighting, and/or gas services as available.

19. AGREEMENT WITH HYDRO ONE NETWORKS INC.

The Owner shall enter into an Agreement for Electrical Servicing with Hydro One Networks Inc. This Servicing Agreement will specify all the terms, conditions, and financial obligations to facilitate the extension of electrical servicing to the Land. Hydro One Networks Inc. may as part of its Electrical System Servicing Agreement, require a type of Development Charge or Systems Capital Contribution Fee towards the provision of system(s) capacities expansion outside of the Plan of Subdivision but necessary to ensure the integrity of the company’s power distribution grid. The relocation of any pole and/or anchor shall be paid for by the Owner.

The Owner AGREES that a Multi-Service connection Agreement must be entered into with Hydro One that is satisfactory to Hydro One and the City. The Owner further AGREES there will be no expense or obligation to the City in the Multi-Service Connection Agreement.

The Owner AGREES to pay the City’s portion of the costs to be incurred to install underground Hydro.

The City has required that all primary and secondary electrical services for the Plan of Subdivision be designed and installed underground.

The Owner and/or Builder Permit Holder AGREES to install underground electrical services and to the specifications of Hydro One Networks Inc. to install

all secondary electrical services from the street to each individual residence within the Plan of Subdivision.

The Owner AGREES to provide to the City a copy of the Hydro One Networks Inc. agreement and reference plans.

20. STREETSCAPE PLAN

The Owner COVENANTS AND AGREES to:

a) install trees within the rights of way of all streets to be dedicated to the City in accordance with the approved landscape plan;

b) provide security in an amount shown in Schedule D to the City to ensure compliance with the street tree planting requirements for this Agreement;

c) plant trees having a minimum caliper of sixty millimeters (60mm); and

d) coordinate the approved landscape plan with the approved utility plan. Maintain and post a copy of the Streetscape Plan in any home sales office/online for prospective home buyers to view.

21. WINTER MAINTENANCE AND WASTE COLLECTION

a) The Owner covenants and agrees to snowplow and sand all roads in the Plan of Subdivision until the issuance of the first final occupancy permit.

b) The Owner and City covenant and agree that the City shall pick up the residential waste from the occupied dwelling units, in accordance with By-Law 2007-024, as amended, only after the issuance of the first final occupancy permit.

22. MODEL HOME

a) Notwithstanding the provisions of this Agreement to the contrary, prior to the registration of the final plan of subdivision the Owner may erect one (1) detached dwelling on Lot 1 as approved by the City.

b) The Owner COVENANTS AND AGREES that he or his agent/builder/contractor will submit to the Chief Building Official of the City, a Site Plan and such other plans and drawings as the City deems necessary for the development of the Model Home area for approval of the Director, which approval must be obtained prior to the commencement of any work or construction hereunder and as a prerequisite to the issuance of the Building Permit with respect to the said Lot. Approval shall relate to the lot grading, drainage and landscaping as well as all other matters which the Owner proposes to install, construct or erect on the said Lot.

c) The Owner COVENANTS AND AGREES to provide in accordance with the Site Plan to the satisfaction of and at no expense to the City, the following:

i) off-street granular parking facilities detailed in the Model Home Plan and access driveway;

ii) facilities for the lighting of the said Lot and the building or structure to be erected thereon;

iii) walls, fences, hedges, shrubs, and sod for the landscaping of the said Lot or for the protection of adjoining land;

iv) facilities for the construction, maintenance or improvement of water courses, ditches, and drainage works in connection with the development of the said Lot; and

v) grading and alteration in elevation or contour of the said Lot and provision for the disposal of storm, surface and waste water from the said Lot and from any building or structure to be erected, placed or constructed on the said Lot, to the satisfaction of the Director.

d) The Owner COVENANTS AND AGREES that he or his agent/builder/contractor will complete at its sole risk and expense the facilities and works referred to in Section 22.c) as well as those facilities and works referred to in the Site Plan.

e) The Owner COVENANTS AND AGREES that no building or structure or erection built, constructed or erected on any Lot as a model home shall be occupied, save and except that the building may be occupied for the sole purpose of an office to promote the sale of detached dwellings in the Plan of Subdivision as described in this Agreement.

23. TRILLIUM LAKELANDS DISTRICT SCHOOL BOARD

All Agreements of Purchase and Sale for all Lots and Blocks governed by this Agreement shall provide notice that pupils who reside in this Subdivision and attend public elementary and/or secondary schools may be required to be transported to schools, and that, if transportation to schools is necessary, the pupils who reside in this Subdivision will meet the school bus on roads now in existence or at another designated place convenient to the Trillium Lakelands District School Board.

24. FIRE SERVICE DEPARTMENT REQUIREMENTS

a) The Owner AGREES to provide notification to any Purchaser/Grantee that no burning of brush or construction debris will be permitted without the prior written approval of the Fire Service Department, and further AGREES that it will itself comply with this policy.

b) The Owner and City AGREE that Building Permits will be restricted to provide for a fire break as follows:

1. Except as provided in Sentence 2, a firebreak shall be a single house lot, a semi-detached house block, a townhouse block or a parcel(s) of land no less than 9.1 metres (30 feet) in width that is vacant of all structures and buildings.

2. A firebreak may contain the following:

a. A completed foundation and first floor platform constructed under authority of a building permit, or
b. A building with a completed exposing building face including roofing, fascia, soffit, cladding, windows, doors and fire resistance rating, where required.

3. A firebreak plan shall be submitted to the City of Kawartha Lakes for approval prior to the issuance of any building permits in the subdivision.

4. A firebreak shall be maintained free of all construction material, ground cover, equipment and debris.

5. In the case of single house lots and semi-detached house blocks, a firebreak shall be provided not more than every:
a. 6th single house lot, and
b. 3rd semi-detached house block.

6. Combinations of adjacent single house lots and semi-detached house blocks may be provided so as not to exceed 6 dwellings in a row without the occurrence of a firebreak.

7. A firebreak shall be provided immediately adjacent to each end of a townhouse block.

8. Requests to release approved fire break lots shall be in writing to the Chief Building Official.

9. As construction proceeds, the developer may submit a revised firebreak plan to the Chief Building Official for review and approval. The Chief Building Official has no obligation to approve a revised firebreak plan.

10. At the Chief Building Official's discretion, all matters that are subject to the Chief Building Official's approval may also be referred to the Chief Fire Official.

11. Notwithstanding above, the City's Chief Fire Official and the Chief Building Official may amend these requirements or the firebreak plan to suit the site.~~every six (6) Lots until external finishing, cladding, roofing and windows on each unit abutting each side Lot line has been completed, unless otherwise approved by the Fire Chief of the City.~~

c) The Owner further AGREES that street signs shall be erected that are painted and clearly legible as approved by the City, fastened securely to a post at least 2.1 metres above ground level at all street intersections and maintained until permanent signs are erected. These signs shall be erected upon completion of the road base and/or curbing.

25. BELL CANADA REQUIREMENTS

a) Prior to the issuance of Building Permits, the Owner AGREES that Bell Canada shall confirm to the City, that satisfactory arrangements, financial and otherwise, have been made with Bell Canada for any Bell Canada facilities serving this Plan of Subdivision which are required to be installed underground.

b) The Owner further AGREES to grant Bell Canada any easements that may be required for telecommunication services.

c) The Owner further AGREES that if there are any conflicts with existing Bell Canada facilities or easements, the Owner shall be responsible for re-arrangements or relocation.

26. ENBRIDGE GAS DISTRIBUTION REQUIREMENTS

The Owner shall grade all boulevards to final pre-topsoil subgrade prior to the installation of the gas lines, and provide the necessary field survey information required for the installation of the gas lines, all to the satisfaction of Enbridge Gas.

27. ARCHAEOLOGICAL FINDS

The Owner AGREES that it, or its agents, builders or contractors shall immediately cease work and notify the Ministry of Tourism, Culture and Sport, of any discovery of any archaeological resources, including but not limited to artifacts or burials, during development and housing construction.

The Owner further AGREES that if during construction any archaeological or cultural heritage resources (including human remains) are found, that all work shall cease and the Ministry of Tourism, Culture and Sport be notified and only commenced with the Ministry's concurrence.

28. STORMWATER MANAGEMENT

a) The Owner AGREES to implement the requirements incorporated in the Draft Plan Conditions attached as Schedule "F" and any reports submitted to Kawartha Region Conservation Authority and the City pertaining to:

i) pre and post development run-off flows and water balance calculations, and the intended means of conveying stormwater flow from each Lot, Block and the entire proposed Plan of Subdivision;

ii) the anticipated impact of the Plan of Subdivision on water quality and phosphorus control, as it relates to fish and fish habitat once adequate protective measures have been taken;

iii) the means whereby erosion and sedimentation and their effects will be minimized on the site during and after construction;

iv) the site soil conditions, including grain size distribution profiles;

v) a site grading plan.

b) The Owner AGREES to erect and maintain all stormwater management and erosion and sedimentation control structures operating and in good repair

during the construction period, in a manner satisfactory to Kawartha Region Conservation Authority and the City.

c) Prior to the execution of this Agreement, the Owner AGREES to confirm to the City that Kawartha Conservation Authority has reviewed and approved the stormwater management report and plan, erosion and sedimentation plan, and final Lot Grading Plans as required under this Section.

29. SEWER UPGRADES

a) UPGRADES TO EXISTING STORM SEWER

Specific requirements as applicable to the plan are to be inserted.

b) UPGRADES TO EXISTING SANITARY SEWER

Specific requirements as applicable to the plan are to be inserted.

30. OTHER UPGRADES

Specific requirements as applicable to the plan are to be inserted.

31. PARKLAND CONTRIBUTION OR CASH-IN-LIEU

The Owner COVENANTS and AGREES that prior to the execution of this Agreement by the City, the Owner shall have paid to the City cash-in-lieu of the dedication of parkland equal to 5% of the appraised value of the Land. Such value shall be determined by an experienced and qualified land appraiser (CRA or AACI) as of the day before draft plan approval was given by the City or the most recent extension of such draft plan approval by the Director of Development Services or his designate. The appraisal report shall accompany the cash-in-lieu payment. The City is not required to accept the appraisal report and reserves the right to peer-review the appraisal report and negotiate the cash-in-lieu payment. Said amount is ____ ($***,***.**) based on the appraisal of the entire draft approved plan dated _____.

Commented [RP5]: Appraisal to be provided to Planning

32. SCHEDULES

The City and the Owner agree that the following Schedules shall form part of this Agreement:

Schedule "A" – Description of Land (attached)
Schedule "A-1" – Engineering Drawings (Complete Set & Electronic CD) To be on file with the City of Kawartha Lakes
Schedule "B" – Land for Municipal Purposes (attached)
Schedule "B-1" – Plan of Easements
Schedule "C" – Specifications and Standards (attached)
Schedule "D" – Summary of Estimated Costs (attached)
Schedule "E" – Lot Grading Plan (on file with City)
Schedule "F" – Conditions of Draft Plan Approval (attached)
Schedule "G" – Special Warnings and Notices (attached)
Schedule "H" – Composite Utility Plan (on file with the City)
Schedule "I" - Letter of Undertaking (attached)

33. LOCAL SERVICE AND LOCAL CONNECTION CHARGE WHERE MUNICIPAL URBAN SERVICES EXIST

The Owner acknowledges and confirms that all charges, payments, works to be constructed or installed, studies to be carried out and all other obligations contained in this Agreement or the cost thereof are characterized as:

a) local services installed at the expense of the Owner within the Plan of Subdivision as a condition of the approval under Section 51 of the Planning Act;

b) local connections to watermains, sanitary sewers and storm drainage facilities installed at the expense of the Owner; and are not related to development within the meaning of the Development Charges Act.

34. BUFFER AND FENCING REQUIREMENTS

If applicable, the Owner AGREES to install privacy and noise attenuation fencing in accordance with the requirements of Schedule “C”, Section 12.

35. CANADA POST REQUIREMENTS

The Owner COVENANTS AND AGREES to provide the City with evidence that satisfactory arrangements, financial and otherwise, have been made with Canada Post Corporation for the installation of Community Mail Boxes (CMBs) as required by Canada Post Corporation and in accordance with the requirements of Schedule “C” Section 14 at the time of sidewalk and/or curb installation. The Owner further covenants and agrees to notify prospective purchasers of locations of CMBs in accordance with Schedule “G” Item 1l) and that home/business mail delivery will be provided via CMB, provided the Owner has paid for the activation and equipment installation of the CMBs.

36. MINISTRY OF TRANSPORTATION REQUIREMENTS

Specific requirements as applicable to the plan are to be inserted.

37. MINISTRY OF NATURAL RESOURCES AND FORESTRY REQUIREMENTS

Specific requirements as applicable to the plan are to be inserted.

38. MINISTRY OF THE ENVIRONMENT CONSERVATION AND PARKS

The Owner shall comply with all requirements of Ministry of the Environment Conservation and Parks Environmental Compliance Approval Number 3749-BAELAP issued March 30, 2019, as amended, for the sewers and stormwater management facilities.

39. SUBORDINATION

The Owner shall be required to provide the postponement or subordination of any existing mortgage or charge holder prior to the registration of this Agreement.

40. MISCELLANEOUS

a) Every provision of this Agreement by which the Owner is obligated in any way shall be deemed to include the words “at the expense of the Owner” unless the Agreement specifies otherwise.

b) The City and Owner AGREE that they shall perform all of their respective obligations under this Agreement in an expeditious manner, which obligations include those set out in the Schedules attached hereto.

c) In the event that a Court determines that any provision of this Agreement, including any provisions set out in the Schedules attached to this Agreement is void or unenforceable:

i) such provision shall be deemed severed from the Agreement and the balance of the Agreement and its Schedules shall continue in full force and effect; and

ii) the parties shall provide and perform such further assurances as are necessary to ensure the implementation of those provisions deemed severed.

d) The parties agree and acknowledge that the City has the authority and jurisdiction to enter into, perform and enforce the provisions of the Agreement, including its Schedules.

e) It is hereby agreed and declared that where in this Agreement the context or required, words in the singular include the plural, words in the plural include the singular, and words importing the masculine gender include the feminine and neutral gender.

41. REGISTRATION OF AGREEMENT

a) The Owner and the City hereby AGREE that this Agreement and the Schedules hereto shall be registered upon the title of the Land affected by this Agreement, such registration shall be at the expense of the Owner. The Owner acknowledges that the City, in addition to any other remedy it may have at law, shall also be entitled to enforce this Agreement in accordance with s. 442 of the *Municipal Act, 2001*.

b) In the event that the Plan of Subdivision has not been registered within one (1) year from the date of this Agreement, the City may, at its option, on one (1) month’s notice to the Owner, declare this Agreement to be null and void, whereupon the Owner declares that he or she will not register the Plan of Subdivision or make any improvements upon the Land and the proposed Plan of Subdivision until a new Agreement has been executed by the parties.

42. IT IS DECLARED AND AGREED that this Agreement and the covenants, provisions, conditions and Schedules herein contained shall inure to the benefit of and be binding upon the respective heirs, executors, administrators, successors or assigns of each of the parties hereto. “Owner” where used in this Agreement, and in addition to its accepted meaning, shall mean and include an individual, an association, a partnership, or an incorporated company, and wherever the singular is used herein, it shall be construed as including the plural.

IN WITNESS WHEREOF the Corporate Seal of the City and of the Owner is hereunto affixed under the hands of its proper officers in that behalf.

THE CORPORATION OF THE CITY OF KAWARTHA LAKES

_____ _____

Andy Letham, MAYOR Date

_____ _____

Cathie Ritchie, CITY CLERK Date

._____

Owner's Name: Date

Title:

I have the authority to bind the Corporation.

DRAFT

SCHEDULE "A"

DESCRIPTION of the LAND

Legal description of the Land shall be inserted.

The Land affected by this Agreement is legally described as Part of Lot 24, Concession 4 (Formerly Ops) – RP 57R7234 Parts 9 to 11 and Parts 12 to 14, now in the City of Kawartha Lakes. More particularly, the Land is described as, Lots 1-146 both inclusive, and Blocks 147-151, both inclusive, as shown on Plan 57M-_____, City of Kawartha Lakes.

DRAFT

SCHEDULE "A-1"

ENGINEERING DRAWINGS

(Must include the complete drawing set in both hardcopy and digital formats)

The following drawings listed hereafter and prepared by the Engineer shall constitute part of this Agreement and <u>are on file with the City</u> and identified as forming Schedule A-1 by the signatures of the Owner and the City.

<u>Servicing Plans by Valdor Engineering Inc.</u>

Drawing No. GN-1	General Notes
Drawing No. GP-1	General Plan
Drawing No. STM-1	Storm Drainage Plan
Drawing No. SAN-1	Sanitary Drainage Plan
Drawing No. GR-1	Grading Plan
Drawing No. GR-2	Grading Plan
Drawing No. GR-3	Grading Plan
Drawing No. GR-4	Grading Plan
Drawing No. P-1	Hennessey Crescent
Drawing No. P-2	Hennessey Crescent
Drawing No. P-3	Hennessey Crescent
Drawing No. P-4	Hancock Crescent
Drawing No. P-5	Connolly Road
Drawing No. P-6	Connolly Road
Drawing No. SWM-1	Stormwater Management Pond (Plan View)
Drawing No. SWM-2	Stormwater Management Pond (Sections)
Drawing No. SWM-3	Stormwater Management Pond (Sections and Details)
Drawing No. ESC-1	Sediment Control Plan (Stage 1)
Drawing No. ESC-2	Sediment Control Plan (Stage 2)
Drawing No. ESC-3	Sediment Control Notes and Details
Drawing No. STD-1	Standard Details
Drawing No. STD-2	Standard Details
Drawing No. STD-3	Standard Details

Commented [RP6]: Valdor – provide Details/Cross Section for Walkway and Emergency Access Blocks required (asphalt type, width, fencing, bollard locations etc.), Acoustical fence construction detail.

<u>Utility Plans and Streetlighting by RTG Systems Inc.</u>

Drawing No. CUP-1	Composite Utility Plan and Streetlighting
Drawing No. CUP-2	Composite Utility Plan and Streetlighting
Drawing No. CUP-3	Composite Utility Plan and Streetlighting

Commented [RP7]: Valdor – CUP Plans to be signed by all Utilities and date of their approvals.

<u>Landscaping Plans by Michael E. McGuire Landscape Architect</u>

Drawing No. PL-1.1	Stormwater Management Pond
Drawing No. L-2.1	North Area Streetscape Plan
Drawing No. L-3.1	South Area Streetscape Plan
Drawing No. L-4.1	West Area Streetscape Plan

DRAFT

SCHEDULE "B"

LAND FOR MUNICIPAL PURPOSES

1. EASEMENTS FOR GENERAL MUNICIPAL PURPOSES

The Owner shall grant at its expense and in favour of the City the following easements for General Municipal Purposes: being Part_____, inclusive, shown on Plan 57R-_____ and attached as Schedule B1.

Commented [RP8]: Parts 1-5 on draft RPlan is not for municipal purpose , it is area of floodplain/ restricted use for private property. Planning to confirm easement with KRCA.

2. EASEMENTS FOR UTILITY PURPOSES

The Owner shall grant such easements as may be required for utility purposes to the appropriate authority.

3. PUBLIC HIGHWAYS

The streets to be constructed in this development named, _____Connolly Road, Hancock Crescent, and Hennessey Crescent, Block 147 and Block 151 shall be conveyed and dedicated to the City of Kawartha Lakes for public highway purposes at no cost to the City and free of all liens and encumbrances.

Commented [IW9]: Residential reserve, for temporary cul-de-sac?

4. 0.3 METRE RESERVES

The Owner shall convey Block(s) 144to 145, inclusive, as shown on Plan 57M-____ (16T-88009) to the City for the purpose of a 0.3 m reserve.

5. STORMWATER MANAGEMENT FACILITIES

The Owner shall construct the stormwater management facility for the Plan of Subdivision on Block 148 of Plan 57M- ____ and shall convey Blocks_148_____each for construction and placement of a stormwater management pond and sediment drying areas, and Blocks _____for access and drainage to the stormwater management ponds of Plan 57M-____ to the City.

6. WALKWAYS

The Owner shall convey Blocks149 and 150 of Plan 57M-____ to the City for walkway and emergency access

DRAFT

SCHEDULE "B-1"

PLAN OF EASEMENTS

Page 1 of 2

Attach to Agreement

DRAFT

SCHEDULE "C"

SPECIFICATIONS AND STANDARDS

1. General

Public Services shall be constructed in accordance with the specifications and standards of the City of Kawartha Lakes as amended from time to time and the most recent editions of the Ontario Provincial Standard Specifications and Ontario Provincial Standard Drawings adopted as specifications and standards of the City of Kawartha Lakes.

2. Roadways

Roadways shall be designed in accordance with design data and criteria of the Ministry of Transportation as revised from time to time.

Roadways shall be constructed in the locations and to the widths and grades indicated within Schedules "A-1" and "E" and set out in Schedule "D" attached hereto.

i) Excavation

ii) Grading

iii) Subgrade compacted to 95% standard proctor density;

iv) 300mm minimum compacted depth of Granular "B", Type II;

v) 150mm minimum compacted depth of crushed gravel, Granular "A";

vi) Subdrains

vii) Boulevards

viii) Hot Mix Asphalt Pavement: 50 mm compacted depth of hot-mix, hot laid base course asphalt, HL-8 course mix and 40 mm compacted depth of hot-mix, hot laid base course asphalt, HL-4. The thickness of asphalt shall represent compacted depths.

The Owner shall, maintain the roadways in a usable condition for vehicular traffic until such time as the roadways have been assumed by the City. The Owner shall repair the roadway within twenty-four (24) hours of receiving notice, or of the Engineer receiving notice to do so from the Director.

Immediately prior to the construction of the final gravel course and the surface treatment, the previously constructed gravel course shall be inspected by the Director and where, in the opinion of the Director, the surface has become contaminated, the Owner shall remove all such contaminated areas and replace with acceptable material, all at no cost to the City.

3. Curbs and Gutters and Sidewalks

Concrete curb and gutter shall be constructed in accordance with the OPSS - 353. Curb and gutter shall be constructed on both sides of all streets. The type of curb and gutter to be installed shall be as follows:

i) Concrete barrier curb shall be constructed in accordance with OPSD 600.040 as determined by the City.

ii) Curb and gutter terminations shall be constructed in accordance with the OPSD 608.010.

iii) Sidewalks shall be constructed in all locations as indicated within the site set out in Schedule “D” attached hereto and in accordance with OPSS - 351.

iv) Ramps shall be constructed at all intersecting streets and where public walkways intersect a street.

4. Watermains

Watermains, including valves, valve boxes, hydrants etc. shall be installed in accordance with the Ministry of the Environment’s *Design Guidelines for Drinking-Water Systems* to which the Form 1 was subject and in the location indicated on Schedule “A-1” and shall be of such size as required by the Director as set out in Schedule ”D” hereto.

5. Sanitary Sewers

a) Sanitary sewers of a size approved by the Director shall be installed on all streets and easements, etc., as required to adequately service the Plan and adjacent contributory areas. Sewers shall be installed complete with manholes and connected to an adequate outlet as indicated on engineering plans prepared by the Engineer and approved by the City as indicated in Schedule “A-1” and set out on Schedule "D" attached hereto.

b) Sanitary sewer pipe shall be a minimum nominal diameter of 200mm and shall be manufactured of one of the following materials:

i) P.V.C. plastic meeting the requirements of A.S.T.M. designation D3034, CSA Standard B182.4 and having an S.D.R. of 35 maximum.

ii) A.B.S. composite wall (Truss Pipe) as manufactured by Armco Canada Limited or an approved equal meeting the requirements A.S.T.M. designation D2680.

iii) Polyethylene meeting the requirements of A.S.T.M. designation D1248.

c) Unless otherwise specified, sewer pipe shall be laid in a Class “B” bedding consisting of approved crushed granular material mechanically compacted to a minimum Proctor Density of 95% in 150mm layers under the pipe to a depth of one-third (1/3) the outside diameter, such depth being a minimum of 150mm and a maximum of 300mm (200mm in rock). Like material shall be placed in 150mm layers, similarly compacted, on both sides of the pipe and to a depth of 300mm above the pipe, to the full width of the trench, which, at the top of the pipe, shall not exceed 600mm plus the outside diameter of the pipe. Where conditions warrant, the bedding material under the pipe and alongside the pipe up to the spring-line of the pipe shall be open graded 19mm crushed rock.

d) Upon completion of base asphalt all sanitary manholes shall be fixed with a Manhole Inflow Dish/Cover manufactured by Cretex Specialty Products or approved equivalent made of High Density Polyethylene (HDPE) Copolymer meeting the requirements of ASTM D-1248 Class A, Category 5, Type III. All Manhole Inflow Dishes shall come with a manufactured strap for removal and an appropriate valve for venting gas and relieving vacuum pressure. Manhole Inflow Dishes shall remain in place and in a proper state of repair until final assumption of the subdivision.

6. Storm Sewers

Storm sewers, including manholes, catch basins and connections shall be installed in the locations and of such sizes as indicated within the Land on Schedule "A-1" of engineering plans prepared by the Engineer and approved by the City and set out on Schedule "D" attached hereto. Storm sewers shall be designed in accordance with current design data of the Municipal Works Department and shall properly drain the Land on the said Plan and accommodate the drainage from abutting land and runoff from the roofs of buildings erected in the said Plan as indicated on Schedule "A-1" attached hereto and shall be constructed to an adequate outlet.

Storm sewer pipe shall be PVC or concrete with rubber gasket joints. Bedding shall be Class "B" unless otherwise stipulated, consisting of approved crushed granular material mechanically compacted to a minimum Proctor Density of 95% in 150mm layers under the pipe to a depth of one-third (1/3) the outside diameter, such depth being a minimum of 150mm and maximum of 300mm. Like material shall be placed in 150mm layers, mechanically compacted, on both sides of the pipe and to a depth of 300mm above the pipe, to the full width of trench, which, at the top of pipe, shall not exceed 600mm plus the outside diameter of the pipe.

7. Stormwater Management Facility

The Owner AGREES to implement any and all of the works identified in the Stormwater Management Report that details methods to be used to ensure storm water quality controls in accordance with the Ministry of Environment 'Stormwater Management Planning and Design Manual' (2003), including all water balance, water quality control, water quantity control, sediment and erosion control, and phosphorus control to the satisfaction of the City and Kawartha Conservation Authority.

8. Service Connections

Water services for residential properties, as prepared by the Engineer and approved by the City as set out in Schedule "D" attached hereto, shall be installed by the Owner and shall conform to the following specifications and in accordance with the City Guidelines:

a) **Water Service Connections:**

Water services shall not be less than 20mm internal diameter and shall be installed to the standards of the Ministry of the Environment's *Design Guidelines for Drinking-Water Systems* to which the Certificate of Approval was subject. Service boxes shall be marked by 2 x 4 markers of a minimum length of 1.5m buried to 50% of their length beside said service boxes and have that portion remaining above ground painted fluorescent blue.

b) **Sanitary Sewer Service Connections:**

i) Material:

Pipe: P.V.C. plastic or A.B.S. solid wall plastic meeting the requirements of C.S.A. Standard B182.1 and having an S.D.R. of less than 29. The internal diameter shall be not less than 100mm.

Saddles: Cast iron, strap-on type or plastic, solvent-type compatible with the type of pipe being used and complete with stainless steel straps. Alternatively, manufactured tee branches may be used.

Plugs: Metal, compression type or mechanical expansion type providing a leak-proof seal. Caps shall not be used without the prior written approval of the Director.

ii) Installation:

Sanitary sewer services shall be laid with a minimum fall of two (2) percent from property line to main sewer and shall be connected to the main sewer above the flow line by means of a water-tight saddle or a manufactured tee and long bend. All sewer services shall be installed on a line perpendicular to the main sewer. Holes to be made in the main sewer to receive saddles shall be made using a drilling machine specifically designed and manufactured for that purpose.

Sewer service pipe shall be bedded in approved crushed granular material compacted to a depth of 150mm below the pipe and to a height of 300mm above the pipe and to the full width of the trench. All services shall be terminated with a collar and water-tight plug.

iii) General:

The Owner shall supply the Director, prior to the service connections being assumed by the City, with a list of the locations of sewer service connections at the main sewer and at the street line along with the depths of such connections at the street line.

Such locations shall be listed against Lot numbers to which they apply. Connections at the main sewer shall be measured from the nearest downstream manhole and locations at the street line from the nearest lot corner. All such horizontal measurements shall be to the nearest 100mm.

The location of all sanitary sewer connections shall be marked at the street line with a 2 x 4 marker of sufficient length to extend from the end of the pipe vertically to a minimum of one metre above ground. The portion above

ground shall be painted fluorescent green and marked “SAN” in black lettering.

c) **Storm Sewer Service Connections:**

i) Material:

Pipe: P.V.C. plastic or A.B.S. solid wall plastic meeting the requirements of C.S.A. Standard B182.1 and having an S.D.R. of less than 29. The internal diameter shall be not less than -150mmø -.

Saddles: Cast iron, strap-on type or plastic, solvent-type compatible with the type of pipe being used and complete with stainless steel straps. Alternatively, manufactured tee branches may be used.

Plugs: Metal, compression type or mechanical expansion type providing a leak-proof seal. Caps shall not be used without the prior written approval of the Director.

Sump Pumps: All dwellings constructed in the Plan of Subdivision shall be equipped with a sump pump for foundation drainage. Shop drawings of the sump pump including details of the sump pit complete with check valve and the location of the outlet shall be submitted to the City for review and approval prior to issuance of a Building Permit.

ii) Installation:

Storm sewer services shall be laid with a minimum fall of one (1) percent from property line to main sewer and shall be connected to the main sewer above the flow line by means of a water-tight saddle or a manufactured tee and long bend. All sewer services shall be installed on a line perpendicular to the main sewer. Holes to be made in the main sewer to receive saddles shall be made using a drilling machine specifically designed and manufactured for that purpose.

Sewer service pipe shall be bedded in approved ¾” stone material compacted to a depth of 150mm below the pipe and Granular “A” to a height of 300mm above the pipe and to the full width of the trench. All services shall be terminated with a collar and water-tight plug.

The Parties AGREE that until a check valve and sump pump system has been installed in the basement of each dwelling in accordance with the approved shop drawings to the satisfaction of the City, the City will withhold the issuing of an Occupancy Permit for such dwelling so as to ensure that the building is protected from the potential harmful surcharging of the storm sewer system.

i) General:

The Owner shall supply the Director, prior to the storm service connections being assumed by the City, with a list of the locations of storm sewer service connections at the main sewer and at the street line along with the depths of such connections at the street line. Such locations shall be listed against Lot numbers to which they apply. Connections at the main sewer shall be measured from the nearest downstream manhole and locations at the street line from the nearest lot corner. All such horizontal measurements shall be to the

nearest 100mm.

The locations of all storm sewer connections shall be marked at the street line with a 2 x 4 marker of sufficient length to extend from the end of the pipe vertically to a minimum of one metre above ground. The portion above ground shall be painted fluorescent green and marked “ST” in black lettering.

9. Street Lighting and Electrical Distribution

The Owner shall be responsible for the supply and installation of all street lighting poles, luminaries, brackets, wiring and controls, etc. Equipment and installation shall meet the standards of the City, as revised from time to time. Wiring shall be done to the standards required by Hydro One Networks Inc. and all expenses incurred by Hydro One Networks Inc. and the City for inspection of the street lighting works and the connection of the street lighting works into Hydro One Networks Inc. electrical system shall be borne by the Owner.

Prior to energization of the street light and electrical distribution system the Owner shall contact the Electrical Safety Authority (hereinafter referred to as “ESA”) at 1-800-305-7383 and schedule the inspection of the street light and electrical distribution system works, arrange for a copy of the ESA’s “Connection Authorization” to be forwarded to the Director and arrange for Hydro One Networks Inc. to provide the Director with 48 hours notification of their intent to energize the street light and electrical distribution system.

The Owner shall ensure that no shrubs or trees are planted closer than one (1) metre from the three sides of any hydro transformer and not within two (2) metres of any door opening to said transformer.

10. Pedestrian/Cycling Trail

Specifics related to the plan must be inserted.

11. Parkland

~~The Owner shall convey Block(s) _____ of Plan 57M-____ to the City as parkland. The parkland will be developed by the Owner to the design and specifications outlined in the engineering design drawings and the landscape plans for the subdivision and as approved by the City.~~

~~Alternatively,~~ the Owner shall pay to the City cash-in-lieu of the dedication of parkland equal to 5% of the appraised value of the Land. Such value shall be determined by an experienced and qualified land appraiser (CRA or AACI) as of the day before draft plan approval was given by the City or the most recent extension of such draft plan approval by the Director of Development Services or his designate. The appraisal report shall accompany the cash-in-lieu payment. The City is not required to accept the appraisal report and reserves the right to peer-review the appraisal report and negotiate the cash-in-lieu payment. Said amount is _____ ($***,.**) based on the appraisal of the entire draft approved plan dated _____.

Commented [RP10]: Appraisal to be provided to Planning

12. Buffering and Fencing Requirements

The Owner shall install 1.5 metre black vinyl chain link fencing along the rear lot lines of Lots 95 to 116 inclusive, Lots 120 to 125 inclusive, and Lots 141 to 146 inclusive, south east side lot line and south east rear lot line of Lot 140, east side lot line of Lot 146, west side lot line of Block 146.

The Owner shall install 2.8 metre high acoustical fencing along the rear lot lines of Lots 1 to 15 inclusive, north side lot line of Lot 1, south side lot line of Lot 15

13. Walkway

The Owner shall install a walkway in Block 141 and Block 147 as indicated on Drawing #####

14. Canada Post Requirements

The Owner shall be responsible for the supply and installation of Community Mail Boxes (CBMs) within the Plan of Subdivision to the satisfaction of the City and Canada Post in accordance with the following requirements:

a) The Owner shall meet all financial obligations for the placement of Canada Post infrastructure.

b) The Owner shall provide, at the Owner's expense, curb depressions at the Community Mailbox location two (2) metres in width and no higher than 25mm.

c) The Owner shall provide, at the Owner's expense, a paved lay-by at the Community Mailbox location when required by the municipality.

d) If a grassed boulevard is planned between the curb and the sidewalk where the Community Mailbox is located, the Owner shall install at the Owner's expense, a walkway across the boulevard one (1.0) metre in width and constructed of a material suitable to the City. In addition, the Owner shall ensure that this walkway is accessible by providing a curb depression between the street and the walkway. The depression shall be one (1.0) metre wide and no higher than 25mm.

e) Canada Post must be contacted prior to implementation for the approval of proposed mailbox locations.

f) The Owner shall inform all prospective purchasers, through a clause in all Agreements of Purchase and Sale, as to those lots identified for potential Community Mail Box, mini-park and /or locations.

15. House Numbers

All house numbers and street addresses within the Plan of Subdivision shall be allocated by the Chief Building Official. A table listing the approved street addresses is provided in Section 21 of Schedule "C". It shall be the responsibility of the Owner to furnish the subsequent purchaser of each Lot and Block with the correct house number and street address.

16. Street Signs

Commented [RP11]: The City requires fencing when private property is adjacent to City property. The City does not require private to private fencing, as shown on Eng Drawings for Lots 126-139, update all drawings. Condition of Draft Plan Approval for fencing along rear yards of ravine lots.

Commented [RP12]: An engineering detail is required to confirm the construction.

Commented [RP13]: Valdor to provide 2 Detail drawings for 2 walkways. Block 147 is not "Future", to be installed now.

DRAFT

All signage and appurtenances shall be installed in accordance with City standards in the location shown on the approved Engineering Drawings as listed in Schedule “A-1” and as outlined in Schedule “D”. Signage shall include street name signs, regulatory signs, and warning signs, including signs confirming the roads are not assumed by the City. All signage shall be maintained by the Owner until the assumption by-law for the roadways is passed by the City.

17. Driveway Entrances

Driveway entrances for each building Lot must be paved between the curb and sidewalk or between the curb and the street line where no sidewalk exists or will exist. The minimum acceptable depths of granular and asphalt will be as follows:

- Granular “A” – 150mm (minimum)
- Surface Hot Mix Asphalt, H.L.-3 or H.L.-3A – 50mm compacted depth (minimum).

Cut-down curbing for driveway entrances for each Lot shall be as shown on Schedule “A-1” hereto and shall be on the side of the Lot remote from the water service. In no case shall a driveway or driveway entrance be sited over a water service or a hydro service.

The location of any house or building on any Lot is set by the driveway entrance location and width noted on Schedule “A-1” hereto. In order that the house or building be sited in any other manner, the Owner or the builder shall have received a waiver from each of the utility companies that might be affected in any way by such change in siting and shall have agreed with the City to pay all costs suffered by the City or the affected utility companies as a result of such change in siting.

18. Boulevards

All boulevards (i.e. all areas between the property line and gravel shoulder and/or curb, if applicable) which are not utilized for sidewalk or driveways shall be properly graded and covered with a minimum of 150mm of topsoil and nursery sod prior to the placement of top course asphalt.
Street tree planting shall be in accordance with the Streetscape Plan and shall be completed as each phase is at final grade with sidewalk and sod in place. The boulevard must be completed prior to street trees being planted.

19. Construction Plans

All Public Services required under this Agreement shall be constructed in strict accordance with Construction Plans approved by the Director. No deviation in line, grade, or location of any service shall be made without the prior written approval of the Director.

Prior to the start of construction of any of the Public Services required by this Agreement, the Owner shall supply the Director with a complete set of approved construction drawings in standard hardcopy and digital formats.

20. Camera Inspection of Sewers

All sewers shall be video inspected in accordance with the requirements of OPSS – 409 by a qualified pipeline inspection company approved by the Director. The inspection company's written report, including the photographs and/or videos shall be reviewed by the Owner's Engineer for the purpose of developing proposed corrective action plans for observed defects or deficiencies with the sewer installation. The inspection company's written report, including the photographs and/or videos and the Owner's Engineer's corrective action plans, if any, shall be submitted to the Director for review and approval prior to commencement of the corrective measures. All completed corrective measures shall be video inspected and approved by the Director prior to assumption of the sewers by the City.

21. Addressing

It shall be the responsibility of the Owner to furnish the subsequent purchaser of each Lot with the correct address. The Lots and Blocks in the Plan of Subdivision will have the addressing as shown below:

Addressing for **Residential Lots, Stormwater Management Blocks, Park Blocks**

Lot # / Block on Draft Plan 16T-88009	Address
1	30 Hennessey Crescent
2	28 Hennessey Crescent
3	26 Hennessey Crescent
4	24 Hennessey Crescent
5	22 Hennessey Crescent
6	20 Hennessey Crescent
7	18 Hennessey Crescent
8	16 Hennessey Crescent
9	14 Hennessey Crescent
10	12 Hennessey Crescent
11	10 Hennessey Crescent
12	8 Hennessey Crescent
13	6 Hennessey Crescent
14	4 Hennessey Crescent
15	2 Hennessey Crescent
16	1 Hennessey Crescent

DRAFT

Lot # / Block on Draft Plan 16T-88009	Address
17	3 Hennessey Crescent
18	5 Hennessey Crescent
19	7 Hennessey Crescent
20	9 Hennessey Crescent
21	11 Hennessey Crescent
22	19 Hennessey Crescent
23	21 Hennessey Crescent
24	23 Hennessey Crescent
25	25 Hennessey Crescent
26	27 Hennessey Crescent
27	29 Hennessey Crescent
28	43 Hennessey Crescent
29	45 Hennessey Crescent
30	47 Hennessey Crescent
31	49 Hennessey Crescent
32	51 Hennessey Crescent
33	53 Hennessey Crescent
34	55 Hennessey Crescent
35	57 Hennessey Crescent
36	59 Hennessey Crescent
37	61 Hennessey Crescent
38	63 Hennessey Crescent
39	67 Hennessey Crescent
40	71 Hennessey Crescent
41	73 Hennessey Crescent
42	75 Hennessey Crescent

DRAFT

Lot # / Block on Draft Plan 16T-88009	Address
43	79 Hennessey Crescent
44	81 Hennessey Crescent
45	83 Hennessey Crescent
46	89 Hennessey Crescent
47	91 Hennessey Crescent
48	93 Hennessey Crescent
49	52 Hancock Crescent
50	50 Hancock Crescent
51	48 Hancock Crescent
52	46 Hancock Crescent
53	44 Hancock Crescent
54	42 Hancock Crescent
55	40 Hancock Crescent
56	38 Hancock Crescent
57	36 Hancock Crescent
58	34 Hancock Crescent
59	32 Hancock Crescent
60	30 Hancock Crescent
61	28 Hancock Crescent
62	26 Hancock Crescent
63	24 Hancock Crescent
64	22 Hancock Crescent
65	20 Hancock Crescent
66	18 Hancock Crescent
67	16 Hancock Crescent
68	12 Hancock Crescent
69	10 Hancock Crescent
70	9 Hancock Crescent
71	11 Hancock Crescent
72	15 Hancock Crescent
73	17 Hancock Crescent
74	19 Hancock Crescent
75	21 Hancock Crescent
76	23 Hancock Crescent
77	25 Hancock Crescent
78	27 Hancock Crescent
79	29 Hancock Crescent
80	31 Hancock Crescent
81	35 Hancock Crescent
82	43 Hancock Crescent
83	51 Hancock Crescent
84	53 Hancock Crescent
85	40 Connolly Road

Lot # / Block on Draft Plan 16T-88009	Address
86	38 Connolly Road
87	36 Connolly Road
88	34 Connolly Road
89	32 Connolly Road
90	28 Connolly Road
91	26 Connolly Road
92	24 Connolly Road
93	22 Connolly Road
94	20 Connolly Road
95	44 Hennessey Crescent
96	46 Hennessey Crescent
97	48 Hennessey Crescent
98	50 Hennessey Crescent
99	52 Hennessey Crescent
100	54 Hennessey Crescent
101	56 Hennessey Crescent
102	58 Hennessey Crescent
103	60 Hennessey Crescent
104	62 Hennessey Crescent
105	64 Hennessey Crescent
106	66 Hennessey Crescent
107	68 Hennessey Crescent
108	70 Hennessey Crescent
109	72 Hennessey Crescent
110	74 Hennessey Crescent
111	76 Hennessey Crescent
112	78 Hennessey Crescent
113	80 Hennessey Crescent
114	82 Hennessey Crescent

DRAFT

Lot # / Block on Draft Plan 16T-88009	Address
115	84 Hennessey Crescent
116	86 Hennessey Crescent
117	88 Hennessey Crescent
118	90 Hennessey Crescent
119	92 Hennessey Crescent
120	60 Connolly Road
121	62 Connolly Road
122	64 Connolly Road
123	66 Connolly Road
124	68 Connolly Road
125	70 Connolly Road
126	61 Connolly Road
127	59 Connolly Road
128	57 Connolly Road
129	55 Connolly Road
130	53 Connolly Road
131	51 Connolly Road
132	49 Connolly Road
133	47 Connolly Road
134	45 Connolly Road
135	43 Connolly Road
136	41 Connolly Road
137	39 Connolly Road
138	37 Connolly Road
139	35 Connolly Road
140	33 Connolly Road
141	31 Connolly Road
142	29 Connolly Road
143	27 Connolly Road
144	25 Connolly Road
145	23 Connolly Road
146	21 Connolly Road
Block 147	Reserve Block
Block 148	SWM Pond
Block 149	Walkway
Block 150	Walkway
Block 151	Angeline Street North

Commented [RP14]: Civic address required for SWM Pond.

22. Requirement for Blasting

Specifics related to the plan must be inserted.

23. Dumping of Fill or Debris

The Owner AGREES to neither store nor dump, nor permit to be stored

nor dumped, any fill, debris, refuse nor other material, nor to remove nor permit to be removed, any topsoil nor fill from any Land presently owned by or to be conveyed to the City without the written consent of the Director.

24. Disposal of Construction Garbage

The Owner AGREES to manage the disposal of all construction garbage and debris from the Land in an orderly and sanitary fashion, at the expense of the Owner.

25. Qualitative and Quantitative Tests

The Owner AGREES that the Director may have qualitative and quantitative tests made of any materials or equipment installed or proposed to be installed on public land. The costs of such tests shall be paid by the Owner.

26. Maintenance, Closing and Use of External Roads

The Owner shall, at all times during the term of this Agreement, ensure that all public roads abutting the Land and all public roads used for access to the Land, during any construction on the Land, shall be maintained in a condition equal to that now existing and to the approval of the Director. If damaged, the Owner AGREES to restore immediately, at his expense, such road to a condition equal to that existing at the time of such damage and to the approval of the Director.

The Owner AGREES that no public road shall be closed without the prior written approval of the authority having jurisdiction over such public road.

The Owner AGREES not to use or occupy any untraveled portion of any public road allowance without the prior written approval of the authority having jurisdiction over such public road allowance.

The Owner AGREES that all trucks making delivery to, or taking materials from, the Land shall be covered or loaded so as not to scatter such materials on any public road.

In the event that any mud, dust, refuse, rubbish and/or other litter of any type resulting from the development of the Land is found upon highways outside of the Land, the Owner shall clean up same to the satisfaction of the Director within twenty-four (24) hours of the Director giving notice to the Owner or his agent. If the Owner has not caused same to be cleaned up within twenty-four (24) hours as aforesaid, it is agreed that the Director may, at its sole option, carry out the required clean-up work at the Owner's expense plus thirty percent (30%) of the total cost thereof for inconvenience caused to the City.

The Owner AGREES that all construction vehicles going to and from the Land shall use routes, if any, designated by the Director.

SCHEDULE "D"

SUMMARY OF ESTIMATED COSTS

Insert signed and stamped Cost Estimate spreadsheet

Schedule 'D'

Subdivision Agreement

		Unit	Price ($)	Quantity	Total Cost ($)
1	**Site Preparation, Removals and Erosion Control**				
	Insurance, Mobilization & Demobilization	LS	$10,000.00	1.00	$10,000.00
	Maintenance of Erosion & sediment Controls	Time Basis	$15,000.00	1.00	$15,000.00
	Light Duty Silt Fencing (219.110)	m	$14.92	1469	$21,917.48
	Landscaping (other than boulevard trees)	LS	$30,000.00	1	$30,000.00
	Straw Bale Check Dams (219.180)	ea	$50.00	10.00	$500.00
	Earth Excavation	m^3	$4.00	32,559.00	$130,236.00
	Construction of Mud Mat	ea	$7,801.20	1.00	$7,801.20
	Removals	LS	$5,000.00	1.00	$5,000.00
	Topsoil Strip & Remove	LS	$281,034.50	1.00	$281,034.50
	Re-Install Existing Street Signs	LS	$1,000.00	1.00	$1,000.00
	Traffic Control	LS	$2,385.00	1.00	$2,385.00
	Siltation Ponds	LS	$14,484.40	1	$14,484.40
	Subtotal: Site Preparation, Removals and Erosion Control				**$519,358.58**
2	**Storm**				
	250mm ø P.V.C.	m			$0.00
	300mm ø P.V.C.	m	$175.00	347.2	$60,760.00
	375mm ø P.V.C.	m	$198.00	358.7	$71,022.60
	450mm ø P.V.C.	m	$215.00	97.1	$20,876.50
	525mm ø Conc.	m	$222.00	104.6	$23,221.20
	600mm ø Conc.	m	$259.00	92.2	$23,879.80
	675mm ø Conc.	m	$332.00	221.1	$73,405.20
	750mm ø Conc.	m	$393.00	218	$85,674.00
	900mm ø Conc.	m	$504.00	20	$10,080.00
	1050mm ø Conc.	m	$706.00	28.3	$19,979.80
	450mm CSP Culvert	m			$0.00
	Oil Grit Separator Contech CDS3025	ea			$0.00
	Oil Grit Separator Contech CDS4040	ea			$0.00
	1200mm ø (OPSD:701.010)	ea	$4,865.00	13	$63,245.00
	1500mm ø (OPSD:701.011)	ea	$8,395.00	10	$83,950.00
	1800mm ø (OPSD:701.012)	ea	$9,158.00	1	$9,158.00
	2400mm ø (OPSD:701.013)	ea			$0.00
	600mm ø Catch Basin c/w Frame & Grate (OPSD:705.010/400.020)	ea	$2,595.00	22	$57,090.00
	Double Catch Basin c/w Frame & Grate (OPSD:705.020/400.020)	ea	$4,430.00	14	$62,020.00
	Rodent Grates for Ditch Inlets	ea			$0.00
	150mm ø Long Storm Service	ea	$984.00	146	$143,664.00
	150mm ø Short Storm Service	ea			$0.00
	Clean, Flush and Video Inspection of Storm Sewers	m	$10.00	1442.2	$14,422.00
	Connection to Existing Pipe	ea	$2,385.00	1	$2,385.00
	Operation and Maintenance of Stormwater Management Facilities	LS	$10,000.00	1	$10,000.00
	Subtotal: Storm				**$834,833.10**

DRAFT

3	**Sanitary**				
	200mm ø P.V.C. 404.020	m	$138.00	1,422.10	$196,249.80
	200mm ø P.V.C. 404.020	m	$6.00	156.00	$936.00
	1200mm ø (701.010)	ea	$5,359.81	22.00	$117,915.82
	Manhole Drop Structure 1003.01	ea	Inc.	Inc.	Inc.
	100mm ø Short Sanitary Service	ea	$766.00	146.00	$111,836.00
	100mm ø Long Sanitary Service	ea			$0.00
	Clean, Flush and Video Inspection of Sewer	m	$1,428.00	10.00	$14,280.00
	Connection to Existing Pipe	ea	$2,385.00	1.00	$2,385.00
	Subtotal: Sanitary				**$443,602.62**
4	**Watermain and Appurtenances**				
	200 mm P.V.C. watermain	m	$137.00	1,455.90	$199,458.30
	50 mm Copper	m			$0.00
	200 mm Valve&Box	ea	$1,607.00	17.00	$27,319.00
	Yard Hydrant	ea			$0.00
	Hydrant Set, Valve and Tee	ea	$4,894.00	10.00	$48,940.00
	19 mm Short Water Service	ea	$941.00	146.00	$137,386.00
	19 mm ø Long Water Service	ea			$0.00
	Water, Disinfection and Pressure Testing	ea	$10.00	1,455.90	$14,559.00
	19mm Curbstop with rod & box	ea			$0.00
	300 mm P.V.C. watermain	m			$0.00
	300 mm Gate Valve	ea			$0.00
	Connection to Existing Pipe	ea	$2.00	2,385.00	$4,770.00
	Subtotal: Watermain and Appurtenances				**$432,432.30**
5	**Road**				
	Temporary Street and Stop Signs	LS	$4,770.00	1	$4,770.00
	Granular 'B' 300mm Depth	t	$21.21	8,744.73	$185,475.72
	Granular 'A' 150mm Depth	t	$25.37	4,728.01	$119,949.61
	HL8 Asphalt Binder Course 50mm Depth	t	$141.39	1,450.00	$205,015.50
	HL4 Asphalt Surface course 40mm Depth	t	$154.24	1,170.00	$180,460.80
	HL3 Asphalt Driveway	t	$150.00	762.00	$114,300.00
	Storm 150 mm Dia Subdrain Road (OPSD216.021)	m	$15.90	2,773.00	$44,090.70
	Curb and Gutter (muni-1350) (608.010/605.030/600.040)	m	$82.00	2,773.00	$227,386.00
	2.0m wide Concrete Sidewalk	m^2			$0.00
	1.8m wide Concrete Sidewalk	m^2			$0.00
	1.5m wide Concrete Sidewalk	m^2	$59.46	2,776.95	$165,117.45
	Acoustical Fencing	m	$250.00	187.27	$46,817.50
	Chain Link Fencing	m	$70.00	604.44	$42,310.80
	Ditching	m			$0.00
	Topsoil, Seed & Mulch	m^2	$10.50	7,604.46	$79,846.78
	Concrete Mail Box Pad	ea	$1,431.00	1.00	$1,431.00
	Line Painting	LS	$2,000.00	1.00	$2,000.00
	Dead End Barrier	ea	$2,099.00	1.00	$2,099.00
	Electrical Light Standards	ea	$3,000.00	35.00	$105,000.00
	Streetscape Plan - Landscaping - Street Trees	LS	$500.00	146.00	$73,000.00
	Road Maintenance - On and Off Site Street Cleaning	LS	$5,000.00	1	$5,000.00
	Subtotal: Road				**$1,604,070.86**
7	**Legal Fees**				

	Miscellaneous Legal Fees (associated with review and registration)	LS	$6,000.00	1	$6,000.00
	Subtotal: Legal Fees				**$6,000.00**
8	**Earthworks**				
	Siltation Ponds (Inc. Snow Fence)	ea			Incl. Sec #1
	300 mm CSP Culverts (inc. 300 mm granular cover material)	m			Incl. Sec #1
	R50 Rip Rap and Filter Cloth	m^2			Incl. Sec #1
	Trail Works	LS			N/A
	Subtotal: Earthworks				
	Subtotal (Items 1.0 - 8.0)				**$3,840,297.46**
9	**Engineering and Contingency**				
	5% Contingency				$192,014.87
	7% Engineering				$268,820.82
	***Subtotal**				**$4,301,133.16**
	H.S.T - 13%				$559,147.31
	Total Construction Costs				**$4,860,280.47**
	***DAAP Fee: 3.7% of Subtotal - Pre H.S.T.**				**$159,141.93**
10	**Security**				
	Security inclusive of H.S.T.				
	Total of Security				**$4,860,280.47**

I certify these engineering costs to be the current estimated costs for the works proposed within the approved engineering drawings.

Name of Engineer

Commented [RP15]: To be signed, dated, stamped by Engineer, Valdor Engineering

Title

Date

DRAFT

DRAFT

SUMMARY OF ESTIMATED COSTS (continued)

In accordance with Section 9. - Financial Arrangements, the Owner shall pay the Engineering Fee for the post-draft-plan approval development of the subdivision in the amount of 3.7% of the estimated construction value of the Public Services created relative to the subdivision as set out above (exclusive of H.S.T.) As per the Sub-Total cost of all works prior to H.S.T., in accordance with By-law 2007-132 as amended, the fee is $159,141.93_____. The initial payment of $122,912.36, which was comprised of 75% of the fee based on the initial cost estimate, was submitted on October 12, 2018. Therefore the remainder fee owed is $36,229.57_____

DRAFT

SCHEDULE "E"

LOT GRADING PLAN

The Lot Grading Plans are included in the plans listed in Schedule "A-1" and are on file with the City.

DRAFT

SCHEDULE "F"

CONDITIONS OF DRAFT PLAN APPROVAL

The Corporation of the City of Kawartha Lakes granted draft plan approval on June 19, 2018 and such approval was subject to the following conditions:

Part A – Conditions

General Conditions

1. This approval applies to the revised draft plan of subdivision 16T-88009 prepared by Bousfields Inc. Project No. P-0380-M-PLAN, Drawing No. 17324-1sk, dated November 20, 2017, which shows a total of 146 single detached lots, being Lots 1 to 146 inclusive, Block 147 for a residential reserve, Block 148 for a stormwater management pond, Block 149 for a walkway and emergency access, Block 150 for a walkway, and Block 151 for a road widening.

2. Prior to the signing of the final plan by the Director, a Subdivision Agreement shall be entered into and executed by the Owner and the City to satisfy all financial, legal, and engineering matters, including the design, provision and installation of roads, services, sidewalks, on-street illumination, tree plantings, walkways, daylight triangles, road signs, traffic signals, stormwater management facilities and drainage works, and all recommendations contained in related technical reports approved by the City.

3. The Subdivision Agreement shall include the payment of all applicable development charges in accordance with applicable Development Charges By-law.

4. The Owner agrees, in writing, to the registration of the Subdivision Agreement against the land to which it applies once the plan of subdivision has been registered.

5. The road allowances included in this draft plan shall be shown and dedicated as public highway.

6. The streets shall be named to the satisfaction of the City.

7. Civic addressing shall be assigned on the basis of lots being subdivided in the future, to the satisfaction of the City, and that the assignment of civic addresses be included in the Subdivision Agreement.

8. The Owner and the City shall agree in the Subdivision Agreement that:

a) No building permit will be issued for any individual lot or block until underground municipal services are installed and operational and the roadway is constructed to base asphalt condition.

b) All lots and blocks will be developed in accordance with the approved engineering design for the subdivision.

c) The building permit applicant for each such lot or block shall submit individual lot grading and drainage plans and receive approval from the City prior to the issuance of a building permit.

9. The schedule to the Subdivision Agreement entitled "Special Warnings and Notices" shall incorporate a notice advising of the existence of the City's Noise By-law and warning that construction activities within the subdivision may be subject to regulation and/or restrictions thereunder.

10. The Owner shall agree in the Subdivision Agreement to submit to the City, prior to commencing the installation of services, a construction management plan to regulate the routing of construction traffic for all phases of the development through an access provided to the development from Angeline Street. Measures to minimize construction debris on the roads as well as road cleaning at the Owner's expense will be included in the Subdivision Agreement. The Subdivision Agreement shall specify that the Construction Management Plan will be in force until assumption.

11. The Owner shall agree that prior to entering into a Subdivision Agreement with the City, the Owner has fullfilled all obligations to the City required under a Pre-Servicing Agreement, if applicable.

12. The Owner agrees, prior to offering any Blocks, Lots, dwellings, commercial units for sale, to display a map on the wall of the sales office in a place readily accessible to potential homeowners that indicates the location of surface infrastructure and streetscaping,within the development, In addition, the Owner agrees to have the Schedule "A" subdivision agreement engineering drawings available for review by all potential homeowners.

Zoning

13. Prior to the signing of the final plan by the Director, the Planning Division shall confirm that any amendment to the Zoning By-law necessary to implement this plan has been approved and is in effect.

14. An Ontario Land Surveyor shall certify that the proposed lot frontages and areas appearing on the final plan conform to the requirements of the Town of Lindsay Zoning By-law.

New and Expanded Public Roads and Traffic

15. The Owner shall convey to the City, at no cost, the land comprising the new public streets, day-lighting triangles, road widenings, and 0.3 metre reserves, as shown on the draft plan, such land to be free and clear of all encumbrances. These lands shall be dedicated as public highways.

16. The Subdivision Agreement between the Owner and the City shall provide that the Owner agrees to design and construct, entirely at its expense, the roadways, sidewalks, and all municipal services for the proposed subdivision, and any external improvements adjacent to the

proposed subdivision in accordance with all recommendations contained in related technical reports approved by the City.

17. Any dead ends and open sides of road allowances created by this draft plan shall be terminated in 0.3 metre reserves to be conveyed to, and held in trust by, the City, specifically, the dead end at west end of Connolly Road.

18. The Owner shall design and construct, entirely at his or her expense, a temporary turning circle at the west end of the Connolly Road right of way and Block 147.

19. The Owner shall convey to the City an easement/right of way, at no cost and free and clear of encumbrances, for the full width and length of the temporary turning circle.

20. The Subdivision Agreement shall require the Owner to provide an overall traffic lane marking and signage plan for all internal roadways to the City's satisfaction, including any external improvements adjacent to the proposed subdivision identified as being required or recommended in related technical reports approved by the City. The installation of pavement markings and signage, as well as any required modifications to existing pavement markings and signage, shall be at the Owner's expense and responsibility and specific to the detailed engineering design of the subdivision and to the satisfaction of the City.

21. The Owner shall provide a comprehensive streetscaping plan showing all above-ground utilities, streetlights, street furniture, street tree planting, and/or boulevard landscaping, specific to the detailed engineering design of the subdivision and to the satisfaction of the City.

22. The Subdivision Agreement shall include provisions concerning the precise location of required fencing, commercial grade black vinyl chain link and/or acoustical fencing, specifically related to the detailed engineering design of the subdivision and to the satisfaction of the City.

Site Servicing

23. The Subdivision Agreement shall provide for the installation of a municipal water supply system, sanitary sewage collection system, storm collection system, and stormwater management system to the satisfaction of the City and furthermore, upon satisfactory final inspection, shall provide for the assumption of such systems by the City. The construction and conveyance of the municipal infrastructure shall be at the Owner's expense and responsibility.

24. The Owner agrees that all residential sanitary services shall drain by gravity and not use sump pumps and grinder pumps for drainage.

25. The Owner agrees that each of the approved lots will be connected to the City's municipal water and sanitary systems, to the satisfaction of the City.

26. Prior to the signing of the final plan by the Director, the Owner shall obtain an approved Form 1 – Record of Watermains Authorized as a Future

Alteration from the Director of Public Works for the water works in accordance with the Safe Water Drinking Act and the Environmental Protection Act.

27. Prior to the signing of the final Plan by the Director, the Owner shall obtain an Environmental Compliance Approval (ECA) from the Ministry of the Environment and Climate Change for the municipal sewer works in accordance with the Ontario Water Resources Act and the Environmental Protection Act. The Subdivision Agreement shall reference the applicable ECA numbers.

Stormwater Management

28. The Owner shall submit a Stormwater Management Facility Operations, Maintenance and Assumption Report, for the use of the Stormwater Management Facility throughout the phases and stages of development of the subdivision until final assumption of the facility by the City of Kawartha Lakes.

29. Prior to final approval and any on-site grading taking place, the Owner shall submit a stormwater management report for quantity and quality control, prepared by a qualified Professional Engineer in accordance with the applicable standards and guidelines to the satisfaction of the Kawartha Region Conservation Authority and the City. The report shall identify opportunities for Low Impact Development solutions applicable to the site specific conditions.

30. Prior to final approval and any grading taking place, the Owner shall submit an erosion and sediment control plan detailing the measures that will be implemented before, during and after construction to minimize soil erosion and sedimentation prepared to the satisfaction of the Kawartha Region Conservation Authority and the City. The plan shall contain a proactive targeted multi-barrier approach with emphasis on erosion control.

31. Prior to final approval and any grading taking place, the Owner shall submit a phosphorous assessment identifying pre-development loadings, anticipated post-development loadings, and opportunities for phosphorus reduction (e.g. best management practices for stormwater management) to the Kawartha Region Conservation Authority for review. This assessment should quantify best efforts to achieve no net increase from pre-development levels.

32. Prior to final approval and any grading taking place, the Owner shall submit a landscaping/planting plan for the stormwater management pond prepared to the satisfaction of the Kawartha Region Conservation Authority and the City.

33. That, the Subdivision Agreement shall contain, among other matters, the following provisions:

a) That, the Owner agrees to carry out the recommendations of the approved stormwater management report and the approved erosion and sediment control plan. The Agreement shall contain a reference to the

plans and reports approved by the Kawartha Region Conservation Authority and the City.

b) That, the Owner agrees to implement all erosion and sediment control structures in a functional manner prior to the site disturbance and maintain these structures operating in good repair during and after the construction period, until such time as all disturbed soil surfaces have become stabilized and/or revegetated.

Conditions for Fencing and Trail Connectivity Conditions

34. The Subdivision Agreement shall include provisions concerning fencing the rear lot lines of Lots 95 to 116, Lots 120 to 125, and Lots 140 to 146 with commercial grade black chain link fence.

Conveyance of Lands for Municipal Purposes

35. The street(s) to be constructed in this development shall be conveyed and dedicated to the City of Kawartha Lakes for public highway purposes at no cost to the City and free of all liens and encumbrances.

36. The Owner shall convey Block 147 to the City free and clear of encumbrances for a temporary turning circle.

37. The Owner shall convey Block 148 to the City free and clear of encumbrances for a stormwater management pond.

38. The Owner shall convey Block 149 to the City free and clear of encumbrances for a walkway and emergency services access.

39. The Owner shall convey Block 150 to the City free and clear of encumbrances for a walkway.

40. The Owner shall convey Block 151 to the City free and clear of encumbrances for a road widening.

Parkland

41. The Owner agrees that the City, pursuant to subsection 51.1(3) of the Planning Act, accepts payment in lieu of the 5% conveyance of parkland. For the purpose of determining the amount of any such payment, the value of the land shall be determined by an accredited appraiser (CRA or AACI). The date of this appraisal shall be no later than the day before the date of the notice of decision to grant draft plan approval or the date of the most recent extension pursuant to subsection 51(33) of the Planning Act, to the approval of the draft plan of subdivision. The City is not required to accept the appraisal report and reserves the right to have the appraisal report peer reviewed and to negotiate the cash-in-lieu payment.

Easements and Agency Specific Conditions

42. That satisfactory arrangements, financial and otherwise, shall be made with Bell Canada for any Bell underground facilities serving the subdivision.

43. That the Owner agrees in the Subdivision Agreement with the City to grant Bell Canada any easements that may be required for telecommunication purposes.

44. That if there are any conflicts with existing Bell Canada facilities or easements, the Owner/developer shall be responsible for rearrangements or relocation.

45. That Owner shall agree in the Subdivision Agreement, in words satisfactory to Bell Canada, to grant to Bell Canada any easements that may be required for telecommunication services. Easements may be required subject to final servicing decisions. In the events of any conflict with existing Bell Canada facilities or easements, the Owner/developer shall be responsible for the relocation of such facilities or easements.

46. The Owner is hereby advised that prior to commencing any work within the Plan, the Owner must confirm that sufficient wire-line communication / telecommunication infrastructure is currently available within the proposed development to provide communication / telecommunication service to the proposed development. In the event that such infrastructure is not available, the Owner is hereby advised that the Owner may be required to pay for the connection to and/or extension of the existing communication / telecommunication infrastructure. If the Owner elects not to pay for such connection to and/or extension of the existing communication / telecommunication infrastructure, the Owner shall be required to demonstrate to the municipality that sufficient alternative communication / telecommunication facilities are available within the proposed development to enable, at a minimum, the effective delivery of communication / telecommunication services for emergency management services (i.e., 911 Emergency Services).

47. That prior to the signing of the final plan by the Director, the Owner shall satisfy all requirements, financial and otherwise, of the Hydro One Networks Inc.

48. That the Owner enters into a Subdivision Servicing Agreement for Electrical Servicing with Hydro One Networks Inc. This Servicing Agreement will specify all the terms, conditions, and financial obligations to facilitate the extension of electrical servicing to these lands. Hydro One may as part of its Electrical System Servicing Agreement, require a type of Development Charge or Systems Capital Contribution Fee towards the provision of system(s) capacities expansion outside of the development but necessary to ensure the integrity of the Company's Power distribution grid.

49. That the Subdivision Agreement contain a provision to ensure that the Owner grade all boulevards to final pre-soil subgrade elevation prior to the installation of the gas lines, and provide the necessary field survey information required for the installation of the gas lines, all to the satisfaction of Enbridge Gas Distribution Inc.

50. The Owner will consult with Canada Post to determine suitable permanent locations for the Community Mail Boxes.

51. The Owner agrees in the Subdivision Agreement, prior to offering any Blocks, Lots, dwellings, commercial units for sale, to display a map in

a place readily accessible to potential homeowners that indicates the location of all Community Mail Boxes within the development, as approved by Canada Post.

52. The Owner agrees to include in all offers of purchase and sale a statement which advises the purchaser that mail will be delivered via Community Mail Box. The Owner also agrees to note the locations of all Community Mail Boxes within the development /subdivision, and to notify affected homeowners of any established easements granted to Canada Post to permit access to the Community Mail Box.

53. The Owner will provide a suitable and safe temporary site for a Community Mail Box until curbs, sidewalks and final grading is completed at the permanent Community Mail Box locations. Canada Post will provide mail delivery to new residents as soon as the dwellings / units are occupied.

54. The Owner agrees to provide the following for each Community Mail Box site and to include these requirements on the appropriate servicing plans:

a) any culvert and granular access subject to municipal requirements;

b) any required walkway across the boulevard, per municipal standards; and

c) any required curb depressions for wheelchair access, with an opening of at least two metres (consult Canada Post for detailed specifications).

Special Conditions

55. That subsequent to the execution of the Subdivision Agreement by the Owner and prior to the signing of the final plan by the Director, the City Treasurer shall confirm in writing to the Director that all financial obligations and payments to the City, as set out in the Subdivision Agreement, in accordance with condition 2, have been satisfied including, but not limited to:

a) all applicable Development Charge payments in accordance with the requirements of all applicable Development Charge By-laws,

b) all applicable Capital Charge payments in accordance with the requirements of all applicable Capital Charge By-laws,

c) all applicable Local Improvement payments in accordance with the requirements of all applicable Local Improvement By-laws,

d) all applicable fees payable in accordance with the requirements of all applicable municipal by-laws, including fee by-laws,

e) the form and amount of the securities that the Owner is required to have posted to secure its obligations under the Subdivision Agreement, including the identification of any reduction in such securities that has already been incorporated into the Subdivision Agreement,

f) where there has been such a reduction in such securities, a

Statutory Declaration submitted on behalf of the Owner confirming payment of all accounts for material, labour and equipment employed in the installation of the services on whose completion such reduction has been computed and applied, and

g) any financial obligations with which the Owner's compliance has been deferred or from which the Owner has been exempted pursuant to the terms of the Subdivision Agreement.

It is acknowledged that prior to the signing of the final plan by the Director, a copy of the Subdivision Agreement will be forwarded to Planning Advisory Committee for endorsement which will include a Planning Report along with the financial reporting as outlined above.

Clearance Conditions

56. Prior to the signing of the final plan by the Director, the Owner will ensure that clearance letters from the appropriate authorities have been submitted to the Planning Division so as to confirm how the above noted conditions have been satisfied.

57. Prior to the signing of the final plan by the Director, the Development Services Department shall confirm that conditions 1 to 27 both inclusive, and 34 to 40 both inclusive have been satisfied.

58. Prior to the signing of the final plan by the Director, the Engineering and Corporate Assets Department shall confirm that conditions 10 to 12 both inclusive and 15 to 33 both inclusive have been satisfied.

59. Prior to the signing of the final plan by the Director, the Owner shall provide to the Planning Division a clearance letter from the Taxation and Revenue Division indicating how condition 55 has been satisfied.

60. Prior to the signing of the final plan by the Director, the Owner shall provide to the Planning Division a clearance letter from the Kawartha Region Conservation Authority indicating how conditions 29 to 33 both inclusive have been satisfied.

61. Prior to the signing of the final plan by the Director, the Owner shall provide to the Planning Division a clearance letter from the Community Services Department indicating how condition 41 has been satisfied.

62. Prior to the signing of the final plan by the Director, the Owner shall provide to the Planning Division a clearance letter from Bell Canada indicating how conditions 42 to 46 both inclusive have been satisfied.

63. Prior to the signing of the final plan by the Director, the Owner shall provide to the Planning Division a clearance letter from Hydro One Networks Inc. indicating how conditions 47 and 48 have been satisfied.

64. Prior to the signing of the final plan by the Director, the Owner shall provide to the Planning Division a clearance letter from Enbridge Consumer Gas indicating how condition 49 has been satisfied.

65. Prior to the signing of the final plan by the Director, the Owner shall provide to the Planning Division a clearance letter from the Canada Post

Corporation indicating how conditions 50 to 54 both inclusive have been satisfied.

Part B – Lapsing Provision

All conditions shall be fulfilled and satisfied, and final approval shall be given or this draft plan approval shall be deemed to have lapsed pursuant to the Planning Act, R.S.O. 1990, as amended, after three (3) years from the date the Notice of Decision is sent out with respect to this draft approval.

Extensions to draft approval may be considered provided that existing technical reports remain applicable or updates are provided and the provisions of By-law 2016-065, as amended are met.

DRAFT

SCHEDULE "G"

SPECIAL WARNINGS AND NOTICES

1. General

The Owner shall ensure that the following Special Warnings and Notices are included in all Agreements of Purchase and Sale for the Lots and Blocks noted below and further that said Agreements shall require all subsequent Agreements of Purchase and Sale to contain same. The Owner undertakes to deliver forthwith to all prospective purchasers who have executed Agreements of Purchase and Sale notices in substantially the same form as below and further to use his best efforts to obtain acknowledgements executed by the said prospective purchasers on or before sale or transfer of any Lot to the purchaser. All Agreements of Purchase and Sale shall include information which satisfies Subsection 59(4) of the Development Charges Act (1997). In addition, prospective purchasers of Lots are also hereby warned as follows:

a) **Warning – Stormwater Management Facilities**

The Purchaser/Grantee acknowledges that he or she is aware that the land within Block 148 of Plan 57M-_____ shall be used for stormwater management. In particular, Block 148 contains stormwater management facilities which at times may retain a level of water that may be dangerous to unattended children or to other persons not adequately supervised.

b) **Warning – Sump Pump and ~~Backflow~~ Check Valves**

The Purchaser/Grantee acknowledges that their dwelling contains a sump pump and check valve that discharges into a storm sewer service. The Purchaser/Grantee acknowledges and agrees that revising, modifying or failure to maintain these facilities will increase the risk of flooding of the basement. For further information contact:

City of Kawartha Lakes
Building Division
180 Kent Street West
Lindsay, Ontario, K9V 2Y6

c) **Warning - Occupancy**

Occupancy of any dwelling within this Subdivision is illegal unless an Occupancy Inspection has been conducted and an occupancy permit has been issued by the Chief Building Official or by a Building Inspector employed by the City. For further information contact:

City of Kawartha Lakes
Building Division
180 Kent Street West
Lindsay, Ontario, K9V 2Y6

DRAFT

d) **Warning - Development Charges**

Purchasers should be aware that this Plan of Subdivision is subject to the provisions of the Development Charges Act, as amended and By-law No. 2019-184 as amended.

Development Charge payments in respect of each dwelling unit approved under this Agreement are due upon **Occupancy** of the dwelling unit, subject to a maximum 3-year period of deferral from the time of the execution of the Agreement. Development Charges are subject to increase prior to their payment.

Purchasers should also be aware that, in the absence of an applicable deferral of Development Charges, the City may refuse the issuance of Building Permits for any dwelling unit for which the Development Charge has not been paid. In addition, the City may add unpaid Development Charges to the tax roll for the property and may collect such amounts as taxes.

e) **Notice – Parkland and Recreation Area**

Specifics to the plan are to be inserted.

The Purchaser/Grantee acknowledges that he or she is aware that the Land within Blocks 149 and 150 of Plan 57M-_____ is owned by the City for parkland, community and recreational facilities including, but not limited to, walkways, musical events, other active or passive recreational and community facilities and events. The Purchaser/Grantee covenants and agrees that he or she will not object to the lawful use of said Land for such purposes as the City may lawfully permit.

f) **Notice - Future Development - Surrounding**

The Purchaser should be aware that surrounding land to the Plan of Subdivision may be rezoned to allow for future development.

g) **Notice – Rear Lot Catch Basins and Swales**

Specifics to the plan are to be inserted.

The Owners of any Lot or Block which has a drainage swale or swales, a catch basin, or any other drainage works (hereinafter called "works") located thereon shall be solely responsible for the ordinary and proper operation of the works and shall be solely responsible for any and all damages or injuries which may arise from the negligent failure to do so.

The Purchaser/Grantee acknowledges that rear and side yard drainage swales cannot be altered save and except at the direction of the City. The Purchaser/Grantee acknowledges that side or rear yard Lot swales, and/or rear yard catch basins and/or associated storm sewer connections will exist on their Lot and will accept drainage from swales on adjacent Lots.

The Purchaser/Grantee of Lots 127, 130, 133, 136, 139, 142, 144, 146___

on Schedule “A-1” acknowledge that a rear yard catch basin and associated storm sewer connection will exist on his or her Lot.

h) **Notice – Fencing**

Specifics to the plan are to be inserted.

The Purchaser/Grantee acknowledges that he or she is aware 1.5 metre black vinyl chain link fencing shall be installed installed along the rear lot lines of Lots 95 to 116 inclusive, Lots 120 to 125 inclusive, and Lots 141 to 146 inclusive, south east side lot line and south east rear lot line of Lot 140, east side lot line of Lot 146, west side lot line of Block 146.

The Purchaser/Grantee acknowledges that he or she is aware that 2 .8 metre high acoustical fencing shall be installed along the rear lot lines of Lots 1 to 15 inclusive, north side lot line of Lot 1, south side lot line of Lot 15 as shown in Schedule “A’.

The City will own the fence upon assumption of the subdivision. No encroachment or access is permitted on the adjacent lands, beyond the fence delineation.

. i) **Warning - Assumption of Municipal Services**

The Purchaser/Grantee is hereby advised that a considerable period of time may elapse before the municipal services are eligible for assumption under Municipal By-law. The Purchaser/Grantee is further advised that until Assumption of the Subdivision, the Owner is responsible for the maintenance of all Municipal Works that would otherwise be the responsibility of the City.

j) **Warning - Lot Grading and Landscaping**

The Purchaser/Grantee is hereby advised that construction of above and below ground pools, landscaping, construction of fencing, sheds and other structures, including decks, etc., will not be permitted until an Occupancy Inspection has been conducted by the City, and the subdivision lot grading has been certified by the Engineer and accepted by the City. The Purchaser/Grantee will be wholly responsible for the removal and any costs associated with removing any of the above listed construction activities.

k) **Warning - Agricultural Land**

The Purchaser/Grantee of any Lot or Block acknowledges that he or she is aware of the existence of farming operations nearby and will not object, complain or seek legal action against such nuisances as noise and odour resulting from normal farming practices.

l) **Warning – Mailbox Locations**

The Purchaser/Grantee of any Lot or Block is advised that the mail will be delivered to community mailboxes within the Plan of Subdivision. The location of the community mailboxes and/or mini-park(s) is subject to the

approval of Canada Post and the City. A community mailbox will be located _____, in accordance with the Composite Utility Plan.

Commented [RP16]: Valdor to insert all locations, as per Signed CUP plans

DRAFT

m) **Warning - Parking on Internal Streets**

The Purchaser/Grantee of any Lot or Block is advised that all Lots and Blocks, and all streets in the Subdivision will be subject to the Municipal By-laws. *Inter alia*, the Municipal By-laws may limit the time parked on Municipal streets.

n) Warning – Tree Preservation Zone

Specifics to the plan are to be inserted and included on the landscape plan

o) Warning – Acoustic Barriers

The Purchaser/Grantee acknowledges that he or she is aware that 2 .8 metre high acoustical fencing shall be installed along the rear lot lines of Lots 1 to 15 inclusive, north side lot line of Lot 1, south side lot line of Lot 15 as shown in Schedule "A'. The City will own the fence upon assumption of the subdivision. No encroachment or access is permitted on the adjacent lands, beyond the fence delineation.

p) Warning – Hydrogeological Report

Specifics to the plan are to be inserted and incorporated into the engineering design.

q) Warning – Streetlights

Specifics to the plan are to be inserted if rural development is proposed with no streetlights.

r) Warning – Driveway Widths

The Purchaser/Grantee of any Lot or Block is advised that driveway widths are set by the entrance location and dimensions noted on Schedule A-1 of the subdivision agreement. The Purchaser/Grantee of any Lot or Block is further advised that the driveway widths are a component of the overall engineering design, servicing plan, and stormwater management plan. The Purchaser/Grantee will be wholly responsible for reinstating the approved driveway width if any changes are made and not approved in advance by the City of Kawartha Lakes.

s) Warning – Boulevard

The Purchaser/Grantee of any Lot or Block is advised that the area of land lying between the travelled portion of the road and the property limit of the road allowance is municipal property known as the Boulevard, within the City's jurisdiction and control. The Purchaser/Grantee of any Lot or Block is advised they are responsible for the maintenance of grass on any portion of the Boulevard abutting their property. The Boulevard shall be kept clean and clear and cannot be altered without express written permission from the City.

t) Warning - Municipal Ditches

The Purchaser/Grantee of any lot is advised and acknowledges that storm ponding may occur in the municipal ditches.

u) Warning – Good Housekeeping Practices

The Purchaser/Grantee of any Lot or Block is encouraged to positively impact water quality by minimizing any use of or application of lawn fertilizers, pesticides, car fluid recycling, car washing detergents, pet wastes, and littering near all storm infrastructure.

v) Warning – Noise By-Law

The Purchaser/Grantee of any Lot or Block is advised of By-Law 2019-124,, a By-Law to Regulate Noise in the City of Kawartha Lakes, and that construction activities within the subdivision may be subject to regulation and/or restrictions thereunder.

w) Warning Clause – Infiltration Trenches

The Purchaser/Grantee acknowledges that an individual infiltration trench is to be constructed on residential Lots INSERT LOT NUMBERS as part of the overall Stormwater Management Plan for the subdivision. The infiltration trenches will receive stormwater runoff from the roof of the residential building by connecting the eavestrough roof leader as per the accepted engineering drawings provided by Valdor Engineering. The connection to the infiltration trench is to remain as a permanent connection to ensure the functionality of the subdivision's overall Stormwater Management Plan. The Purchaser/Grantee acknowledges that surface ponding has been utilized as part of this design, including an emergency overflow to _____. The Purchaser/Grantee acknowledges they have received the report Infiltration Operations and Maintenance Report, prepared by _____ Engineering, dated _____ and the Purchaser/Grantee is responsible for the operations and maintenance of the infiltration trench.

Commented [RP17]: Valdor to insert Lot #s

Commented [RP18]: Valdor to insert

Commented [RP19]: Valdor to insert and provide O&M Manual

DRAFT

SCHEDULE "H"

COMPOSITE UTILITY PLAN

Consultant, Project Number, Drawing Title and Number, and Date to be inserted.

Commented [RP20]: CUP Plans to be signed by all utilities on the signature block on the drawing, with approval dates.

DRAFT

SCHEDULE "I"

LETTER OF UNDERTAKING BETWEEN OWNER AND ENGINEER

Commented [RP21]: Valdor to provide

DRAFT

The Corporation of the City of Kawartha Lakes

Council Report

Report Number CLK2020-006

Meeting Date: July 28, 2020

Title: Full Electronic Participation - Amendments to the Procedural By-law

Description: To Provide for Full Electronic Participation at Council, Local Boards and Committees – Bill 197 Schedule 12

Ward Number: All

Author and Title: Cathie Ritchie, City Clerk

Recommendation(s):

That Report CLK2020-006, **Full Electronic Participation - Amendments to the Procedural By-law**, be received;

That Council approves full electronic participation in accordance with section 238 (3.1, 3.3, 3.4 and 3.5) of the Municipal Act as amended by Bill 197 Schedule 12, for Council, all Local Boards and Committees;

That Council approves full electronic participation as prescribed for all Other Advisory Committees and Task Forces amending all Terms of Reference effective July 28, 2020.

That a by-law to amend the Procedural By-law be forwarded to Council for approval.

Department Head: _____

Financial/Legal/HR/Other: _____

Chief Administrative Officer: _____

Background:

Procedural By-law Amendment - Post State of Emergency

Council on June 23rd, 2020 passed an amending by-law setting out the provision for Electronic Participation (Post State of Emergency) during Council, Local Board and Committee Meetings as permitted under Sections 238 (3.1) and (3.2) of the Municipal Act. The amendment provided for a member of council, of a local board or of a committee of either of them, to participate electronically in a meeting which is open to the public to the extent and in the manner set out in the by-law provided that any such member shall not be counted in determining whether or not a quorum of members is present at any point in time. The applicable procedure by-law did not provide for a member of council, of a local board or of a committee of either of them, to vote or participate electronically in a meeting which is closed to the public.

Bill 197 Schedule 12

Bill 197, COVID-19 Economic Recovery Act, 2020 Schedule 12 amending Section 238 of the Municipal Act, received Royal Assent on July 21, 2020. The Schedule amends several provisions of the *Municipal Act, 2001* to allow the Procedural By-law to provide for full electronic participation in meetings. The amendment applies to a member of Council, Local Board or Committee who is participating electronically in an open or closed meeting; and may be counted as quorum and therefore vote.

Rationale:

Electronic Participation Amendment Bill 197 Schedule 12

In order to provide for full electronic participation, the Procedural By-law would require amending to provide for the following:

The following procedural rules are recommended for electronic participation meetings:

1. City Council, Local Board or Committee members may participate in an open or closed session by electronic participation and be counted for the purpose of establishing quorum.

2. In the case of an interruption in the communication link to the member(s) participating electronically, Council will recess to a maximum of 15 minutes until it is determined whether or not the link can be re-established. If communications are not re-established, the meeting will resume without the electronic participant(s).

3. A Member participating by Electronic Means shall inform the Chair about their intentions to leave the meeting either on a temporary or permanent basis.

4. A Member participating by Electronic Means will be deemed to have left the meeting when they are no longer electronically connected to the meeting.

5. If a member loses electronic connection temporarily to the meeting, that member shall be treated as if they left the physical room of a traditional meeting and the time noted by the City Clerk or Recording Secretary.

6. All votes shall be by show of hands or by verbal consent (yes or no).

7. That subject to direction from the Head of Council or Chair to the City Clerk or Recording Secretary, the meeting will proceed without deputations. Written correspondence received from the public may be circulated to Council members prior to the start of the meeting electronically;

8. For public notice purposes, the location of the meeting published on the agenda shall be the physical location of the City Clerk or Recording Secretary during the meeting; If the location of the City Clerk cannot be open to the public, the City Clerk shall provide notice to the electronic location of where the meeting can be viewed;

9. Members shall be provided instruction by the City Clerk, Recording Secretary, Chief Administrative Officer, or their delegate how to access the meeting by means of electronic participation.

10. A recording of the open session of the meeting shall be preserved for a period of time determined by the Records Retention by-law for the public record.

11. All electronic meetings will be available on Livestreaming or other video technology.

12. Closed Sessions - All members participating electronically in a Closed Session of Council shall declare to the Head of Council and the City Clerk, following the adoption of the Closed Session Agenda, that they are in a private room, where:

    a. No other persons can overhear the deliberations; and

    b. The internet connection is secure and not publically accessible.

Other Advisory Committees' Terms of Reference – Electronic Participation

Council would be required to amend the Committees' Term of Reference to allow for Full Electronic Participation effective July 28, 2020 (subject to approved

legislation). Members participating electronically may be counted in determining a quorum and therefore will be included in the voting results.

Participation by Non-Members

Public participation and non-member presentations will continue to be provided through various means and will be subject to Health and Safety Policies and Procedures.

Other Alternatives Considered:

Status quo.

Financial/Operation Impacts:

No significant financial impacts anticipated.

Attachments:

Appendix A - By-Law 2020-XXX to amend the Procedural By-law to permit Full Electronic Participation

2020-XXX Amend the Procedural By-la

Appendix B - Bill 197, COVID-19 Economic Recovery Act, 2020 Schedule 12 – First Reading

CLK2020-006 Appendix B.pdf

Department Head E-Mail: rtaylor@kawarthalakes.ca

Division Head: Cathie Ritchie, City Clerk

Department Head: Ron Taylor, CAO

The Corporation of the City of Kawartha Lakes

By-Law 2020-XXX

A By-law to Amend By-law 2020-001, being a By-law to Govern and Regulate the Proceedings of the Council of the City of Kawartha Lakes

Recitals

1. Section 238(2) of the Municipal Act, requires that every municipality and local board pass a procedural by-law for governing the calling, place and proceedings of meetings;
2. Bill 197, COVID-19 Economic Recovery Act, 2020 Schedule 12 amending Section 238 of the Municipal Act, received Royal Assent on July 21, 2020. The Schedule amends several provisions of the Municipal Act, 2001 to allow the Procedural By-law to provide for full electronic participation in meetings.
3. The Procedural By-law as amended may provide that, a member of a council, of a local board or of a committee of either of them who is participating electronically in a meeting may be counted in determining whether or not a quorum of members is present at any point in time; and a member of a council, of a local board or of a committee of either of them can participate electronically in a meeting that is open or closed to the public.
4. The Council of the City of Kawartha Lakes adopted By-law 2020-001, being a By-law to Regulate Govern and Regulate the Proceedings of the Council of the City of Kawartha Lakes, at the January 28, 2020 Regular Council Meeting

Accordingly, the Council of The Corporation of the City of Kawartha Lakes enacts this By-law 2020-__.

Section 1.00: Definitions and Interpretation

1.01 **Definitions**:

All defined terms in this amending by-law take their meaning from By-law 2020-001 of the City of Kawartha Lakes with the addition of the following:

> **"Electronic Participation"** includes telephone, video or audio conferencing or other interactive method whereby members, staff and the public are able to hear the member(s) participating by electronic means and the member(s) participating by electronic means are able to hear other members, staff and other meeting participants.

1.02 **Interpretation Rules:**

(a) 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: Amendment Details

2.01 **Amendment:** That Sections 5.06 and 5.07 be deleted and replaced in By-law 2020-001 as follows:

5.06 Electronic Participation:

The following procedural rules are established for electronic participation meetings:

1. City Council, Local Board or Committee members may participate in an open or closed session by electronic participation and be counted for the purpose of establishing quorum.

2. In the case of an interruption in the communication link to the member(s) participating electronically, Council will recess to a maximum of 15 minutes until it is determined whether or not the link can be re-established. If communications are not re-established, the meeting will resume without the electronic participant(s).

3. A Member participating by Electronic Means shall inform the Chair about their intentions to leave the meeting either on a temporary or permanent basis.

4. A Member participating by Electronic Means will be deemed to have left the meeting when they are no longer electronically connected to the meeting.

5. If a member loses electronic connection temporarily to the meeting, that member shall be treated as if they left the physical room of a traditional meeting and the time noted by the City Clerk or Recording Secretary.

6. All votes shall be by show of hands or by verbal consent (yes or no).

7. That subject to direction from the Head of Council or Chair to the City Clerk or Recording Secretary, the meeting will proceed without deputations. Written correspondence received from the

public may be circulated to Council members prior to the start of the meeting electronically;

8. For public notice purposes, the location of the meeting published on the agenda shall be the physical location of the City Clerk or Recording Secretary during the meeting; If the location of the City Clerk can not be open to the public, the City Clerk shall provide notice to the electronic location of where the meeting can be viewed;

9. Members shall be provided instruction by the City Clerk, Recording Secretary, Chief Administrative Officer, or their delegate how to access the meeting by means of electronic participation.

10. A recording of the open session of the meeting shall be preserved for a period of time determined by the Records Retention by-law for the public record.

11. All electronic meetings will be available on Livestreaming or other video technology.

12. Close Sessions - All members participating electronically in a Closed Session of Council shall declare to the Head of Council and the City Clerk, following the adoption of the Closed Session Agenda, that they are in a private room, where:

    a. No other persons can overhear the deliberations; and

    b. The internet connection is secure and not publically accessible.

Section 3.00: Administration and Effective Date

3.01 **Administration of the By-law:** The City Clerk is responsible for the administration of this by-law.

3.02 **Effective Date:** This By-law shall come into force on **July 28, 2020**.

By-law read a first, second and third time, and finally passed, this 28th day of July, 2020.

Andy Letham, Mayor	Cathie Ritchie, City Clerk

SCHEDULE 12 MUNICIPAL ACT, 2001

1 (1) Subsection 238 (3.1) of the *Municipal Act, 2001* is repealed and the following substituted:

Electronic participation

(3.1) The applicable procedure by-law may provide that a member of council, of a local board or of a committee of either of them, can participate electronically in a meeting to the extent and in the manner set out in the by-law.

(2) Subsection 238 (3.2) of the Act is repealed.

(3) Subsection 238 (3.3) of the Act is repealed and the following substituted:

Same

(3.3) The applicable procedure by-law may provide that,

(a) a member of a council, of a local board or of a committee of either of them who is participating electronically in a meeting may be counted in determining whether or not a quorum of members is present at any point in time; and

(b) a member of a council, of a local board or of a committee of either of them can participate electronically in a meeting that is open or closed to the public.

(4) Subsection 238 (3.4) of the Act is repealed and the following substituted:

Special meeting, amend procedure by-law re electronic participation

(3.4) A municipality or local board may hold a special meeting to amend an applicable procedure by-law for the purposes of subsection (3.3).

Same, quorum

(3.5) A member participating electronically in a special meeting described in subsection (3.4) may be counted in determining whether or not a quorum of members is present at any time during the meeting.

2 The Act is amended by adding the following section:

Proxy vote

243.1 (1) The procedure by-law may provide that, in accordance with a process to be established by the clerk, a member of council may appoint another member of council as a proxy to act in their place when they are absent subject to the following rules:

1. A member of a local council appointed as an alternate member of the upper-tier council under section 267 may appoint a member of the upper-tier council as a proxy to act in their place when they are absent from the upper-tier council.

2. A member who is unable to attend a meeting of the upper-tier council and for whom an alternate member is appointed under section 267 shall not appoint a proxy.

3. A member appointed as an alternate member of the upper-tier council under section 268 shall not appoint a proxy.

4. A member who is unable to attend a meeting of the upper-tier council and for whom an alternate member is appointed under section 268 shall not appoint a proxy if the appointed member is acting on their behalf at the meeting.

Rules re proxy votes

(2) The following rules apply with respect to the appointment of another member of council to act as a proxy under subsection (1):

1. A member shall not appoint a proxy unless the proxyholder is a member of the same council as the appointing member.

2. A member shall not act as a proxy for more than one member of council at any one time.

3. The member appointing the proxy shall notify the clerk of the appointment in accordance with the process established by the clerk.

4. For the purpose of determining whether or not a quorum of members is present at any point in time, a proxyholder shall be counted as one member and shall not be counted as both the appointing member and the proxyholder.

5. A proxy shall be revoked if the appointing member or the proxyholder requests that the proxy be revoked and complies with the proxy revocation process established by the clerk.

6. Where a recorded vote is requested under section 246, the clerk shall record the name of each proxyholder, the name of the member of council for whom the proxyholder is voting and the vote cast on behalf of that member.

7. A member who appoints a proxy for a meeting shall be considered absent from the meeting for the purposes of determining whether the office of the member is vacant under clause 259 (1) (c). 60

Pecuniary interest

(3) A member who has a pecuniary interest described in subsection 5 (1) of the *Municipal Conflict of Interest Act* in a matter to be considered at a meeting shall not, if the interest is known to the member, appoint a proxy in respect of the matter.

Same, pre-meeting discovery

(4) If, after appointing a proxy, a member discovers that they have a pecuniary interest described in subsection 5 (1) of the *Municipal Conflict of Interest Act* in a matter to be considered at a meeting that is to be attended by the proxyholder, the member shall, as soon as possible,

(a) notify the proxyholder of the interest in the matter and indicate that the proxy will be revoked in respect of the matter; and

(b) request that the clerk revoke the proxy with respect to the matter in accordance with the proxy revocation process established by the clerk.

Same, post-meeting discovery

(5) For greater certainty, if, after appointing a proxy, a member discovers that they have a pecuniary interest described in subsection 5 (1) of the *Municipal Conflict of Interest Act* in a matter that was considered at a meeting attended by the proxyholder, the appointing member shall comply with subsection 5 (3) of the *Municipal Conflict of Interest Act* with respect to the interest at the next meeting attended by the appointing member after they discover the interest.

Conflict, etc., proxyholder

(6) For greater certainty, nothing in this section authorizes a proxyholder who is disabled from participating in a meeting under the *Municipal Conflict of Interest Act* from participating in the meeting in the place of an appointing member.

Regulations, proxy votes

(7) The Minister may make regulations providing for any matters which, in the Minister's opinion, are necessary or desirable for the purposes of this section.

Commencement

3 This Schedule comes into force on the day the *COVID-19 Economic Recovery Act, 2020* receives Royal Assent.

The Corporation of the City of Kawartha Lakes

Council Report

Report Number MLE2020-003

Meeting Date: **July 28, 2020**

Title: **Westwood Court Prohibited Parking Area**

Description: **Amendment to the Parking By-Law**

Author and Title: **Aaron Sloan - Manager**

Recommendation(s):

That Report MLE2020-003, **Westwood Court Prohibited Parking Area**, be received;

That Schedule 'A' of By-Law 2012-173, being a By-law to Regulate Parking, be amended by removing the prohibited parking area on the North side of Westwood Court starting 15 meters west from Northlin Park Road ending 86 meters west in front of 22 Westwood Court; and

That the necessary amending By-law be brought forward for adoption.

Department Head:

Financial/Legal/HR/Other:_____

Chief Administrative Officer:

Background:

At the Council Meeting of June 23, 2020 Council adopted the following resolution:

> CW2020-097
>
> **That** the March 5, 2020 correspondence from Randy Cowell and Fay Cowell, **regarding a request for the removal of no parking signs on Westwood Court, Lindsay**, be received and referred to staff for review and report back at the July 28, 2020 Council Meeting.
>
> **Carried**

Council resolution from June 23, 2020 Regular Council Meeting:

> **CR2020-151**
> **Moved By** Councillor Elmslie
> **Seconded By** Councillor Veale
>
> **That** the Minutes of the June 9, 2020 Committee of the Whole Meeting be received and the recommendations, included in Section 8.3 of the Agenda, save and except for Items 8.3.1, 8.3.7, 8.3.8 and 8.3.9, be adopted.

This report addresses that direction.

The correspondence from Randy Cowell and Fay Cowell is attached as appendix “A”.

Rationale:

The purpose of the Parking By-law 2012-173 is to assist in the safe movement of traffic, ensure the safety of the public and to allow for the safe and efficient passage of emergency vehicles using our roadways.

Staff visited Westwood Court area (map attached as Appendix “B”) to view the roadways and to note any concerns. The roadway, located in Lindsay, is a paved two lane roadway, with curbs and no sidewalk, that widens as it ends into a cul-de-sac, which provides ingress/egress from two apartment buildings. The roadway is residential in nature with no businesses located along it. Parking is currently prohibited on both sides of the road. Area pictures are included as Appendix “C”

The Parking By-Law 2012-173 establishes that parking in this area is currently prohibited on both sides of this roadway. The By-Law also establishes a general

parking time limit on all roadways without parking meters to be 12 hours maximum.

Municipal Law Enforcement has not received any parking occurrence complaints/concerns for this area (review back to 2010). Two parking tickets have been issued in this area as a result of patrols, one in 2017 for “Park facing the wrong direction” and one in early 2020 for “Park/Stop in a No Parking zone”.

Staff consulted with Public Works, Engineering, Planning, Kawartha Lakes Police Service, Kawartha Lakes Fire Service and Kawartha Lakes Emergency Medical Services. No specific objections were received save and except a concern that permitting parking on both sides may limit emergency vehicle access.

Options:

Staff recommends that the Parking By-Law 2012-173 Schedule “A” be amended by removing the prohibited parking area on the North side of Westwood Court starting 15 meters west from Northlin Park Road ending 86 meters west in front of 22 Westwood Court. This option allows for the creation of a limited parking area which will not obstruct the roadway visibility and will still allow emergency vehicle access. Sample picture included below.

Other Alternatives Considered:

The Parking By-Law 2012-173 Schedule “A” be amended by removing the prohibited parking areas on the both sides of the Westwood Court starting at Northlin Park Rd. easterly until the end of the road. This is not recommended considering the potential impact to emergency vehicle access to the large apartment buildings and residential houses.

Financial/Operation Impacts:

Cost for the removal of the prohibited parking area signs to bring by-law amendment into effect.

De-regulation may increase parking complaints to the Municipal Law Enforcement Division and MLE staff response time to other enforcement issues will be delayed thereby increasing overall resolution times.

Consultations:

- Public Works
- Engineering
- Planning
- Kawartha Lakes Police Service
- Kawartha Lakes Fire Service
- Kawartha Lakes Emergency Medical Services

Attachments:

Appendix A –

Correspondence - Cowell.pdf

Appendix B – Map of the area

Westwood Court Map.jpg

Appendix C – Pictures of the area

20200709_090315.jpg 20200709_090345.jpg 20200709_090436.jpg

Appendix D – By-law 2012-173, illustrating the amendment

2012-173
Consolidated By-law -

Department Head E-Mail rtaylor@kawarthalakes.ca

Department Head: Ron Taylor, CAO

To the City of Kawarthalakes and Council March 05 2020

On the advice of my Councillor Mr. Pat Dunn Iam forwarding this request. As the owners of 14 and 16 Westwood Court Lindsay I am requesting the No Parking Signs be removed on the North Side of Westwood Court. Presently there is No Street parking on the north or south side or anywhere on this court. It is a great inconvenience to the residences and visitors. It serves no purpose to have no street parking on both sides of this court. At this time Iam submitting this request to remove the no parking signs on the north side of Westwood Court Lindsay Ontario --Thank You Randy & Fay Cowell—

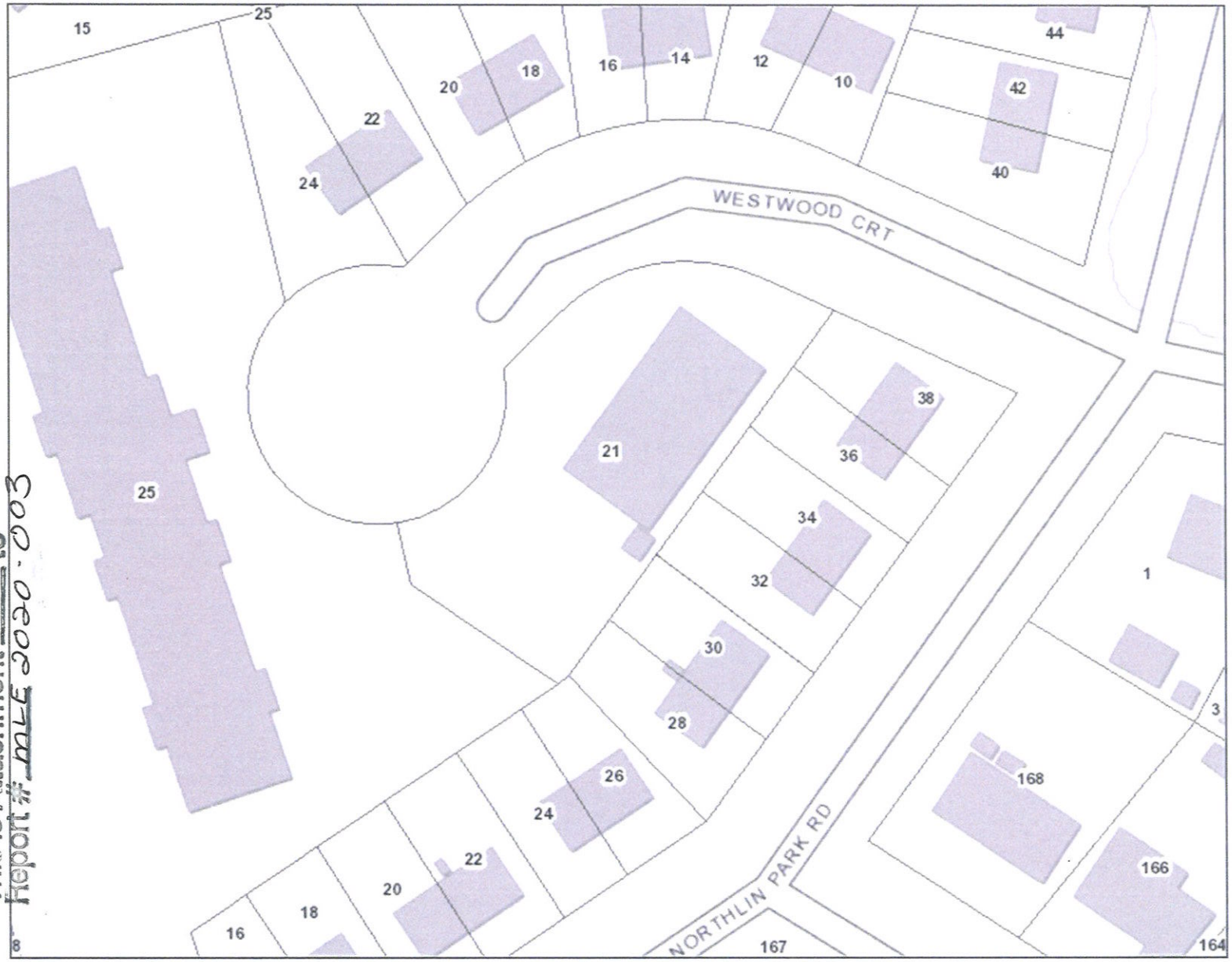
Randy Cowell
Fay Cowell

Neighbourhood Support Signature

Dave Dunn
N. McNaney
Chris Fountain
Jamie Fountain.
Joyce Tindall
Carey VanBlock
Leena Horvin

KAWARTHA LAKES GEOMATICS MAPPING

Westwood Court, Lindsay



This is Attachment B to Report # PLE2020-003

Legend

- Property Roll Number
- Upper Municipalities
- Lower Tier Municipalties

Notes

0.06 Kilometers

WGS_1984_Web_Mercator_Auxiliary_Sphere

© City Of Kawartha Lakes

NORTH

This map is a user generated static map output and is for reference only. All data, layers and text that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP MAY NOT BE USED FOR COMMERCIAL OR LEGAL PURPOSES

This is Attachment C to
Report # MLE 2020-003

STOP

The Corporation of the City of Kawartha Lakes
Office Consolidation of By-law 2012-173

Consolidated on October 15, 2018

Passed by Council on September 25, 2012

Amendments:

1) By-law 2012-235	September 25, 2012	Schedule ‘A’
2) By-law 2012-236	September 25, 2012	Schedule ‘A’
3) By-law 2013-121	July 9, 2013	Schedule ‘A’
~~4) By-law 2014-187~~	~~June 10, 2014~~	~~Schedule ‘A’~~
	Repealed by 2014-230, August 12, 2014	
5) By-law 2014-194	June 24, 2014	Schedule ‘A’
6) By-law 2015-079	April 28, 2015	Schedule ‘A’
7) By-law 2015-159	September 8, 2015	Schedule ‘F’
8) By-law 2015-160	September 8, 2015	Schedule ‘A’
9) By-law 2015-183	October 13, 2015	Sections 2, 3, 4 & 5 Schedule ‘C’ ‘D’
10) By-law 2016-133	June 28, 2016	Schedule ‘A’
11) By-law 2016-209	November 22, 2016	Sections 1.01, 2.08.1, 3.00, 7.01.1
12) By-law 2017-073	April 18, 2017	Section 2.08.2 Schedule ‘A’
13) By-law 2017-173	August 22, 2017	Schedule “A”
14) By-law 2017-235	November 14, 2017	Section 2.14(v)
15) By-law 2018-025	March 6, 2018	Schedule ‘A’
16) By-law 2018-075	April 24, 2018	Schedule A
17) By-law 2018-196	September 25, 2018	Schedule A

Note: This consolidation is prepared for convenience only. For accurate reference the original by-laws should be reviewed.

The Corporation of the City of Kawartha Lakes

By-Law 2012-173

A By-Law to Regulate Parking

Recitals

1. The Municipal Act, 2001, S.O. c25 authorizes municipal councils to pass by-laws respecting the parking of vehicles on municipal highways and on other municipal lands, including by-laws to designate parking spaces for the exclusive use of certain vehicles, and to impose fees for parking.

2. Municipal Councils are authorized to pass by-laws regulating the parking of vehicles on private parking lots, with the written consent of the owners of those private parking lots; to remove and impound or restrain and immobilize any vehicle in breach of this by-law at the owner's expense and create accessible parking spaces.

3. Council considers it advisable to enact a by-law to deal with these matters.

Accordingly, the Council of The Corporation of the City of Kawartha Lakes enacts this By-law 2012-173.

Section 1.00: Definitions and Interpretation

1.01 **Definitions**: In this by-law,

"abandoned vehicle" means a vehicle with or without valid number plates issued by the Ministry of Transportation or by a jurisdiction other than Ontario, that appears to have been abandoned;

"accessible parking permit" means a permit issued by the Minister of Transportation under section 26 of the Highway Traffic Act, or a permit, number plate or other marker or device bearing the international symbol of access for the person with a disability issued by a jurisdiction other than Ontario;

"accessible parking space" means a parking space identified by authorized signs that is reserved for the exclusive use of vehicles displaying a valid accessible parking permit. The term Disabled Parking Space shall be interchangeable with the term Accessible Parking Space as it applies to this By-Law;

"aisle" means an unobstructed and maintained surfaced area of a parking lot immediately adjacent to parking spaces, ordinarily used to provide vehicular ingress or egress;

"authorized sign" means any sign, as defined in this by-law, which is authorized by this by-law and, where applicable, complies with the requirements of the regulations made under the Highway Traffic Act and has been placed or erected on a highway, municipal property or private property under the authority of this by-law;

"boulevard" means the part of a highway that is maintained by the City, between the property line and the shoulder, or if none, the edge of the travelled portion of the roadway. A boulevard may or may not contain a sidewalk or driveway;

"bus loading zone" or **"bus stop"** means a location on a highway, as identified by one or more authorized signs, at which municipal transit vehicles make scheduled stops to pick up or to drop off passengers;

"business day" means any Monday, Tuesday, Wednesday, Thursday or Friday other than a public holiday;

"Chief of Emergency Medical Services" means the employee who holds that position, his or her delegate(s) or, in the event of organizational changes, another employee designated by Council;

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

"City staff member" includes an agent as well as an employee of the City;

"**commercial motor vehicle**" means a motor vehicle having a gross weight or registered gross weight of 4,500 kg. or more, capable of carrying goods, wares, merchandise or other commodities and having attached thereto a truck, delivery body or other apparatus and includes an ambulances, hearses, casket wagons, fire apparatus, buses and school buses, and tractors used for hauling purposes on a highway;

"Consolidated Fees By-law" means City of Kawartha Lakes By-law 2016-206 or if it has been repealed by subsequent City of Kawartha Lakes By-law known as the Consolidated Fees By-law;

By-law 2016-209; effective November 22, 2016

"Council" or **"City Council"** means the Council of the City of Kawartha Lakes;

"crosswalk" means,

(a) that part of a highway at an intersection that is included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs or, in the absence of curbs, from the edges of the roadway, or

(b) any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by signs or by lines or other markings on the surface;

"cul-de-sac" means a street, lane, etc., closed at one end; blind alley; dead-end street;

"curb" means the edge of the roadway of a highway;

"Director of Community Services" means the employee who holds that position, his or her delegate(s) or, in the event of organizational changes, another employee designated by Council;

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

"Director of Public Works" means the employee who holds that position and his or her delegate(s) or, in the event of organizational changes, another employee designated by Council;

"**driveway**" means the improved part of a highway which has been improved to provide access between the roadway and a private roadway or to adjacent land;

"entrance" means an improved surface within a highway that is used for vehicle access to or from one or more adjoining properties over that highway;

"farm tractor" means a self-propelled vehicle designed and used primarily as a farm implement for drawing ploughs, mowing-machines and other implements of husbandry and not designed or used for carrying a load;

"Fire Chief" means the employee who holds that position, his or her delegate(s) or, in the event of organizational changes, another employee designated by Council;

"fire lane" or **"fire zone"** means a highway, as identified by authorized signs, that needs to be kept clear at all times for the use of fire department vehicles;

"fire route" means a private roadway providing vehicular access to or from a building or structure, and includes any part of a parking lot, that is designated by authorized signs as a fire route;

"footpath" means a path, located on municipal property or on a highway intended for use by pedestrians and vehicles, excluding motor vehicles;

"highway" includes a common and public highway, street, avenue, parkway, driveway, square, place, bridge, viaduct or trestle, any part of which is used or intended for use by the general public for the passage of vehicles and includes the entire area between its lateral property lines. Without limitation, Highway includes unassumed and unopened road allowances;

"holiday" includes Sunday, New Year's Day, Good Friday, Victoria Day, Canada Day, any day proclaimed as a civic holiday by the Corporation, Labour Day, Thanksgiving Day, Christmas Day, Boxing Day, and any day

fixed by proclamation of the Governor General or the Lieutenant-Governor-in-Council as a public holiday or for a general fast or thanksgiving, and when any holiday falls on a Sunday, the next day following is in lieu thereof a holiday;

"intersection" means the area embraced within the prolongation or connection of the lateral curb lines or, if none, then of the lateral boundary lines of two or more highways that join one another at an angle, whether or not one highway crosses the other;

“loading” means the physical activity of moving merchandise from or to a property or another vehicle and the physical activity of passengers entering or departing a vehicle;

“loading zone” means part of a highway designated by an official sign, where a vehicle may be stopped for the purpose of loading or unloading materials or persons;

"Manager of Municipal Law Enforcement" means the employee who holds that position and his or her delegate(s) or, in the event of organizational changes, another employee designated by Council;

“median strip” means the portion of a highway so constructed as to separate traffic travelling in one direction from traffic travelling in the opposite direction by a physical barrier or a raised or depressed paved or unpaved separation area that is not intended to allow crossing vehicular movement;

“metered” means a parking space controlled by either a parking meter or a pay & display machine;

“**mobile home**” means a vehicle, other than a motor vehicle, that is designed and used as a residence or working accommodation unit and exceeds 2.6 metres in width or eleven metres in length;

“**motor assisted bicycle”** means a bicycle,

(a) that is fitted with pedals that are operable at all times to propel the bicycle,

(b) that weighs not more than fifty-five kilograms,

(c) that has no hand or foot operated clutch or gearbox driven by the motor and transferring power to the driven wheel,

(d) that has an attached motor driven by electricity or having a piston displacement of not more than fifty cubic centimetres, and

(e) that does not have sufficient power to enable the bicycle to attain a speed greater than 50 kilometres per hour on level ground within a distance of 2 kilometres from a standing start;

"motor vehicle" includes an automobile, a motorcycle, a motor-assisted bicycle unless otherwise indicated in the Highway Traffic Act, and any other vehicle propelled or driven otherwise than by muscular power, but does not include a street car or other motor vehicle running only upon rails, a motorized snow vehicle, a traction engine, a farm tractor, a self-propelled implement of husbandry or a road-building machine;

“motorized snow vehicle” means a self-propelled vehicle designed to be driven primarily on snow;

"Municipal Law Enforcement Officer" means a person appointed by Council under the Police Services Act to enforce the by-laws of the City;

"municipal parking lot" means land owned or occupied by the City that is used, wholly or partly, for the parking of vehicles by the general public;

“municipal property” means property owned or occupied by the City of Kawartha Lakes;

"municipal transit vehicle" means a bus or other vehicle operated by or on behalf of the City as part of a public transportation system and includes a vehicle operated by Community Care;

"**occupant of property**" means:

(i) the tenant of the property or part hereof whose consent shall extend only to the control of the land of which he is tenant and any parking spaces allotted to him under his lease or tenancy agreement,

(ii) the spouse of a tenant,

(iii) a person of a municipality, or a local board thereof, having an interest in the property under an easement or right-of-way granted to or expropriated by the person, municipality or local board whose consent shall extend only to the part of the property that is subject to the easement or right-of-way.

(iv) a person authorized in writing by an occupant as defined in (i), (ii) or (iii) above to act on the occupant's behalf for requesting the enforcement of Section 5.00 of this By-law.

“occupied” means being in possession of a property or part of a property, for example, as a result of a leasehold agreement;

“official sign” means a sign pursuant to either the Highway Traffic Act or the Manuals of Uniform Traffic Control Devices of Ontario and of Canada;

“**owner**” means each person whose name appears on the certificate of registration for the vehicle but in section 6.00 “owner” means the person whose name appears on the plate portion of a permit in cases where the

certificate of registration consists of a vehicle portion and a plate portion and different persons are named on each portion;

"owner of property" means:

(i) the registered owner of the property;

(ii) the registered owner of a condominium unit, whose consent shall extend only to the control of the unit of which he is owner and any parking spaces allotted to him by the condominium corporation or reserved for his exclusive use in the declaration or description of the property,

(iii) the spouse of the person described in (i) or (ii) above,

(iv) where the property is included in a description registered under "The Condominium Act", the board of directors of the condominium corporation,

(v) a person authorized in writing by the property owner as defined in (i), (ii), (iii) or (iv) above to act on the owner's behalf for requesting the enforcement of Section 5.00 of this By-law;

"park" or **"parking"** means the standing of a vehicle, whether occupied or not, except when standing temporarily for the purpose of and while actually engaged in loading or unloading passengers or goods;

"parking meter" means a mechanical or electronic device designed to accept payment in exchange for a period of legal parking that is indicated by means of a signal on the device or on a ticket dispensed by the device;

"parking meter cover" means a hood, bag or other covering for a parking meter that is authorized by the Director of Public Works, Director of Development Services, Chief of Emergency Medical Services, Fire Chief or the Chief of Police, for placement over a parking meter to indicate that a parking meter space is reserved or not to be used;

"parking meter zone" means a highway, municipal parking lot or portion of a municipal parking lot on which parking is regulated by parking meters;

“parking space” means a space for the parking of one motor vehicle either outside or inside a building or structure, but does not include maneuvering aisles and other areas providing access to the space;

"Police Officer" means a chief of police or any other police officer in a police service that is appointed for enforcing or carrying out the provisions of this by-law;

"private parking lot" means land not owned or occupied by the City that is used for the parking of vehicles;

“private property” means property on which one or more signs have been erected by or on behalf of the owner or occupant prohibiting or restricting parking in any manner;

"private road" means any privately-owned road, lane, ramp or other means of vehicular access to or from a building or structure;

"public holiday" includes a holiday as defined in the Retail Business Holidays Act and any other public holiday that is declared;

"public parking" means the parking of vehicles by members of the general public, either free or for a fee;

“recreational trail” means a trail that is open to the public for a variety of recreational uses within the City of Kawartha Lakes;

“road-building machine” means a self-propelled vehicle of a design commonly used in the construction or maintenance of highways, including but not limited to,

(a) asphalt spreaders, concrete paving or finishing machines, motor graders, rollers, tractor-dozers and motor scrapers,

(b) tracked and wheeled tractors of all kinds while equipped with mowers, post-hole diggers, compactors, weed spraying equipment, snow blowers and snow plows, front-end loaders, back-hoes or rock drills, and

(c) power shovels on tracks and drag lines on tracks, but not including a commercial motor vehicle;

"roadway" means the part of the highway that is improved, designed or ordinarily used for vehicular traffic, but does not include the shoulder, and, where a highway includes two or more separate roadways, the term “roadway” refers to any one roadway separately and not to all of the roadways collectively;

“**self-propelled implement of husbandry**” means a self-propelled vehicle manufactured, designed, redesigned, converted or reconstructed for a specific use in farming;

"shoulder" means the portion of a highway between the edge of the roadway and the boulevard which is either paved or graveled;

"sidewalk" means the portion of a highway between the curb or shoulder and the boundary of the adjoining property that is set aside for the use of pedestrians;

"sign" includes any sign, marking on a roadway, curb or sidewalk, or other appropriate device that identifies a parking regulation;

“stand” or **“standing”,** when prohibited, means the halting of a vehicle, whether occupied or not, except for the purpose of and while actually engaged in receiving or discharging passengers;

"stop" or **"stopping"** means the halting of a vehicle, even momentarily, whether occupied or not, except when necessary to avoid conflict with other traffic or in compliance with the directions of a police officer or of traffic control sign or signal;

“Timed parking zone” means a highway, municipal parking lot or a portion of a municipal parking lot on which parking is regulated by signs which list specific time limits;

(2015-183, effective October 13, 2015)

“**traction engine**” means a steam or diesel engine used for drawing heavy load on road or across fields;

“trailer” means a vehicle that is at any time drawn upon a highway by a motor vehicle, except an implement of husbandry, a mobile home, another vehicle or any device or apparatus not designed to transport persons or property, temporarily drawn, propelled or moved upon such highway, and except a side car attached to a motorcycle, and shall be considered a separate vehicle and not part of the motor vehicle by which it is drawn;

“vehicle” includes a motor vehicle, trailer, traction engine, farm tractor, road-building machine, bicycle and any vehicle drawn, propelled or driven by any kind of power, including muscular power, but does not include a motorized snow vehicle or a street car;

1.02 **Interpretation**:

(a) The regulations established by this by-law respecting the parking and stopping of vehicles apply throughout the City, except as otherwise provided.

(b) The regulations established by this by-law respecting the parking and stopping of vehicles on highways do not apply to provincial highways.

(c) The regulations established by this by-law respecting the parking and stopping of vehicles do not apply to City staff members and police officers who are carrying out their duties.

(d) The attached Schedules form part of the by-law and are enforceable as such.

(e) A trailer or other vehicle that is drawn by a vehicle forms part of that vehicle for the purposes of this by-law.

(f) 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.

(g) An unattached trailer is a vehicle for the purpose of this by-law.

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.

1.05 **Exemption:** The provisions of section 4.00 respecting parking meter fees do not apply to vehicles used by a Veteran displaying a Veteran number plate issued by the Minister of Transportation, or by a person with a disability displaying an Accessible Parking Permit, as defined by this by-law.

Section 2.00: Parking on Municipal Highways

2.01 **Lawful Parking:** No person shall park a vehicle on a highway on which parking is permitted except on the right-hand side, according to the direction in which the vehicle was lawfully proceeding, and no person shall park a vehicle on the left-hand side of a highway except in accordance with section 2.02.

2.02 **One-Way Streets:** No person shall park a vehicle on the left-hand side of a highway, according to the direction in which the vehicle was lawfully proceeding, except on a highway on which parking is permitted that has been designated for one-way traffic.

2.03 **Angle Parking:** No person shall park a vehicle at an angle on a highway except on highways where angle parking is expressly permitted, and except with the front of the vehicle facing the side of the highway on which it is parked.

2.04 **Parking Spaces:** If parking spaces are identified by lines or markings, no person shall park a vehicle on that highway except entirely within the lines or markings that identify an individual parking space and no person shall park a vehicle with its wheels across or outside those lines or markings.

2.05 **Exception for Long Vehicles:** Section 2.04 does not apply to a vehicle that is too long to be parked entirely within an individual parking space.

2.06 **One Vehicle per Parking Space:** No more than one vehicle shall be parked within an individual parking space that is identified by lines or markings.

2.07 **Accessible Parking Space:** No person shall park a vehicle at any time in a accessible parking space on a highway which is clearly identified with authorized signs, except a vehicle with a valid accessible parking permit that is displayed so as to be clearly visible from the outside of the vehicle and the permit is being used in accordance with the regulations; and

(a) No person shall have in his or her possession an Accessible Parking Permit that is fictitious, altered or fraudulently obtained; and

(b) No person shall display in their vehicle an Accessible Parking Permit that has not been issued to that person, organization or to a passenger, being picked up or transported in the vehicle; and

(c) No person shall fail or refuse to surrender an Accessible Parking Permit for reasonable inspection to ensure that the provisions of the Highway Traffic Act and the regulations and any municipal by-law passed under section 9, 10, 11 or 102 of the Municipal Act, 2001, S.O. c25, as the case may be, for establishing a system of accessible parking are being complied with.

2.08 **Specific Time Limits:** No person shall park a vehicle on any highway without parking meters for longer than the maximum number of hours permitted on that highway, where such limits are identified by authorized signs.

2.08.1 **Two Hour Time Limit:** No person shall park a vehicle on any highway in the area bounded by Lindsay Street, Russell Street East, Victoria Avenue and Wellington Street in Lindsay for longer than a maximum of two hours unless a permit has been obtained and the permit fee in accordance with Schedule A-12 to the Consolidated Fees By-law has been paid.

2015-183, effective October 13, 2015
2016-209; effective November 22, 2016

2.08.2 **Three Hour Time Limit:** No person shall park a vehicle on any highway in the area on William Street South in Lindsay on the east side from the intersection of Russell Street south to a point approximately 89 metres.

2017-073, effective April 18, 2017

2.09 **General Time Limit:** On all other highways without parking meters on which parking is permitted, unless signed otherwise, no person shall park a vehicle for longer than 12 hours.

2.10 **No Overnight Parking in Winter:**

(a) Despite sections 2.08 and 2.09, no person shall park a vehicle on any highway from November 1st of one year to April 30th of the following year at any time between 11:00 p.m. and 6:00 a.m., or during such shorter period as is identified by authorized signs.

(b) Despite Section 2.10(a), in Lindsay, the hours for prohibiting parking on Kent Street West from Lindsay Street to Victoria Avenue, from November 1st of one year to April 30th of the following year shall be between 2:00 a.m. and 6:00 a.m., or during such shorter period as identified by authorized signs.

(c) Despite Section 2.10(a), in Bobcaygeon, the hours for prohibiting parking on Bolton Street from King Street to Canal Street, from

November 1st of one year to April 30th of the following year shall be between 2:00 a.m. and 6:00 a.m., or during such shorter period as identified by authorized signs. Despite Section 2.10(a), in Fenelon Falls, the hours for prohibiting parking on Colborne Street from Water Street to Bond Street; on Water Street from Colborne Street to May Street, on May Street from Water Street to Francis Street, and on Francis Street West from Colborne Street to May Street, from November 1st of one year to April 30th of the following year shall be between 2:00 a.m. and 6:00 a.m., or during such shorter period as identified by authorized signs.

(d) Despite Section 2.10(a) in Omemee, the hours for prohibiting parking on King Street from Queen Street to Sturgeon Road, from November 1st of one year to April 30th of the following year shall be between 2:00 a.m. and 6:00 a.m., or during such shorter period as identified by authorized signs.

2.11 **Heavy Vehicles:** Despite sections 2.08 to 2.10, no person shall park a commercial vehicle, whose gross weight or registered gross weight is 4,500 kilograms or more, on a highway at any time.

2.12 **Exemptions:** Section 2.11 does not apply to agricultural vehicles or to areas zoned for industrial uses or to heavy vehicles which are: (1) loading or unloading goods or passengers; (2) waiting to load or unload goods or passengers; (3) engaged in construction activities; (4) providing moving services; or (5) otherwise carrying out their responsibilities.

2.13 **Abandoned Vehicles:** No person shall park an abandoned vehicle on a highway.

2.14 **Other General Regulations:** No person shall park or stop a vehicle:

(a) on a sidewalk or footpath;

(b) on a boulevard except in areas where it is permitted and there are properly erected signs;

(c) in front of or within 2.0 metres of an entrance or in a manner that prevents the use of an entrance by other vehicles;

(d) within an intersection;

(e) subject to clause (f), within 9.0 metres of an intersection;

(f) within a distance of up to 30.0 metres of an intersection at which authorized signs specifying a minimum distance greater than 9.0 metres have been installed;

(g) within 6.0 metres of a crosswalk that is not located at an intersection;

(h) within 1.0 metre of a curb cut designed to accommodate wheelchairs that is not located at an intersection or a crosswalk;

(i) on a bridge or causeway or in a tunnel or underpass, or on the approaches to a bridge, causeway, tunnel or underpass, except where expressly permitted to do so;

(j) in front of or adjacent to a fire hall;

(k) in a fire lane or fire zone;

(l) within 3.0 metres of a fire hydrant, measured from the point at the edge of the roadway immediately adjacent to the hydrant;

(m) within 15.0 metres of the nearest rail at a level railway crossing;

(n) in front of or within 15.0 metres of a recreational trail;

(o) in a manner that obstructs or interferes with vehicular traffic;

(p) in a manner that prevents the convenient movement or removal of another parked, standing or stopped vehicle;

(q) alongside another parked, standing or stopped vehicle so as to "double park";

(r) in a manner that interferes with the maintenance and repair of highways and utilities, or with the removal of snow;

(s) in a bus loading zone or bus stop or in a manner that would prevent access to a bus loading zone or bus stop by a municipal transit vehicle;

(t) for the purpose of selling, servicing or, except in an emergency, repairing the vehicle;

(u) on, beside or at the end of a median strip;

(v)

(2017-235, effective November 24, 2017)

(w) on a highway on which parking or stopping has been prohibited temporarily in accordance with section 7.05;

(x) in a designated turning lane.

(y) on any city property with a validation tag not visible, with a validation tag improperly displayed or with an expired validation tag.

(2015-183, effective October 13, 2015)

2.15 **No Parking Zones:** The highways described in Schedule “A” are designated as no parking zones, and no person shall park a vehicle in a designated no parking zone at the times set out in Schedule “A”.

2.16 **No Stopping Zones:** The highways described in Schedule “B” are designated as no stopping zones, and no person shall stop a vehicle in a designated no stopping zone at the times set out in Schedule “B”.

2.17 **School Bus Loading Zones:** No person shall park or stop a vehicle, except a school bus which is loading or unloading passengers, in a location clearly identified and signed with authorized signs as a school bus loading zone.

2.18 **Loading Zones:** No person shall park or stop a vehicle, except while actually engaged in the loading or unloading of passengers or goods, in a location clearly identified and signed with authorized signs as a loading zone.

2.19 **Authorized Signs:** The regulations set out in sections 2.15 to 2.18 are not valid unless authorized signs are in place to identify these regulations.

2.20 **No Parking Zone:** No person shall park a vehicle on the portion of the southbound lanes of Victoria Avenue North, located between the north curb line of Kent Street West and the south curb line of Peel Street, and the portion of the northbound lanes of Victoria Avenue North, located between the north curb line of Kent Street West and south curb line of Peel Street, and the boulevard areas including the centre island between 6:00 o’clock a.m. until 2:00 o’clock p.m. on every Saturday between the first Saturday in May and the last Saturday in October, both inclusive.

2.21 **Free Parking:** During the month of December of each year, no parking fees will be charged at the following locations:

a) all metered parking locations on Kent Street;

b) all metered parking locations on side streets within Lindsay;

c) all metered parking lot locations within Lindsay;

d) all metered parking locations in Bobcaygeon.

2.22 **Motorized Snow Vehicle:** No person shall park a motorized snow vehicle on a highway.

Section 3.00: Municipal Parking Lots

3.01 **Designated Parking Lots:** The lands described in Schedules “C” and “D” are designated as municipal parking lots.

3.02 **Obstruction:** No person shall park or stop a vehicle in a municipal parking lot in a manner that blocks or obstructs an entrance or an interior access route.

3.03 **Temporary Closings:** No person shall park or stop a vehicle in a municipal parking lot on which parking has been prohibited temporarily in accordance with section 7.05.

3.04 **No Overnight Parking in Winter:** No person shall park a vehicle in a municipal parking lot from November 1st of one year to April 30th of the following year at any time between 11:00 p.m. and 6:00 a.m., or during such shorter period as identified by authorized signs, except by permit issued by the City for specified locations within the parking lot.

3.05 **Abandoned Vehicles:** No person shall park an abandoned vehicle in a Municipal parking lot.

3.06 **Parking Spaces:** If parking spaces are identified by lines or markings, no person shall park a vehicle on that parking lot except entirely within the lines or markings that identify an individual parking space, and no person shall park a vehicle with its wheels across or outside those lines or markings.

3.07 **Exception for Long Vehicles:** Subject to Section 3.02, Section 3.06 does not apply to a vehicle that is too long to be parked entirely within an individual parking space.

3.08 **One Vehicle per Parking Space:** No more than one vehicle shall be parked within an individual parking space that is identified by lines or markings.

3.09 **Accessible Parking Space:** No person shall park a vehicle at any time in a accessible parking space in a municipal parking lot which is clearly identified with authorized signs, except a vehicle with a valid accessible parking permit that is displayed so as to be clearly visible from the outside of the vehicle and the permit is being used in accordance with the regulations; and

(a) No person shall have in his or her possession an Accessible Parking Permit that is fictitious, altered or fraudulently obtained; and

(b) No person shall display in their vehicle an Accessible Parking Permit that has not been issued to that person, organization or to a passenger, being picked up or transported in the vehicle; and

(c) No person shall fail or refuse to surrender an Accessible Parking Permit for reasonable inspection to ensure that the provisions of the Highway Traffic Act and the regulations and any municipal by-law passed under section 9, 10, 11 or 102 of the Municipal Act, 2001, S.O. c25, as the case may be, for establishing a system of accessible parking are being complied with.

3.10 **Specific Time Limits:** No person shall park a vehicle in a municipal parking lot without parking meters for longer than the maximum number of hours permitted in that parking lot, where such limits are identified by authorized signs.

3.11 **General Limit:** Subject to section 3.04, no person shall park a vehicle for longer than 12 hours in any other municipal parking lot without parking meters.

(2015-183, effective October 13, 2015)

3.12 (deleted)

(2015-183, effective October 13, 2015)

3.12 **Parking Permits**: Fees for parking permits for daily, weekly, monthly or annual use are in accordance with Schedule A-12 of the Consolidated Fees By-law.

2016-209; effective November 22, 2016

Section 4.00: Parking Meters on Municipal Parking Lots and Municipal Highways

4.01 **Municipal Parking Lots with Parking Meters:** The municipal parking lots described in Schedule “D” are designated as parking meter zones and/or timed parking zones.

(2015-183, effective October 13, 2015)

4.02 **Municipal Highways with Parking Meters:** The municipal parking lots described in Schedule “E” are designated as parking meter zones and/or timed parking zones.

(2015-183, effective October 13, 2015)

4.03 **Maximum Time:** No person shall park a vehicle at a parking meter or timed parking zone or a space controlled by a pay and display machine on a highway or in a municipal parking lot for longer than the maximum number of hours permitted at that parking meter, times parking zone or pay and display machine as identified on either the meter, or by sign or pay and display ticket.

(2015-183, effective October 13, 2015)

4.04 **Payment Times:** No person shall park a vehicle at a parking meter or a space controlled by a pay and display machine from Monday to Friday of each week, except on a public holiday, between the hours of 9:30 a.m. and 4:30 p.m. unless the person has paid an amount sufficient to cover the fee for parking at that parking meter or space controlled by a pay and display machine, as identified on either the meter or pay and display ticket.

4.05 **Exception for Jane Street:** Despite section 4.04, no person shall park a vehicle at any time at a parking meter on the west side of Jane Street in Lindsay, between Kent Street and Henry Street, unless the person has paid an amount sufficient to cover the fee for parking at that parking meter, as identified on the meter.

4.06 **Evidence:** A vehicle parked at a parking meter or a space controlled by a pay and display machine shall be deemed to be illegally parked unless there is evidence that payment of an amount sufficient to cover the fee for

parking at that parking meter or space controlled by a pay and display machine has been made. The Pay & Display receipt must be left face up on the dash of the vehicle so as it is clearly visible to view. Payment is for parking in the lot identified on the receipt only and is non-transferable.

4.07 **Long Vehicles:** No person shall park a vehicle in a timed parking zone that, because of its length, occupies more than one parking meter or space for a time greater than the maximum time allowed.

(2015-183, effective October 13, 2015)

Section 5.00: Parking on Other Property

5.01 **City Property:** No person shall park a vehicle on any property or portion of any property owned or occupied by the City on which authorized signs have been installed to provide notice that public parking is not permitted, except,

(a) a person who is expressly permitted to park on that property, or

(b) a person to whom the City has issued a permit to park on that property, provided that the permit is displayed so as to be visible from the outside of the vehicle.

5.02 **Other City Property:** No person shall park a vehicle on any property or portion of any property owned or occupied by the City on which public parking is permitted, other than the municipal parking lots described in Schedules “C” and “D”, in contravention of the regulations that apply to the parking of vehicles on that property.

5.03 **Authorized Signs:** The regulations referred to in section 5.02 are not valid unless authorized signs are in place to identify these regulations.

5.04 **Fire Routes:** No person shall park or stop a vehicle on a private road, on a portion of a private parking lot, or on any other property that has been designated as a fire route and clearly identified with authorized signs.

5.05 **Private Parking Lots:** The private parking lots described in Schedule “F”, or where owners or occupants have filed with the city written consent to the application of this by-law to their land, are designated as private parking lots to which the regulations established in sections 5.06 to 5.08 apply.

(2015-183, effective October 13, 2015)

5.06 **Parking with Consent:** No person shall park a vehicle without the consent of the owner of a designated private parking lot described in Schedule “F” or where the owners or occupants have notified the city with written consent to apply this by-law to their land.

(2015-183, effective October 13, 2015)

5.07 **Parking without Consent:** If signs have been installed by the owner or occupant of a designated private parking lot described in Schedule “F”

setting out the conditions under which vehicles may be parked or prohibiting the parking of vehicles, any person who parks a vehicle in that private parking lot in contravention of such conditions or prohibition shall be deemed to have parked without the consent of the owner.

5.08 **Accessible Parking Space:** No person shall park a vehicle at any time in a accessible parking space which is clearly identified with authorized signs, except a vehicle with a valid accessible parking permit that is displayed so as to be clearly visible from the outside of the vehicle and the permit is being used in accordance with the regulations; and
(2015-183, effective October 13, 2015)

(a) No person shall have in his or her possession an Accessible Parking Permit that is fictitious, altered or fraudulently obtained; and

(b) No person shall display in their vehicle an Accessible Parking Permit that has not been issued to that person, organization or to a passenger, being picked up or transported in the vehicle; and

(c) No person shall fail or refuse to surrender an Accessible Parking Permit for reasonable inspection to ensure that the provisions of the Highway Traffic Act and the regulations and any municipal by-law passed under section 9, 10, 11 or 102 of the Municipal Act, 2001, S.O. c25, as the case may be, for establishing a system of accessible parking are being complied with.

Section 6.00: Enforcement and Penalties

6.01 **Enforcement:** This by-law may be enforced by every municipal law enforcement officer and police officer.

6.02 **Obstruction:** No person shall hinder or obstruct, or attempt to hinder or obstruct, any person exercising a power or performing a duty under this by-law.

6.03 **Offence and Penalty:** It is an offence for a person to contravene any provision of this by-law, and every person who contravenes this by-law is guilty of an offence and, upon conviction, is liable to a fine in accordance with the provisions of the Provincial Offences Act and to any other applicable penalty.

6.04 **Accessible Parking:** Despite section 6.03, any person who contravenes section 2.07, 3.09 or 5.08 with respect to parking a vehicle in an accessible parking space is guilty of an offence and, upon conviction, is liable to a fine of not less than $300.00, as required by subsection 427 of the Municipal Act, 2001*, S.O*. c25, and to any other applicable penalty.

6.05 **Owner's Liability:** If a vehicle has been parked or stopped in contravention of this by-law, the owner of the vehicle, even though the owner was not the driver of the vehicle at the time of the contravention of the by-law, is guilty of an offence and is liable to a fine in accordance with

the provisions of the Provincial Offences Act or with subsection 428 of the Municipal Act, 2001, S.O. c25 and to any other applicable penalty.

6.06 **Out of Court Payment:** Any person to whom a parking infraction notice has been issued alleging that a provision of this by-law has been contravened may within five business days, excluding the day on which the notice was issued, make a voluntary, out of court payment to the City of a reduced fine amount, as specified on the parking infraction notice.

6.07 **Multiple Offences:** The conviction of a person for the contravention of any provision of this by-law shall not operate as a bar to the prosecution against the same person for any subsequent or continued contravention of any provision of this by-law.

6.08 **Court Order:** If this by-law is contravened and a conviction entered, the court in which the conviction has been entered and any court of competent jurisdiction thereafter may, in addition to any other remedy and to any penalty that is imposed, make an order prohibiting the continuation or repetition of the offence by the person convicted.

6.09 **Impoundment:** If a vehicle is left parked on a municipal highway or on any other land owned or occupied by the City in contravention of this by-law, the City may cause the vehicle to be removed and impounded in accordance with subsection 170(15) of the Highway Traffic Act, or to be restrained and immobilized.

6.10 **Recovery of Impounded Vehicles:** If a vehicle is removed and impounded in accordance with section 6.09, its owner or another person acting with the authorization of the owner shall be required to pay all costs incurred by the City in removing, caring for and storing the vehicle in order to recover the vehicle.

6.11 **Recovery of the City's Costs:** All costs incurred by the City in removing, caring for and storing a vehicle removed and impounded in accordance with section 6.09 are a lien upon the vehicle that may be enforced in the manner provided by Part III of the Repair and Storage Liens Act.

6.12 **Disposition of Abandoned Vehicles:** If an abandoned vehicle that has been removed and impounded in accordance with section 6.09 is not recovered within ten business days, excluding the day on which the vehicle was removed and impounded, the City may begin proceedings to sell or otherwise dispose of the vehicle in accordance with the provisions of the Repair and Storage Liens Act.

Section 7.00: General Provisions

7.01 **Authorized Signs:** The installation of signs identifying the regulations established by this by-law respecting the parking and stopping of vehicles on highways, municipal parking lots and other property owned or occupied by the City is authorized.

7.01.1 **Signs Upon Request**: Upon the request of a property owner authorized signs will be installed and the cost will be recovered in accordance with Schedule A-12 of the Consolidated Fees By-law.

7.02 **Parking Meters / Pay and Display Machines:** The installation of parking meters and pay and display machines in parking controlled zones on highways and in municipal parking lots is authorized.

7.03 **Administration:** The Director of Public Works and the Director of Development Services are responsible for the installation and maintenance of parking meters and/or pay and display machines in designated parking controlled zones, and of authorized signs which provide notice of the regulations established by this by-law.

7.04 **Private Parking Lots:** Section 7.02 is not applicable to private parking lots.

7.05 **Temporary Parking Prohibition:** The Director of Community Services, Chief of Emergency Medical Services, Director of Public Works, Director of Development Services, Fire Chief and Chief of Police are authorized to impose temporary parking regulations on a municipal highway, municipal parking lot or any other property owned or occupied by the City during an emergency, a construction, repair or maintenance project, a special event or in other special circumstances.

7.06 **Effective Date**: This By-law comes into force on June 26, 2012.

By-law read a first, second and third time, and finally passed, the 26th day of June, 2012.

Ric McGee, Mayor	Judy Currins, City Clerk

Set Fines 2012-173 Parking Part I.pdf

Set Fines 2012-173 Parking Part II.pdf

Index of Schedules

“A”	No Parking Zones
“B”	No Stopping Zones
“C”	Municipal Parking Lots without Parking Meters
“D”	Municipal Parking Lots with Parking Meters
“E”	Municipal Highways with Parking Meters
“F”	Private Parking Lots
“G”	Accessible Person Parking Spaces

Schedule A- No Parking Zones

Street	Geographic Area	Side	From	To	Time Restrictions
Adelaide St. N.	Lindsay	East	Colborne St. W.	Regent St.	
Adelaide St. N.	Lindsay	East	Elgin St.	Parkway Ave.	
Adelaide St. N.	Lindsay	West	Henry St.	Colborne St. W.	
Adelaide St. N.	Lindsay	East	Kent St. W.	Colborne St. W.	
Adelaide St. S.	Lindsay	West	Kent St. W.	Roosevelt St.	
Adelaide St. S.	Lindsay	East	Kent St. W.	Southerly limit of Adelaide St. S.	
Adelaide St. S.	Lindsay	West	Mary St. W.	A point 61m north	
Adelaide St. S.	Lindsay	West	Mary St.	Auk Trail	
Agnes St. (Rd. #46)	Woodville	West	North limit of John St.	A point 70m north	
Albert St. N.	Lindsay	East	A point 28.40m south of Sanderling Cres.	A point 21.21m south	
Albert St. S. 2018-196, effective September 25, 2018	Lindsay	East	A point 163m south of Mary Street West	A point 30m further south	
Albert St. S.	Lindsay	West	Mary St. W.	A point 59m north	
Ames St	Verulam	North-West	Thurstonia Rd.	Pitts Cove	
Angeline St. N. 2015-079, effective April 28, 2015	Lindsay	West	Oak St.	Flavelle Cres.	
Angeline St. N. (Rd. #4)	Lindsay	East	Junction with north limit of Kent St. W.	Town of Lindsay, north boundary	
Angeline St. N. (Rd. #4)	Lindsay	West	Junction with north limit of Kent St. W.	Junction with south limit of Colborne St. W.	
Angeline St. N. (Rd. #4)	Lindsay	West	Centre line with Colborne St. W.	70 m north on Angeline St. N.	

Street	Geographic Area	Side	From	To	Time Restrictions
Angeline St. N. (Rd. #4)	Lindsay	East & West	Town of Lindsay, north boundary	A point 135m north	
Angeline St. S. (Rd. #4)	Lindsay	West	Junction with north limit of Mary St.	Junction with south limit of Kent St. W	
Angeline St. S. (Rd. #4)	Lindsay	East	Junction with north limit of Roosevelt St.	Junction with south limit of Kent St. W	
Angeline St. S. (Rd. #4)	Lindsay	East	North limit of Mary St.	South limit of Durham St.	
Angeline St. S.	Lindsay	West & East	Southerly limits St. Thomas Aquinas High School	Northerly limits of Hwy. 7	
Anne St.	Bobcaygeon	East & West	North of Front St. E.		
Auk Trail	Lindsay	Both	Adelaide St. S.	Angeline St. S.	
Aylmer Drive 2018-196, effective Sept. 25, 2018	Ward 7	Both	East Beehive Drive	End of road	
Balsam Lake Dr.	Bexley	Both	Cedardale Park Right of Way easterly	West Boundary of Balsam Lake Provincial Park	
Balsam Lake Dr.	Bexley	Both	West boundary of Part Town Reserve E, easterly	East boundary of Lot 1, North West Bay Range	
Balsam Lake Dr. 2015-079, effective April 28, 2015	Bexley	North and South	Blanchard's Rd	A point 50 m west	
Balsam Lake Dr. 2015-079, effective April 28, 2015	Bexley	North and South	Blanchard's Rd	A point 30 m east	
Blanchard's Rd. 2015-079, effective April 28, 2015	Bexley	East and West	Balsam Lake Dr.	A point 50 m north	

Street	Geographic Area	Side	From	To	Time Restrictions
Bolton St.	Bobcaygeon	East	42 m (140 feet) south of the intersection of King St., E	A distance of 18 m (60 feet)	
Bolton St.	Bobcaygeon	East	7.6 m (22 feet) north of King St., E.	King St., E.	
Bolton St.	Bobcaygeon	West	7.6 m (22 feet) north of King St., E.	King St., W.	
Bolton St.	Bobcaygeon	East	The north driveway leading to the municipal parking lot	The south driveway leading to the municipal parking lot	
Bolton St.	Bobcaygeon	East	6.5 m (19 feet) South of Canal St. E.	Canal St. E.	
Bolton St.	Bobcaygeon	West	12.5 m (37 feet) South of Canal St. W.	Canal St. W.	
Bond St.	Lindsay	North	Victoria Ave. N.	Adelaide St.	
Bond St.	Lindsay	South	Cambridge St. N.	A point 30m. West	
Bond St.	Lindsay	South	William St. N.	A point 34.2 m West	
Bond St.	Lindsay	North	William St. N.	Victoria Ave. N.	
Bond St. W. **2012-235, September 25, 2012**	Lindsay	North	William St. N.	Scugog River	No longer than Three Hours
Bond St. E.	Fenelon Falls	North side	Anglican Church, approximately 233ft east of Colborne St.	Clifton St.	
Broad 2018-196, effective September 25, 2018	Lindsay	Both	Angeline Street South	Fallingbrook Crescent	
Byrne Crt	Bexley	Both			
Cambridge Street N. 2015-079, effective April	Lindsay	West	Colborne St. W.	A point 31 m south	

Street	Geographic Area	Side	From	To	Time Restrictions
28, 2015					
Cambridge St. N.	Lindsay	West	Wellington St.	A point 38m south	
Cambridge St. N.	Lindsay	East	Kent St. W.	Colborne St.	
Cambridge St. N.	Lindsay	West	Kent St. W.	Peel St.	
Cambridge St. N.	Lindsay	West	Peel St.	Wellington St.	Between the hours of 8:00am and 9:30am, 11:30am and 1:30pm, and 4:30pm and 5:30pm - Monday to Friday, inclusive.
Cambridge St. S.	Lindsay	West	A point 48.61m south of the south curb of Kent St. W.	A point 58.36m south	
Cambridge St. S.	Lindsay	East	Glenelg St. W.	Durham St. W.	
Cambridge St. S.	Lindsay	West	Russell St. W.	A point 32.3m north	
~~Cambridge St.~~ ~~**By-law 2014-187 June 10 2014**~~	~~Lindsay~~	~~Both~~	~~Peel St.~~	~~Russell St. W.~~	~~2 Hour Parking Limit~~ ***Repealed by 2014-230, August 12, 2014***
Cameron Rd. (Rd. #34)	Cameron	West	North limit of King's Hwy. #35	A point 105m north	
Cameron Rd. (Rd. #34)	Cameron	East	North limit of King's Hwy. #35	A point 95m north	
Canal St. E.	Bobcaygeon	South	East of Bolton St.	a point 35.8 m east	
Canal St. E.	Bobcaygeon	North	East of Bolton St.	a point 19.6 m east	
Canal St. E.	Bobcaygeon	North & South	East of William St.	East St. N.	
Canal St. E.	Bobcaygeon	South	William St.	Need St.	

Street	Geographic Area	Side	From	To	Time Restrictions
Canal St. W.	Bobcaygeon	North & South			
Caroline St.	Lindsay	East	King St.	Queen St.	
Cat Tail Bridge on Valentia Rd. (Lot 20/21, Conc. 4, former Mariposa Twp.)	Former Mariposa Twp. (Valentia Rd. & Ranch Rd. area)		A point 30m north of structure's north abutment	A point 90m north of structure's north abutment	
Cat Tail Bridge on Valentia Rd. (Lot 20/21, Conc. 4, former Mariposa Twp.)	Former Mariposa Twp. (Valentia Rd. & Ranch Rd. area)		A point 30m south of structure's south abutment	A point 90m south of structure's south abutment	
Centennial Park Rd. (Rd. #33)	Carden	East & West	A point 165m south of the south abutment of the Canal Lake Arch Bridge, former Eldon Twp.	A point 550m north of the south abutment of the Canal Lake Arch Bridge, former Eldon Twp.	
Centennial Park Rd. (Rd. #33)	Carden	East & West	A point 130m south of the south side of Redcap Beach Rd.	A point 364m south	
Centennial Road Causeway	Carden	West	500ft north from Munroe's Bridge, Part Lot 1 Con.4, former Carden Twp.		
Church St.	Woodville	Both			
Clonsilla Drive 2018-196, effective Sept. 25, 2018	Ward 7	Both	East Beehive Drive	End of road	
Colborne St. (Rd. #121)	Fenelon Falls	North-West & South-East	A point 49m north of north limit of Queen St.	South limit of Prince's St.	

Street	Geographic Area	Side	From	To	Time Restrictions
Colborne St. E. (Rd. #17)	Lindsay	North	West limit of Verulam Rd. (Rd. #36)	East limit of Lindsay St. N.	
Colborne St. E. (Rd. #17)	Lindsay	South	West limit of Verulam Rd. (Rd. #36)	East limit of St. George St.	
Colborne St. E. (Rd. #17)	Lindsay	South	West limit of St. Paul St.	East limit of Lindsay St. N.	
Colborne St. N.	Omemee	Both	King St. E.	Northern limit of Church St. E.	
Colborne St. W (Rd. #17)	Lindsay	South	Junction with west limit of William St. N.	Junction with east limit of Angeline St. N.	
Colborne St. W (Rd. #17)	Lindsay	North	East limit of Angeline St. N.	A point 200m east	
Coldstream Road 2018-025, effective March 6, 2018	Rosedale	Both	Hemlock Street	A point 440 m east, ending in front of 140 Coldstream Road	
Coronation Hall	Omemee	West	King St. W.	Rear of Building	
Corson Crt	Bexley	Both			
Cottage Rd.	Mariposa	South	The intersection of Ogemah Rd.	A point 40 m west	
Ogemah Rd.	Mariposa	West	The intersection of Cottage Rd.	A point 50 m south	
Deane St. N.	Omemee	Both	King St.	Walnut St.	Between the hours of 8:00am and 4:30pm - Monday to Friday, inclusive.
Division St. N.	Omemee	Both	King St.	Church St.	
Dominion Dr.	Lindsay	North	A point 59.34m west of east limit of Dominion Dr.	A point 23.20m west	
Duke St. (Rd. #8)	Bobcaygeon	North & South	Junction with west limit of Main St. (Rd #36)	A point 91.5m west	

Street	Geographic Area	Side	From	To	Time Restrictions
Dunn St.	Bobcaygeon	North	West of East St. N.	A point 41 m west	
Durham St. W.	Lindsay	South	Lindsay St. S.	Angeline St. S.	
East Cross Creek Bridge on River Rd. (Lot 9, Conc.3, former Ops Twp.)	River Rd.		A point 30m north of structure's north abutment	A point 30m south of structures south abutment	
East St. N. (Rd. #36)	Bobcaygeon	West	Boyd St. S.	A point 126m south	
Eklin Park	Bexley	Both	North Bay Dr.	Junction of Byrne Ct & Corson Crt	
Eldon Rd. 2015-079, effective April 28, 2015	Little Britain	West	Mark St.	A point 20 m north	
Eldon Rd. 2015-079, effective April 28, 2015	Little Britain	West	Mark St.	A point 20 m south	
Eldon Rd. (Rd. #6)	Mariposa (South of Little Britain)	East & West	North limit of Ramsey Rd. (Rd #28)	A point 60m north	
Eldon Rd. (Rd. #6)	Oakwood	East	North limit of Albert St. in Oakwood	A point 60m north	
Elm Tree Rd. (Rd. #18)	Ops	West	A point 160m south of south abutment of Terrill's Bridge (#18002), former Ops Twp. located at the north end of Elm Tree Rd. before crossing Peniel Rd. into former Fenelon Twp.	A point 100m north of south abutment of Terrill's Bridge (#18002), former Ops Twp. located at the north end of Elm Tree Rd. before crossing Peniel Rd. into former Fenelon Twp.	

Street	Geographic Area	Side	From	To	Time Restrictions
Elm Tree Rd. (Rd. #18)	Ops	East	A point 160m south of south abutment of West Cross Creek Bridge (#18001), former Ops Twp. located south of Cross Creek Rd.	A point 100m north of south abutment of the West Cross Creek Bridge (#18001), former Ops Twp. located south of Cross Creek Rd.	
Emily Park Rd. (Rd. #10)	Emily (Provincial Park area)	Both	South limit of Peace Rd. (Rd. #14)	A point 1170m south	
Eva St.	Fenelon Falls	East & North	North St.	North limit	
Fair Ave.	Lindsay	North	Adelaide St. N.	Albert St.	
Fair Ave.	Lindsay	South	Albert St.	Adelaide St.	Between the hours 7:00am and 5:00pm - Monday to Friday, inclusive from September 1st to June 1st of the following year.
Fallingbrook Cres. (all three corner connections) 2018-196, effective September 25, 2018	Lindsay	Both	Broad Street	A point west 35m	
Fallingbrook Cres 2018-196, effective September 25, 2018	Lindsay	South	A point 35 metres west of Broad Street	Following the road until it reconnects with Broad Street	
Fells Bay Rd. 2018-196, effective Sept. 25, 2018	Ward 6	Both	Northline Road	A point west 70m	
Francis St.	Lindsay	South	Cambridge St. N.	Victoria Ave. N.	

Street	Geographic Area	Side	From	To	Time Restrictions
Francis St.	Lindsay	South	Cambridge	William St. N.	
Francis St. E. (Rd. #22)	Fenelon Falls	Both	A point 130m west of west limit of Clifton St.	A point 70m west of west limit of Clifton St.	
Frank Hill Rd. (Rd. #26)	Emily (north of Fowlers Corners)	North & South	A point 106m north of north limit of Lancaster Dr.	A point 5m east of east limit of Lawrence St. S.	
Frank Hill Rd. **By-law 2012-236, September 25, 2012**	Emily	West	Highway 7	100 meters North	No Parking
Front St. E.	Bobcaygeon	North	East of Main St.	End	
Front St. E.	Bobcaygeon	North	East limit of Anne St	End	
Front St. E.	Bobcaygeon	South	East limit of Anne St	End	
Front St. W.	Bobcaygeon	North	Main St.	John St.	
Front St. W.	Bobcaygeon	North	John St.	Head St.	
George Street 2018-196, effective Sept. 25, 2018	Lindsay	North	Lindsay Street South	A point west 25m	
George St. N.	Omemee	West	King St. E.	Church St. E.	
George St. N.	Omemee	East	King St. E.	Church St. E.,	Excluding 8m directly north of King St. E. on east side which is designated accessible person parking space
George St. S.	Omemee	Both	Rutland St.	Entrance to Omemee Approved Park	
George St. S.	Omemee	Both	King St.	Mary St.	
Georgian St.	Lindsay	East	Melbourne St. E.	A point 144.78m south	
Glassford Rd. Dedicated Registered Plan 355	Mariposa (shore of Lake Scugog)	Both	#3 Glassford Rd.	#45 Glassford Rd.	

Street	Geographic Area	Side	From	To	Time Restrictions
Glassford Rd. Registered Plan 394	Mariposa (shore of Lake Scugog)	Both	#47 Glassford Rd.	#95 Glassford Rd.	
Glenelg St. E.	Lindsay	North & South	St. Lawrence St.	Huron St.	
Glenelg St. E. 2015-160, effective Sept. 8, 2015	Lindsay	East	A point 38m East of Lindsay St.	St. Lawrence St.	
Glenelg St. W.	Lindsay	South	Lindsay St. S.	Sussex St. S.	
Grandy Rd.	Bexley	North	West Limit of King's Highway #35	East Limit of Property Owned by MNR	
Green St.	Fenelon Falls	both sides	Lindsay St.	North St.	
Green St. E.	Fenelon Falls	Both	Start	End	Between 7:00am and 5:00pm - Monday to Friday, inclusive, except during July and August
Hamilton St.	Lindsay	West	A point 10m north of the driveway at #19	A point 10m south of the driveway at #19	
Hazel St.	Greenhurst - Thurstonia	North-West	Thurstonia Rd.	Pitts Cove	
Helen St. (Rd #8)	Fenelon Falls	East	South-east corner of right-of-way of junction with Rd. #121	A point 150m south	
Henry St.	Lindsay	North & South	Jane St.	Adelaide St.	
James St.	Lindsay	West	A point 32m north of north limit of Mary St. W.	A point 18m north	
James St.	Lindsay	East	Mary St. W.	George St. W.	
James St. N.	Omemee	Both			
Jane St.	Lindsay	East & West	Kent St. W.	Henry St.	

Street	Geographic Area	Side	From	To	Time Restrictions
John St.	Lindsay	South	St. Paul St.	St. Patrick St.	
John St.	Lindsay	North	St. Patrick St.	Crandall St.	
Joseph St.	Bobcaygeon	West	South of Duke St.	A point 56 m south	
Kent St. E.	Lindsay	North	Lindsay St.	Mill St.	
Kent St. W.	Lindsay	South	Victoria Ave.	Sussex St.	
Kent St. W.	Lindsay	North	Sussex St.	Angeline St.	
Kent St. W.	Lindsay	North	William St. N.	Cambridge St. N.	
Kent St. W.	Lindsay	North	West Street Line of Victoria Ave. N.	A point 91.8m west	Between hours 8:00am and 6:00pm.
~~Kent St. W.~~ ~~**By-law 2014-187 June 10/14**~~	~~Lindsay~~	~~Both~~	~~Lindsay St.~~	~~w/s Victoria Ave. North~~	~~2 Hour Parking Limit~~ ***Repealed by 2014-230, August 12, 2014***
Kent Street West **2017-073, effective April 18, 2017**	Lindsay	South	Angeline Street	East to Victoria Avenue	
King St.	Lindsay	South	Lindsay St. N.	Caroline St.	
King St.	Lindsay	North	Lindsay St. N.	A point 35.89m east	
King St.	Omemee	North	Sibley Ave.	A point 75m east	
King St.	Omemee	North	North-East intersection with Sturgeon St. N.	A point 25m east	
King St.	Omemee	South	South-East intersection with Sturgeon St. S.	A point 30.5m east	
King St.	Omemee	South	South-West intersection with Sturgeon St. S.	A point 30.5m west	
King St.	Omemee	North	North-West intersection with Sturgeon St. N.	A point 38m west	
King St. W. 2015-079, effective April	Bobcaygeon	South	Bolton St.	Sherwood St.	

Street	Geographic Area	Side	From	To	Time Restrictions
28, 2015					
King St. (Rd. #24)	Bobcaygeon	North	A point 48m west of west limit of Bolton St.	A point 31m west	
King St. (Rd. #24)	Bobcaygeon	North	Junction with west boundary of Need St.	Junction with east boundary of Bolton St.	
King St. W.	Omemee	North	James St. N.	A point 34m east	Between the hours of 8:00am and 4:30pm - Monday to Friday, inclusive.
Kirkfield Rd. (Rd. #6)	Kirkfield	Both	Kirkfield Liftlock Structure	A point 375m north or south	
Lindsay St.	Fenelon Falls	West	South limit of Lot 66	Green St.	Between the hours of 8:00am and 9:30am and 3:30pm and 4:30pm, save and except school buses.
Lindsay St. (Rd. #121)	Fenelon Falls	South-East	East limit of West St.	A point 36m south-west of north-east limit of Water St.	
Lindsay St. (Rd. #121)	Fenelon Falls	North-West	North limit of Helen St.	South-west limit of Water St.	
Lindsay St. (Rd. #121)	Fenelon Falls	North-West	East limit of West St. (as projected)	South limit of Helen St.	Between the hours of 8:00am to 4:00pm - Monday to Friday, inclusive.
Lindsay St. N.	Lindsay	West	Scugog River	Wellington St.	
Lindsay St. N.	Lindsay	East	Kent St. E.	Queen St.	

Street	Geographic Area	Side	From	To	Time Restrictions
Lindsay St. N. (Rd. #17)	Lindsay	East	Junction with north limit of Queen St.	South limit of Colborne St. E.	
Lindsay St. N. (Rd. #17)	Lindsay	West	Junction with north limit of Wellington St.	A point 60m north	
Lindsay St. S.	Lindsay	West	Kent St. W.	Southerly limit	
Lindsay St. S.	Lindsay	East	Ridout St.	Southerly limit	
Lisbeth Cres. 2018-196, effective Sept 25, 2018	Lindsay	Both	Mary Street West	A point north 35m	
Lisbeth Cres. 2018-196, effective Sept 25, 2018	Lindsay	East and North	Mary Street West	Adelaide Street South	
Little Britain Rd. (Rd. #4)	Lindsay	North & South	South limit of King's Hwy. #7	A point 895m west	
Little Britain Rd. (Rd. #4)	Little Britain	North	East limit of Eldon Rd. (Rd. #6)	A point 59m east	
Logie St.	Lindsay	East	Maryknoll Ave.	A point 45.72m north	
Long Beach Road 2017-173 Effective August 22, 2017	Fenelon	North	Center/Crown at the corner	A point 50 metres west ending in front of #429	
Long Beach Road 2017-173 Effective August 22, 2017	Fenelon	West	Center/Crown at the corner	A point 50 metres north ending in front of #431	
Main St.	Bobcaygeon	East	A point 111 m north of Front St. E.	A point 151.9 m north of Front St. E.	
Main Street 2018-196, effective Sept. 25, 2018	Bobcaygeon	East	A point in front of #71	A point north of #181	
Main St.	Bobcaygeon	West	Joseph St.	Market Square St.	

Street	Geographic Area	Side	From	To	Time Restrictions
Maple Cres. 2018-196, effective Sept 25, 2018	Lindsay	Both	Angeline Street South	A point west 50m	
Marine Park Blvd.	Omemee	Both	Colborne St. N. running easterly	Omemee Marine Park	
Market Square St.	Bobcaygeon	West			
Market Square St.	Bobcaygeon	East			Between the hours of 11:00pm and 7:00am
Mary St. E.	Omemee	North	Sturgeon St. S.	George St. S.	
Mary St. E.	Omemee	South	Sturgeon St. S.	Within 23m east from intersection with George St. S.	
Mary St. W.	Lindsay	South	Angeline St. S.	Wilson Ave.	
Mary St. W. (Rd. #19)	Lindsay	North	Junction with east limit of Angeline St. S.	Junction with west limit of Albert St. S.	
Mary St. W. (Rd. #19)	Lindsay	South	A point 142m east of east limit of Adelaide St.	A point 192m east of east limit of Adelaide St.	
Mary St. W. (Rd. #19)	Lindsay	South	Junction with east limit of Albert St. S.	Junction with west limit of Lindsay St. S.	
Mary St. W. (Rd. #19)	Lindsay	North	East limit of Albert St. S.	A point 59.5m east	
Mary St. W. (Rd. #19)	Lindsay	South	West limit of Albert St. S.	A point 45.5m west	
Mary St. W. (Rd. #19)	Lindsay	South	Angeline St. in the Town of Lindsay	A point 142m east of the east limit of Adelaide St.	Between the hours of 10:00am and 11:00am and between 2:00pm and 3:00pm
Mary St. W. (Rd. #19)	Lindsay	South	A point 45.5m west of the west limit of Albert St.	A point 66m west of the west limit of Albert St.	Between the hours of 10:00am and 11:00am and between 2:00pm and 3:00pm

Street	Geographic Area	Side	From	To	Time Restrictions
Mary Street West **2017-073, effective April 18, 2017**	Lindsay	South	McQuarrie Road	West to a point 130 metres	8:00 a.m. to 11:00 a.m. and 2:00 p.m. to 4:00 p.m. (Monday to Friday)
Mary Street West **2017-073, effective April 18, 2017**	Lindsay	North	Angeline Street	West to a point 73 metres	
Maryknoll Ave.	Lindsay	North	Logie St.	A point 73.15m east	
Maryknoll Ave.	Lindsay	West		A point 41.75m north	
McDonagh Dr.	Lindsay	Both	Maple Ct.	Angeline St. S.	Between the hours of 7:30am and 5:00pm
Melbourne St. E.	Lindsay	South	Georgian St.	A point 110.95m east	
Melbourne St. W.	Lindsay	North	Lindsay St.	Cambridge St.	
Mill Street 2015-160, effective Sept.8, 2015	Lindsay	East	Russel St. E.	A point 32m south	
Mill Street 2015-160, effective Sept. 8, 2015	Lindsay	East	Glenelg St. E.	A point N 48m	
Mill Street 2018-196, effective Sept. 25, 2018	Omemee	Both	King Street East	Mary Street East	
Monck Rd. 2015-079, effective April 28, 2015	Norland	South	Hwy 35 N.	A point 25 m west	
Mount Hope St. 2015-079, effective April 28, 2015	Lindsay	South	Verulam Rd.	A point 129 m west	
Mount Hope	Lindsay	North	Verulam Rd.	A point 129m	

Street	Geographic Area	Side	From	To	Time Restrictions
St.				west	
Nappadale St. (Rd. #46)	Woodville	East	North limit of Queen St.	A point 215 m north	
North Bay Dr.	Bexley	Both	East boundary of Balsam Lake Provincial Park	Easterly to Lot 35 North West Bay Range	
North St.	Fenelon Falls	East	Helen St.	Green St.	Between the hours of 8:00am and 9:30am and 3:30pm and 4:30pm, save and except school buses.
Northline Road 2018-196, effective Sept. 25, 2018	Ward 6	Both	Fells Bay Road	A point north 70 metres; a point south 90m	
Orchard Park Rd. 2015-079, effective April 28, 2015	Lindsay	South	Sanderling Cres.	Victoria Ave N.	Monday – Friday 8 am - 4:30 pm
Oriole Road **2016-133 June 28, 2016**	Fenelon Falls	North	# 26 Oriole Road	A point 80 metres east to an area in front of # 18 Oriole Road	
Oriole Road **2016-133 June 28, 2016**	Fenelon Falls	North	# 14 Oriole Road	A point 110 metres east to an area in front of # 2 Oriole Road	
Oriole Road **2016-133 June 28, 2016**	Fenelon Falls	South	Bass Street	A point 15 metres west in front of # 17 Oriole Road	
Oriole Road **2016-133 June 28, 2016**	Fenelon Falls	South	Redwing Avenue	A point 110 metres east	

Street	Geographic Area	Side	From	To	Time Restrictions
Oriole Road **2016-133 June 28, 2016**	Fenelon Falls	South	110 metres east of Redwing Avenue	A point 90 metres east to an area in front of # 17 Oriole Road	2 hours time restricted
Park St. (Rd. #24)	Bobcaygeon	South	Lance St.	Mansfield St.	
Parkside Dr.	Lindsay	South	A point 60.35m west of Verulam Rd. S.	A point 23.75m west	
Peace Ave./Plan 111	Reaboro		King's Highway #7	A point 2950ft east	
Peace Rd. (Rd. #14)	Emily (Provincial Park area)	North & South	West limit of Centreline Rd. (Rd. #10)	A point 640m west	
Peace Rd. (Rd. #14)	Emily (Provincial Park area)	North & South	A point 435m north then east of north side of east-west portion of Peace Rd.(Rd. #14), between Centreline Rd. S. & N. (Rd. #10).	A point 735m north then east of north side of east-west portion of Peace Rd.(Rd. #14), between Centreline Rd. S. & N. (Rd. #10).	
~~Peel St.~~	~~Lindsay~~	~~North & South~~	~~York St. N.~~	~~William St. N.~~	Amended by 2018-075 April 24, 2018
Peel St.	Lindsay	North	York St. N.	William St. N.	Amended by 2018-075 April 24, 2018
Peel St.	Lindsay	South	York St. N.	A point 9 m. West	Amended by 2018-075 April 24, 2018
Peel St.	Lindsay	North	Cambridge St. N.	Albert St. N.	
Peel St.	Lindsay	North	Albert St. N.	Westerly limit	
Peel St. **2013-121, July 9, 2013**	Lindsay	South	Victoria Avenue North	w/s driveway to CKL Police parking lot	
Petticoat Lane	Bobcaygeon	East & West	South of Canal St. E.		
Pigeon Lake Rd. (Rd. #17)	Ops (East of Lindsay)	North & South	East limit of Rd. #36	A point 190m east	

Street	Geographic Area	Side	From	To	Time Restrictions
Pigeon Lake Rd. (Rd. #17)	Ops (East of Lindsay)	North & South	A point 500m west of west limit #251.	A point 200m west of west limit of #251.	
Portage Rd. (Rd. #48)	Eldon	North	130m east of center roadway	A point 210m east of southeast abutment of the Trent-Severn Canal Bridge, former Eldon Twp.	
Portage Rd. (Rd. #48)	Eldon	North	Center of Hartley Rd.	A point 200m east	
Pottinger Street **2017-073, effective April 18, 2017**	Lindsay	North and South	Adelaide Street	West to the end of Pottinger Street	8:00 a.m. to 11:00 a.m. and 2:00 p.m. to 4:00 p.m. (Monday to Friday)
Prince's St. E.	Fenelon Falls	Both			
Public Lane on south side of 8 Cambridge St. N. & behind 130-134, 136 and 140-148 Kent St. W.	Lindsay	All sides	Cambridge St. N. (from curb line and including sidewalk)	37m east	
Queen St.	Lindsay	South	Lindsay St. N.	Verulam Rd.	
Queen St. N.	Omemee	Both	King St.	Church St.	
Ramsey Rd. (Rd. #28)	Mariposa	North & South	A point 60m west of west limit of Eldon Rd.(Rd. #6)	A point 87m east of west limit of Eldon Rd. (Rd. #6)	
Ramsey Rd. (Rd. #28)	Mariposa	North & South	East limit of Simcoe St. (Rd. #2)	A point 60m east	
Ridgewood Rd.	Ops	Both	Junction with Little Britain Rd.	South for a distance of 1km.	
Riverview Rd.	Mariposa	Both	Robinglade Dr. E.	End of road at Nonquon River	
Parkside Rd. **2014-194**	Bexley	Both	Balsam Lake Dr. north for		

Street	Geographic Area	Side	From	To	Time Restrictions
June 24, 2014			.8km		
Roosevelt St.	Lindsay	Both	Adelaide St. S.	Angeline St. S.	Between the hours of 9:00am and 5:00pm - Monday to Friday, inclusive.
Russell St.	Lindsay	South	Lindsay St. S.	A point 60m east	
Russell St. E.	Lindsay	North	Lindsay St. S.	Huron St.	
Russell St. E.	Lindsay	South	St. Lawrence St.	A point 39m east	
Russell St. W.	Lindsay	North & South	Lindsay St. S.	Albert St. S.	
Sanderling Cr.	Lindsay	North	Albert St. N.	A point 90m east	
Sanderling Cres.	Lindsay	South	Albert St.	A point 47.24m east	
Shedden St.	Bexley	Both	Albert St.	North 100 ft on GRR Part Lot 15 Plan 46, on the road allowance between Lots 12 & 13	
Shedden St.	Bexley	Both	Grandy Rd.	South 100ft on GRR Part Lots 15 & 16 Plan 46, on the road allowance between Part Block A & B	
Short St. (Rd. #121)	Fenelon Falls	North.	East limit of Colborne St.	A point 155 m north of north limit of Prince's St.	
Short St. (Rd. #121)	Fenelon Falls	South	East limit of Colborne St.	A point 143 m north of north limit of Prince's St.	
Simcoe St. (Rd. #2)	Mariposa (south of Sonya)	East & West	A point 60m north of north limit of Ramsey Rd. (Rd. # 28)	A point 87m south of north limit of Ramsey Rd. (Rd. #28)	

Street	Geographic Area	Side	From	To	Time Restrictions
Springdale Dr. 2015-079, effective April 28, 2015	Lindsay/ Ops	South / West	A point 104 m East of Newton Ave.	A point 173 m east of Newton Ave.	
St. Lawrence St.	Lindsay	East	Russell St. W.	Glenelg St.	Between the hours of 9:00am and 5:00pm - Monday to Friday, inclusive.
St. Patrick St.	Lindsay	East	A point 67.03m south of Bertie St.	A point 23.75m south	
St. Peter St.	Lindsay	East & West	Colborne St. E.	CPR Right of Way	
Stuart St.	Woodville	East	King St.	John St.	
Sturgeon Rd. (Rd. #7)	Omemee	East	Junction with north limit of Church St.	Centre line of Canadian National Railway track	
Sturgeon St. S.	Omemee	Both	Mary St.	King St.	
Sunset Court 2018-196, effective Sept. 25, 2018	Lindsay	Both	Angeline Street South	A point east 30m	
Sussex St. N.	Lindsay	East	Peel St.	Colborne St. W.	
Sussex St. N. 2015-079, effective April 28, 2015	Lindsay	West	Peel St.	Kent St. W.	
Sussex St. S.	Lindsay	West	Russell St. W.	Glenelg St. W.	
Thrushwood Trail 2018-196, effective Sept. 25, 2018	Lindsay	South	Broad St. (North Connection)	Broad St (South Connection)	
Trent View Road	Ward 1	Both	Fenel Road	End of road	
Union St.	Woodville	East	King St.	Argyle St.	

Street	Geographic Area	Side	From	To	Time Restrictions
Verulam Rd. (Rd. #36)	Lindsay	West	South limit of Queen St. in Lindsay	North limit of Riverview Rd.	
Verulam Rd. (Rd. #36)	Lindsay	East	South limit of Pigeon Lake Rd. (Rd #17)	A point 200m south of south limit of Weldon Rd.	
Victoria Ave. N. 2015-079, effective April 28, 2015	Lindsay	East	#42 South edge of south driveway	#42 North edge of north Driveway	30 Min time Limit Monday-Friday 7am-6pm
Victoria Ave N	Lindsay	East	Francis St.	Colborne St. W.	
Victoria Ave. N.	Lindsay	West	North limit of Colborne St. W.	A point 33m north	
Victoria Ave. S.	Lindsay	East	A point 68m south of south curbline of Kent St. W.	A point 12m south	
~~Victoria Ave.~~ ~~**By-law 2014-187 June 10/14**~~	~~Lindsay~~	~~Both~~	~~Peel St.~~	~~Russell St. W.~~	~~2 Hour Parking Limit~~ ***Repealed by 2014-230, August 12, 2014***
Wakeford Rd.	Mariposa	East	#68 Wakeford Rd.	#78 Wakeford Rd.	
Walnut St. W.	Omemee	Both	Deane St.	Sibley Ave. N.	Between the hours of 8:00am and 4:30pm - Monday to Friday, inclusive.
Walnut St. W.	Omemee	Both	Deane St. N.	Entrance to Scott Young Elementary School	Between the hours of 8:00am and 4:30pm - Monday to Friday, inclusive.

Street	Geographic Area	Side	From	To	Time Restrictions
Water St.	Lindsay	East	A point 60m south of north limit of Water St.	A point 21m south	
Water St.	Lindsay	East	A point 59.33m south of north limit of Water St.	A point 22.44m south	
Weldon Rd.	Lindsay	Both	Highway #36	Pigeon Lake Rd.	
Wellington St.	Lindsay	North	William St. N.	Cambridge St. N.	
Wellington St.	Lindsay	North & South	Cambridge ST. N.	Victoria Ave. N.	
Wellington St. (Rd. #17)	Lindsay	North & South	Junction with west limit of Lindsay St. N.	Junction with east limit of William St. N.	
Westwood Crt.	Lindsay	North	Northlin Park Road	A point 15m west	
Westwood Crt.	Lindsay	North	22 Westwood Court	Westerly limit	
Westwood Crt.	Lindsay	South	Northlin Park Rd.	Westerly limit	
William St. N.	Lindsay	East	Colborne St. W.	Elgin St.	
William St. N. (Rd. #17)	Lindsay	West	Junction with north limit of Bond St.	A point 61m north	
William St. N. (Rd. #17)	Lindsay	East	Junction with north limit of Wellington St.	Junction with south limit of Colborne St. W.	
William St. N. (Rd. #17)	Lindsay	Both	North limit of Wellington St.	A point 68m north	
William St. S.	Lindsay	West	Russell St. W.	Glenelg St. W.	
~~William St.~~ ~~**By-law 2014-187 June 10/14**~~	~~Lindsay~~	~~Both~~	~~Peel St.~~	~~Russell St. W.~~	~~2 Hour Parking Limit~~ ***Repealed by 2014-230, August 12, 2014***
Woodville Rd. (Rd. #9)	Woodville	North	A point 225 m east of the south-west corner of intersection with	A point 385m east of the south-west corner of intersection with	

Street	Geographic Area	Side	From	To	Time Restrictions
			Prospect Rd.	Prospect Rd.	
Woodville Rd. (Rd. #9)	Woodville	North	A point 280m west of the easterly extension of Duke St.	A point 3m east of the easterly extension of Duke St.	
Woodville Rd. (Rd. #9)	Woodville	North	Nappadale St.	A point 315m west	
Yankee Line (Rd. #14)	County	East & West	South limit of east-west portion of Yankee Line (Rd. #14)	A point 300m north	
~~York St. N.~~	~~Lindsay~~	~~West~~	~~Peel St.~~	~~Kent St. W.~~	Amended by 2018-075 April 24, 2018
York St. N	Lindsay	West	Kent St. W.	North of curb cut for St. Andrews driveway, or a point approximately 81 m. North	Amended by 2018-075 April 24, 2018
York St N.	Lindsay	West	Peel St.	A point 9 m. South	Amended by 2018-075 April 24, 2018
York St. N.	Lindsay	East	North curb cut of Legion Driveway	Kent St. W.	
York St. S.	Lindsay	East & West	Kent St. W.	Russell St. W.	

Schedule B- No Stopping Zones

Street	Geographic Area	Side	From	To	Restrictions
Adelaide St. N.	Lindsay	West	Henry St.	Kent St. W.	
Agnes St. (Rd. #46)	Woodville	West	North limit of John St.	A point 70m north	
Angeline St.N. (Rd. #4)	Lindsay	East	Junction with north limit of Kent St. W.	North boundary of the Town of Lindsay	
Angeline St.N. (Rd. #4)	Lindsay	West	Junction with north limit of Kent St. W.	Junction with south limit of Colborne St. W.	
Angeline St.N. (Rd. #4)	Lindsay	West	Centre line with Colborne St. W.	A point 70m north	
Angeline St.N. (Rd. #4)	Lindsay	East & West	North boundary of the Town of Lindsay	A point 135m north	
Angeline St.S. (Rd. #4)	Lindsay	West	Junction with north limit of Mary St.	Junction with south limit of Kent St. W	
Angeline St.S. (Rd. #4)	Lindsay	East	Junction with north limit of Roosevelt St.	Junction with south limit of Kent St. W	
Angeline St.S. (Rd. #4)	Lindsay	East	North limit of Mary St.	South limit of Durham St.	
Balaclava St.	Bobcaygeon	East	Entire	Entire	Between the hours of 8:30am and 9:30am and 3:00pm and 4:00pm - Monday to Friday
Balaclava St.	Bobcaygeon	West	Entire	Entire	
Bond St. E.	Fenelon Falls	North	Anglican Church, approximately 233ft east of Colborne St.	Clifton St.	
Cameron Rd. (Rd. #34)	Cameron	West	North limit of King's Hwy. #35	A point 105m north of north limit of King's Hwy. #35	

Street	Geographic Area	Side	From	To	Restrictions
Cameron Rd. (Rd. #34)	Cameron	East	North limit of King's Hwy. #35	A point 95m north of north limit of King's Hwy. #35	
Cat Tail Bridge on Valentia Rd. (Lot 20/21, Conc. 4, former Mariposa Twp.)	Former Mariposa Twp. (Valentia Rd. & Ranch Rd. area)		A point 30m north of the structure's north abutment	A point 30m south of the structures south abutment	
Centennial Park Rd. (Rd. #33)	Carden	East & West	A point 165m south of the south abutment of the Canal Lake Arch Bridge, former Eldon Twp.	A point 550m north of the south abutment of the Canal Lake Arch Bridge, former Eldon Twp.	
Centennial Park Rd. (Rd. #33)	Carden	East & West	A point 130m south of south side of Redcap Beach Rd.	A point 364m southerly	
Centennial Rd. Causeway	Carden	West	500ft north from Munroe's Bridge, Part Lot 1 Con.4, former Carden Twp.		
Colborne St.	Fenelon Falls	East	Within 40 feet southerly along Colborne St. from the projection of the curb lines at the intersection with Francis St.		
Colborne St.	Fenelon Falls	Both	Entire	Entire	
Colborne St. (Rd. #121)	Fenelon Falls	North West	A point 49m north of north limit of Queen St.	South limit of Prince's St.	
Colborne St. (Rd. #121)	Fenelon Falls	South East	A point 49m north of north limit of Queen St. as extended	South limit of Prince's St.	
Colborne St. (Rd. #121)	Fenelon Falls	Both	Water St.	Short St.	

Street	Geographic Area	Side	From	To	Restrictions
Colborne St. (Rd. #121)	Fenelon Falls	North-West and South-East	North-east limit of Water St.	South-west limit of Bond St.	
Colborne St. E. (Rd. #17)	Lindsay	North	West limit of Verulam Rd. (Rd. #36)	East limit of Lindsay St. N.	
Colborne St. E. (Rd. #17)	Lindsay	South	West limit of Verulam Rd. (Rd. #36)	East limit of St. George St.	
Colborne St. E. (Rd. #17)	Lindsay	South	West limit of St. Paul St.	East limit of Lindsay St. N.	
Colborne St. E. (Rd. #17)	Lindsay	North and South	East limit of Verulam Rd. (Rd. #36)	A point 190m easterly	
Colborne St. W (Rd. #17)	Lindsay	South	Junction with the west limit of William St. N.	Junction with the east limit of Angeline St. N.	
Colborne St. W (Rd. #17)	Lindsay	North	East limit of Angeline St. N.	A point 200m east	
Deane St. N.	Omemee	Both	King St.	Walnut St.	Between the hours of 8:00am to 4:30pm - Monday to Friday, inclusive.
Duke St. (Rd. #8)	Bobcaygeon	North & South	Junction with west limit of Main St. (Rd #36) (formerly Hwy. #36)	A point 91.5m west of the west limit of Main St. (Rd #36) (formerly Hwy. #36)	
East Cross Creek Bridge on River Rd. (Lot 9, Conc.3, former Ops Twp.)	River Rd.		A point 30m north of the structure's north abutment	A point 30m south of the structures south abutment	
East St. (Rd. #36)	Bobcaygeon	West	Boyd St. S.	A point 126m southerly	
Eldon Rd. (Rd. #6)	Mariposa (South of Little Britain)	East & West	North limit of Ramsey Rd.(Rd #28)	A point 60m north	

Street	Geographic Area	Side	From	To	Restrictions
Eldon Rd. (Rd. #6)	Oakwood	East	North limit of Albert St. in Oakwood	A point 60m north	
Elliott St.	Fenelon Falls	Both	Entire	Entire	
Elm Tree Rd. (Rd. #18)	Ops	West	A point 160m south of south abutment of Terrill's Bridge (#18002), former Ops Twp. located at the north end of Elm Tree Rd. before crossing Peniel Rd. into former Fenelon Twp.	A point 100m north of south abutment of Terrill's Bridge (#18002), former Ops Twp. located at the north end of Elm Tree Rd. before crossing Peniel Rd. into former Fenelon Twp.	
Elm Tree Rd. (Rd. #18)	Ops	East	A point 160m south of the south abutment of the west Cross Creek Bridge (#18001), former Ops Twp. located south of Cross Creek Rd.	A point 100m north of the south abutment of the West Cross Creek Bridge (#18001), former Ops Twp. located south of Cross Creek Rd.	
Emily Park Rd. (Rd. #10)	Emily (Provincial Park area)	Both	South limit of Peace Rd. (Rd #14)	A point 1170m south	
Francis St. E. (Rd. #22)	Fenelon Falls	Both	East limit of Colborne St.	East limit of the Village of Fenelon Falls	
Frank Hill Rd. (Rd. #26)	Emily (north of Fowlers Corners)	Both	A point 106m north of north limit of Lancaster Dr.	A point 5.0m east of east limit of Lawrence St. S.	
George St. N.	Omemee	West	King St. E.	Church St. E.	
George St. N.	Omemee	East	King St. E.	Church St. E.,	Excluding 8m directly north of King St. E. on east side which is designated accessible person parking space

Street	Geographic Area	Side	From	To	Restrictions
George St. S.	Omemee	Both	King St.	Mary St.	
Green St.	Fenelon Falls	Both	Lindsay St.	North St.	
Green St. E.	Fenelon Falls	Both	Entire	Entire	Between 7:00am and 5:00pm - Monday to Friday, inclusive, except during July and August
Helen St. (Rd #8)	Fenelon Falls	Both	Lindsay St. (Rd. #121)	West limit of the Village of Fenelon Falls	
Helen St. (Rd #8)	Fenelon Falls	East	South-east corner of right-of-way of junction with Rd. #121 (formerly Hwy. # 121)	A point 150m south of Rd. #121 (formerly Hwy. # 121)	
James St.	Omemee	Both	Entire	Entire	
Kent St. W.	Lindsay	North & South	Angeline St.	Town Boundary	
King St. (Rd. #24)	Bobcaygeon	North	A point 48m west of west limit of Bolton St.	A point 31m west	
King St. (Rd. #24)	Bobcaygeon	North	Junction with west boundary of Need St.	Junction with east boundary of Bolton St.	
King St. (Rd. #24)	Bobcaygeon	Both	West limit of Main St. (Rd. #36)	East limit of Mansfield St.	
King St. (Rd. #46)	Woodville	South	North-west corner of Agnes St.	A point 15m west on King St.	
King St. (Rd. #9)	Woodville	North side	West boundary of Maple Hills Dr.	A point 100m west	
King St. (Rd. #9)	Woodville	Both	West limit of Duke St.	East limit of Agnes St.	
King St. (Rd. #9)	Woodville	Both	West limit of Rd. #46, north (Nappadale St.)	A point 312 m west	

Street	Geographic Area	Side	From	To	Restrictions
King St. W.	Omemee	North	Intersection with James St. N.,	A point 34m east	Between the hours of 8:00am to 4:30pm - Monday to Friday, inclusive.
Kirkfield Rd. (Rd. #6)	Kirkfield	Both	Kirkfield Liftlock Structure	A point 375m north or south	
Lane St.	Omemee	Both	Entire	Entire	
Lindsay St.	Lindsay	East	Ridout St.	Kent St. E.	
Lindsay St. (Rd. #121)	Fenelon Falls	West	South limit of Lot 66	Intersection of Green St.	Between the hours of 8:00am and 9:30am and 3:30pm and 4:30pm, save and except school buses.
Lindsay St. (Rd. #121)	Fenelon Falls	South East	East limit of West St.	A point 36m south-west of north-east limit of Water St.	
Lindsay St. (Rd. #121)	Fenelon Falls	North West	North limit of Helen St.	South-west limit of Water St.	
Lindsay St. (Rd. #121)	Fenelon Falls	Both	South-west limit of the Village of Fenelon Falls	Water St.	
Lindsay St. (Rd. #121)	Fenelon Falls	North-West	East limit of West St. (as projected)	South limit of Helen St.	Between the hours of 8:00am to 4:00pm - Monday to Friday, inclusive.
Lindsay St. N. (Rd. #17)	Lindsay	East	Junction with the north limit of Queen St.	South limit of Colborne St. E.	
Lindsay St. N. (Rd. #17)	Lindsay	West	Junction with the north limit of Wellington St.	A point 60m north	
Lindsay St. S.	Lindsay	West	Kent St. W.	Southerly limit	
Lindsay St. S.	Lindsay	East	Ridout St.	Southerly limit	
Little Britain Rd. (Rd. #4)	Lindsay	North & South	South limit of King's Hwy. #7	A point 895m west	

Street	Geographic Area	Side	From	To	Restrictions
Little Britain Rd. (Rd. #4)	Little Britain	North	East limit of Eldon Rd. (Rd #6)	A point 59m east	
Marine Park Blvd.	Omemee	Both	Colborne St. N. running easterly	Omemee Marine Park	
Mary St. E.	Omemee	South	Within 23m from intersection of George St.	Entire	
Mary St. W. (Rd. #19)	Lindsay	South	A point 142m east of east limit of Adelaide St.	A point 192m east of east limit of Adelaide St.	
Mary St. W. (Rd. #19)	Lindsay	North & South	Junction with the east limit of Albert St. S.	Junction with west limit of Lindsay St. S.	
Mary St. W. (Rd. #19)	Lindsay	North	East limit of Albert St. S.	A point 59.5m east	
Mary St. W. (Rd. #19)	Lindsay	South	West limit of Albert St. S.	A point 45.5m west	
Mary St. W. (Rd. #19)	Lindsay	South	Angeline St.	A point 142m east of east limit of Adelaide St.	Between the hours of 10:00am and 11:00am and between 2:00pm and 3:00pm
Mary St. W. (Rd. #19)	Lindsay	South	A point 45.5m west of west limit of Albert St.	A point 66m west of west limit of Albert St.	Between the hours of 10:00am and 11:00am and between 2:00pm and 3:00pm
Nappadale St. (Rd. #46)	Woodville	East	From north limit of Queen St.	A point 215m north	
North St.	Fenelon Falls	East	Helen St.	Green St.	Between the hours of 8:00am and 9:30am and 3:30pm and 4:30pm, save and except school buses.
Park St. (Rd. #24)	Bobcaygeon	South	Lance St.	Mansfield St.	

Street	Geographic Area	Side	From	To	Restrictions
Peace Ave./Plan 111	Reaboro		East of & intersecting with King's Highway #7	A point 2950ft east.	
Peace Rd. (Rd. #14)	Emily	North & South	Highwater mark, Pigeon River, former Emily Twp.	East limit of Cowan's Bay Rd., former Emily Twp.	
Peace Rd. (Rd. #14)	Emily (Provincial Park area)	North & South	West limit of Centreline Rd. (Rd #10)	A point 640m west	
Peace Rd. (Rd. #14)	Emily (Provincial Park area)	North & South	A point 435m north then east of the north side of the east-west portion of Peace Rd. (Rd #14) between Centreline Rd. (Rd #10) south and Centreline Rd. (Rd #10), north	A point 735m north then east of the north side of the east-west portion of Peace Rd. (Rd #14), between Centreline Rd. (Rd #10), south and Centreline Rd. (Rd #10), north	
Pigeon Lake Rd. (Rd. #17)	Ops (East of Lindsay.)	North & South	A point 500m west of west limit #251.	A point 200m west of west limit of #251.	
Portage Rd. (Rd. #48)	County	North	Center of Hartley Rd.	A point 200m east	
Portage Rd. (Rd. #48)	Eldon	North	130m east of the center roadway	A point 210m east of the southeast abutment of the Trent-Severn Canal Bridge, former Eldon Twp.	
Pottinger St.	Lindsay	South	West Limit of Adelaide St.	A point 50m west	Between the hours of 8:00 a.m. to 4:00 p.m. Monday to Friday, inclusive.
Prince's St. E.	Fenelon Falls	Both	Entire	Entire	
Queen St.	Lindsay	North	Lindsay St. N.	Caroline St.	

Street	Geographic Area	Side	From	To	Restrictions
Ramsey Rd. (Rd. #28)	Mariposa	North & South	A point 60m west of west limit of Eldon Rd. (Rd #6)	A point 87m east of west limit of Eldon Rd. (Rd #6)	
Ramsey Rd. (Rd. #28)	Mariposa	North & South	East limit of Simcoe St. (Rd #2)	A point 60m east	
Ridgewood Rd.	Ops	Both	Junction with Little Britain Rd.	South for a distance of 1km.	
Short St. (Rd. #121)	Fenelon Falls	North	The east limit of Colborne St.	A point 155m north of the north limit of Prince's St.	
Short St. (Rd. #121)	Fenelon Falls	South	East limit of Colborne St.	A point 143m north of north limit of Prince's St.	
Short St. (Rd. #121)	Fenelon Falls	North	A point 155m north of north limit of Prince's St. at Colborne St., as measured along the property line	East limit of the Village of Fenelon Falls	
Short St. (Rd. #121)	Fenelon Falls	South	A point 143m north of the north limit of Prince's St. as extended at Colborne St.as measured along the property line	East limit of the Village of Fenelon Falls	
Simcoe St. (Rd. #2)	Mariposa (south of Sonya)	East & West	A point 60m north of north limit of Ramsey Rd. (Rd. #28)	A point 87m south of north limit of Ramsey Rd. (Rd. #28)	
Ski Hill Rd. (Rd. #38)	Omemee	Both	South limit of Hwy. #7	South limit of the Village of Omemee	
Sturgeon Rd. (Rd. #7)	Omemee	East	Junction with the north limit of Church St.	Centre line of the Canadian National Railway Track	

Street	Geographic Area	Side	From	To	Restrictions
Sturgeon Rd. (Rd. #7)	Omemee	West	Junction with north limit of King's Hwy. #7	A point 23m north	
Sturgeon Rd. (Rd. #7)	Omemee	Both	Junction with north limit of King's Hwy. #7	Centre line of the Canadian National Railway Track	
Sturgeon Rd. (Rd. #7)	Omemee	Both	Junction with north limit of King'sHwy.#7	North limit of the Village of Omemee	
Sturgeon St.	Omemee	Both	Mary St.	King St.	
Verulam Rd. (Rd. #36)	Lindsay	West	South limit of Queen St. in Lindsay	North limit of Riverview Rd. in Lindsay	
Verulam Rd. (Rd. #36)	Lindsay	East	South limit of Pigeon Lake Rd. (Rd. #17)	A point 200m south of south limit of Weldon Rd., former Ops Twp.	
Walnut St. W.	Omemee	Both	Deane St.	Entrance to Scott Young Elementary School	Between the hours of 8:00am to 4:30pm - Monday to Friday, inclusive.
Weldon Rd.	Lindsay	Both	Highway #36	Pigeon Lake Rd.	
Wellington St.	Lindsay	South	Cambridge St. N.	A point 35m east	
Wellington St. (Rd. #17)	Lindsay	North & South	Junction with the west limit of Lindsay St. N.	Junction with the east limit of William St. N.	
Westwood Crt.	Lindsay	North	Northlin Park Road	A point 15m west	
Westwood Crt.	Lindsay	North	22 Westwood Court	Westerly limit	

Street	Geographic Area	Side	From	To	Restrictions
Westwood Crt.	Lindsay	South	Northlin Park Rd.	Westerly limit	
William St. N. (Rd. #17)	Lindsay	West	Junction with north limit of Bond St.	A point 61m north	
William St. N. (Rd. #17)	Lindsay	East	Junction with the north limit of Wellington St.	Junction with the south limit of Colborne St. W.	
William St. N. (Rd. #17)	Lindsay	Both	North limit of Wellington St.	A point 68m north	
William St. N. (Rd. #17)	Lindsay	West	Bond St.	A point 68m north of Wellington St.	
Woodville Rd. (Rd. #9)	Woodville	North	A point 225m east of the south-west corner of intersection with Prospect Rd.	A point 385m east of the south-west corner of intersection with Prospect Rd.	
Woodville Rd. (Rd. #9)	Woodville	North	A point 280m west of easterly extension of Duke St.	A point 3m east of easterly extension of Duke St.	
Woodville Rd. (Rd. #9)	Woodville	North	Nappadale St.	A point 315m west	
Yankee Line (Rd. #14)	Emily	East & West	South limit of the east-west portion of Yankee Line (Rd #14)	A point 300m north	

Schedule C- Municipal Lots Without Meters

Current Lot Number	Location	Geographic Area	Restrictions
L1	**Municipal Lot** Plan 70 south half part of lot 7, east of Bolton St.	Bobcaygeon	No Parking between 11:30pm and 6:00am, or for longer than 3hours.
L2	**Arena Lot** Located on John St., east side between Francis St. W. and Bond St. W.	Fenelon Falls	
L3	**J & B Lot** West of Colborne St., south of Bond St. W. Being part of Plan 98, sub plan 57R-1711, 57R-3324, 57R-3671.	Fenelon Falls	
L4	**Library Lot** Located on the corner of Market St., on the west side south of Bond St. W.	Fenelon Falls	
L6	**May Street Lot** Located north of Water St. (Oak St.) and east of May St.	Fenelon Falls	
L7	**Municipal Lot (behind Bargain Shop, former I.G.A.)** Located east of Colborne St., south of Francis St. E.	Fenelon Falls	
L8	**Municipal Office Lot** Located east of Lindsay St., north of Elliott St.	Fenelon Falls	
L9	**Railway Lot** Located east of Lindsay St., north of Cataract St.	Fenelon Falls	
L10	**2 Kent St. W.** - Rear Lot Located west of Lindsay St. N. and north of Kent St. W -Town Plan Part Lots 1,2,3	Lindsay	

Current Lot Number	Location	Geographic Area	Restrictions
L11	**Bank of Commerce Parking Lot** (leased lot) Located east of William St. N., west of York St. N., and north of Kent St. W. All portions of Lot 5 north of Kent St. W. designated as Parts 2 & 3 on RP 57R-2830. Portion of Lots 4 & 5 north of Kent St. W. designated as Part 6 on RP 57R-2830. Right of Way on Lot 5 designated as Part 4 on RP 57R-2830. Right of Way on Lot 4 designated as Part 5 on RP 57R-2830. Right of Way on Lot 5 designated as Part 3 on RP 57R-2830 as described in instrument registered as Number A4680.	Lindsay	
L12	**Ridout St. Lot** 22 Lindsay St. S. Part Block A, east of Lindsay St. S., south of Ridout St. Part Lot 1, south of Ridout St.	Lindsay	
L13	**Lindsay Service Centre Lot - East of the Police Building** 180 to 190 Kent St. W. Located north of Kent St. W. and south of Peel St. - Town Plan Part Lots 11,12,13	Lindsay	
L14	**Lindsay Service Centre Lot - North of Fire Hall** Located north of Kent St. W. and south of Peel St. - Town Plan Part Lot 11	Lindsay	
L15	**Mariposa Commuter Lot** Intersection of Eldon Rd. (Rd. #6) and Ramsey Rd. (Rd. #28) at the northwest corner of Lot 16, Concession 1, former Mariposa Twp.	Mariposa (south of Little Britain)	
L16	**Fire Hall Lot** Lot 6 to 7 south of Mary St. and east of George St.	Omemee	4 consecutive hour limit in northern 30m section & 16 consecutive hour limit in southerly 20m section

Current Lot Number	Location	Geographic Area	Restrictions
L17	**Marine Park** Located north of King St. and east of Colborne St. - Lot 10, 11, Part Lot 12 & Part 2.	Omemee	No Parking between 11:00pm - 9:00am
L18	**Omemee Approved Park**	Omemee	No Parking between 11:00pm - 9:00am
M1	East of Cambridge St. N., South of Peel St., West of William St. N. and North of Kent St. W. (10-14 Cambridge St. N.)	Lindsay	
M2	East of York St. S., West of Lindsay St. S., and North of Russell St. W. (14 York St. S.) (part reserved for permit parking)	Lindsay	
M3	East of William St. N., West of York St. N., and North of Kent St. W.	Lindsay	
M4	East of York St. N. North of Kent St. W., and South of Peel St. (leased from Chris Karkabasis)	Lindsay	
M5	North of Peel St. and East of Cambridge St. (corner lot, part reserved for permit parking)	Lindsay	
M6	Town Plan Pt Lot 1 N Kent St.	Lindsay	
M7	PLAN 1 PT LOT 4 S OF KENT W;RP57R2852 PARTS 1 TO 3	Lindsay	

(2015-183, effective October 13, 2015)

Schedule D- Municipal Lots With Meters

Current Lot Number	Location	Geographic Area
M1	East of Cambridge St. N., South of Peel St., West of William St. N. and North of Kent St. W. (10-14 Cambridge St. N.)	Lindsay
M2	East of York St. S., West of Lindsay St. S., and North of Russell St. W. (14 York St. S.) (part reserved for permit parking)	Lindsay
M3	East of William St. N., West of York St. N., and North of Kent St. W.	Lindsay
M4	East of York St. N. North of Kent St. W., and South of Peel St. (leased from Chris Karkabasis)	Lindsay
M5	North of Peel St. and East of Cambridge St. (corner lot, part reserved for permit parking)	Lindsay
M6	Town Plan Pt Lot 1 N Kent St.	Lindsay
M7	Plan 1 Pt Lot 4 S Of Kent W;Rp57r2852 Parts 1 To 3	Lindsay

(2015-183, effective October 13, 2015)

Schedule E- Highways with Meters

Location	Geographic Area	From	To	Sides
Main St.	Bobcaygeon			
Cambridge St. S.	Lindsay	Russell St. W.	Kent St. W.	East & West
Kent St. W.	Lindsay	Victoria Ave.	Lindsay St.	North & South
Peel St.	Lindsay	Cambridge St. N.	William St. N.	North & South
Victoria Ave.	Lindsay	Russell St. W.	Peel St.	East & West
William St.	Lindsay	Russell St. W.	Peel St.	East & West
Jane St	Lindsay	Kent St. W.	Henry St.	West

Schedule F- Private Parking Lots

Location	Geographic Area
11 Adelaide St. N.	Lindsay
Bank of Montreal, 16 William St. S.	Lindsay
Kent Place Mall, 189 Kent St. W.	Lindsay
Lindsay Locks	Lindsay
Lindsay Recreation Complex	Lindsay
Lindsay Square Mall, 401 Kent St. W.	Lindsay
Lot at North West corner of Victoria Ave. S. and Russell St.	Lindsay
Ross Memorial Hospital, 10 Angeline St. N. (and parking meters located on Jane St.)	Lindsay
Sir Sandford Fleming College	Lindsay
Whitney Town Centre, 370 Kent St. W.	Lindsay
Lindsay Collegiate and Vocational Institute, 260 Kent Street West	Lindsay
Ken Reid Conservation Area	Former Fenelon Township Effective September 8, 2015 By-law 2015-159

Schedule "G" - Accessible Parking exemptions and permit holder responsibilities

A current valid accessible parking permit must be displayed and **clearly visible** on the vehicle's sun visor or front dash.

An accessible parking permit holder or driver (operating a vehicle for the purpose of transporting an accessible parking permit holder) who displays a valid accessible parking permit is **exempt** from the following:

- signed prohibited parking areas; this includes time restricted no parking areas, i.e.: 8 a.m. to 6 p.m. and general no parking anytime areas that display the regulatory no parking sign.
  Note: some restrictions apply. Please refer to non-exemptions for specifics.
- signed parking limits such as one hour and two hour maximums; holders are allowed to exceed the signed maximum parking limit.
- unsigned maximum three-hour parking limit in effect **on all city streets.**
- holders may park at **on-street** parking meters or pay and display machines without putting a coin in the meter/machine during the hours of legal operation.
- **Note:** exemption does not apply on private property.
- **Note**: some restrictions apply. Please refer to non-exemptions for specifics.
- Holders may park in **Municipal parking lot** meters or pay and display machines without putting a coin in the meter/machine during the hours of legal operation.
  Note: some restrictions apply. Please refer to non-exemptions for specifics.
- signed on-street permit parking areas. Vehicles displaying a valid parking permit are permitted to park without a designated on-street parking permit.

Please note: In all of the above situations where parking is permitted, it is permitted for a period not to exceed a maximum of 24 hours.

Non-Exemptions - (General)

Vehicles displaying accessible parking permits are **not exempt** from the following:

- on a sidewalk or footpath;
- on a boulevard except in areas where it is permitted and there are properly erected signs;
- in front of or within 2.0 metres of an entrance or in a manner that prevents the use of an entrance by other vehicles;
- within an intersection;

- within 9.0 metres of an intersection; or within a distance of up to 30.0 metres of an intersection at which authorized signs specifying a minimum distance greater than 9.0 metres have been installed;
- within 6.0 metres of a crosswalk that is not located at an intersection;
- within 1.0 metre of a curb cut designed to accommodate wheelchairs that is not located at an intersection or a crosswalk;
- on a bridge or causeway or in a tunnel or underpass, or on the approaches to a bridge, causeway, tunnel or underpass, except where expressly permitted to do so;
- in front of or adjacent to a fire hall;
- in a fire lane or fire zone and fire routes;
- within 3.0 metres of a fire hydrant, measured from the point at the edge of the roadway immediately adjacent to the hydrant;
- within 15.0 metres of the nearest rail at a level railway crossing;
- in front of or within 15.0 metres of a recreational trail;
- in a manner that obstructs or interferes with vehicular traffic;
- in a manner that prevents the convenient movement or removal of another parked or stopped vehicle;
- alongside another parked or stopped vehicle so as to "double park";
- in a manner that interferes with the maintenance and repair of highways and utilities, or with the removal of snow;
- in a bus loading zone or bus stop or in a manner that would prevent access to a bus loading zone or bus stop by a municipal transit vehicle;
- for the purpose of selling, servicing or, except in an emergency, repairing the vehicle; on, beside or at the end of a median strip;
- in the turning circle of a cul-de-sac; or
- on a highway on which parking or stopping has been prohibited temporarily in accordance with section 7.05;
- in a designated turning lane;

Note: exemption does not apply on private property.

Please note: In all of the above situations where parking is permitted, it is permitted for a period not to exceed a maximum of 24 hours.

The Corporation of the City of Kawartha Lakes

Council Report

Report Number RS2020-007

Meeting Date: July 28, 2020

Title: Disposition of Mariposa Community Hall – Update

Description: Update Regarding the Disposition of Mariposa Community Hall to the Oakwood Lions Club

Ward Number: 4

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

---

Recommendations:

That Report RS2020-007, **Disposition of Mariposa Community Hall – Update**, be received; and

That the actions directed in Council Resolution CR2017-298 be fully completed no later than May 31, 2021 or Council Resolution CR2017-298 is at an end, the Mariposa Community Hall will be returned to the City's asset inventory.

Department Head: _____

Financial/Legal/HR/Other: _____

Chief Administrative Officer: _____

Background:

At the Council Meeting of October 24, 2017, Council adopted the following resolution:

> **CR2017-928**
> **Moved By** Councillor Veale
> **Seconded By** Councillor Miller
>
> **RESOLVED THAT** Report 2017-014, **Surplus Declaration of Mariposa Community Hall (building only) and Proposed Land Lease of 1010 Eldon Road, Oakwood, Legally Described as Pt Blk A to Pt Blk D Plan 80, in the former Geographic Township of Mariposa, City of Kawartha Lakes**, be received;
>
> **THAT** the City-owned property known as Mariposa Community Hall (building only), located at 1010 Eldon Road, Oakwood, be declared surplus to municipal needs;
>
> **THAT** the subject building be disposed of in accordance with the City of Kawartha Lakes Disposal of Real Property Policy No. C-204-DEV-001 and By-law 2010-118, as amended;
>
> **THAT** notice be given in accordance with By-laws 2008-065 and 2010-118, as amended;
>
> **THAT** on completion of the public notice, Council shall consider any deputation or public input in opposition of the sale, if any, and if appropriate, pass a by-law (with any amendments deemed necessary) to authorize the disposition;
>
> **THAT** the conveyance of the subject building for nominal consideration to a not-for-profit organization (the Oakwood and District Lions Club) be supported;
>
> **THAT** The Mayor and Clerk be authorized to sign all documents to facilitate the conveyance of the building; and
>
> **THAT** The Mayor and Clerk be authorized to execute the agreement, in the form substantially as attached as Appendix A, on behalf of the Corporation of the City of Kawartha Lakes.
>
> **CARRIED**

This report addresses that direction.

Following Council's direction, the City Solicitor proceeded to provide the Oakwood and District Lions Club with a copy of the Agreement of Sale (Asset; Building) And Land Lease for their review and signature.

Since that time, the City Solicitor has been involved in negotiations with the solicitor for the Oakwood and District Lions Club in order to finalize the Agreement. Most recently, the City received correspondence, dated April 6, 2020, from the Lions Club advising that it wishes to finalize the sale of the building in May 2021.

The proposed closing date of May 2021 has been reviewed with the Director of Community Services and he has agreed to same.

When the Mariposa Community Hall building was declared surplus in 2017, it was effectively removed from the City's inventory for the purposes of any future capital expenditures. Further, it has ceased to be used as a rental facility for any group, save and except the Lions Club. The Lions Club has been paying a rental fee for their use of the building for their monthly meetings since its closure as a public facility. The Lions Club also uses the building for storage, free of charge.

The building requires significant repairs, estimated at $73,000.00 in the Facility Condition Assessment completed by Altus Group Limited in 2016. These repairs have not been budgeted for by the City, as it was intended that all repairs and maintenance would be the responsibility of the Oakwood and District Lions Club upon their purchase of the building.

Rationale:

This transaction is taking a much longer time to close than anticipated. The longer it takes for the transaction to close, the less likely the financial model supporting the closure is applicable. Without an end date on the transfer, the City could lose sight of the fact that it remains responsible for the capital upgrades, and could fail to plan, accordingly. If the City does capital upgrades on the building, Council may wish to revisit the transfer, or terms thereof. Staff recommend placing a reasonable end date on the direction given by Council over two years ago.

If this transaction closes, the Oakwood and District Lions Club will be fully responsible for all costs associated with the maintenance and repair of the Mariposa Community Hall.

However, if the transaction is not completed within a reasonable time, the City will need to look at options for the building. The options would include, but not be limited to:

1. Complete all necessary repairs and re-open the building as a community facility available for daily rental;
2. Complete all necessary repairs and keep the building closed to the public, in the event that it is required in the future (for example, if the Community Hall at the arena is closed); and
3. Demolish the building and continue to accommodate rentals in the Oakwood Community Centre (located on the same property).

Other Alternatives Considered:

None.

Financial Impacts:

None, if the transaction is completed and the Lions Club proceeds with acquiring the Mariposa Community Hall, as the Lions Club will be responsible for all costs associated with the building.

If the transaction falls through and the Lions Club does not acquire the building, the City will be required to either outlay the necessary funds to repair the building, or fund the demolition of the building.

Relationship of Recommendation to The 2020-2023 Strategic Plan:

The recommendations set out in this Report aligns with the following strategic priority:

- Good Government
    - Effective management of the municipal building and land portfolio

Consultations:

Land Management Committee
Manager – Parks, Recreation, and Culture

Attachments:

None

Department Head E-Mail: rcarlson@kawarthalakes.ca

Department Head: Robyn Carlson

Department File: L17-17-RS014

The Corporation of the City of Kawartha Lakes

Council Report

Report Number PUR2020-020

Meeting Date: July 28, 2020

Title: 2020-18-CQ Bobcaygeon Beach Park Redevelopment and Construction

Description: Request for Quotation for Bobcaygeon Beach Park

Ward Number: Ward 2

Author and Title: Ashley Wykes, Buyer
Jenn Johnson, Manager, Parks, Recreation and Culture

Recommendation(s):

That Report PUR2020-020, **2020-18-CQ, Bobcaygeon Beach Park Redevelopment and Construction**, be received;

That Melfer Construction Inc. be selected for the award of 2020-18-CQ Bobcaygeon Beach Park Redevelopment and Construction for the total quoted amount of $6,793,671 not including HST;

That the additional expenditure of $1,741,861 be funded $218,952 from DC Reserve and $1,522,909 from Special Debenture;

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

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

Department Head:_____

Financial/Legal/HR/Other:_____

Chief Administrative Officer:_____

Background:

The Bobcaygeon Beach Park gained approval for re-development in the 2019 and 2020 capital budgets. The goal of the redevelopment is to promote a come stay, play, dine and shop in the community feel, with a focus on water and boat traffic. Some elements of the redevelopment include a new docking system and boat launch, additional parking, playground structures and new washroom facilities.

A request for prequalification document was released and closed in January 2020. Six contractors prequalified to bid on the future request for quotation. The request for quotation for the beach park was released in May, 2020 to all six contractors, with five submitting a compliant bid. 2020-18-CQ Bobcaygeon Beach Park Redevelopment and Construction was released and advertised in accordance with the Purchasing Policy. The quotation was opened by Andy Letham, Mayor and Launa Macey, Supervisor of Procurement with the following results:

Company Name	Quotation Amount
Melfer Construction Inc.	$6,793,671.00
Nick Carchidi Excavating Ltd.	$7,564,366.11
Orin Contractors Corp.	$11,999,000.00
Rutherford Contracting Ltd.	$8,156,770.67 (corrected from $8,153,146.79)
W.G. Jackett & Sons Construction Ltd.	$7,270,229.84 (corrected from $7,302,405.78)
Gateman-Milloy Inc.	Late submission - disqualified

Rationale:

The amenities included in the renovation design for Bobcaygeon Beach Park were vetted through a number of public and community group consultations. The design includes features that support activities and tourism initiatives.

Staff recommends the award of quotation 2020-18-CQ Bobcaygeon Beach Park Redevelopment and Construction to Melfer Construction Inc., being the lowest compliant respondent for the quoted price of $6,793,671 not including HST.

Other Alternatives Considered:

Two other options for Council were considered.

Option 1: Exclude all provisional items in the award of the quotation. The provisional items total $655,436. The provisional items include east and west entry features, rising gate barrier and associated hardware for the boat launch area, shade sail features and a rental building.

If Council chooses this option, the following resolution should be passed:

That Melfer Construction Inc. be selected for the award of 2020-18-CQ Bobcaygeon Beach Park Redevelopment and Construction for the total quoted amount excluding provisional items of $6,138,235 not including HST;

That the additional expenditure of $1,041,540 be funded $130,922 from DC Reserve and $910,618 from Special Debenture;

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

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

Option 2: Award the quotation based on the remaining budget. This would require removal of the provisional items and several other items to find an additional $1.2 million in savings to reach the available budget amount.

If Council chooses this option, the following resolution should be passed:

That Melfer Construction Inc. be selected for the award of 2020-18-CQ Bobcaygeon Beach Park Redevelopment and Construction for the total quoted amount, not to exceed, $5,163,450 not including HST;

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

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

Financial/Operation Impacts:

The 2019-2020 multi-year capital project was approved for Bobcaygeon Beach Park, however in light of the higher than expected costs arising from quotation 2020-18-CQ, the project requires an increase in funding. Any expenditure overages will be funded through the development charges reserve and special

debenture. The table below outlines the project balance for the recommendation and the two options.

Capital Project Number	Project Budget	Other Committed Funds	Capital Project Balance	Purchase Amount (excl. HST)	5% Contingency	HST Payable	Total Amount	Project Balance
Recommendation								
950190103	$6,000,000	$482,954	$5,517,046	$6,793,671	$339,684	$125,552	$7,258,907	($1,741,861)
Option 1								
950190103	$6,000,000	$482,954	$5,517,046	$6,138,235	$306,912	$113,439	$6,558,586	($1,041,540)
Option 2								
950190103	$6,000,000	$482,954	$5,517,046	$5,163,450	$258,173	$95,424	$5,517,046	$0

Any remaining surplus or deficit will be dealt with through the capital close report presented to Council by the Treasury Division in accordance with the Capital Close Policy.

Relationship of Recommendation(s) To The 2020-2023 Strategic Plan:

The redevelopment of the Bobcaygeon Beach Park falls in line with the strategic priorities of an exceptional quality of life, a vibrant and growing economy and good government. By improving and maintaining the park, a healthy social community hub will be created. It will promote tourism as it will be a place where people can stop to explore the surrounding community and keeps the City's assets maintained and well managed.

Consultations:

Treasurer
Junior Accountant
Manager of Corporate Assets

Department Head E-Mail: cshanks@kawarthalakes.ca

Department Head: Craig Shanks

Department File: 2020-18-CQ

The Corporation of the City of Kawartha Lakes

Council Report

Report Number WM2020-009

Meeting Date: July 28, 2020

Title: Construction and Demolition Recycling Pilot Program

Description: Update on the pilot program with future program recommendations and associated budget

Ward Number: All Wards

Author and Title: David Kerr, Manager of Environmental Services

---

Recommendation(s):

That Report WM2020-009, **Construction and Demolition Recycling Pilot Program**, be received;

That Council approve an extension of the pilot to December 31, 2021 with consideration of an operating budget of $155,000 in 2021; and

That Staff report back to Council on the success of the construction and demolition waste recycling pilot program by June 30, 2021 with future program recommendations and associated budget.

Department Head:_____

Financial/Legal/HR/Other:_____

Chief Administrative Officer:_____

Background:

At the Council Meeting of September 12, 2017 Council adopted the following resolution:

CR2017-756
Resolved That Report **WM 2017-007**, Construction and Demolition Waste Recycling Program, be received;

That the implementation of a construction and demolition waste recycling program as a 22-month pilot to start March 1, 2018 and end on December 31, 2019 as outlined in this report WM 2017-007 at a cost of $133,500.00 for 2018 and $155,000.00 for 2019, be approved; and

That staff report back to Council on the success of the construction and demolition waste recycling pilot program by June 30, 2019 with future program recommendations and 2020 budget expectations.

Carried

At the Council meeting of June 18, 2019 Council adopted the following resolution:

CR2019-405
Resolved That Report WM2019-008, **Construction and Demolition Recycling Pilot Results and Recommendations**, be received;

That Council approve an extension of the pilot to December 31, 2020 with an operating budget of $155,000 in 2020; and

That Staff report back to Council on the success of the construction and demolition waste recycling pilot program by June 30, 2020 with future program recommendations and associated budget.

Carried

This report addresses that direction.

This pilot initiative follows the direction outlined in the Integrated Waste Management Strategy (2015-2019), as approved by Council. Specifically, the strategy recommended a Construction and Demolition (C&D) waste recycling program as one of the short term initiatives to be launched in 2018. In the Integrated Waste Strategy (2020-2023) it states that Kawartha Lakes will continue to develop and improve the C&D recycling program pilot by focusing communication efforts to local contractors to increase participation in the program.

Prior to implementing this initiative in 2018, the City retained Reclay Steward Edge (Reclay) to assess the feasibility of a C&D waste recycling program at one or more of our five operating landfill sites and make recommendations on how best to make it a successful program.

As part of the background research Reclay noted that in most municipalities including the City of Kawartha Lakes (CKL), the quantity of C&D waste generated far exceeded the amount of municipal solid waste generated. On average, approximately 40% (or 16,000 tonnes) of waste going to landfill in CKL is C&D waste at all five landfill sites. Therefore, diversion of this waste stream from landfill could significantly extend the site life of our landfills. As well, C&D materials are bulky and challenging to compact in a landfill taking up needless volume that could be otherwise purposed for residential or other waste. Furthermore, many materials generated through C&D activities have value and can be recycled for other products or even used as a fuel source.

For all of these reasons, C&D waste is a potential valued resource if managed properly and an important material type to divert from City landfills to extend landfill site life.

As per the Reclay C&D Feasibility Study from 2017, the primary recommendation was for the City to implement a pilot C&D recycling program at both the Fenelon and Lindsay Ops landfill sites. It should be noted that through Reclay's research there is insufficient volumes of C&D waste received at the other landfills (i.e. Somerville, Eldon and Laxton landfills) to justify a business case for C&D recycling at those sites. However, there may be future opportunity to divert C&D waste from these more remote landfills to another site where they can be consolidated for processing or other reuse.

The driving factor for moving this recycling program forward was the savings related to landfill space, which was conservatively valued at the industry standard of $150/tonne (Reclay). Out of the 16,000 tonnes of C&D waste landfilled in Kawartha Lakes each year the majority goes to the Lindsay Ops landfill (approximately 10,624 tonnes) and Fenelon landfills (approximately 2,770 tonnes) for disposal. It is estimated that through an effective mixed C&D program 10% of this waste could be diverted which would equate to approximately 1062 tonnes per year from the Lindsay Ops landfill and 227 tonnes from the Fenelon landfill. The projected tonnage and air space saved would result in an increase in landfill life 0.04 years for Fenelon and 0.17 years for Lindsay Ops based on current remaining 4 years at Fenelon and 15 years at Lindsay Ops.

In order to accurately assess the savings of a C&D program and determine how best to implement one, Staff in consultation with Reclay and the Waste Management Task Force, developed and recommended a pilot C&D program. The program and associated budget was approved by Council to run from March 1, 2018 to December 31, 2019 and later extended to December 31, 2020.

A competitive request for proposal (RFP) process was undertaken in January of 2018 to secure a third-party contractor to transport and process the C&D material from Lindsay ops and Fenelon landfills. The RFP requested quotes and a plan for containing, transporting, and processing wood, drywall, or a mixed bin of C&D materials which would include wood waste, drywall, aggregates, glass and shingles. Unfortunately, the City received no submissions for the RFP. The likely reason was that in the current market, quantities and commodity pricing for the C&D materials was not high enough to justify transportation costs for end use processing.

The city continued to look for opportunities to divert C&D waste and had undertaken pilot related work:

- In 2018 the City began separating and chipping wood waste at the Lindsay Ops Landfill to be used as cover and as road base at the landfill

- In April of 2019 the City contracted Durham Disposal to transport and recycle clean wood waste. This program ran successfully for 6 months at the Lindsay Ops landfill and resulted in diverting 45.54 tonnes of material from landfill. The program was neutral as it cost $150/tonne to the contractor and at the same time saved the cost of landfill space at $150/tonne

- In the spring of 2019, the City contracted a company for drywall recycling. The contractor charged $50 per tonne for processing and the City also paid for transportation of this material at $650 per bin. This program ran successfully at both the Lindsay Ops and Fenelon landfills, diverting approximately 3.43 tonnes from Fenelon and 30.9 tonnes from Lindsay Ops. The total cost of this program was $5,643.15 however the savings in landfill space offset the cost by approximately $5,149.50.

- In December of 2019, Staff sent out a request for quote for a clean wood recycling program to run for the duration of 2020. Unfortunately, no bids were received for this work. Staff reached out to the previous contractor Durham Disposal to ask why they did not bid and in further negotiations and an alternative more inclusive agreement was made. Instead of just clean wood waste the contractor was interested in transporting and processing mixed construction and demolition material (including clean wood waste drywall and other materials) from the Lindsay Ops landfill for $150 per tonne. This agreement was based on tonnages received as is able to run for the duration of 2020, or until the budget is depleted.

- On June 1, 2020, the mixed Construction and Demolition recycling program started running at Lindsay Ops. The start of this program was delayed due to the pandemic state, and the landfills being closed to the

public. After starting on June 1st, after the first two weeks, over 15 tonnes of material were diverted from the Lindsay Ops landfill.

Rationale:

As this recent opportunity only just started June 1, 2020, there is great potential for this program to achieve greater efficiencies and save landfill space.

As this program was delayed in starting due to the pandemic state, and as there are limiting factors (such as the allowance of only ten vehicles onsite at a time), staff feel that this program has not been able to fully represent the large amount of diversion it could bring to the Lindsay Ops landfill. Therefore, staff are recommending a further extension on this pilot program, to gather a full year's information. The current 2020 budget could allow up to 1000 tonnes of material being diverted from the Lindsay Ops landfill. Staff feel that another year of data would give a much better indication of how the City should proceed in the future, and the budget that would be required.

The quantity of C&D waste generated continues to far exceed the amount of municipal solid waste generated. As well, C&D materials are bulky and are challenging to compact in a landfill. For these reasons it is important to continue exploring options for C&D diversion from the landfill in order extend the life of the City's landfills.

Staff have consulted with the Waste Management Advisory Committee regarding the extension of the pilot program and they have been supportive of this recommendation.

Other Alternatives Considered:

Council could choose to cancel the pilot at the current end date of December 31, 2020. However, staff recommends that the City continue to lead by example in diverting waste from landfill and explore further C&D diversion options over future years and find ways to divert this material from landfill.

Financial/Operation Impacts:

Staff are requesting council to consider operating budget approval of $155,000 for the Lindsay Ops landfill in 2021 for continuance of this pilot program to December 2021. The cost of the program has the potential to be offset by deferral of capital due to landfill space savings. There is a capital diversion savings of $150.00 per tonne in landfill space of material diverted, therefore this program is currently cost-neutral but could greatly impact the lifespan of our landfills.

Relationship of Recommendation(s) To The 2020-2023 Strategic Plan:

This report contributes to the Council Adopted Strategic Plan, namely Strategic Action 3.1.2 which is “Executing the Waste Management Strategy”. This report aligns with the City’s Integrated Waste Management Strategy to divert materials from landfill and find further recycling opportunities to save landfill space.

Also, the proposed C&D recycling program aligns with Goal #3 of a “Healthy Environment”. The act of construction and demolition waste diversion aligns with the City’s vision of a naturally beautiful community that protects our local environment, enhances water quality and creates an improved quality of life.

Department Head E-Mail: brobinson@kawarthalakes.ca

Department Head: Bryan Robinson

The Corporation of the City of Kawartha Lakes

Council Report

Report Number WM2020-010

Meeting Date: July 28, 2020

Title: Use of Large Roll-Out Carts for Curbside Collection

Description: Feasibility assessment of using large roll-out carts for public curbside waste and recycling collection

Ward Number: All

Author and Title: David Kerr, Manager of Environmental Services

---

Recommendation(s):

That Report 2020-010, Use of Large Roll-Out Carts for Curbside Collection, be received; and

That Council maintains the current By-Law 2016-144 that prohibits the use of large roll-out recycling carts for public curbside recycling collection except for Industrial, Commercial, Institutional, high density multi-residential and seasonal trailer park applications, and that prohibits the use of large roll-out carts for curbside waste collection.

Department Head:_____

Financial/Legal/HR/Other:_____

Chief Administrative Officer:_____

Background:

Staff have reviewed the merit of allowing people living in low density residential locations (less than 3 units) to use large roll-out carts for their curbside recycling and/or waste collection. Although this practice is not allowed as per the City's Waste Management By-Law 2016-144 it has occurred to a limited degree within the City. This issue was identified by staff through increased monitoring of the curbside collection contract. As a result, staff had requested Miller Waste Systems Inc. to cease this practice, sticker the carts and not collect from them. Some members of the public did not agree with this approach and have requested the City to allow them to use large carts.

In the interim and in the interest of not leaving waste and recyclables at curbside during this pandemic state, staff have asked Miller Waste Systems Inc. to continue collecting from these carts until Council provides direction.

The intention of this report is to discuss the pros and cons of using these carts for ongoing curbside collection so that Council has the information needed to provide direction on how to proceed.

As further background, By-Law 2016-144 (A By-Law for Collection and Management of Waste and Recyclables within the City of Kawartha Lakes) states that the large carts (65 and 95 gallon sizes) are approved only for the following locations:

- Industrial, Commercial or Institutional Building and Resort Recyclable Material – a maximum of four (4) at each collection location
- High Density Multi-Residential Buildings (3 or more units) and Seasonal Trailer Park Recyclable Material – unlimited recycling at each collection location

Low Density Residential Buildings are allowed unlimited recycling in 14 – 22 gallon green or blue recycling boxes or similar sized containers. The use of these large carts for Low Density Residential Buildings are not permitted.

As well, large carts are not permitted for curbside municipal waste collection within the City. Acceptable containers for waste are listed in the By-Law as approximately 15 gallons in size.

In order to ensure the public is following the By-Law and prior to the pandemic state, large carts for waste and recycling have been left behind and tagged (with a sticker that explains the reasoning). Providing this education and training ensures that the City and the contractor are delivering a consistent message to the public which aims at increasing the City's diversion rate. Increased diversion extends landfill life and lowers the cost for processing of recyclables.

This following section provides further details on the pros and cons of roll-out carts and provides recommendations for Councils' consideration.

Rationale:

Large roll-out carts are popular for the following reasons:

- Reduction in litter: this heavier type of bin with lids attached is much less prone to scattering litter on collection days
- Ergonomic benefits: the mechanics on the truck do the majority of the labor that would normally be completed by collection staff
- Convenience and ease for the residents: with wheels and a handle, residents do not have to lift these to the curb
- Hesitancy to change: there are some people within the city that purchased these bins and have been using them for multiple years with no issue until recently, and they want to continue this practice

However, the following reasons are why use of roll-out carts is not ideal:

1. Hidden Waste: Roll-out carts are proven to increase contamination by up to 20%, as studied by other municipalities and the Continuous Improvement Fund (CIF). Large roll-out carts make it extremely easy to hide material that should not be in and are more difficult to assess for contamination.

2. Increase in residual waste: Roll-out carts would potentially cause a 20% increase in residual waste at our MRF (material recovery facility). In 2019, 820.28 tonnes (12.31%) of waste was found in our recycling stream and ended up being landfilled. This cost the City over $86,000 to process and dispose. Allowing wide spread use of roll-out carts would increase costs for our MRF contract and cost more for transportation of waste to and from the MRF.

3. City integrated Waste Strategy: In 2020, Council approved the reduction of the amount of allowable waste in recycling from 20% to 10%. It would be challenging to enforce this By-Law amendment and Waste Strategy initiative with the widespread use of large roll-out carts.

4. Needles/sharps/syringes and hazardous materials: These materials are more common in roll-out carts than in standard blue or green boxes. Unfortunately, these items are only noticed after they have been emptied into the truck, and it is then too late to remove them. There have been multiple occurrences in Kawartha Lakes where an entire waste disposal truck of recycling has had to be emptied and disposed of in the landfill due to this contamination which is costly for the municipality.

5. Increase contract costs for our curbside collection contract:
   Although some households have been receiving curbside collection of their roll-out carts, the curbside collection contract does not include roll-out cart collection for every location in Kawartha Lakes. With over 38,000 stops in the municipality, the majority of residences do not use/nor have they ever used recycling carts.

   According to Miller Waste Systems Inc., allowing residential use of these large carts increases the amount of time per stop (on average) by approximately 30 to 45 seconds, due to the longer time required to operate the mechanized arm on the trucks. Also, not all trucks in the Miller fleet have this mechanism installed and the arms are more expensive to maintain. As a result, Miller has indicated physical modifications to trucks would be required to accommodate widespread use of roll-out carts. Although the exact cost could not be given as formal contract talks with Miller would have to first take place, Miller has provided preliminary estimates of over $1.0 million for modifications to the existing fleet.

6. Incompatibility of some carts with the collection vehicles:
   Currently the City maintains inventory for sale of stock 65 and 95 gallon roll-out carts for approved locations only. These can be lifted by the Miller trucks. There are many similar types of containers commercially available that do not have the proper lift bar to be lifted by Miller. When these other carts are emptied the collection staff must lift them manually which is onerous on staff. This is a health and safety hazard as the carts are heavy and awkward to lift or bend into to retrieve garbage bags.

7. Experience of other Municipalities
   We do not use large carts similar to many other municipalities such as Niagara, Durham, Halton, Waterloo, Kingston, Sudbury, Northumberland and Peterborough. Peel conducted a pilot program for the use of carts and ultimately decided to move forward with them for residential use. They noted many difficulties with the carts such as increased contamination and increased downtimes at the curb and at their MRF. They found that if left unchecked they would incur an additional $490,000 in expenses from these issues above their already increased operational costs. In order to control these expenses, they had to hire 21 staff to perform curbside waste audits.

In summary, based on the experience of other municipalities and studies indicating carts are more expensive, there is compelling rationale to recommend that the use of carts for all curbside collection not be considered further.

Other Alternatives Considered:

The alternative is to allow carts to be used at all 38,000 stops. This option would come at significant expense to the City and resultant lowering of our diversion rate. Although there are convenience factors that favor carts over boxes they do not outweigh the reasons to not use them.

Financial/Operation Impacts:

Staff's recommendation to continue services as they are currently outlined in the By-Law would come at no additional cost to the City.

Allowing every location to use the carts for just recycling would be an estimated increase of over $1.5 million over the life of the operations contract.

In addition to the initial vehicle modification costs identified above potentially in excess of $1.0 million, it is anticipated there will be additional costs for disposal of non recyclables (residuals) that end up in the recyclable stream at the MRF. Currently the MRF charges us approximately $75,000 for residual disposal which is about 12% of our total volume of recyclables. Based on experience from other municipalities using carts could easily double the residual contamination portion of the recyclable stream costing the municipality approximately $75,000 in additional annual costs. Extrapolating this estimated increased cost over the 7-year life of the contract is an additional $~500,000.

These estimates are for using carts for recycling only and if the carts were used for waste as well the cost would be significantly greater.

Relationship of Recommendation(s) To the 2020-2023 Strategic Plan:

The staff recommendation is consistent with A Healthy Environment, one of the four Strategic Priorities in the Plan. The staff recommendation will help increase waste reduction and diversion. The key performance indicator for increasing waste reduction and diversion is to execute the updated Integrated Waste Management Strategy. Council has been very supportive of these initiatives and had recently requested fast tracking them. An example is reducing the amount of allowable waste in recycling from 20% to 10%. The staff recommendation will help achieve these targets.

Department Head E-Mail: brobinson@kawarthalakes.ca

Department Head: Bryan Robinson, Director of Public Works

The Corporation of the City of Kawartha Lakes

Council Report

Report Number ENG2020-010

Meeting Date: July 28, 2020

Title: Angeline Street North Sidewalk Extension

Description:

Ward Number: 5

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

---

Recommendation(s):

That Report ENG2020-010, **Angeline Street North Sidewalk Extension**, be received.

Department Head:_____

Financial/Legal/HR/Other:_____

Chief Administrative Officer:_____

Background:

At the Council Meeting of June 23, 2020, Council adopted the following resolution:

CW2020-094

That the Memorandum from Councilor Dunn, regarding the extension of the sidewalk on Angeline Street North, be received;

That staff prepare a report with recommendations to extend the sidewalk on Angeline Street North from Alcorn Drive to the north entrance of Springdale Garden Drive; and

That the extension of this sidewalk section be included in the 2021 Budget as a decision unit.

Carried

This report addresses that direction.

The Memorandum from Council Dunn can be found in Appendix A of this report.

Existing Road condition of Angeline Street North

Angeline Street North from Alcorn Drive to Jennings Creek is currently to an urban cross section with curb and gutters.

Angeline Street North from Jennings Creek to Springdale Drive (north leg) is currently to a rural cross section with shoulders and ditches.

In 2004, the City of Kawartha Lakes retained the services of TSH Engineering Consulting to design the urbanization of Angeline Street North from Jennings Creek to Thunder Bridge Road, which included a concrete sidewalk. The design drawings can be found in Appendix B of this report.

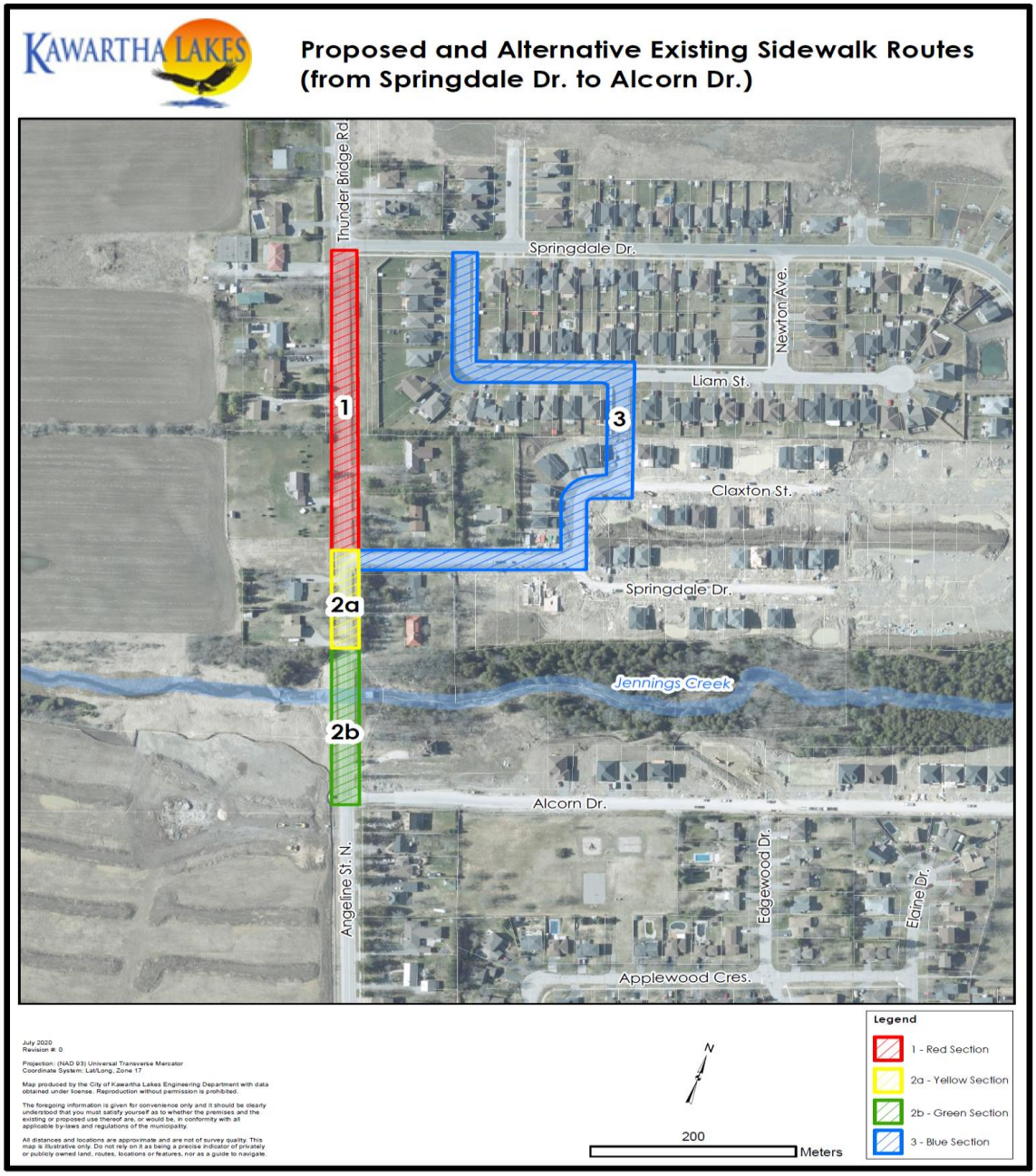
In 2004, it was anticipated that the urbanization of Angeline Street North (construction) would coincide with the development of the Runnymede property (currently known as the iBrans property) located south of Thunder Bridge Road and west of Angeline Street North as the development would need to extend sanitary services along Angeline Street North in order to service their proposed development.

Runnymede did not proceed with the development in 2004 and thus the City did not proceed with the urbanization of the road.

Recently, (early July 2020), iBrans development has submitted a zoning and draft plan application of the development of the above mentioned site, however timing of development is still unknown.

Rationale:

In regards to the sidewalk extension considerations, as per council direction, the following Map will be referenced for proposed and alternative sidewalk routes:



Staff reviewed the direct route from Springdale Drive to Alcorn Drive and broke it down into 3 sections based on the ability to implement a sidewalk without having to fully urbanize the road cross section in this area in order to construct the sidewalk.

Section 1 - Red

The Red section as identified as section 1 on the map identifies the area from Springdale Drive north leg to the south leg of Springdale Drive which is approximately 233m in distance.

This section is currently a rural road standard and has a gravel shoulder area adjacent to the east side of Angeline Street North (as shown in Photo 1). The gravel shoulder on average is only 1.5 meters wide and terminates at the top of slope of the ditch on the east side of Angeline Street, this ditch has a 2:1 side slope (as shown in Photo 2). A concrete sidewalk structure was not considered in this section due to future plans to urbanizing this section of Angeline Street through future development.

The intermediate options would be a paved shoulder along the east side of Angeline Street from the north leg of Springdale Drive to the south leg of Springdale Drive or a paved pathway from the north leg of Springdale Drive along the grassed boulevard area south to #266 Angeline Street North where it would rejoin the road and become a paved shoulder up to south leg Springdale Drive.

These two different options for section 1 would have separate costs.

The cost for paving the gravel shoulder adjacent to Angeline Street North from north leg of Springdale Drive to the south leg would be approximately $45,000.00.

The cost to implement a 3 meter paved pathway way along the grassed boulevard area east of the east ditch line of Angeline Street North and then back to a paved shoulder from the north leg of Springdale Drive to the south leg would be approximately $55,000.00.

Photo 1

Photo 2

<u>Section 2a – Yellow Section</u>

The highlighted yellow section on the map identified as section 2a and identifies the area from the south leg of Springdale Drive to the start of the curb and gutter

section near Jennings Creek on Angeline Street North. This section is approximately 83 meters in length and is also a rural road (as shown in Photo 3).

The option for this section would be to pave the gravel shoulder that is adjacent to Angeline Street North on the east side of the road for an approximate distance of 83 meters leading up to the transition into the existing urbanized section with curb and gutter near Jennings Creek (as shown in Photo 4).

The approximate cost of implementing the section of 2a is $15,000.00.

Photo 3

Photo 4

Section 2b – Green Section

The highlighted green section on the map identified as section 2b identifies the area from Alcorn Street to the end of the curb and gutter section of Angeline Street North.

This section of road is an existing urban road with curb and gutter.

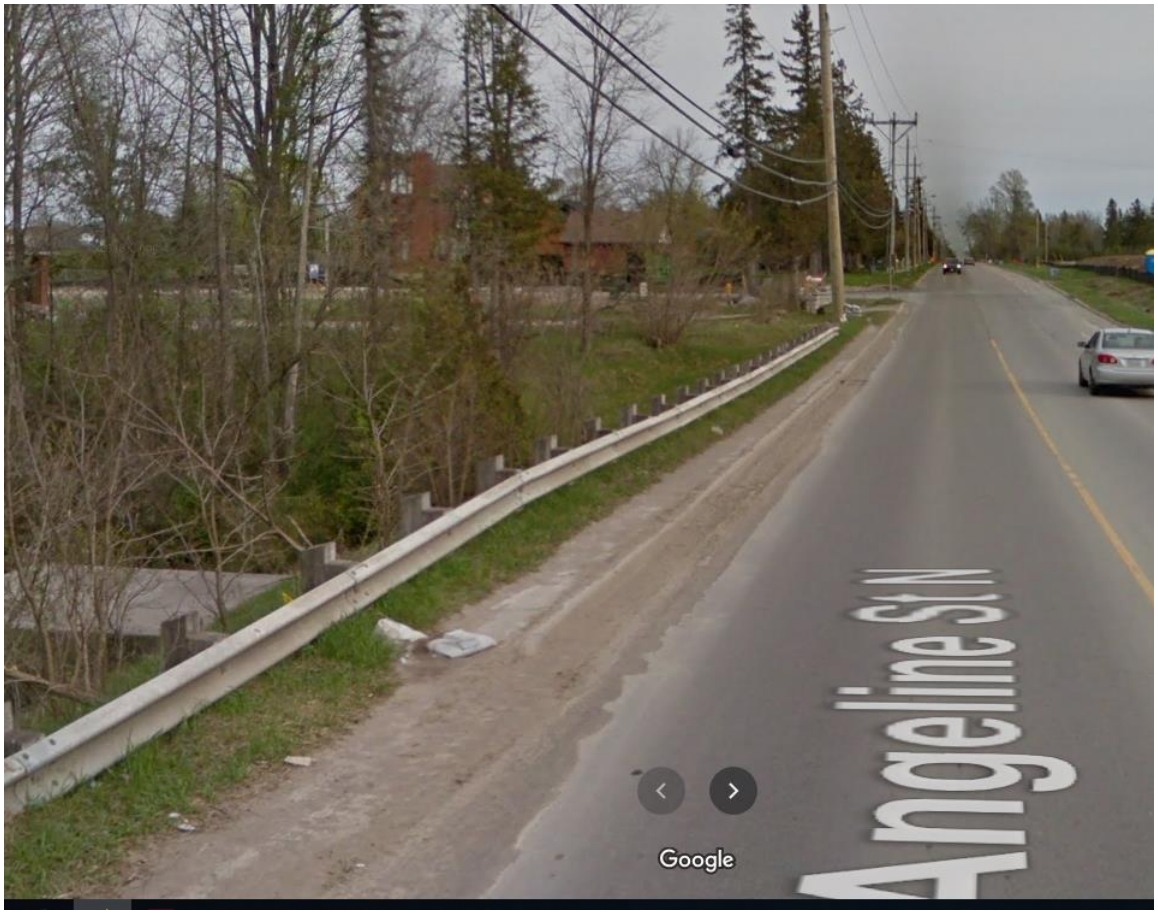
It is approximately 89 meters in length (as shown in Photo 5). The existing section consists of curb and gutter from Alcorn Street approximately 83 meters north. There is also an existing 1-meter-wide sidewalk segment that is adjacent to the curb and gutter section that spans over the Jennings Creek culvert.

The option for the 2b section would be the excavation and removal of existing material to install a new 1.8-meter concrete sidewalk. This is achievable now as it

does not conflict with future urbanization plans. It would involve the removal of the existing 1-meter sidewalk and guide rail, excavation for and installation of a new 1.8-meter sidewalk and movement and installation of new guide rail.

The approximate cost would be $60,000.00

Photo 5



Section 3 – Blue Section - Alternative route for Section 1

The highlighted Blue section identified as section 3, outlines an alternative route for pedestrians to access south of the north leg of Springdale Drive back to Angeline Street North.

This route would utilize the existing built sidewalk infrastructure that has been put in place through development. This route would eliminate the need to build option 1 identified in red on the map, prior to the future urbanization of this section.

Recommendation:

Staff recommends to utilize the existing sidewalk as identified as section 3 (in blue) in order to move pedestrians from Springdale Drive (north leg) to Springdale Drive (south leg) and budget for the construction of 83m asphalt shoulder (2a) and an 89m concrete sidewalk (2b) in the upcoming 2021 budget process.

Cost of **$75,000.00** to be referred to the 2021 Budget Process for consideration in keeping with Council Resolution **CW2020-094**.

Resolution:

That the construction of an asphalt shoulder / concrete sidewalk between Alcon Drive and Springdale Drive (south leg) be considered in the 2021 Capital Budget as a decision unit in the amount of **$75,000.00.**

Other Alternatives Considered:

In addition, Council could choose to construct a pathway along Section 1, on the east side of Angeline Street North, from Springdale Drive (north leg) to Springdale Drive (south leg), either behind the existing ditch line ($55,00) or adjacent to the road ($45,00).

If so, the following additional resolution could be considered:

That an additional **$55,000** (or $**45,000**) for an asphalt pathway along the east side of Angeline Street North from Springdale Drive (north leg) to Springdale Drive (south leg) be considered in the 2021 Capital Budget.

Financial/Operation Impacts:

Section 1:

- 233m of asphalt shoulder (1.5m wide) adjacent to the road - $45,000

Or

- 165m of asphalt pathway behind existing road ditch and 68m of asphalt shoulder (1.5m wide) adjacent to the road (total of 233m) – $55,000.00

(Recommend that Section 1 is not required as there is an existing internal sidewalk for pedestrian movement)

Section 2a:

- 83m of asphalt shoulder (1.5m wide) adjacent to the road - $15,000.00

Section 2b:

- 89m – 1.8m wide concrete sidewalk - $60,000.00

Total recommended cost of $75,000.00 (section 2a and 2b) to be considered in the 2021 Capital Budget.

Relationship of Recommendations To The 2020-2023 Strategic Plan:

The recommendations set out in this Report would conserve City resources for actions that would support any of the four priorities in the Strategic Plan, being:

- A Vibrant and Growing Economy
- An Exceptional Quality of Life
- A Healthy Environment
- Good Government

Review of Accessibility Implications of Any Development or Policy:

N/A

Servicing Implications:

N/A

Consultations:

N/A

Attachments:

Appendix A – Memorandum from Councilor Dunn

Councillor Dunn Memorandum - Exte

Appendix B – Angeline Street North Construction Drawings

Angeline Street North Reconstructio

Department Head E-Mail: jrojas@kawarthalakes.ca
Department Head: Juan Rojas, Director of Engineering and Corporate Assets
Department File:

Council Memorandum

Date: June 9th, 2020

To: Council

From: Councillor Dunn

Re: Extension of Sidewalk Angeline Street North

Recommendation:

That the memorandum from Councillor Dunn regarding the **extension of the sidewalk on Angeline Street North** be received;

That staff prepare a report with recommendations to extend the sidewalk on Angeline Street North from Alcorn Drive to the north entrance of Springdale Garden Drive;

That the extension of this sidewalk section be included in the 2021 Budget as a decision unit; and

That these recommendations are brought forward to the next Regular Council meeting.

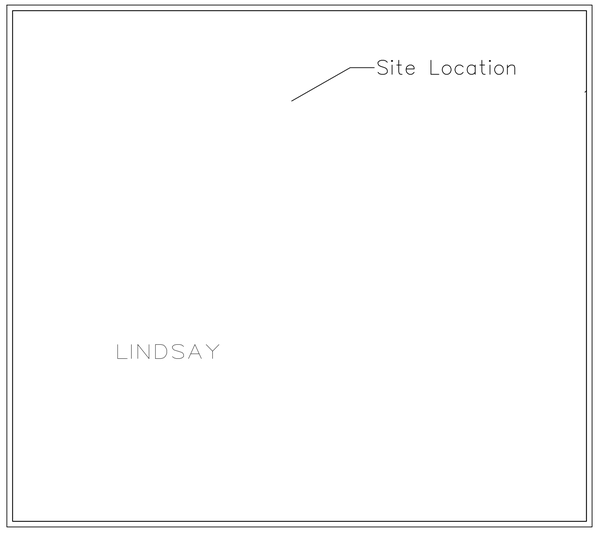
Rationale:

The Springdale Garden neighbourhood is a fast-growing community that is not well served in providing pedestrian access to the commercial centres of Lindsay. The City's strategic plan includes promoting a healthy active community. The extension of the Angeline Street sidewalk will meet the needs of the City in this sector of Lindsay for the foreseeable future.

C:\SDSK\PROJ\29179\dwg\Kawartha.tif

ANGELINE STREET NORTH RECONSTRUCTION
Jennings Creek to Thunder Bridge Road
LINDSAY

TENDER No.



KEY PLAN

N.T.S.

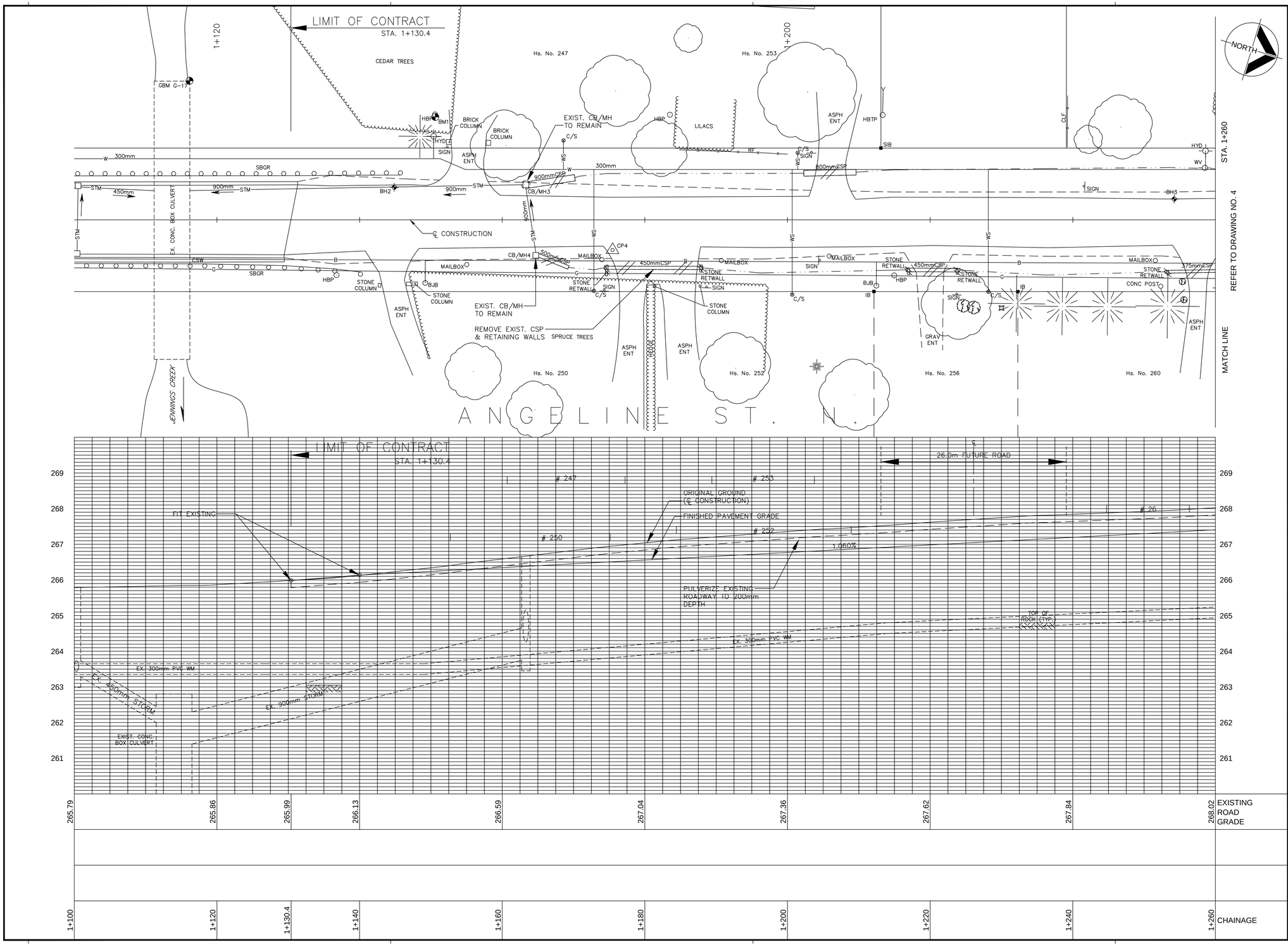
LIST OF DRAWINGS

– – TITLE SHEET
1 – EXISTING CONDITIONS AND REMOVALS – STA. 1+100 TO STA. 1+260
2 – NEW CONSTRUCTION AND STORM SEWERS – STA. 1+100 TO STA. 1+260
3 – SANITARY SEWER AND WATERMAIN CONSTRUCTION – STA. 1+100 TO STA. 1+260
4 – EXISTING CONDITIONS AND REMOVALS – STA. 1+260 TO STA. 1+420
5 – NEW CONSTRUCTION AND STORM SEWERS – STA. 1+260 TO STA. 1+420
6 – SANITARY SEWER AND WATERMAIN CONSTRUCTION – STA. 1+260 TO STA. 1+420
7 – EXISTING CONDITIONS AND REMOVALS – STA. 1+420 TO STA. 1+580
8 – NEW CONSTRUCTION AND STORM SEWERS – STA. 1+420 TO STA. 1+580
9 – SANITARY SEWER AND WATERMAIN CONSTRUCTION – STA. 1+420 TO STA. 1+580
10 – EXISTING CONDITIONS AND REMOVALS – STA. 1+580 TO STA. 1+740
11 – NEW CONSTRUCTION AND STORM SEWERS – STA. 1+580 TO STA. 1+740
12 – SANITARY SEWER AND WATERMAIN CONSTRUCTION – STA. 1+580 TO STA. 1+740
13 – EXISTING CONDITIONS AND REMOVALS – STA. 1+740 TO STA. 1+900
14 – NEW CONSTRUCTION AND STORM SEWERS – STA. 1+740 TO STA. 1+900
15 – EXISTING CONDITIONS AND REMOVALS – STA. 1+900 TO STA. 2+060
16 – NEW CONSTRUCTION – STA. 1+900 TO STA. 2+060
17 – EXISTING CONDITIONS AND REMOVALS – STA. 2+060 TO STA. 2+220
18 – NEW CONSTRUCTION – STA. 2+060 TO STA. 2+220
19 – EXISTING CONDITIONS AND REMOVALS – STA. 10+000 TO STA. 10+160
20 – NEW CONSTRUCTION – STA. 10+000 TO STA. 10+160
21 – SEWER TABLES AND TYPICAL SECTIONS

TSH engineers architects planners

PROJECT No. 12-29349
DATE MARCH 2004

(29349-1)



LEGEND

- STM. — EXISTING STORM SEWER
- SAN. — EXISTING SANITARY SEWER
- WM. — EXISTING WATERMAIN
- G — EXISTING GAS MAIN
- B — EXISTING BURIED BELL CABLE
- CTV — EXISTING BURIED CTV CABLE
- H — EXISTING BURIED HYDRO CABLE
- REMOVE EXISTING
- CB — REMOVE EXISTING STRUCTURE
- CLEARING AND GRUBBING
- REMOVE SIDEWALK
- GROUND ELEVATION AT HOUSE, LEFT
- GROUND ELEVATION AT HOUSE, RIGHT

B.M. G-17 ELEV.262.722
TABLET IN TOP OF CONC. BOX CULVERT AT JENNINGS CREEK/ANGELINE ST. N. STA. 1+116.15, O/S 19.49m Lt.

B.M. 1 ELEV.266.543
SPIKE & WASHERS IN EAST FACE OF HBP, 1st POLE SOUTH OF Hs. #247 STA. 1+150.60, O/S 14.743m Lt.

NOTE :

IT IS THE RESPONSIBILITY OF THE CONTRACTORS TO INFORM THEMSELVES OF THE EXACT LOCATION OF, AND ASSUME ALL LIABILITY FOR DAMAGE TO ALL UTILITIES, SERVICES AND STRUCTURES WHETHER ABOVE GROUND OR BELOW GRADE BEFORE COMMENCING THE WORK. SUCH INFORMATION IS NOT NECESSARILY SHOWN ON THE DRAWING, AND WHERE SHOWN, THE ACCURACY CANNOT BE GUARANTEED.

WITH THE SOLE EXCEPTION OF THE BENCHMARK(S) SPECIFICALLY DESCRIBED FOR THIS PROJECT, NO ELEVATION INDICATED OR ASSUMED HEREON IS TO BE USED AS A REFERENCE ELEVATION FOR ANY PURPOSE.

No.	DATE	BY	ISSUES / REVISIONS

TSH engineers architects planners
513 Division Street
Cobourg, Ontario
K9A 5G6
TEL: 905-372-2121
FAX: 905-372-3621
E-mail cobourg@tsh.ca
www.tsh.ca

ALL DIMENSIONS AND INFORMATION SHALL BE CHECKED AND VERIFIED ON THE JOB AND ANY DISCREPANCIES MUST BE REPORTED TO THE CONSULTANT BEFORE COMMENCING THE WORK. DRAWINGS ARE NOT TO BE SCALED.

THIS DRAWING AND ALL ASPECTS OF ITS CONTENT ARE PROTECTED BY COPYRIGHT. REPRODUCTION IN WHOLE OR IN PART, BY ANY MEANS WHATSOEVER, WHETHER ELECTRONIC, MECHANICAL OR OTHERWISE, WITHOUT THE EXPRESS WRITTEN PERMISSION OF TOTTEN SIMS HUBICKI ASSOCIATES, IS PROHIBITED BY LAW.

CLIENT:

C:\Land Projects R2\29349\dwg\Kawartha.tif

PROJECT:

ANGELINE STREET NORTH RECONSTRUCTION

Tender No.

LINDSAY

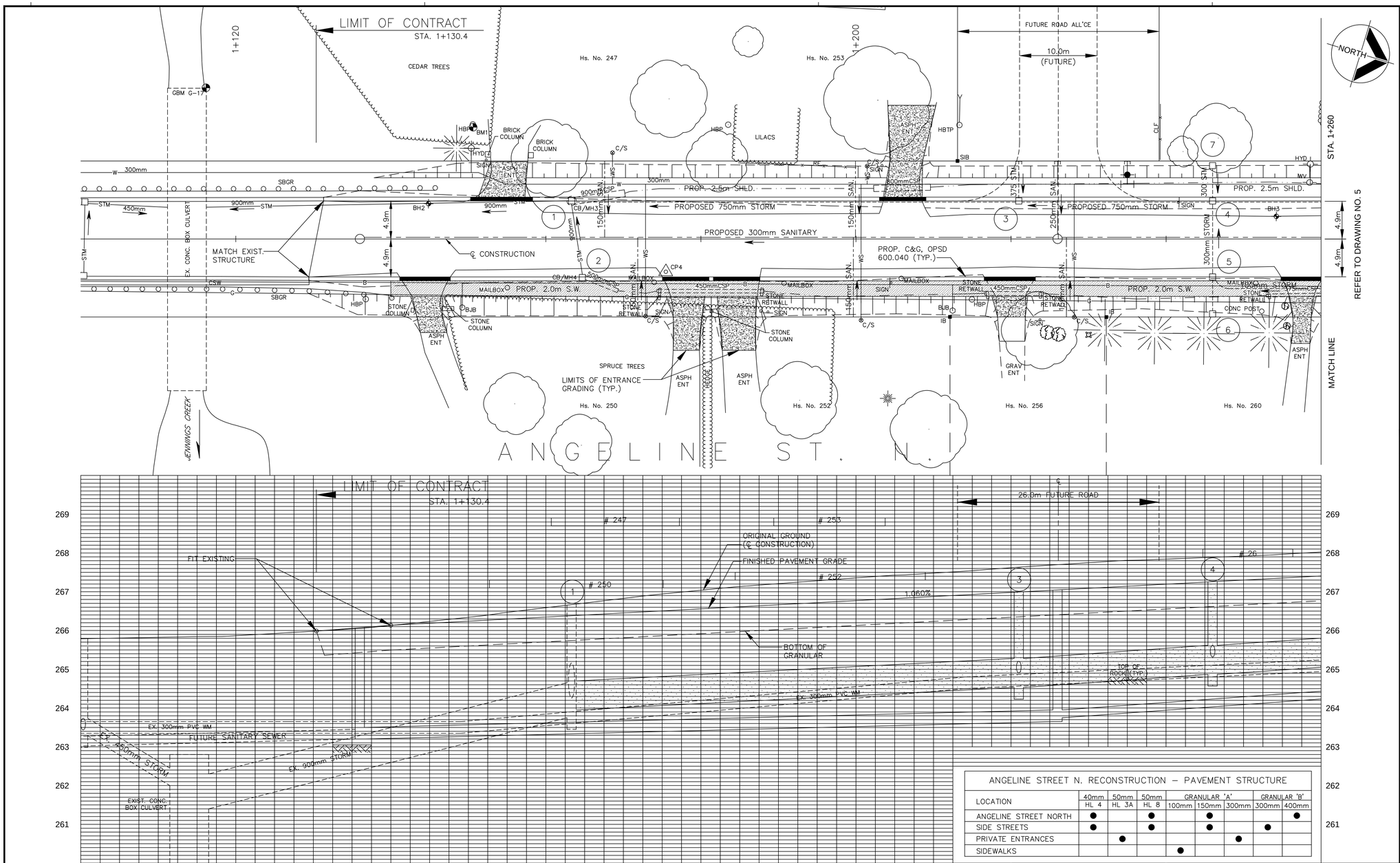
DRAWING:

EXISTING CONDITIONS AND REMOVALS

STA. 1+100 TO STA. 1+260

DRAWN BY:	CHECKED BY:	PROJECT No. :
J. BEAVAN	M. E. MOORE	12-29349
DESIGNED BY:	APPROVED BY:	DRAWING No.
M. E. MOORE	W. WILCOX	1
SCALE: HORZ. 1:500 VERT. 1:100	DATE: MARCH 2004	

© C:\Transfer\Kawartha Lakes\Angeline\29349-1.dwg - Tue, 29 Apr 2008 - 14:02



LOCATION	40mm HL 4	50mm HL 3A	50mm HL 8	GRANULAR 'A' 100mm	GRANULAR 'A' 150mm	GRANULAR 'A' 300mm	GRANULAR 'B' 300mm	GRANULAR 'B' 400mm
ANGELINE STREET NORTH	●		●		●			●
SIDE STREETS	●		●		●		●	
PRIVATE ENTRANCES		●				●		
SIDEWALKS				●				

ANGELINE STREET N. RECONSTRUCTION – PAVEMENT STRUCTURE

265.79	265.86	265.99	266.134	266.346	266.558	266.770	266.982	267.194	267.406	PROPOSED ROAD GRADE
				58.0m OF 750mm C.P. STORM @ 1.00%			25.0m OF 750mm C.P. STORM @ 1.35%		83.0m OF 750mm C.P. STORM @ 1.35%	STORM SEWER LENGTH, SIZE AND GRADE
				S. 263.800 N. 263.950 N.E. 264.26			S. 264.530 N. 264.530 W. 264.905	W. 265.390 S. 264.988 N. 264.988 E. 265.318		STORM SEWER INVERT
1+100	1+120	1+130.4	1+140	1+160	1+163	1+180	1+200	1+220 1+221	1+240	1+246	1+260	CHAINAGE

LEGEND

- STM. — EXISTING STORM SEWER
- SAN. — EXISTING SANITARY SEWER
- WM. — EXISTING WATERMAIN
- G — EXISTING GAS MAIN
- B — EXISTING BURIED BELL CABLE
- CTV — EXISTING BURIED CTV CABLE
- H — EXISTING BURIED HYDRO CABLE
- 300mm — PROPOSED STORM SEWER
- 300mm — PROPOSED SANITARY SEWER
- 150mm — PROPOSED SANITARY SERVICE
- 300mm — PROPOSED WATERMAIN
- 19mm C/S — PROPOSED WATER SERVICE
- PROPOSED CURB & GUTTER
- PROPOSED DROP CURB
- PROPOSED SIDEWALK
- PROPOSED ASPHALT PAVING

B.M. G-17 ELEV.262.722
TABLET IN TOP OF CONC. BOX CULVERT AT JENNINGS CREEK/ANGELINE ST. N. STA. 1+116.15, O/S 19.49m Lt.

B.M. 1 ELEV.266.543
SPIKE & WASHERS IN EAST FACE OF HBP, 1st POLE SOUTH OF Hs. #247 STA. 1+150.60, O/S 14.743m Lt.

NOTE:

IT IS THE RESPONSIBILITY OF THE CONTRACTORS TO INFORM THEMSELVES OF THE EXACT LOCATION OF, AND ASSUME ALL LIABILITY FOR DAMAGE TO ALL UTILITIES, SERVICES AND STRUCTURES WHETHER ABOVE GROUND OR BELOW GRADE BEFORE COMMENCING THE WORK. SUCH INFORMATION IS NOT NECESSARILY SHOWN ON THE DRAWING, AND WHERE SHOWN, THE ACCURACY CANNOT BE GUARANTEED.

WITH THE SOLE EXCEPTION OF THE BENCHMARK(S) SPECIFICALLY DESCRIBED FOR THIS PROJECT, NO ELEVATION INDICATED OR ASSUMED HEREON IS TO BE USED AS A REFERENCE ELEVATION FOR ANY PURPOSE.

No.	DATE	BY	ISSUES / REVISIONS

TSH engineers architects planners
513 Division Street
Cobourg, Ontario
K9A 5G6
TEL: 905-372-2121
FAX: 905-372-3621
E-mail cobourg@tsh.ca
www.tsh.ca

ALL DIMENSIONS AND INFORMATION SHALL BE CHECKED AND VERIFIED ON THE JOB AND ANY DISCREPANCIES MUST BE REPORTED TO THE CONSULTANT BEFORE COMMENCING THE WORK. DRAWINGS ARE NOT TO BE SCALED.

THIS DRAWING AND ALL ASPECTS OF ITS CONTENT ARE PROTECTED BY COPYRIGHT. REPRODUCTION IN WHOLE OR IN PART, BY ANY MEANS WHATSOEVER, WHETHER ELECTRONIC, MECHANICAL OR OTHERWISE, WITHOUT THE EXPRESS WRITTEN PERMISSION OF TOTTEN SIMS HUBICKI ASSOCIATES, IS PROHIBITED BY LAW.

CLIENT:

C:\Land Projects R2\29349\dwg\Kawartha.tif

PROJECT:

ANGELINE STREET NORTH RECONSTRUCTION

Tender No.

LINDSAY

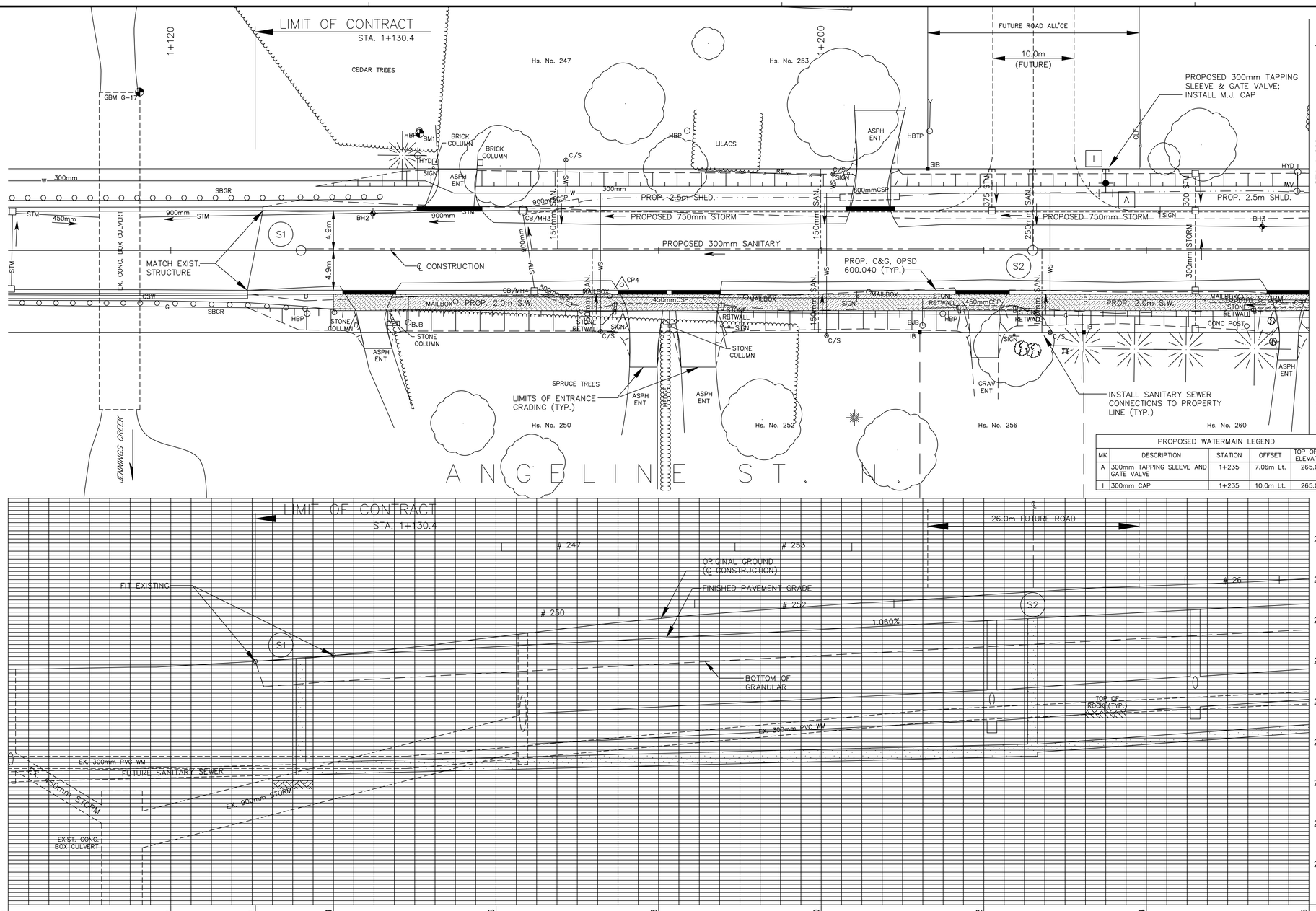
DRAWING:

NEW CONSTRUCTION AND STORM SEWERS

STA. 1+100 TO STA. 1+260

DRAWN BY: J. BEAVAN	CHECKED BY: M. E. MOORE	PROJECT No. : 12-29349
DESIGNED BY: M. E. MOORE	APPROVED BY: W. WILCOX	DRAWING No. 2
SCALE: HORZ. 1:500 VERT. 1:100	DATE: MARCH 2004	

© C:\Transfer\Kawartha Lakes\Angeline\29349-2.dwg - Tue, 29 Apr 2008 - 14:03



PROPOSED WATERMAIN LEGEND				
MK	DESCRIPTION	STATION	OFFSET	TOP OF WM ELEVATION
A	300mm TAPPING SLEEVE AND GATE VALVE	1+235	7.06m Lt.	265.00
I	300mm CAP	1+235	10.0m Lt.	265.00

265.79		265.86		265.99		266.134		266.346		266.558		266.770		266.982		267.194		267.406	PROPOSED ROAD GRADE
						90m OF 300mm PVC SANITARY @ 0.50%								116m OF 200mm PVC SANITARY @ 1.44%					SANITARY SEWER LENGTH, SIZE AND GRADE
					S. 263.200 N. 263.200								W. 263.700 S. 263.750 N. 263.750						SANITARY SEWER INVERT
1+100		1+120		1+130.4	1+136	1+140		1+160		1+180		1+200		1+220	1+226	1+240		1+260	CHAINAGE

LEGEND

- STM. — EXISTING STORM SEWER
- SAN. — EXISTING SANITARY SEWER
- WM. — EXISTING WATERMAIN
- G — EXISTING GAS MAIN
- B — EXISTING BURIED BELL CABLE
- CTV — EXISTING BURIED CTV CABLE
- H — EXISTING BURIED HYDRO CABLE
- 300mm — PROPOSED STORM SEWER
- 300mm — PROPOSED SANITARY SEWER
- 150mm — PROPOSED SANITARY SERVICE
- 300mm — PROPOSED WATERMAIN
- 19mm C/S — PROPOSED WATER SERVICE
- PROPOSED CURB & GUTTER
- PROPOSED DROP CURB
- PROPOSED SIDEWALK

B.M. G-17 ELEV.262.722
TABLET IN TOP OF CONC. BOX CULVERT AT JENNINGS CREEK/ANGELINE ST. N. STA. 1+116.15, O/S 19.49m Lt.

B.M. 1 ELEV.266.543
SPIKE & WASHERS IN EAST FACE OF HBP, 1st POLE SOUTH OF Hs. #247 STA. 1+150.60, O/S 14.743m Lt.

NOTE:

IT IS THE RESPONSIBILITY OF THE CONTRACTORS TO INFORM THEMSELVES OF THE EXACT LOCATION OF, AND ASSUME ALL LIABILITY FOR DAMAGE TO ALL UTILITIES, SERVICES AND STRUCTURES WHETHER ABOVE GROUND OR BELOW GRADE BEFORE COMMENCING THE WORK. SUCH INFORMATION IS NOT NECESSARILY SHOWN ON THE DRAWING, AND WHERE SHOWN, THE ACCURACY CANNOT BE GUARANTEED.

WITH THE SOLE EXCEPTION OF THE BENCHMARK(S) SPECIFICALLY DESCRIBED FOR THIS PROJECT, NO ELEVATION INDICATED OR ASSUMED HEREON IS TO BE USED AS A REFERENCE ELEVATION FOR ANY PURPOSE.

No.	DATE	BY	ISSUES / REVISIONS

TSH engineers architects planners
513 Division Street
Cobourg, Ontario
K9A 5G6
TEL: 905-372-2121
FAX: 905-372-3621
E-mail cobourg@tsh.ca
www.tsh.ca

ALL DIMENSIONS AND INFORMATION SHALL BE CHECKED AND VERIFIED ON THE JOB AND ANY DISCREPANCIES MUST BE REPORTED TO THE CONSULTANT BEFORE COMMENCING THE WORK. DRAWINGS ARE NOT TO BE SCALED.

THIS DRAWING AND ALL ASPECTS OF ITS CONTENT ARE PROTECTED BY COPYRIGHT. REPRODUCTION IN WHOLE OR IN PART, BY ANY MEANS WHATSOEVER, WHETHER ELECTRONIC, MECHANICAL OR OTHERWISE, WITHOUT THE EXPRESS WRITTEN PERMISSION OF TOTTEN SIMS HUBICKI ASSOCIATES, IS PROHIBITED BY LAW.

CLIENT:

C:\Land Projects R2\29349\dwg\Kawartha.tif

PROJECT:

ANGELINE STREET NORTH RECONSTRUCTION

Tender No.

LINDSAY

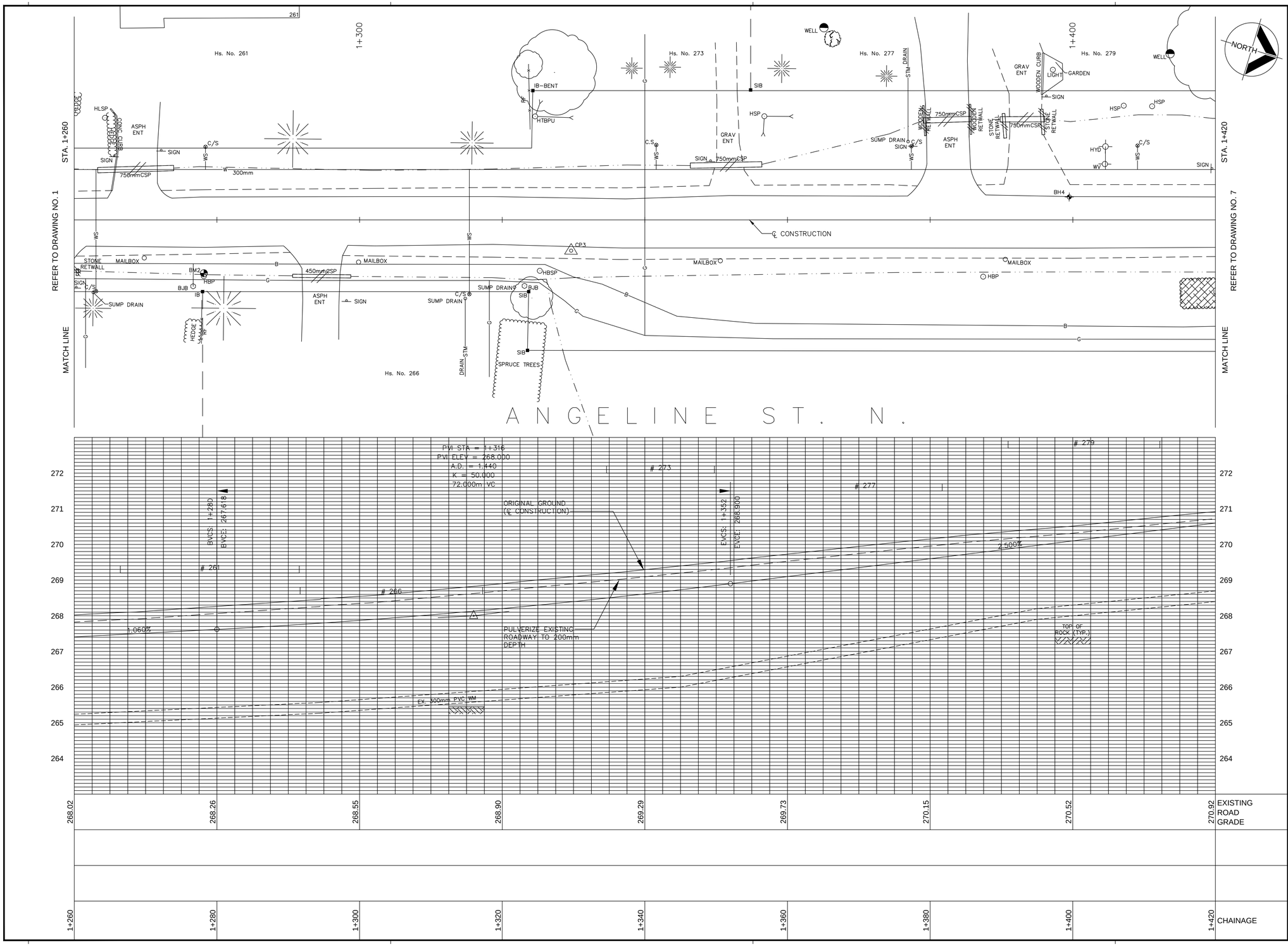
DRAWING:

SANITARY SEWER AND WATERMAIN CONSTRUCTION

STA. 1+100 TO STA. 1+260

DRAWN BY:	CHECKED BY:	PROJECT No. :
J. BEAVAN	M. E. MOORE	12-29349
DESIGNED BY:	APPROVED BY:	DRAWING No.
M. E. MOORE	W. WILCOX	3
SCALE: HORZ. 1:500 VERT. 1:100	DATE: MARCH 2004	

D:\C:\Transfer\Kawartha Lakes\Angeline\29349-3.dwg - Tue, 20 Apr 2004 - 14:04



LEGEND

- STM. — EXISTING STORM SEWER
- SAN. — EXISTING SANITARY SEWER
- WM. — EXISTING WATERMAIN
- G — EXISTING GAS MAIN
- B — EXISTING BURIED BELL CABLE
- CTV — EXISTING BURIED CTV CABLE
- H — EXISTING BURIED HYDRO CABLE
- REMOVE EXISTING
- CB — REMOVE EXISTING STRUCTURE
- CLEARING AND GRUBBING
- REMOVE SIDEWALK
- GROUND ELEVATION AT HOUSE, LEFT
- GROUND ELEVATION AT HOUSE, RIGHT

B.M. 2 ELEV.267.480
SPIKE IN WEST FACE OF HP ALONG LOT LINE BTWN. Hs. #260 & 266
STA. 1+278.14, O/S 7.903m Rt.

NOTE:

IT IS THE RESPONSIBILITY OF THE CONTRACTORS TO INFORM THEMSELVES OF THE EXACT LOCATION OF, AND ASSUME ALL LIABILITY FOR DAMAGE TO ALL UTILITIES, SERVICES AND STRUCTURES WHETHER ABOVE GROUND OR BELOW GRADE BEFORE COMMENCING THE WORK. SUCH INFORMATION IS NOT NECESSARILY SHOWN ON THE DRAWING, AND WHERE SHOWN, THE ACCURACY CANNOT BE GUARANTEED.

WITH THE SOLE EXCEPTION OF THE BENCHMARK(S) SPECIFICALLY DESCRIBED FOR THIS PROJECT, NO ELEVATION INDICATED OR ASSUMED HEREON IS TO BE USED AS A REFERENCE ELEVATION FOR ANY PURPOSE.

No.	DATE	BY	ISSUES / REVISIONS

TSH engineers architects planners
513 Division Street
Cobourg, Ontario
K9A 5G6
TEL: 905-372-2121
FAX: 905-372-3621
E-mail: cobourg@tsh.ca
www.tsh.ca

ALL DIMENSIONS AND INFORMATION SHALL BE CHECKED AND VERIFIED ON THE JOB AND ANY DISCREPANCIES MUST BE REPORTED TO THE CONSULTANT BEFORE COMMENCING THE WORK. DRAWINGS ARE NOT TO BE SCALED.

THIS DRAWING AND ALL ASPECTS OF ITS CONTENT ARE PROTECTED BY COPYRIGHT. REPRODUCTION IN WHOLE OR IN PART, BY ANY MEANS WHATSOEVER, WHETHER ELECTRONIC, MECHANICAL OR OTHERWISE, WITHOUT THE EXPRESS WRITTEN PERMISSION OF TOTTEN SIMS HUBICKI ASSOCIATES, IS PROHIBITED BY LAW.

CLIENT:

C:\Land Projects R2\29349\dwg\Kawartha.tif

PROJECT:

ANGELINE STREET NORTH RECONSTRUCTION

Tender No.

LINDSAY

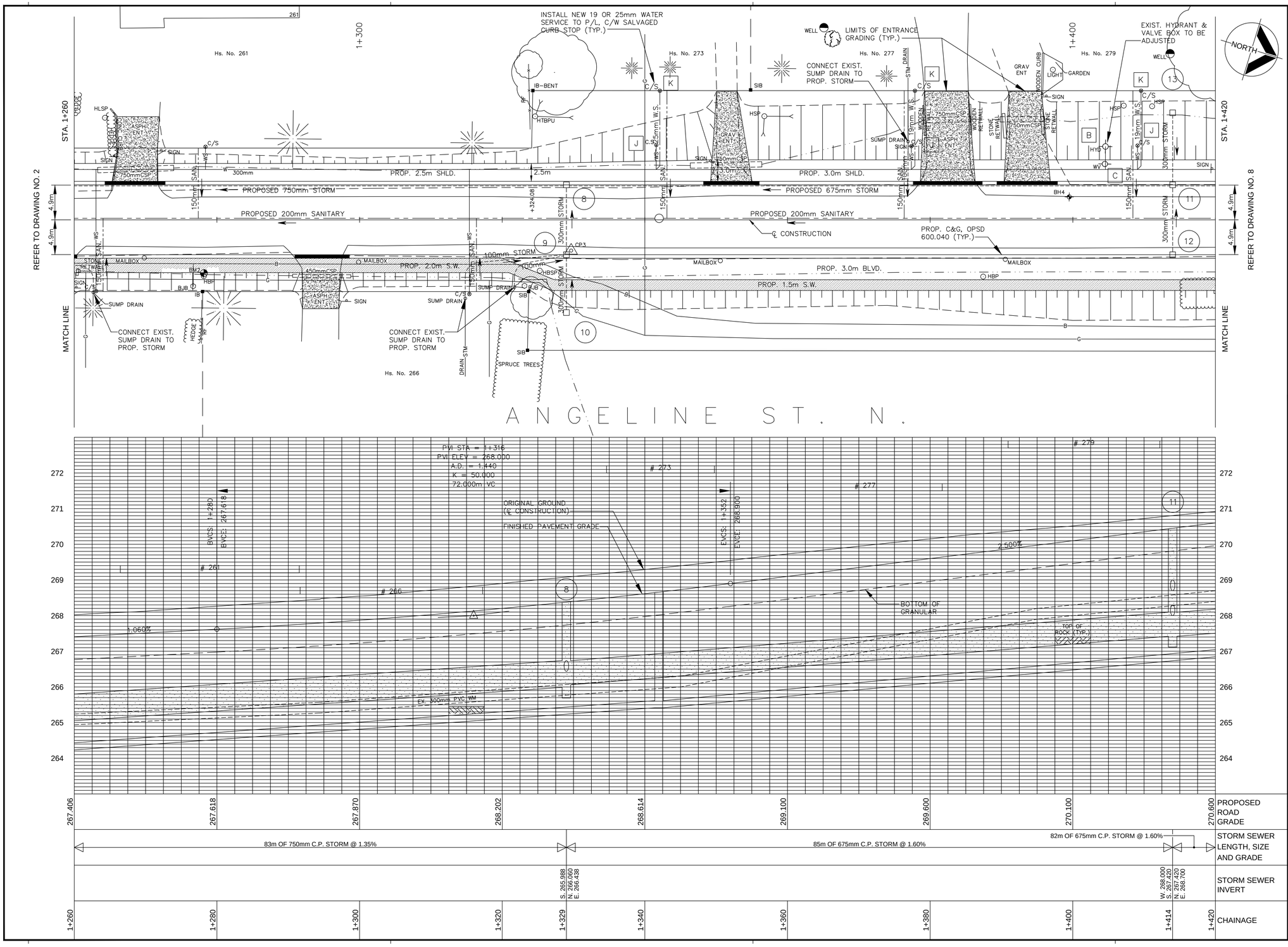
DRAWING:

EXISTING CONDITIONS AND REMOVALS

STA. 1+260 TO STA. 1+420

DRAWN BY:	CHECKED BY:	PROJECT No. :
J. BEAVAN	M. E. MOORE	12-29349
DESIGNED BY:	APPROVED BY:	DRAWING No.
M. E. MOORE	W. WILCOX	4
SCALE: HORZ. 1:500 VERT. 1:100	DATE: MARCH 2004	

© C:\Transfer\Kawartha Lakes\Angeline\29349-4.dwg - Tue, 20 Apr 2004 - 14:04



LEGEND

- STM. — EXISTING STORM SEWER
- SAN. — EXISTING SANITARY SEWER
- WM. — EXISTING WATERMAIN
- G — EXISTING GAS MAIN
- B — EXISTING BURIED BELL CABLE
- CTV — EXISTING BURIED CTV CABLE
- H — EXISTING BURIED HYDRO CABLE
- 300mm — PROPOSED STORM SEWER
- 300mm — PROPOSED SANITARY SEWER
- 150mm — PROPOSED SANITARY SERVICE
- 300mm — PROPOSED WATERMAIN
- 19mm C/S — PROPOSED WATER SERVICE
- PROPOSED CURB & GUTTER
- PROPOSED DROP CURB
- PROPOSED SIDEWALK
- PROPOSED ASPHALT PAVING

B.M. 2 ELEV.267.480
SPIKE IN WEST FACE OF HP ALONG LOT LINE BTWN. Hs. #260 & 266 STA. 1+278.14, O/S 7.903m Rt.

NOTE:

IT IS THE RESPONSIBILITY OF THE CONTRACTORS TO INFORM THEMSELVES OF THE EXACT LOCATION OF, AND ASSUME ALL LIABILITY FOR DAMAGE TO ALL UTILITIES, SERVICES AND STRUCTURES WHETHER ABOVE GROUND OR BELOW GRADE BEFORE COMMENCING THE WORK. SUCH INFORMATION IS NOT NECESSARILY SHOWN ON THE DRAWING, AND WHERE SHOWN, THE ACCURACY CANNOT BE GUARANTEED.

WITH THE SOLE EXCEPTION OF THE BENCHMARK(S) SPECIFICALLY DESCRIBED FOR THIS PROJECT, NO ELEVATION INDICATED OR ASSUMED HEREON IS TO BE USED AS A REFERENCE ELEVATION FOR ANY PURPOSE.

No.	DATE	BY	ISSUES / REVISIONS

TSH engineers architects planners
513 Division Street
Cobourg, Ontario
K9A 5G6
TEL: 905-372-2121
FAX: 905-372-3621
E-mail: cobourg@tsh.ca
www.tsh.ca

ALL DIMENSIONS AND INFORMATION SHALL BE CHECKED AND VERIFIED ON THE JOB AND ANY DISCREPANCIES MUST BE REPORTED TO THE CONSULTANT BEFORE COMMENCING THE WORK. DRAWINGS ARE NOT TO BE SCALED.

THIS DRAWING AND ALL ASPECTS OF ITS CONTENT ARE PROTECTED BY COPYRIGHT. REPRODUCTION IN WHOLE OR IN PART, BY ANY MEANS WHATSOEVER, WHETHER ELECTRONIC, MECHANICAL OR OTHERWISE, WITHOUT THE EXPRESS WRITTEN PERMISSION OF TOTTEN SIMS HUBICKI ASSOCIATES, IS PROHIBITED BY LAW.

CLIENT:

C:\Land Projects R2\29349\dwg\Kawartha.tif

PROJECT:

ANGELINE STREET NORTH RECONSTRUCTION

Tender No.

LINDSAY

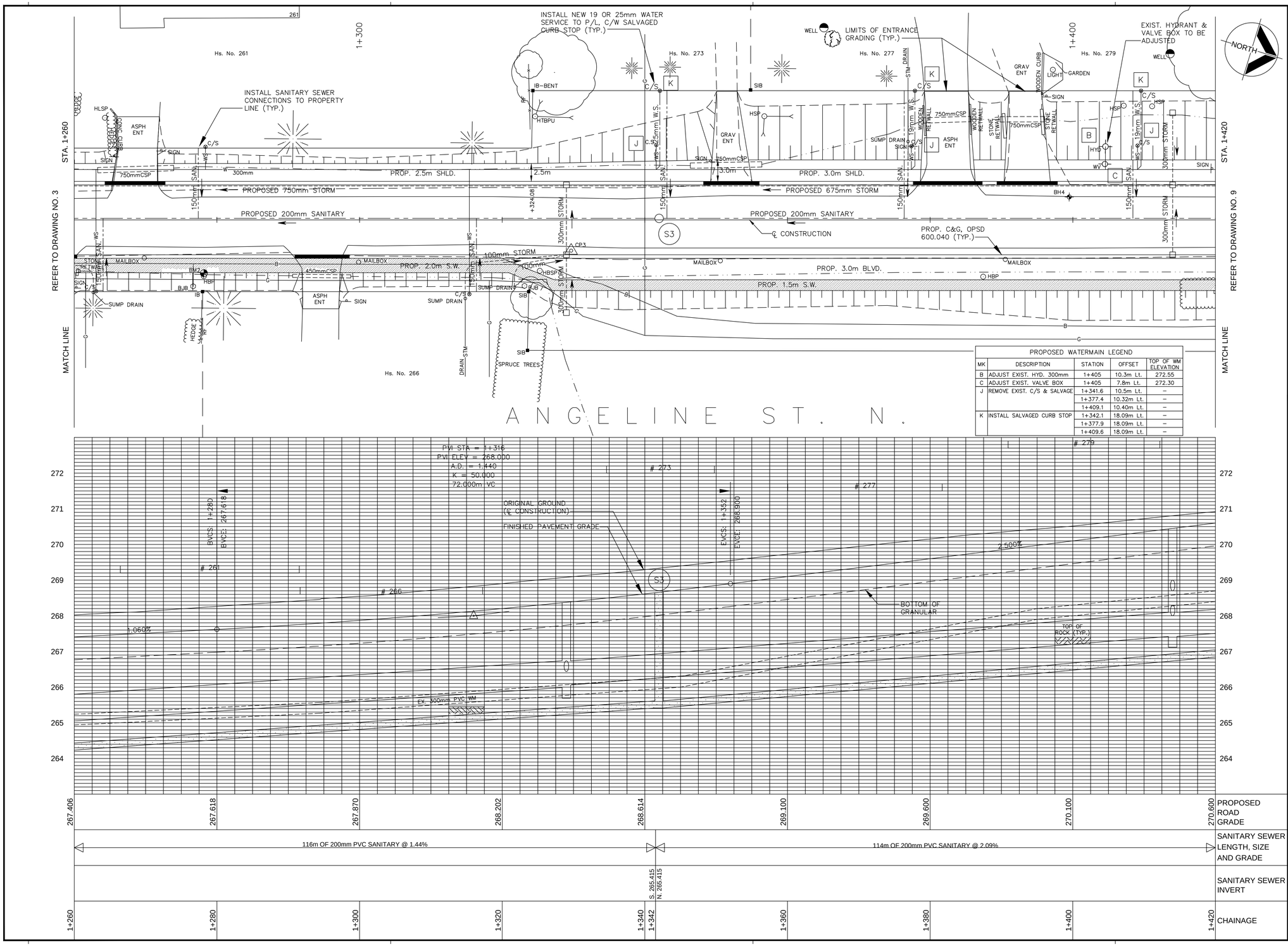
DRAWING:

NEW CONSTRUCTION AND STORM SEWERS

STA. 1+260 TO STA. 1+420

DRAWN BY:	CHECKED BY:	PROJECT No. :
J. BEAVAN	M. E. MOORE	12-29349
DESIGNED BY:	APPROVED BY:	DRAWING No.
M. E. MOORE	W. WILCOX	5
SCALE: HORZ. 1:500 VERT. 1:100	DATE: MARCH 2004	

© C:\Transfer\Kawartha Lakes\Angeline\29349-5.dwg - Tue, 27 Apr 2004 - 14:04



PROPOSED WATERMAIN LEGEND				
MK	DESCRIPTION	STATION	OFFSET	TOP OF WM ELEVATION
B	ADJUST EXIST. HYD. 300mm	1+405	10.3m Lt.	272.55
C	ADJUST EXIST. VALVE BOX	1+405	7.8m Lt.	272.30
J	REMOVE EXIST. C/S & SALVAGE	1+341.6	10.5m Lt.	–
		1+377.4	10.32m Lt.	–
		1+409.1	10.40m Lt.	–
K	INSTALL SALVAGED CURB STOP	1+342.1	18.09m Lt.	–
		1+377.9	18.09m Lt.	–
		1+409.6	18.09m Lt.	–

LEGEND

- STM. — EXISTING STORM SEWER
- SAN. — EXISTING SANITARY SEWER
- WM. — EXISTING WATERMAIN
- G — EXISTING GAS MAIN
- B — EXISTING BURIED BELL CABLE
- CTV — EXISTING BURIED CTV CABLE
- H — EXISTING BURIED HYDRO CABLE
- 300mm — PROPOSED STORM SEWER
- 300mm — PROPOSED SANITARY SEWER
- 150mm — PROPOSED SANITARY SERVICE
- 300mm — PROPOSED WATERMAIN
- 19mm C/S — PROPOSED WATER SERVICE
- PROPOSED CURB & GUTTER
- PROPOSED DROP CURB
- PROPOSED SIDEWALK

B.M. 2 ELEV.267.480
SPIKE IN WEST FACE OF HP ALONG LOT LINE BTWN. Hs. #260 & 266 STA. 1+278.14, O/S 7.903m Rt.

NOTE:

IT IS THE RESPONSIBILITY OF THE CONTRACTORS TO INFORM THEMSELVES OF THE EXACT LOCATION OF, AND ASSUME ALL LIABILITY FOR DAMAGE TO ALL UTILITIES, SERVICES AND STRUCTURES WHETHER ABOVE GROUND OR BELOW GRADE BEFORE COMMENCING THE WORK. SUCH INFORMATION IS NOT NECESSARILY SHOWN ON THE DRAWING, AND WHERE SHOWN, THE ACCURACY CANNOT BE GUARANTEED.

WITH THE SOLE EXCEPTION OF THE BENCHMARK(S) SPECIFICALLY DESCRIBED FOR THIS PROJECT, NO ELEVATION INDICATED OR ASSUMED HEREON IS TO BE USED AS A REFERENCE ELEVATION FOR ANY PURPOSE.

No.	DATE	BY	ISSUES / REVISIONS

TSH engineers architects planners
513 Division Street
Cobourg, Ontario
K9A 5G6
TEL: 905-372-2121
FAX: 905-372-3621
E-mail: cobourg@tsh.ca
www.tsh.ca

ALL DIMENSIONS AND INFORMATION SHALL BE CHECKED AND VERIFIED ON THE JOB AND ANY DISCREPANCIES MUST BE REPORTED TO THE CONSULTANT BEFORE COMMENCING THE WORK. DRAWINGS ARE NOT TO BE SCALED.

THIS DRAWING AND ALL ASPECTS OF ITS CONTENT ARE PROTECTED BY COPYRIGHT. REPRODUCTION IN WHOLE OR IN PART, BY ANY MEANS WHATSOEVER, WHETHER ELECTRONIC, MECHANICAL OR OTHERWISE, WITHOUT THE EXPRESS WRITTEN PERMISSION OF TOTTEN SIMS HUBICKI ASSOCIATES, IS PROHIBITED BY LAW.

CLIENT:

C:\Land Projects R2\29349\dwg\Kawartha.tif

PROJECT:

ANGELINE STREET NORTH RECONSTRUCTION

Tender No.

LINDSAY

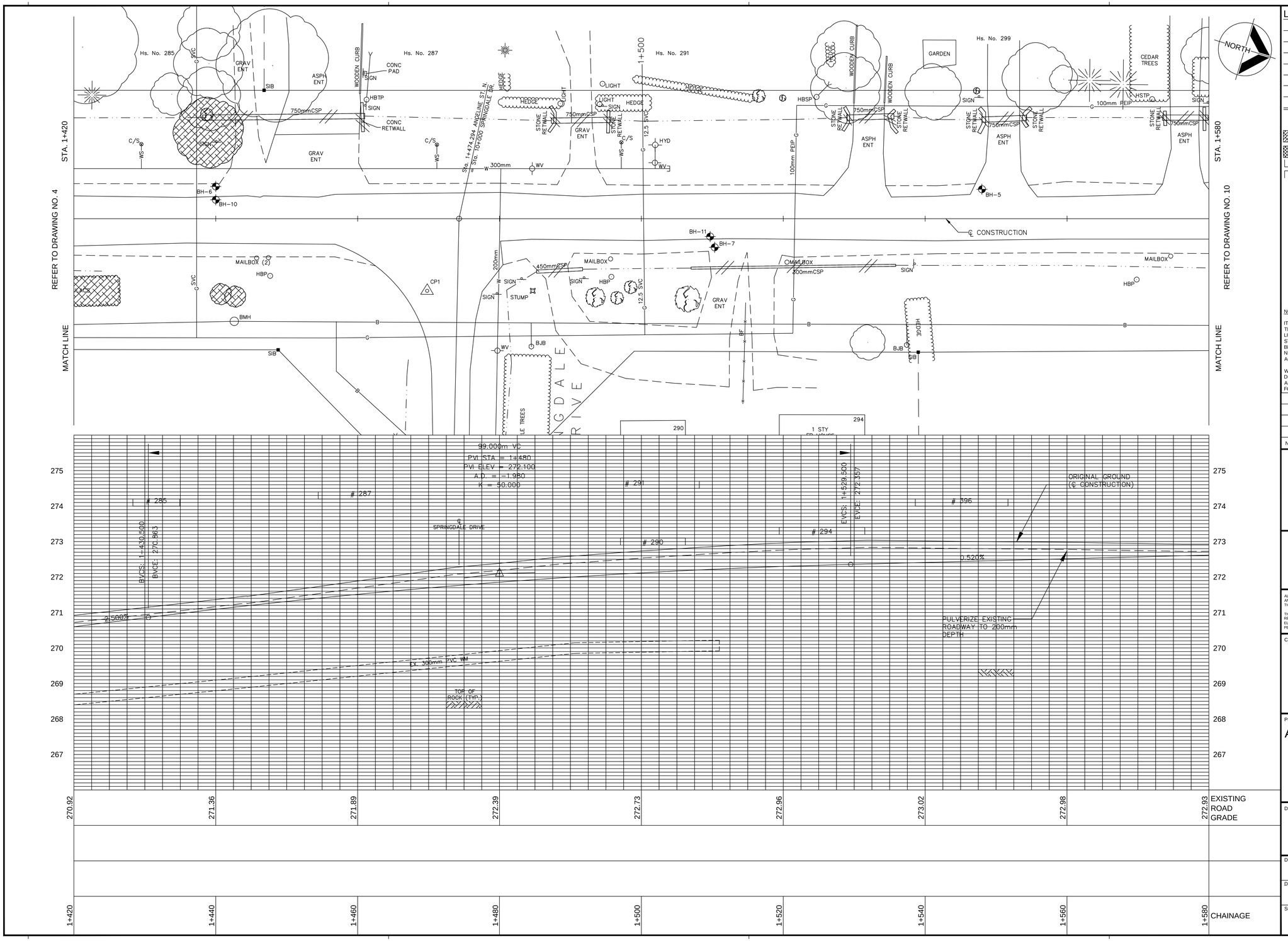
DRAWING:

SANITARY SEWER AND WATERMAIN CONSTRUCTION

STA. 1+260 TO STA. 1+420

DRAWN BY:	CHECKED BY:	PROJECT No. :
J. BEAVAN	M. E. MOORE	12-29349
DESIGNED BY:	APPROVED BY:	DRAWING No.
M. E. MOORE	W. WILCOX	6
SCALE: HORZ. 1:500 VERT. 1:100	DATE: MARCH 2004	

© C:\Transfer\Kawartha Lakes\Angeline\29349-6.dwg - Tue, 20 Apr 2004 - 14:05



LEGEND

- STM. — EXISTING STORM SEWER
- SAN. — EXISTING SANITARY SEWER
- WM. — EXISTING WATERMAIN
- G — EXISTING GAS MAIN
- B — EXISTING BURIED BELL CABLE
- CTV — EXISTING BURIED CTV CABLE
- H — EXISTING BURIED HYDRO CABLE
- REMOVE EXISTING
- CB — REMOVE EXISTING STRUCTURE
- CLEARING AND GRUBBING
- REMOVE SIDEWALK
- GROUND ELEVATION AT HOUSE, LEFT
- GROUND ELEVATION AT HOUSE, RIGHT

NOTE :

IT IS THE RESPONSIBILITY OF THE CONTRACTORS TO INFORM THEMSELVES OF THE EXACT LOCATION OF, AND ASSUME ALL LIABILITY FOR DAMAGE TO ALL UTILITIES, SERVICES AND STRUCTURES WHETHER ABOVE GROUND OR BELOW GRADE BEFORE COMMENCING THE WORK. SUCH INFORMATION IS NOT NECESSARILY SHOWN ON THE DRAWING, AND WHERE SHOWN, THE ACCURACY CANNOT BE GUARANTEED.

WITH THE SOLE EXCEPTION OF THE BENCHMARK(S) SPECIFICALLY DESCRIBED FOR THIS PROJECT, NO ELEVATION INDICATED OR ASSUMED HEREON IS TO BE USED AS A REFERENCE ELEVATION FOR ANY PURPOSE.

No.	DATE	BY	ISSUES / REVISIONS

TSH engineers architects planners
513 Division Street
Cobourg, Ontario
K9A 5G6
TEL: 905-372-2121
FAX: 905-372-3621
E-mail: cobourg@tsh.ca
www.tsh.ca

ALL DIMENSIONS AND INFORMATION SHALL BE CHECKED AND VERIFIED ON THE JOB AND ANY DISCREPANCIES MUST BE REPORTED TO THE CONSULTANT BEFORE COMMENCING THE WORK. DRAWINGS ARE NOT TO BE SCALED.

THIS DRAWING AND ALL ASPECTS OF ITS CONTENT ARE PROTECTED BY COPYRIGHT. REPRODUCTION IN WHOLE OR IN PART, BY ANY MEANS WHATSOEVER, WHETHER ELECTRONIC, MECHANICAL OR OTHERWISE, WITHOUT THE EXPRESS WRITTEN PERMISSION OF TOTTEN SIMS HUBICKI ASSOCIATES, IS PROHIBITED BY LAW.

CLIENT:

C:\Land Projects R2\29349\dwg\Kawartha.tif

PROJECT:

ANGELINE STREET NORTH RECONSTRUCTION

Tender No.

LINDSAY

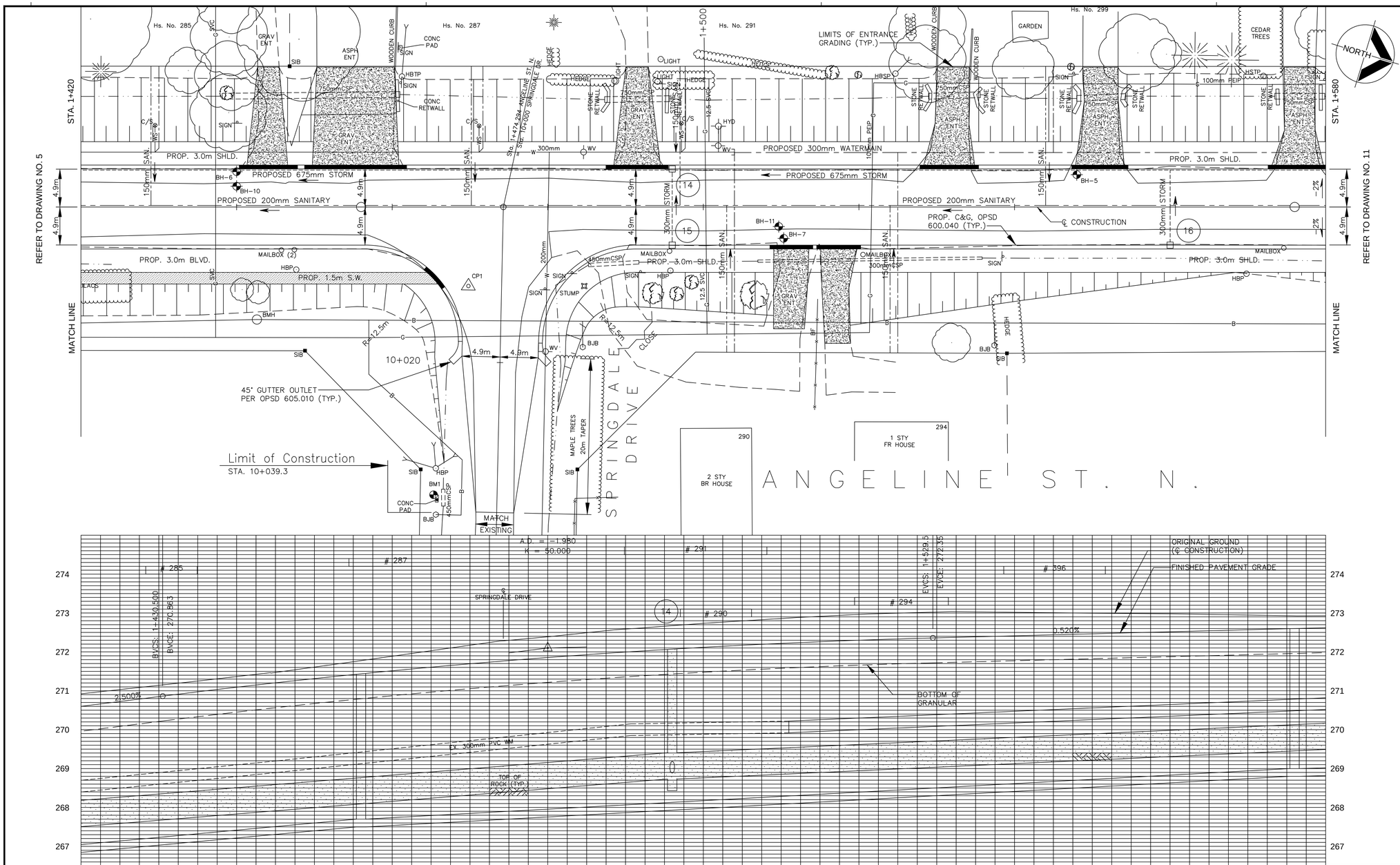
DRAWING:

EXISTING CONDITIONS AND REMOVALS

STA. 1+420 TO STA. 1+580

DRAWN BY:	CHECKED BY:	PROJECT No. :
J. BEAVAN	M. E. MOORE	12-29349
DESIGNED BY:	APPROVED BY:	DRAWING No.
M. E. MOORE	W. WILCOX	7
SCALE: HORZ. 1:500 VERT. 1:100	DATE: MARCH 2004	

D:\C:\Transfer\Kawartha Lakes\Angeline\29349.7.dwg, Tue, 20 Apr 2004 - 14:06



LEGEND

- STM. — EXISTING STORM SEWER
- SAN. — EXISTING SANITARY SEWER
- WM — EXISTING WATERMAIN
- G — EXISTING GAS MAIN
- B — EXISTING BURIED BELL CABLE
- CTV — EXISTING BURIED CTV CABLE
- H — EXISTING BURIED HYDRO CABLE
- 300mm — PROPOSED STORM SEWER
- 300mm — PROPOSED SANITARY SEWER
- 150mm — PROPOSED SANITARY SERVICE
- 300mm — PROPOSED WATERMAIN
- 19mm C/S — PROPOSED WATER SERVICE
- PROPOSED CURB & GUTTER
- PROPOSED DROP CURB
- PROPOSED SIDEWALK
- PROPOSED ASPHALT PAVING

NOTE:

IT IS THE RESPONSIBILITY OF THE CONTRACTORS TO INFORM THEMSELVES OF THE EXACT LOCATION OF, AND ASSUME ALL LIABILITY FOR DAMAGE TO ALL UTILITIES, SERVICES AND STRUCTURES WHETHER ABOVE GROUND OR BELOW GRADE BEFORE COMMENCING THE WORK. SUCH INFORMATION IS NOT NECESSARILY SHOWN ON THE DRAWING, AND WHERE SHOWN, THE ACCURACY CANNOT BE GUARANTEED.

WITH THE SOLE EXCEPTION OF THE BENCHMARK(S) SPECIFICALLY DESCRIBED FOR THIS PROJECT, NO ELEVATION INDICATED OR ASSUMED HEREON IS TO BE USED AS A REFERENCE ELEVATION FOR ANY PURPOSE.

No.	DATE	BY	ISSUES / REVISIONS

TSH engineers architects planners
513 Division Street
Cobourg, Ontario
K9A 5G6
TEL: 905-372-2121
FAX: 905-372-3621
E-mail: cobourg@tsh.ca
www.tsh.ca

ALL DIMENSIONS AND INFORMATION SHALL BE CHECKED AND VERIFIED ON THE JOB AND ANY DISCREPANCIES MUST BE REPORTED TO THE CONSULTANT BEFORE COMMENCING THE WORK. DRAWINGS ARE NOT TO BE SCALED.

THIS DRAWING AND ALL ASPECTS OF ITS CONTENT ARE PROTECTED BY COPYRIGHT. REPRODUCTION IN WHOLE OR IN PART, BY ANY MEANS WHATSOEVER, WHETHER ELECTRONIC, MECHANICAL OR OTHERWISE, WITHOUT THE EXPRESS WRITTEN PERMISSION OF TOTTEN SIMS HUBICKI ASSOCIATES, IS PROHIBITED BY LAW.

CLIENT:

C:\Land Projects R2\29349\dwg\Kawartha.tif

PROJECT:

ANGELINE STREET NORTH RECONSTRUCTION

Tender No.

LINDSAY

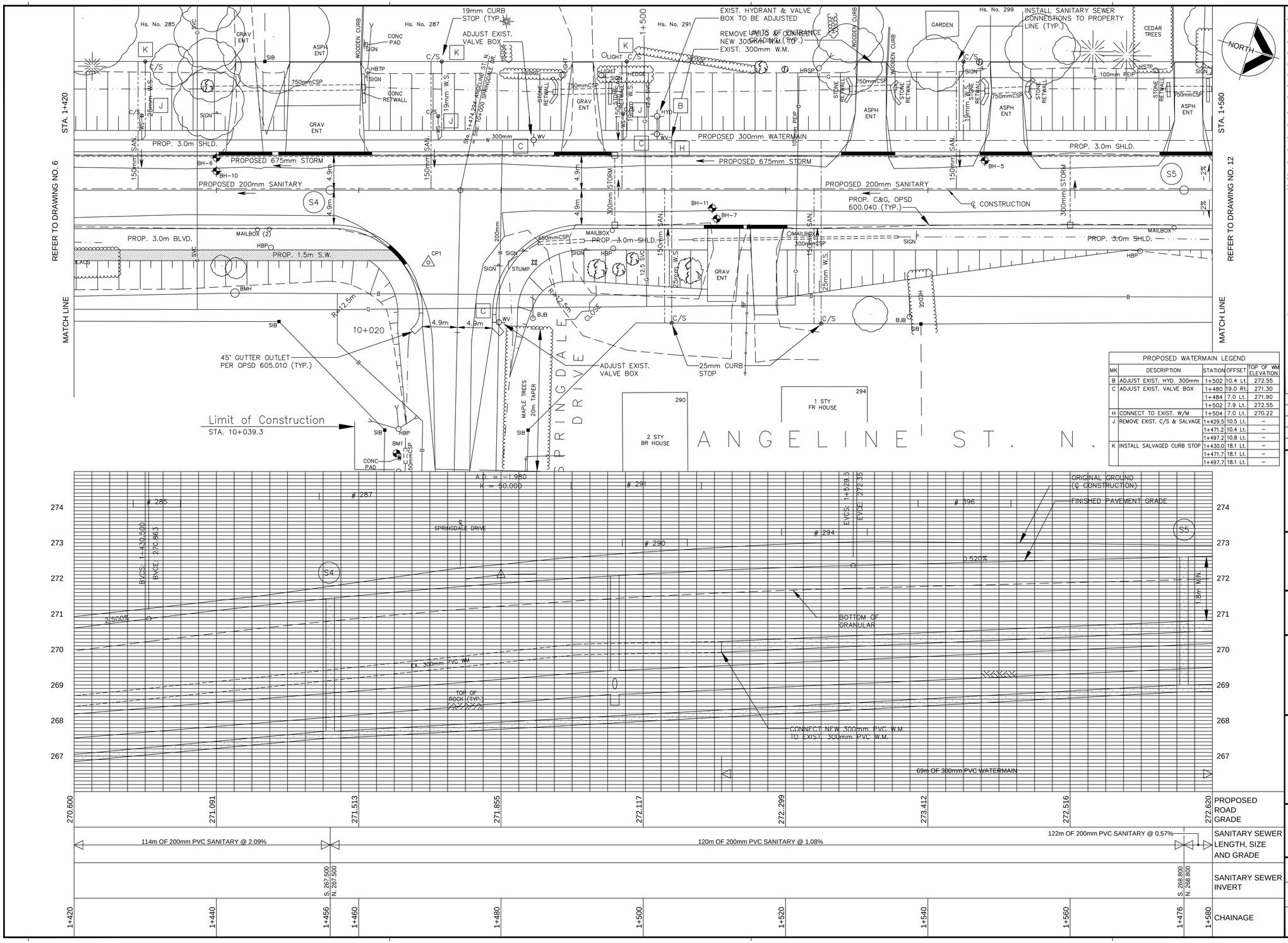
DRAWING:

NEW CONSTRUCTION AND STORM SEWERS

STA. 1+420 TO STA. 1+580

DRAWN BY:	CHECKED BY:	PROJECT No. :
J. BEAVAN	M. E. MOORE	12-29349
DESIGNED BY:	APPROVED BY:	DRAWING No.
M. E. MOORE	W. WILCOX	8
SCALE: HORZ. 1:500 VERT. 1:100	DATE: MARCH 2004	

D:\C1Tender\Kawartha Lakes\Angeline\291418.dwg - Tue, 27 Apr 2004 - 14:06



LEGEND

- STM. — EXISTING STORM SEWER
- SAN. — EXISTING SANITARY SEWER
- WM — EXISTING WATERMAIN
- G — EXISTING GAS MAIN
- B — EXISTING BURIED BELL CABLE
- CTV — EXISTING BURIED CTV CABLE
- H — EXISTING BURIED HYDRO CABLE
- 300mm — PROPOSED STORM SEWER
- 300mm — PROPOSED SANITARY SEWER
- 150mm — PROPOSED SANITARY SERVICE
- 300mm — PROPOSED WATERMAIN
- 19mm C/S — PROPOSED WATER SERVICE
- PROPOSED CURB & GUTTER
- PROPOSED DROP CURB
- PROPOSED SIDEWALK

NOTE:

IT IS THE RESPONSIBILITY OF THE CONTRACTORS TO INFORM THEMSELVES OF THE EXACT LOCATION OF, AND ASSUME ALL LIABILITY FOR DAMAGE TO ALL UTILITIES, SERVICES AND STRUCTURES WHETHER ABOVE GROUND OR BELOW GRADE BEFORE COMMENCING THE WORK. SUCH INFORMATION IS NOT NECESSARILY SHOWN ON THE DRAWING, AND WHERE SHOWN, THE ACCURACY CANNOT BE GUARANTEED.

WITH THE SOLE EXCEPTION OF THE BENCHMARK(S) SPECIFICALLY DESCRIBED FOR THIS PROJECT, NO ELEVATION INDICATED OR ASSUMED HEREON IS TO BE USED AS A REFERENCE ELEVATION FOR ANY PURPOSE.

PROPOSED WATERMAIN LEGEND

MK	DESCRIPTION	STATION	OFFSET	TOP OF WM ELEVATION
B	ADJUST EXIST. HYD. 300mm	1+502	10.4 Lt.	272.55
C	ADJUST EXIST. VALVE BOX	1+480	19.0 Rt.	271.30
		1+484	7.0 Lt.	271.90
		1+502	7.9 Lt.	272.55
H	CONNECT TO EXIST. W/M	1+504	7.0 Lt.	270.22
J	REMOVE EXIST. C/S & SALVAGE	1+429.5	10.5 Lt.	–
		1+471.2	10.4 Lt.	–
		1+497.2	10.8 Lt.	–
K	INSTALL SALVAGED CURB STOP	1+430.0	18.1 Lt.	–
		1+471.7	18.1 Lt.	–
		1+497.7	18.1 Lt.	–

No.	DATE	BY	ISSUES / REVISIONS

TSH engineers architects planners
513 Division Street
Cobourg, Ontario
K9A 5G6
TEL: 905-372-2121
FAX: 905-372-3621
E-mail cobourg@tsh.ca
www.tsh.ca

ALL DIMENSIONS AND INFORMATION SHALL BE CHECKED AND VERIFIED ON THE JOB AND ANY DISCREPANCIES MUST BE REPORTED TO THE CONSULTANT BEFORE COMMENCING THE WORK. DRAWINGS ARE NOT TO BE SCALED.

THIS DRAWING AND ALL ASPECTS OF ITS CONTENT ARE PROTECTED BY COPYRIGHT. REPRODUCTION IN WHOLE OR IN PART, BY ANY MEANS WHATSOEVER, WHETHER ELECTRONIC, MECHANICAL OR OTHERWISE, WITHOUT THE EXPRESS WRITTEN PERMISSION OF TOTTEN SIMS HUBICKI ASSOCIATES, IS PROHIBITED BY LAW.

CLIENT:

C:\Land Projects R2\29349\dwg\Kawartha.tif

PROJECT:

ANGELINE STREET NORTH RECONSTRUCTION

Tender No.

LINDSAY

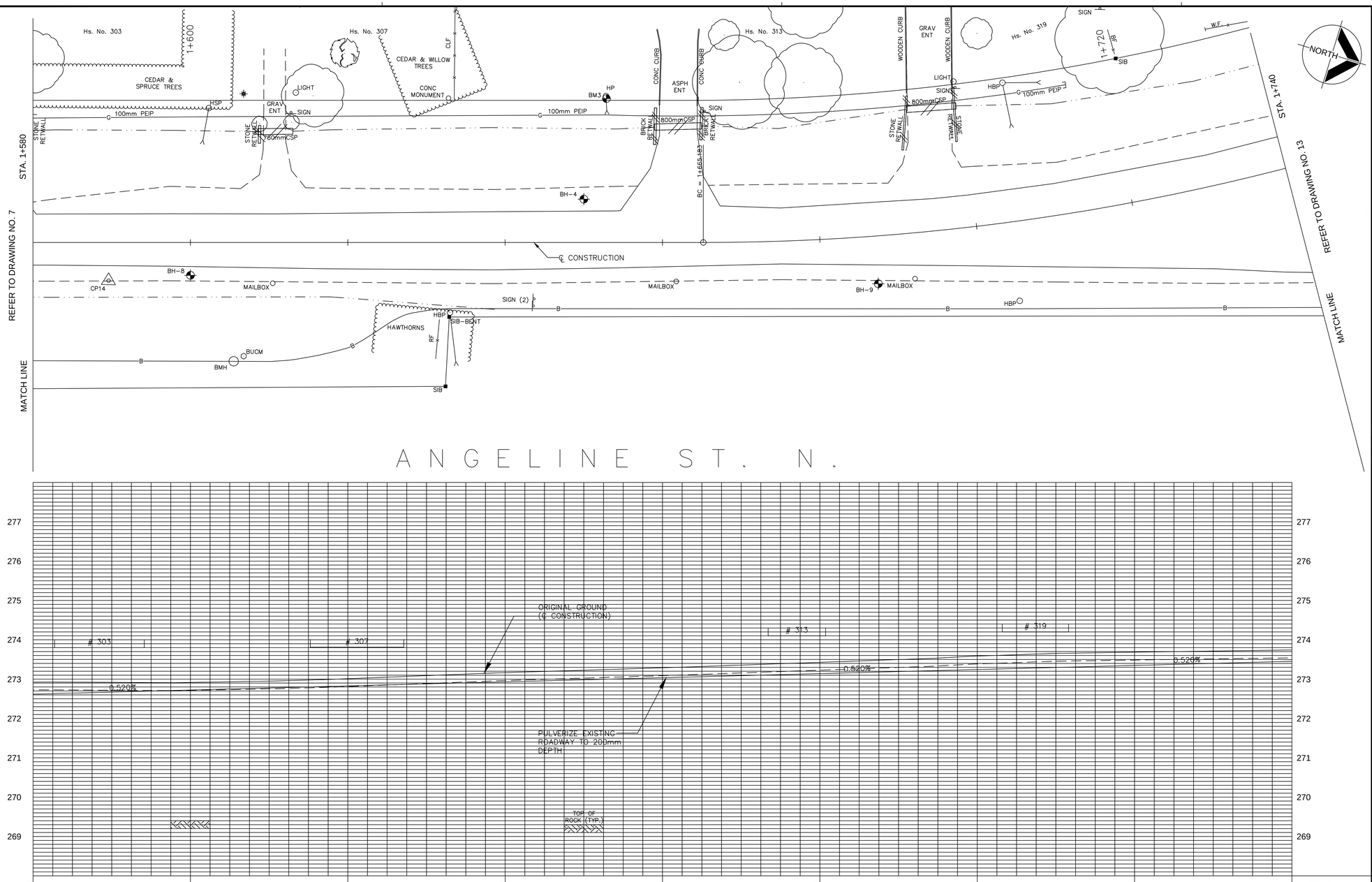
DRAWING:

SANITARY SEWER AND WATERMAIN CONSTRUCTION

STA. 1+420 TO STA. 1+580

DRAWN BY:	CHECKED BY:	PROJECT No. :
J. BEAVAN	M. E. MOORE	12-29349
DESIGNED BY:	APPROVED BY:	DRAWING No.
M. E. MOORE	W. WILCOX	9
SCALE: HORZ. 1:500 VERT. 1:100	DATE: MARCH 2004	

ID: C:\Tsh\sr\Kawartha Lakes\Angeline\29349-dwg, Tue, 20 Apr 2004 14:07



LEGEND

- STM. — EXISTING STORM SEWER
- SAN. — EXISTING SANITARY SEWER
- WM. — EXISTING WATERMAIN
- G — EXISTING GAS MAIN
- B — EXISTING BURIED BELL CABLE
- CTV — EXISTING BURIED CTV CABLE
- H — EXISTING BURIED HYDRO CABLE
- REMOVE EXISTING
- CB — REMOVE EXISTING STRUCTURE
- CLEARING AND GRUBBING
- REMOVE SIDEWALK
- GROUND ELEVATION AT HOUSE, LEFT
- GROUND ELEVATION AT HOUSE, RIGHT

B.M. 3 ELEV.272.816
SPIKE & WASHERS IN EAST FACE OF 1st HP SOUTH OF DRWY. TO Hs. #313 STA. 1+652.83, O/S 18.621m Lt.

NOTE :

IT IS THE RESPONSIBILITY OF THE CONTRACTORS TO INFORM THEMSELVES OF THE EXACT LOCATION OF, AND ASSUME ALL LIABILITY FOR DAMAGE TO ALL UTILITIES, SERVICES AND STRUCTURES WHETHER ABOVE GROUND OR BELOW GRADE BEFORE COMMENCING THE WORK. SUCH INFORMATION IS NOT NECESSARILY SHOWN ON THE DRAWING, AND WHERE SHOWN, THE ACCURACY CANNOT BE GUARANTEED.

WITH THE SOLE EXCEPTION OF THE BENCHMARK(S) SPECIFICALLY DESCRIBED FOR THIS PROJECT, NO ELEVATION INDICATED OR ASSUMED HEREON IS TO BE USED AS A REFERENCE ELEVATION FOR ANY PURPOSE.

No.	DATE	BY	ISSUES / REVISIONS

TSH engineers architects planners
513 Division Street
Cobourg, Ontario
K9A 5G6
TEL: 905-372-2121
FAX: 905-372-3621
E-mail: cobourg@tsh.ca
www.tsh.ca

ALL DIMENSIONS AND INFORMATION SHALL BE CHECKED AND VERIFIED ON THE JOB AND ANY DISCREPANCIES MUST BE REPORTED TO THE CONSULTANT BEFORE COMMENCING THE WORK. DRAWINGS ARE NOT TO BE SCALED.

THIS DRAWING AND ALL ASPECTS OF ITS CONTENT ARE PROTECTED BY COPYRIGHT. REPRODUCTION IN WHOLE OR IN PART, BY ANY MEANS WHATSOEVER, WHETHER ELECTRONIC, MECHANICAL OR OTHERWISE, WITHOUT THE EXPRESS WRITTEN PERMISSION OF TOTTEN SIMS HUBICKI ASSOCIATES, IS PROHIBITED BY LAW.

CLIENT:

C:\Land Projects R2\29349\dwg\Kawartha.tif

PROJECT:

ANGELINE STREET NORTH RECONSTRUCTION

Tender No.

LINDSAY

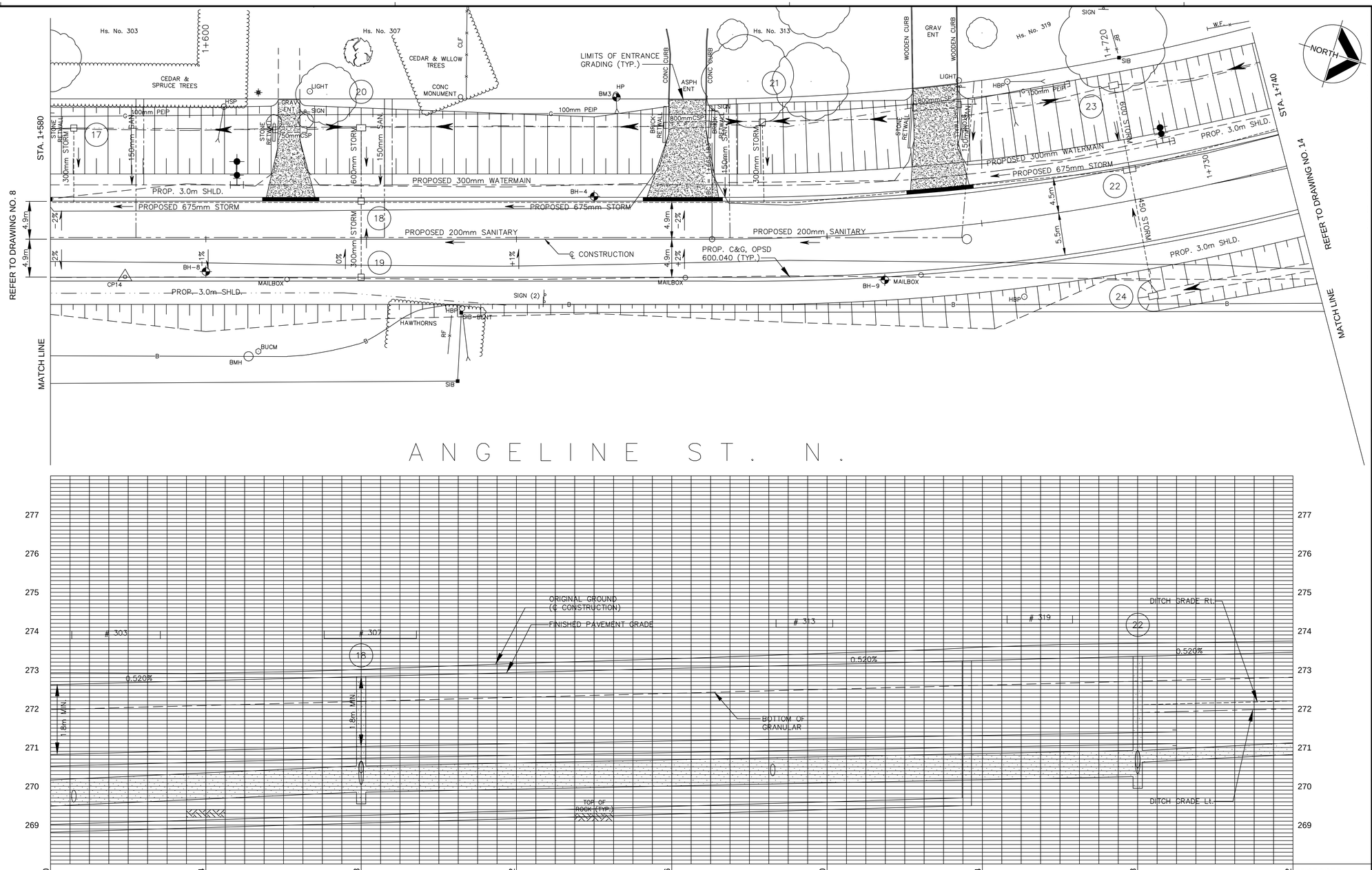
DRAWING:

EXISTING CONDITIONS AND REMOVALS

STA. 1+580 TO STA. 1+740

DRAWN BY:	CHECKED BY:	PROJECT No. :
J. BEAVAN	M. E. MOORE	12-29349
DESIGNED BY:	APPROVED BY:	DRAWING No.
M. E. MOORE	W. WILCOX	10
SCALE: HORZ. 1:500 VERT. 1:100	DATE: MARCH 2004	

D:\C1Transfer\Kawartha Lakes\Angeline\29349-10.dwg - Tue, 20 Apr 2004 - 14:07



272.620	272.724	272.828	272.932	273.036	273.140	273.244	273.348	273.452	PROPOSED ROAD GRADE
124m OF 675mm C.P. STORM @ 0.96%			100m OF 675mm C.P. STORM @ 0.35%				57.0m OF 300mm PVC STORM @ 1.00%		STORM SEWER LENGTH, SIZE AND GRADE
		W. 270.047 S. 269.848 N. 269.848 E. 270.347					W. 270.323 S. 270.248 N.W. 270.623 E. 270.473		STORM SEWER INVERT
1+580	1+600	1+620	1+640	1+660	1+680	1+700	1+720	1+740	CHAINAGE

LEGEND

- STM. — EXISTING STORM SEWER
- SAN. — EXISTING SANITARY SEWER
- WM. — EXISTING WATERMAIN
- G — EXISTING GAS MAIN
- B — EXISTING BURIED BELL CABLE
- CTV — EXISTING BURIED CTV CABLE
- H — EXISTING BURIED HYDRO CABLE
- 300mm — PROPOSED STORM SEWER
- 300mm — PROPOSED SANITARY SEWER
- 150mm — PROPOSED SANITARY SERVICE
- 300mm — PROPOSED WATERMAIN
- 19mm C/S — PROPOSED WATER SERVICE
- PROPOSED CURB & GUTTER
- PROPOSED DROP CURB
- PROPOSED SIDEWALK
- PROPOSED ASPHALT PAVING

B.M. 3 ELEV.272.816
SPIKE & WASHERS IN EAST FACE OF 1st HP SOUTH OF DRWY. TO Hs. #313 STA. 1+652.83, O/S 18.621m Lt.

NOTE:

IT IS THE RESPONSIBILITY OF THE CONTRACTORS TO INFORM THEMSELVES OF THE EXACT LOCATION OF, AND ASSUME ALL LIABILITY FOR DAMAGE TO ALL UTILITIES, SERVICES AND STRUCTURES WHETHER ABOVE GROUND OR BELOW GRADE BEFORE COMMENCING THE WORK. SUCH INFORMATION IS NOT NECESSARILY SHOWN ON THE DRAWING, AND WHERE SHOWN, THE ACCURACY CANNOT BE GUARANTEED.

WITH THE SOLE EXCEPTION OF THE BENCHMARK(S) SPECIFICALLY DESCRIBED FOR THIS PROJECT, NO ELEVATION INDICATED OR ASSUMED HEREON IS TO BE USED AS A REFERENCE ELEVATION FOR ANY PURPOSE.

No.	DATE	BY	ISSUES / REVISIONS

TSH engineers architects planners
513 Division Street
Cobourg, Ontario
K9A 5G6
TEL: 905-372-2121
FAX: 905-372-3621
E-mail: cobourg@tsh.ca
www.tsh.ca

ALL DIMENSIONS AND INFORMATION SHALL BE CHECKED AND VERIFIED ON THE JOB AND ANY DISCREPANCIES MUST BE REPORTED TO THE CONSULTANT BEFORE COMMENCING THE WORK. DRAWINGS ARE NOT TO BE SCALED.

THIS DRAWING AND ALL ASPECTS OF ITS CONTENT ARE PROTECTED BY COPYRIGHT. REPRODUCTION IN WHOLE OR IN PART, BY ANY MEANS WHATSOEVER, WHETHER ELECTRONIC, MECHANICAL OR OTHERWISE, WITHOUT THE EXPRESS WRITTEN PERMISSION OF TOTTEN SIMS HUBICKI ASSOCIATES, IS PROHIBITED BY LAW.

CLIENT:

C:\Land Projects R2\29349\dwg\Kawartha.tif

PROJECT:

ANGELINE STREET NORTH RECONSTRUCTION

Tender No.

LINDSAY

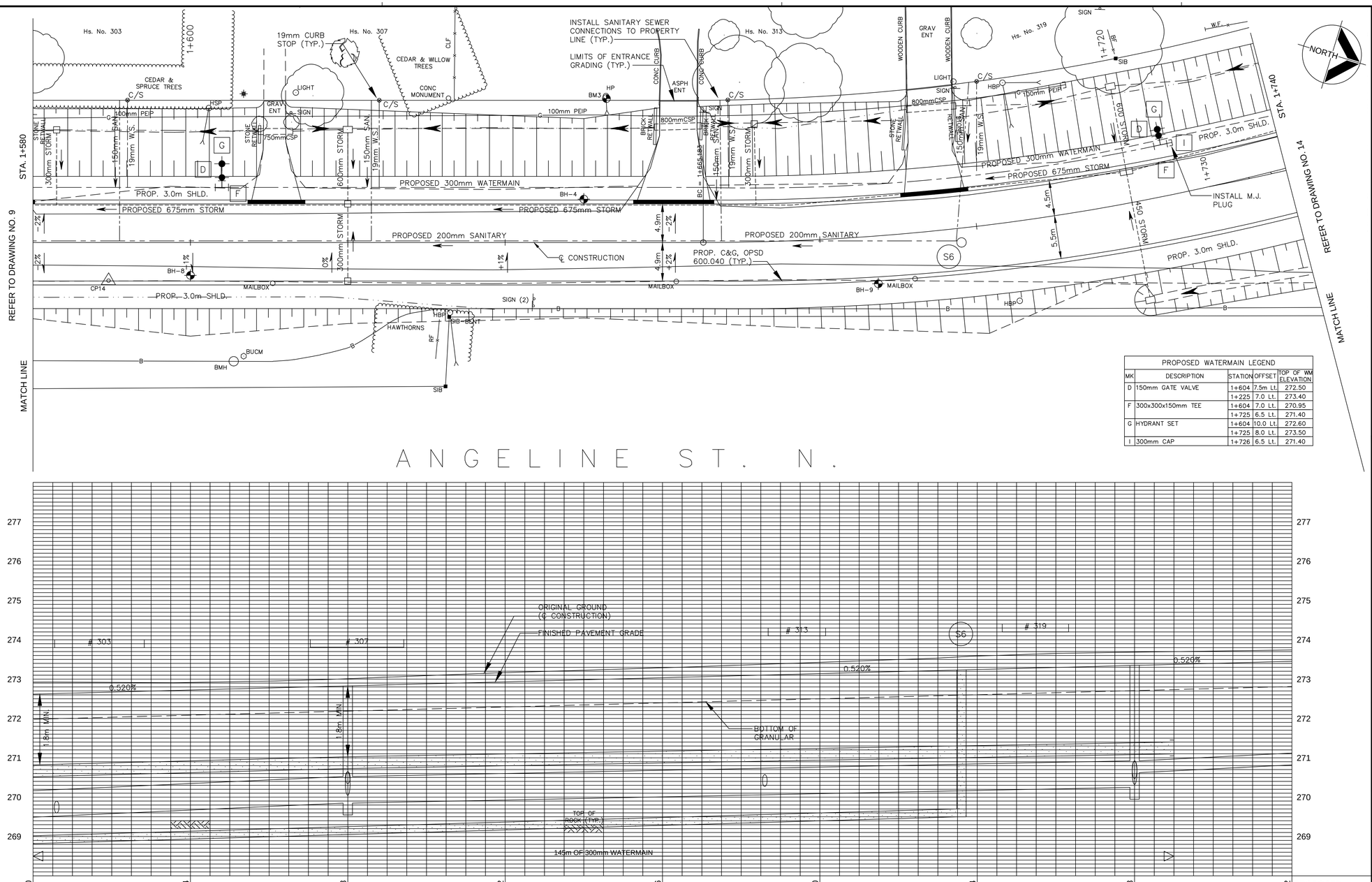
DRAWING:

NEW CONSTRUCTION AND STORM SEWERS

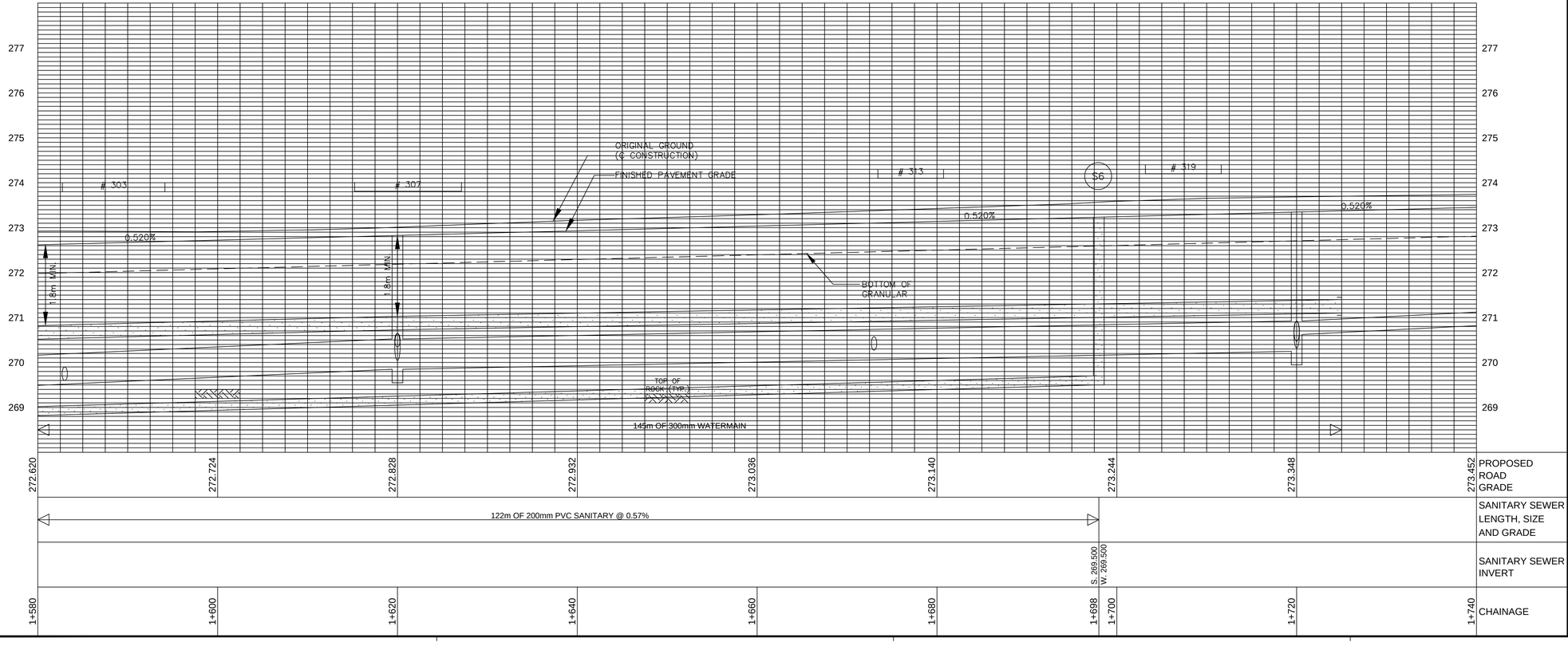
STA. 1+580 TO STA. 1+740

DRAWN BY:	CHECKED BY:	PROJECT No. :
J. BEAVAN	M. E. MOORE	12-29349
DESIGNED BY:	APPROVED BY:	DRAWING No.
M. E. MOORE	W. WILCOX	11
SCALE: HORZ. 1:500 VERT. 1:100	DATE: MARCH 2004	

© C:\Transfer\Kawartha Lakes\Angeline\29349-11.dwg - Tue, 20 Apr 2004 - 14:08



PROPOSED WATERMAIN LEGEND				
MK	DESCRIPTION	STATION	OFFSET	TOP OF WM ELEVATION
D	150mm GATE VALVE	1+604	7.5m Lt.	272.50
		1+225	7.0 Lt.	273.40
F	300x300x150mm TEE	1+604	7.0 Lt.	270.95
		1+725	6.5 Lt.	271.40
G	HYDRANT SET	1+604	10.0 Lt.	272.60
		1+725	8.0 Lt.	273.50
I	300mm CAP	1+726	6.5 Lt.	271.40



LEGEND

- STM. — EXISTING STORM SEWER
- SAN. — EXISTING SANITARY SEWER
- WM. — EXISTING WATERMAIN
- G — EXISTING GAS MAIN
- B — EXISTING BURIED BELL CABLE
- CTV — EXISTING BURIED CTV CABLE
- H — EXISTING BURIED HYDRO CABLE
- 300mm — PROPOSED STORM SEWER
- 300mm — PROPOSED SANITARY SEWER
- 150mm — PROPOSED SANITARY SERVICE
- 300mm — PROPOSED WATERMAIN
- 19mm C/S — PROPOSED WATER SERVICE
- PROPOSED CURB & GUTTER
- PROPOSED DROP CURB
- PROPOSED SIDEWALK

B.M. 3 ELEV.272.816
SPIKE & WASHERS IN EAST FACE OF 1st HP SOUTH OF DRWY. TO Hs. #313 STA. 1+652.83, O/S 18.621m Lt.

NOTE:

IT IS THE RESPONSIBILITY OF THE CONTRACTORS TO INFORM THEMSELVES OF THE EXACT LOCATION OF, AND ASSUME ALL LIABILITY FOR DAMAGE TO ALL UTILITIES, SERVICES AND STRUCTURES WHETHER ABOVE GROUND OR BELOW GRADE BEFORE COMMENCING THE WORK. SUCH INFORMATION IS NOT NECESSARILY SHOWN ON THE DRAWING, AND WHERE SHOWN, THE ACCURACY CANNOT BE GUARANTEED.

WITH THE SOLE EXCEPTION OF THE BENCHMARK(S) SPECIFICALLY DESCRIBED FOR THIS PROJECT, NO ELEVATION INDICATED OR ASSUMED HEREON IS TO BE USED AS A REFERENCE ELEVATION FOR ANY PURPOSE.

No.	DATE	BY	ISSUES / REVISIONS

TSH engineers architects planners
513 Division Street
Cobourg, Ontario
K9A 5G6
TEL: 905-372-2121
FAX: 905-372-3621
E-mail: cobourg@tsh.ca
www.tsh.ca

ALL DIMENSIONS AND INFORMATION SHALL BE CHECKED AND VERIFIED ON THE JOB AND ANY DISCREPANCIES MUST BE REPORTED TO THE CONSULTANT BEFORE COMMENCING THE WORK. DRAWINGS ARE NOT TO BE SCALED.

THIS DRAWING AND ALL ASPECTS OF ITS CONTENT ARE PROTECTED BY COPYRIGHT. REPRODUCTION IN WHOLE OR IN PART, BY ANY MEANS WHATSOEVER, WHETHER ELECTRONIC, MECHANICAL OR OTHERWISE, WITHOUT THE EXPRESS WRITTEN PERMISSION OF TOTTEN SIMS HUBICKI ASSOCIATES, IS PROHIBITED BY LAW.

CLIENT:

C:\Land Projects R2\29349\dwg\Kawartha.tif

PROJECT:

ANGELINE STREET NORTH RECONSTRUCTION

Tender No.

LINDSAY

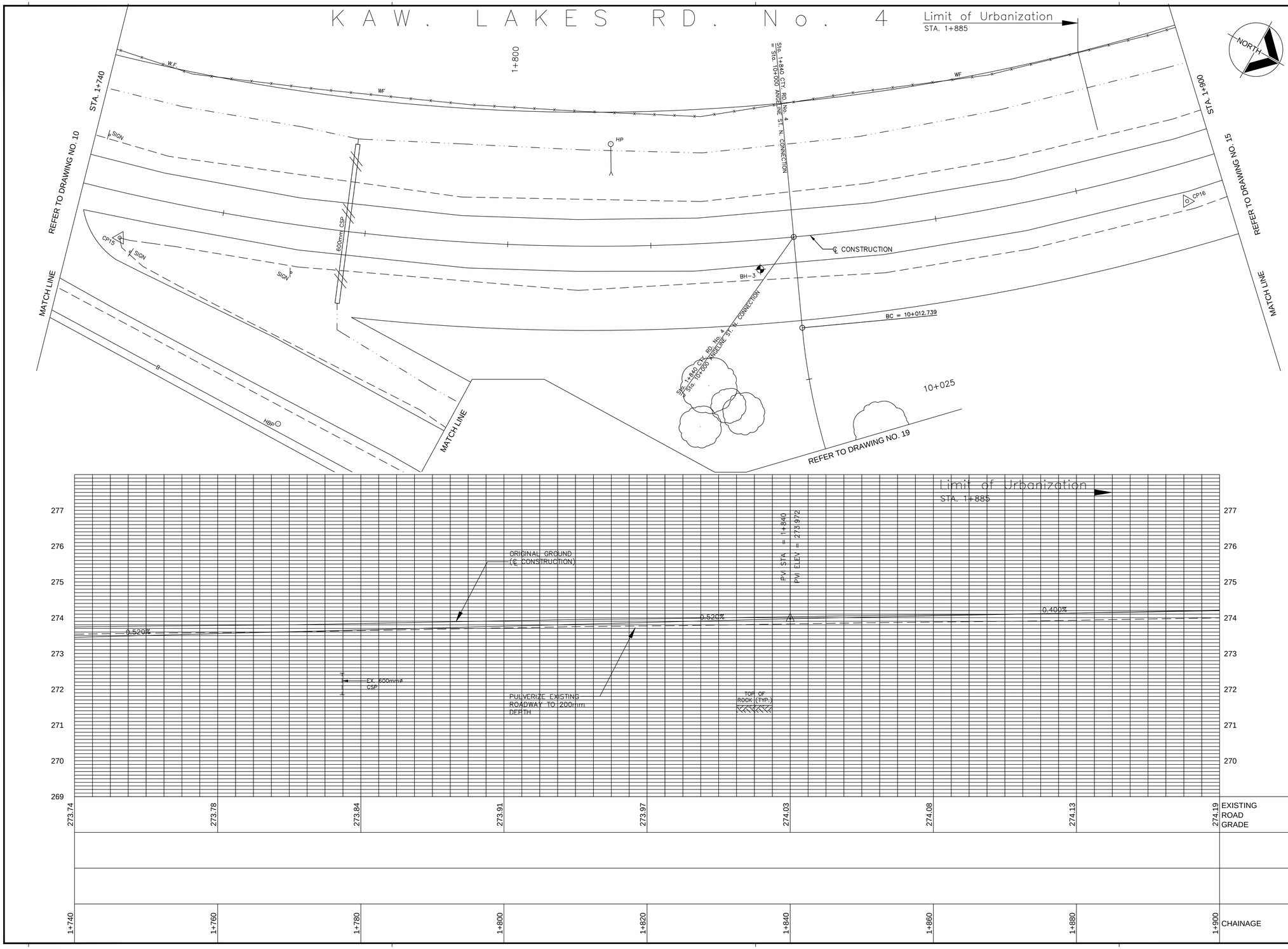
DRAWING:

SANITARY SEWER AND WATERMAIN CONSTRUCTION

STA. 1+580 TO STA. 1+740

DRAWN BY:	CHECKED BY:	PROJECT No. :
J. BEAVAN	M. E. MOORE	12-29349
DESIGNED BY:	APPROVED BY:	DRAWING No.
M. E. MOORE	W. WILCOX	12
SCALE: HORZ. 1:500 VERT. 1:100	DATE: MARCH 2004	

© C:\Transfer\Kawartha Lakes\Angeline\29349-12.dwg - Tue, 20 Apr 2004 - 14:08



LEGEND

STM.	EXISTING STORM SEWER
SAN.	EXISTING SANITARY SEWER
WM.	EXISTING WATERMAIN
G	EXISTING GAS MAIN
B	EXISTING BURIED BELL CABLE
CTV	EXISTING BURIED CTV CABLE
H	EXISTING BURIED HYDRO CABLE
	REMOVE EXISTING
CB	REMOVE EXISTING STRUCTURE
	CLEARING AND GRUBBING
	REMOVE SIDEWALK

NOTE :

IT IS THE RESPONSIBILITY OF THE CONTRACTORS TO INFORM THEMSELVES OF THE EXACT LOCATION OF, AND ASSUME ALL LIABILITY FOR DAMAGE TO ALL UTILITIES, SERVICES AND STRUCTURES WHETHER ABOVE GROUND OR BELOW GRADE BEFORE COMMENCING THE WORK. SUCH INFORMATION IS NOT NECESSARILY SHOWN ON THE DRAWING, AND WHERE SHOWN, THE ACCURACY CANNOT BE GUARANTEED.

WITH THE SOLE EXCEPTION OF THE BENCHMARK(S) SPECIFICALLY DESCRIBED FOR THIS PROJECT, NO ELEVATION INDICATED OR ASSUMED HEREON IS TO BE USED AS A REFERENCE ELEVATION FOR ANY PURPOSE.

No.	DATE	BY	ISSUES / REVISIONS

TSH engineers architects planners
513 Division Street
Cobourg, Ontario
K9A 5G6
TEL: 905-372-2121
FAX: 905-372-3621
E-mail cobourg@tsh.ca
www.tsh.ca

ALL DIMENSIONS AND INFORMATION SHALL BE CHECKED AND VERIFIED ON THE JOB AND ANY DISCREPANCIES MUST BE REPORTED TO THE CONSULTANT BEFORE COMMENCING THE WORK. DRAWINGS ARE NOT TO BE SCALED.

THIS DRAWING AND ALL ASPECTS OF ITS CONTENT ARE PROTECTED BY COPYRIGHT. REPRODUCTION IN WHOLE OR IN PART, BY ANY MEANS WHATSOEVER, WHETHER ELECTRONIC, MECHANICAL OR OTHERWISE, WITHOUT THE EXPRESS WRITTEN PERMISSION OF TOTTEN SIMS HUBICKI ASSOCIATES, IS PROHIBITED BY LAW.

CLIENT:

C:\Land Projects R2\29349\dwg\Kawartha.tif

PROJECT:

ANGELINE STREET NORTH RECONSTRUCTION

Tender No.

LINDSAY

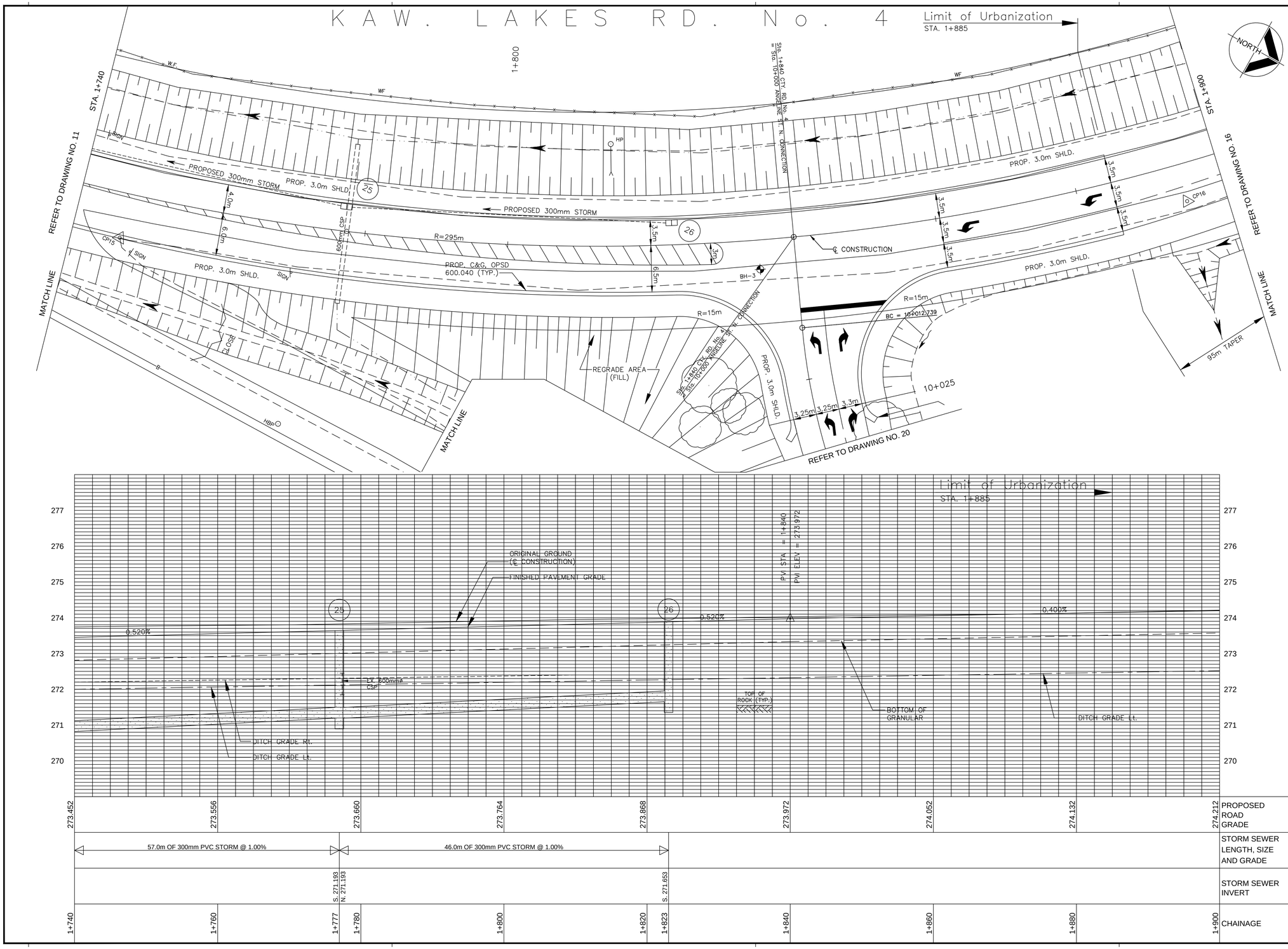
DRAWING:

EXISTING CONDITIONS AND REMOVALS

STA. 1+740 TO STA. 1+900

DRAWN BY:	CHECKED BY:	PROJECT No. :
J. BEAVAN	M. E. MOORE	12-29349
DESIGNED BY:	APPROVED BY:	DRAWING No.
M. E. MOORE	W. WILCOX	13
SCALE: HORZ. 1:500 VERT. 1:100	DATE: MARCH 2004	

© C:\Transfer\Kawartha Lakes\Angeline\29349-13.dwg - Tue, 20 Apr 2004 - 14:09



LEGEND

STM.	EXISTING STORM SEWER
SAN.	EXISTING SANITARY SEWER
WM.	EXISTING WATERMAIN
G	EXISTING GAS MAIN
B	EXISTING BURIED BELL CABLE
CTV	EXISTING BURIED CTV CABLE
H	EXISTING BURIED HYDRO CABLE
300mm	PROPOSED STORM SEWER
300mm	PROPOSED SANITARY SEWER
150mm	PROPOSED SANITARY SERVICE
300mm	PROPOSED WATERMAIN
19mm C/S	PROPOSED WATER SERVICE
	PROPOSED CURB & GUTTER
	PROPOSED DROP CURB
	PROPOSED SIDEWALK

NOTE :

IT IS THE RESPONSIBILITY OF THE CONTRACTORS TO INFORM THEMSELVES OF THE EXACT LOCATION OF, AND ASSUME ALL LIABILITY FOR DAMAGE TO ALL UTILITIES, SERVICES AND STRUCTURES WHETHER ABOVE GROUND OR BELOW GRADE BEFORE COMMENCING THE WORK. SUCH INFORMATION IS NOT NECESSARILY SHOWN ON THE DRAWING, AND WHERE SHOWN, THE ACCURACY CANNOT BE GUARANTEED.

WITH THE SOLE EXCEPTION OF THE BENCHMARK(S) SPECIFICALLY DESCRIBED FOR THIS PROJECT, NO ELEVATION INDICATED OR ASSUMED HEREON IS TO BE USED AS A REFERENCE ELEVATION FOR ANY PURPOSE.

No.	DATE	BY	ISSUES / REVISIONS

TSH engineers architects planners
513 Division Street
Cobourg, Ontario
K9A 5G6
TEL: 905-372-2121
FAX: 905-372-3621
E-mail cobourg@tsh.ca
www.tsh.ca

ALL DIMENSIONS AND INFORMATION SHALL BE CHECKED AND VERIFIED ON THE JOB AND ANY DISCREPANCIES MUST BE REPORTED TO THE CONSULTANT BEFORE COMMENCING THE WORK. DRAWINGS ARE NOT TO BE SCALED.

THIS DRAWING AND ALL ASPECTS OF ITS CONTENT ARE PROTECTED BY COPYRIGHT. REPRODUCTION IN WHOLE OR IN PART, BY ANY MEANS WHATSOEVER, WHETHER ELECTRONIC, MECHANICAL OR OTHERWISE, WITHOUT THE EXPRESS WRITTEN PERMISSION OF TOTTEN SIMS HUBICKI ASSOCIATES, IS PROHIBITED BY LAW.

CLIENT:

C:\Land Projects R2\29349\dwg\Kawartha.tif

PROJECT:

ANGELINE STREET NORTH RECONSTRUCTION

Tender No.

LINDSAY

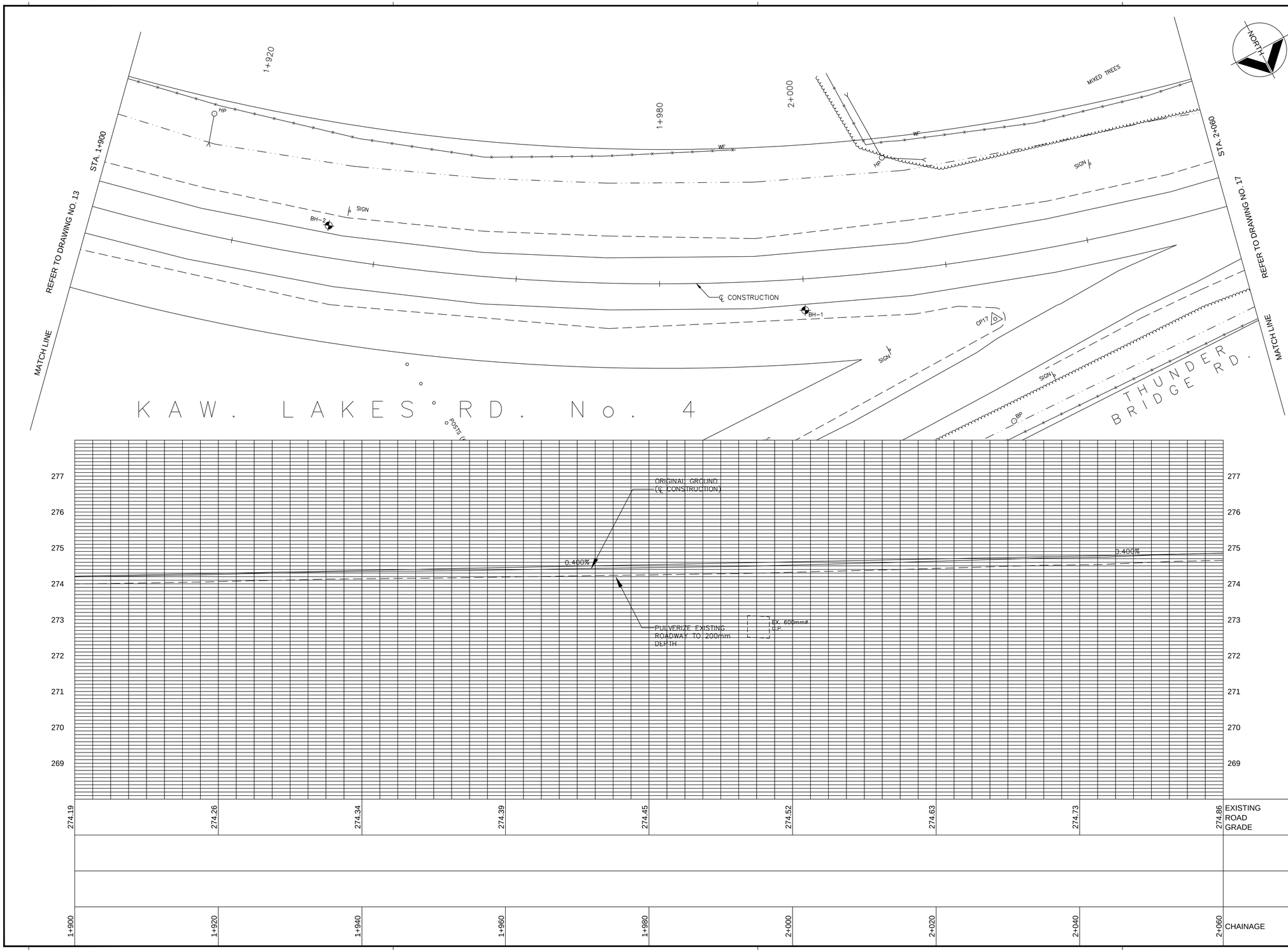
DRAWING:

NEW CONSTRUCTION AND STORM SEWERS

STA. 1+740 TO STA. 1+900

DRAWN BY:	CHECKED BY:	PROJECT No. :
J. BEAVAN	M. E. MOORE	12-29349
DESIGNED BY:	APPROVED BY:	DRAWING No.
M. E. MOORE	W. WILCOX	14
SCALE: HORZ. 1:500 VERT. 1:100	DATE: MARCH 2004	

D:\C:\Transfer\Kawartha Lakes\Angeline\29349-14.dwg - Tue, 20 Apr 2004 - 14:09



LEGEND

STM.	EXISTING STORM SEWER
SAN.	EXISTING SANITARY SEWER
WM.	EXISTING WATERMAIN
G	EXISTING GAS MAIN
B	EXISTING BURIED BELL CABLE
CTV	EXISTING BURIED CTV CABLE
H	EXISTING BURIED HYDRO CABLE
	REMOVE EXISTING
CB	REMOVE EXISTING STRUCTURE
	CLEARING AND GRUBBING
	REMOVE SIDEWALK

NOTE :

IT IS THE RESPONSIBILITY OF THE CONTRACTORS TO INFORM THEMSELVES OF THE EXACT LOCATION OF, AND ASSUME ALL LIABILITY FOR DAMAGE TO ALL UTILITIES, SERVICES AND STRUCTURES WHETHER ABOVE GROUND OR BELOW GRADE BEFORE COMMENCING THE WORK. SUCH INFORMATION IS NOT NECESSARILY SHOWN ON THE DRAWING, AND WHERE SHOWN, THE ACCURACY CANNOT BE GUARANTEED.

WITH THE SOLE EXCEPTION OF THE BENCHMARK(S) SPECIFICALLY DESCRIBED FOR THIS PROJECT, NO ELEVATION INDICATED OR ASSUMED HEREON IS TO BE USED AS A REFERENCE ELEVATION FOR ANY PURPOSE.

No.	DATE	BY	ISSUES / REVISIONS

TSH engineers architects planners
513 Division Street
Cobourg, Ontario
K9A 5G6
TEL: 905-372-2121
FAX: 905-372-3621
E-mail cobourg@tsh.ca
www.tsh.ca

ALL DIMENSIONS AND INFORMATION SHALL BE CHECKED AND VERIFIED ON THE JOB AND ANY DISCREPANCIES MUST BE REPORTED TO THE CONSULTANT BEFORE COMMENCING THE WORK. DRAWINGS ARE NOT TO BE SCALED.

THIS DRAWING AND ALL ASPECTS OF ITS CONTENT ARE PROTECTED BY COPYRIGHT. REPRODUCTION IN WHOLE OR IN PART, BY ANY MEANS WHATSOEVER, WHETHER ELECTRONIC, MECHANICAL OR OTHERWISE, WITHOUT THE EXPRESS WRITTEN PERMISSION OF TOTTEN SIMS HUBICKI ASSOCIATES, IS PROHIBITED BY LAW.

CLIENT:

C:\Land Projects R2\29349\dwg\Kawartha.tif

PROJECT:

ANGELINE STREET NORTH RECONSTRUCTION

Tender No.

LINDSAY

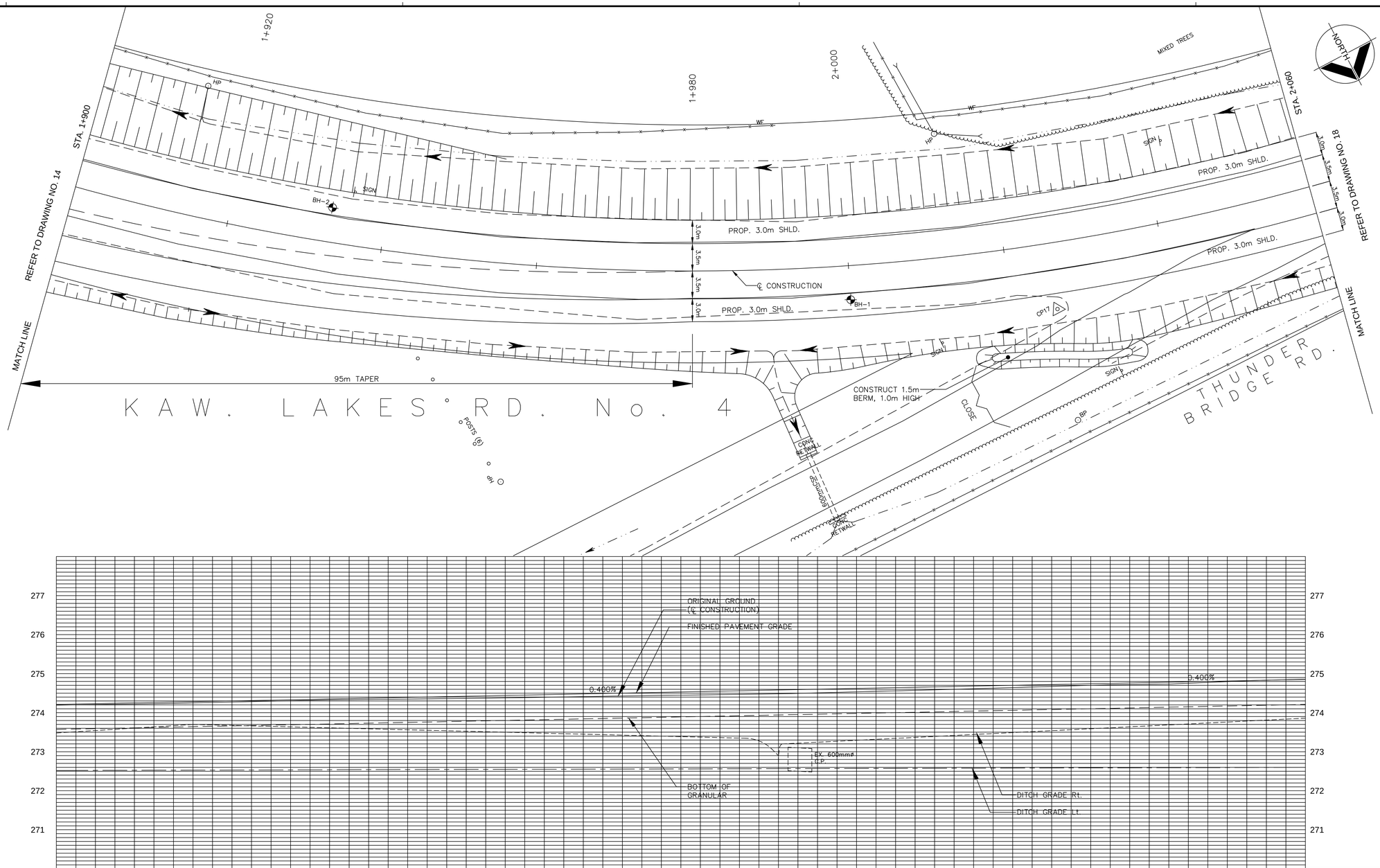
DRAWING:

EXISTING CONDITIONS AND REMOVALS

STA. 1+900 TO STA. 2+060

DRAWN BY:	CHECKED BY:	PROJECT No. :
J. BEAVAN	M. E. MOORE	12-29349
DESIGNED BY:	APPROVED BY:	DRAWING No.
M. E. MOORE	W. WILCOX	15
SCALE: HORZ. 1:500 VERT. 1:100	DATE: MARCH 2004	

ID : C:\Transfer\Kawartha Lakes\Angeline\29349-15.dwg - Tue, 20 Apr 2004 - 14:10



LEGEND

STM.	EXISTING STORM SEWER
SAN.	EXISTING SANITARY SEWER
WM.	EXISTING WATERMAIN
G	EXISTING GAS MAIN
B	EXISTING BURIED BELL CABLE
CTV	EXISTING BURIED CTV CABLE
H	EXISTING BURIED HYDRO CABLE
	PROPOSED CURB & GUTTER
	PROPOSED DROP CURB
	PROPOSED SIDEWALK

NOTE :

IT IS THE RESPONSIBILITY OF THE CONTRACTORS TO INFORM THEMSELVES OF THE EXACT LOCATION OF, AND ASSUME ALL LIABILITY FOR DAMAGE TO ALL UTILITIES, SERVICES AND STRUCTURES WHETHER ABOVE GROUND OR BELOW GRADE BEFORE COMMENCING THE WORK. SUCH INFORMATION IS NOT NECESSARILY SHOWN ON THE DRAWING, AND WHERE SHOWN, THE ACCURACY CANNOT BE GUARANTEED.

WITH THE SOLE EXCEPTION OF THE BENCHMARK(S) SPECIFICALLY DESCRIBED FOR THIS PROJECT, NO ELEVATION INDICATED OR ASSUMED HEREON IS TO BE USED AS A REFERENCE ELEVATION FOR ANY PURPOSE.

No.	DATE	BY	ISSUES / REVISIONS

TSH engineers architects planners
513 Division Street
Cobourg, Ontario
K9A 5G6
TEL: 905-372-2121
FAX: 905-372-3621
E-mail: cobourg@tsh.ca
www.tsh.ca

ALL DIMENSIONS AND INFORMATION SHALL BE CHECKED AND VERIFIED ON THE JOB AND ANY DISCREPANCIES MUST BE REPORTED TO THE CONSULTANT BEFORE COMMENCING THE WORK. DRAWINGS ARE NOT TO BE SCALED.

THIS DRAWING AND ALL ASPECTS OF ITS CONTENT ARE PROTECTED BY COPYRIGHT. REPRODUCTION IN WHOLE OR IN PART, BY ANY MEANS WHATSOEVER, WHETHER ELECTRONIC, MECHANICAL OR OTHERWISE, WITHOUT THE EXPRESS WRITTEN PERMISSION OF TOTTEN SIMS HUBICKI ASSOCIATES, IS PROHIBITED BY LAW.

CLIENT:

C:\Land Projects R2\29349\dwg\Kawartha.tif

PROJECT:

ANGELINE STREET NORTH RECONSTRUCTION

Tender No.

LINDSAY

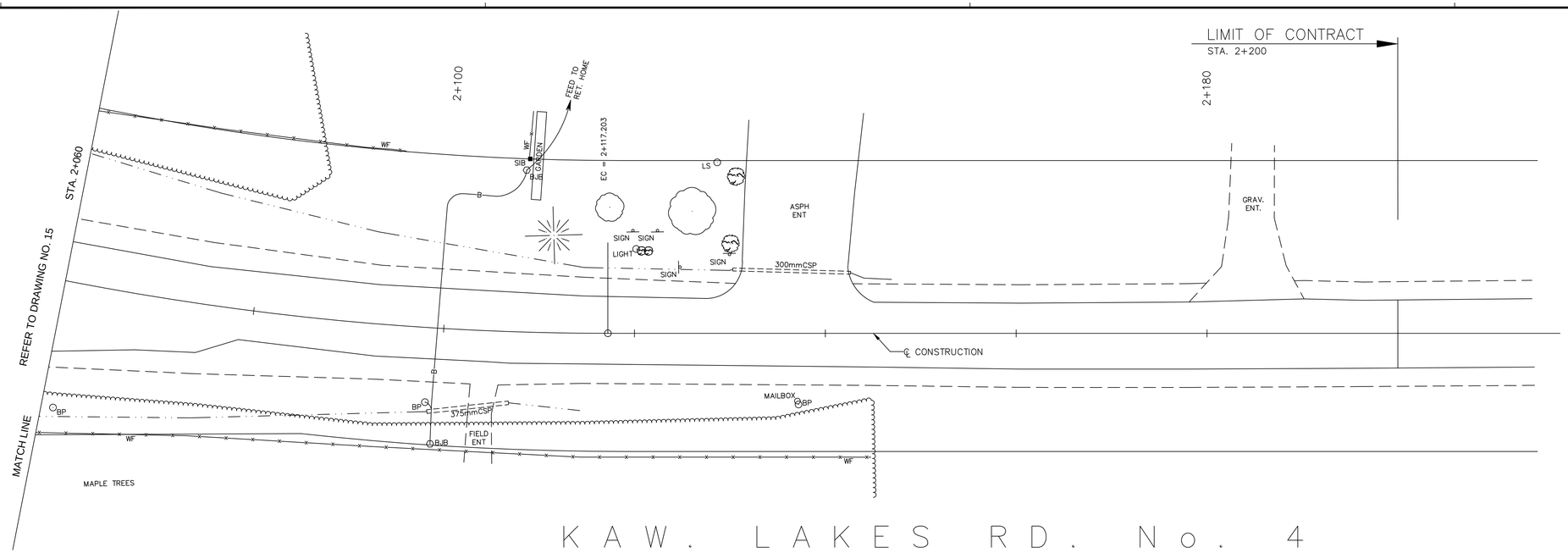
DRAWING:

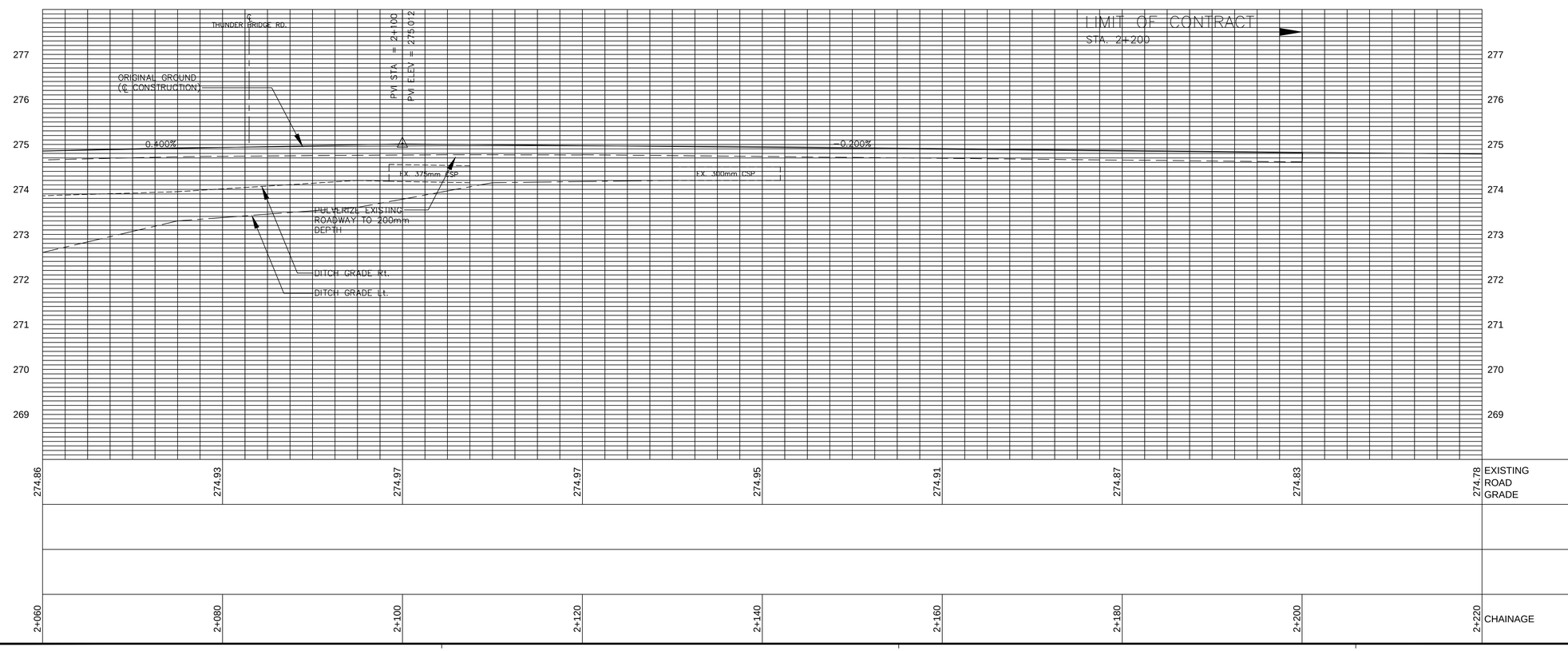
NEW CONSTRUCTION

STA. 1+900 TO STA. 2+060

DRAWN BY:	CHECKED BY:	PROJECT No. :
J. BEAVAN	M. E. MOORE	12-29349
DESIGNED BY:	APPROVED BY:	DRAWING No.
M. E. MOORE	W. WILCOX	16
SCALE: HORZ. 1:500 VERT. 1:100	DATE: MARCH 2004	

D:\C:\Temp\Kawartha Lakes\Angeline\29349-16.dwg - Tue, 20 Apr 2004 - 14:10





LEGEND

STM.	EXISTING STORM SEWER
SAN.	EXISTING SANITARY SEWER
WM.	EXISTING WATERMAIN
G	EXISTING GAS MAIN
B	EXISTING BURIED BELL CABLE
CTV	EXISTING BURIED CTV CABLE
H	EXISTING BURIED HYDRO CABLE
	REMOVE EXISTING
CB	REMOVE EXISTING STRUCTURE
	CLEARING AND GRUBBING
	REMOVE SIDEWALK

NOTE :

IT IS THE RESPONSIBILITY OF THE CONTRACTORS TO INFORM THEMSELVES OF THE EXACT LOCATION OF, AND ASSUME ALL LIABILITY FOR DAMAGE TO ALL UTILITIES, SERVICES AND STRUCTURES WHETHER ABOVE GROUND OR BELOW GRADE BEFORE COMMENCING THE WORK. SUCH INFORMATION IS NOT NECESSARILY SHOWN ON THE DRAWING, AND WHERE SHOWN, THE ACCURACY CANNOT BE GUARANTEED.

WITH THE SOLE EXCEPTION OF THE BENCHMARK(S) SPECIFICALLY DESCRIBED FOR THIS PROJECT, NO ELEVATION INDICATED OR ASSUMED HEREON IS TO BE USED AS A REFERENCE ELEVATION FOR ANY PURPOSE.

No.	DATE	BY	ISSUES / REVISIONS

TSH engineers architects planners
513 Division Street
Cobourg, Ontario
K9A 5G6
TEL: 905-372-2121
FAX: 905-372-3621
E-mail: cobourg@tsh.ca
www.tsh.ca

ALL DIMENSIONS AND INFORMATION SHALL BE CHECKED AND VERIFIED ON THE JOB AND ANY DISCREPANCIES MUST BE REPORTED TO THE CONSULTANT BEFORE COMMENCING THE WORK. DRAWINGS ARE NOT TO BE SCALED.

THIS DRAWING AND ALL ASPECTS OF ITS CONTENT ARE PROTECTED BY COPYRIGHT. REPRODUCTION IN WHOLE OR IN PART, BY ANY MEANS WHATSOEVER, WHETHER ELECTRONIC, MECHANICAL OR OTHERWISE, WITHOUT THE EXPRESS WRITTEN PERMISSION OF TOTTEN SIMS HUBICKI ASSOCIATES, IS PROHIBITED BY LAW.

CLIENT:

C:\Land Projects R2\29349\dwg\Kawartha.tif

PROJECT:

ANGELINE STREET NORTH RECONSTRUCTION

Tender No.

LINDSAY

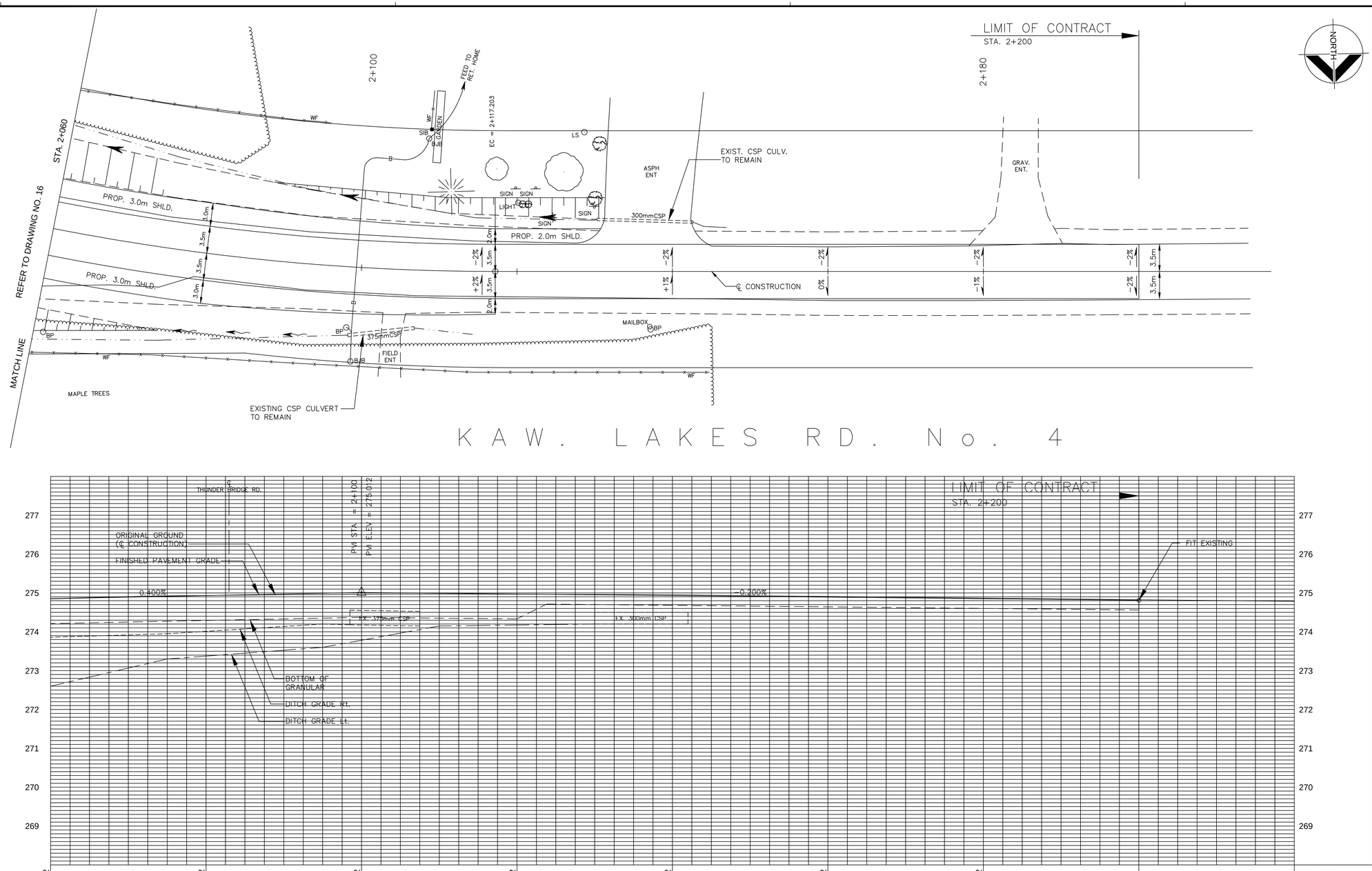
DRAWING:

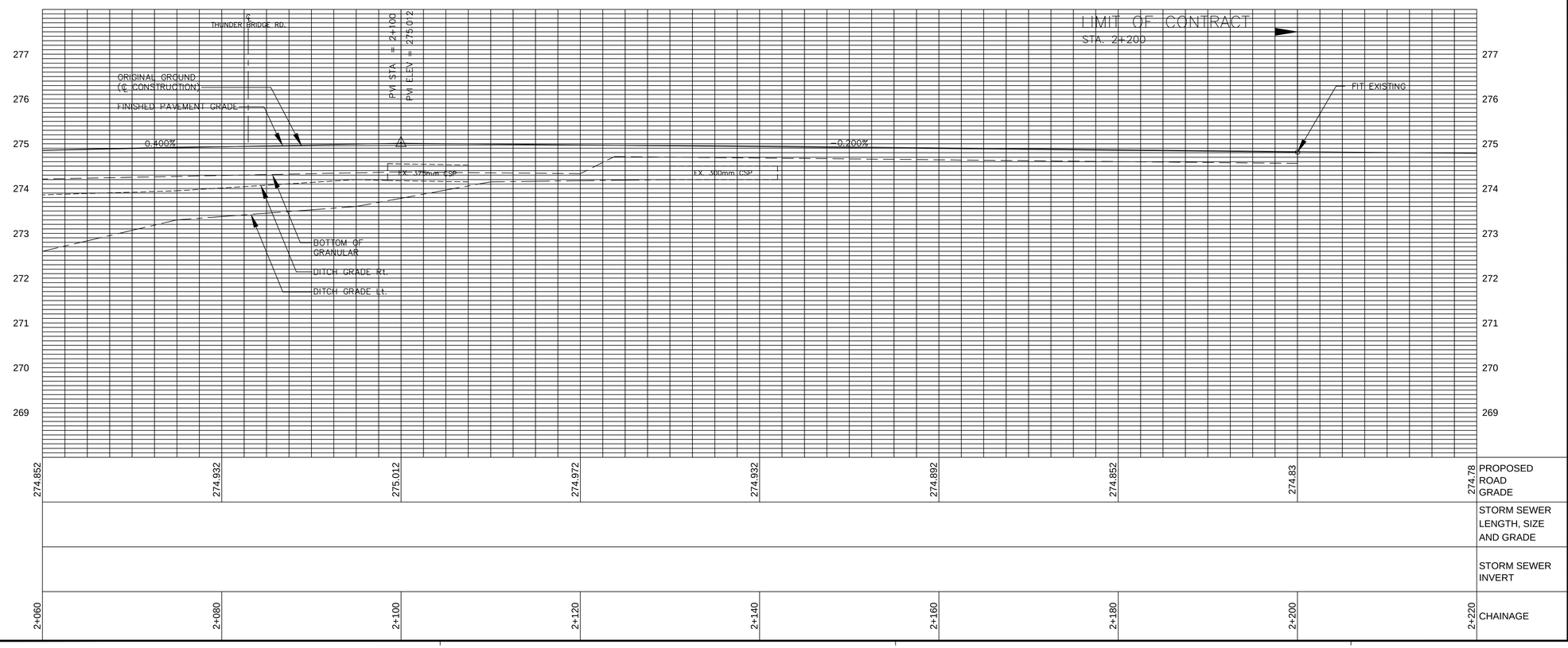
EXISTING CONDITIONS AND REMOVALS

STA. 2+060 TO STA. 2+220

DRAWN BY:	CHECKED BY:	PROJECT No. :
J. BEAVAN	M. E. MOORE	12-29349
DESIGNED BY:	APPROVED BY:	DRAWING No.
M. E. MOORE	W. WILCOX	17
SCALE: HORZ. 1:500 VERT. 1:100	DATE: MARCH 2004	

© C:\Transfer\Kawartha Lakes\Angeline\29349-17.dwg - Tue, 20 Apr 2004 - 14:11





LEGEND

- STM. — EXISTING STORM SEWER
- SAN. — EXISTING SANITARY SEWER
- WM. — EXISTING WATERMAIN
- G — EXISTING GAS MAIN
- B — EXISTING BURIED BELL CABLE
- CTV — EXISTING BURIED CTV CABLE
- H — EXISTING BURIED HYDRO CABLE
- PROPOSED CURB & GUTTER
- PROPOSED DROP CURB
- PROPOSED SIDEWALK

NOTE :

IT IS THE RESPONSIBILITY OF THE CONTRACTORS TO INFORM THEMSELVES OF THE EXACT LOCATION OF, AND ASSUME ALL LIABILITY FOR DAMAGE TO ALL UTILITIES, SERVICES AND STRUCTURES WHETHER ABOVE GROUND OR BELOW GRADE BEFORE COMMENCING THE WORK. SUCH INFORMATION IS NOT NECESSARILY SHOWN ON THE DRAWING, AND WHERE SHOWN, THE ACCURACY CANNOT BE GUARANTEED.

WITH THE SOLE EXCEPTION OF THE BENCHMARK(S) SPECIFICALLY DESCRIBED FOR THIS PROJECT, NO ELEVATION INDICATED OR ASSUMED HEREON IS TO BE USED AS A REFERENCE ELEVATION FOR ANY PURPOSE.

No.	DATE	BY	ISSUES / REVISIONS

TSH engineers architects planners
513 Division Street
Cobourg, Ontario
K9A 5G6
TEL: 905-372-2121
FAX: 905-372-3621
E-mail: cobourg@tsh.ca
www.tsh.ca

ALL DIMENSIONS AND INFORMATION SHALL BE CHECKED AND VERIFIED ON THE JOB AND ANY DISCREPANCIES MUST BE REPORTED TO THE CONSULTANT BEFORE COMMENCING THE WORK. DRAWINGS ARE NOT TO BE SCALED.

THIS DRAWING AND ALL ASPECTS OF ITS CONTENT ARE PROTECTED BY COPYRIGHT. REPRODUCTION IN WHOLE OR IN PART, BY ANY MEANS WHATSOEVER, WHETHER ELECTRONIC, MECHANICAL OR OTHERWISE, WITHOUT THE EXPRESS WRITTEN PERMISSION OF TOTTEN SIMS HUBICKI ASSOCIATES, IS PROHIBITED BY LAW.

CLIENT:

C:\Land Projects R2\29349\dwg\Kawartha.tif

PROJECT:

ANGELINE STREET NORTH RECONSTRUCTION

Tender No.

LINDSAY

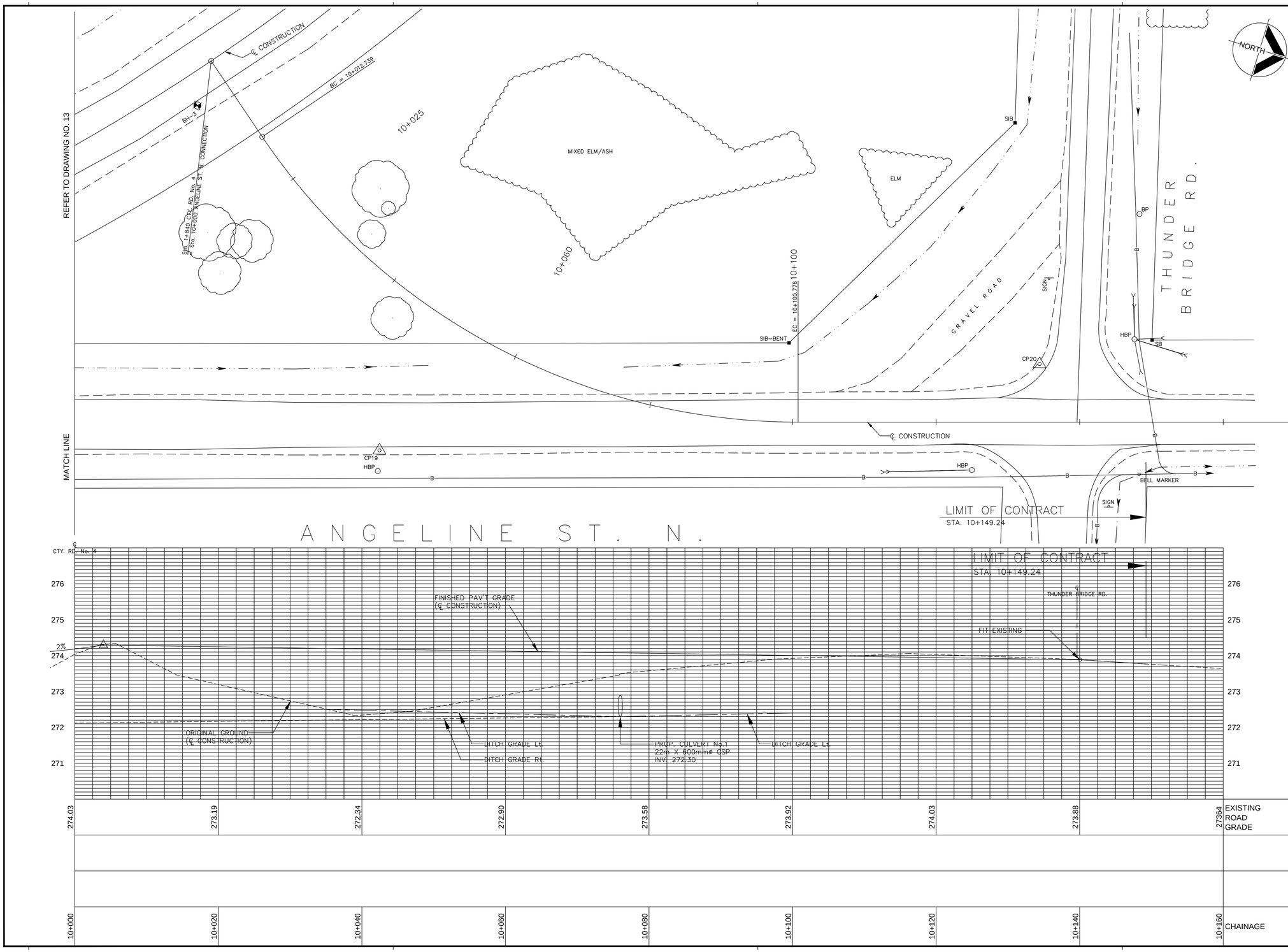
DRAWING:

NEW CONSTRUCTION

STA. 2+060 TO STA. 2+220

DRAWN BY:	CHECKED BY:	PROJECT No. :
J. BEAVAN	M. E. MOORE	12-29349
DESIGNED BY:	APPROVED BY:	DRAWING No.
M. E. MOORE	W. WILCOX	18
SCALE: HORZ. 1:500 VERT. 1:100	DATE: MARCH 2004	

D:\C1Transfer\Kawartha Lakes\Angeline\29349-18.dwg - Tue, 20 Apr 2004 - 14:12



LEGEND

STM.	EXISTING STORM SEWER
SAN.	EXISTING SANITARY SEWER
WM.	EXISTING WATERMAIN
G	EXISTING GAS MAIN
B	EXISTING BURIED BELL CABLE
CTV	EXISTING BURIED CTV CABLE
H	EXISTING BURIED HYDRO CABLE
	REMOVE EXISTING
CB	REMOVE EXISTING STRUCTURE
	CLEARING AND GRUBBING
	REMOVE SIDEWALK

NOTE :

IT IS THE RESPONSIBILITY OF THE CONTRACTORS TO INFORM THEMSELVES OF THE EXACT LOCATION OF, AND ASSUME ALL LIABILITY FOR DAMAGE TO ALL UTILITIES, SERVICES AND STRUCTURES WHETHER ABOVE GROUND OR BELOW GRADE BEFORE COMMENCING THE WORK. SUCH INFORMATION IS NOT NECESSARILY SHOWN ON THE DRAWING, AND WHERE SHOWN, THE ACCURACY CANNOT BE GUARANTEED.

WITH THE SOLE EXCEPTION OF THE BENCHMARK(S) SPECIFICALLY DESCRIBED FOR THIS PROJECT, NO ELEVATION INDICATED OR ASSUMED HEREON IS TO BE USED AS A REFERENCE ELEVATION FOR ANY PURPOSE.

No.	DATE	BY	ISSUES / REVISIONS

TSH engineers architects planners
513 Division Street
Cobourg, Ontario
K9A 5G6
TEL: 905-372-2121
FAX: 905-372-3621
E-mail cobourg@tsh.ca
www.tsh.ca

ALL DIMENSIONS AND INFORMATION SHALL BE CHECKED AND VERIFIED ON THE JOB AND ANY DISCREPANCIES MUST BE REPORTED TO THE CONSULTANT BEFORE COMMENCING THE WORK. DRAWINGS ARE NOT TO BE SCALED.

THIS DRAWING AND ALL ASPECTS OF ITS CONTENT ARE PROTECTED BY COPYRIGHT. REPRODUCTION IN WHOLE OR IN PART, BY ANY MEANS WHATSOEVER, WHETHER ELECTRONIC, MECHANICAL OR OTHERWISE, WITHOUT THE EXPRESS WRITTEN PERMISSION OF TOTTEN SIMS HUBICKI ASSOCIATES, IS PROHIBITED BY LAW.

CLIENT:

C:\Land Projects R2\29349\dwg\Kawartha.tif

PROJECT:

ANGELINE STREET NORTH RECONSTRUCTION

Tender No.

LINDSAY

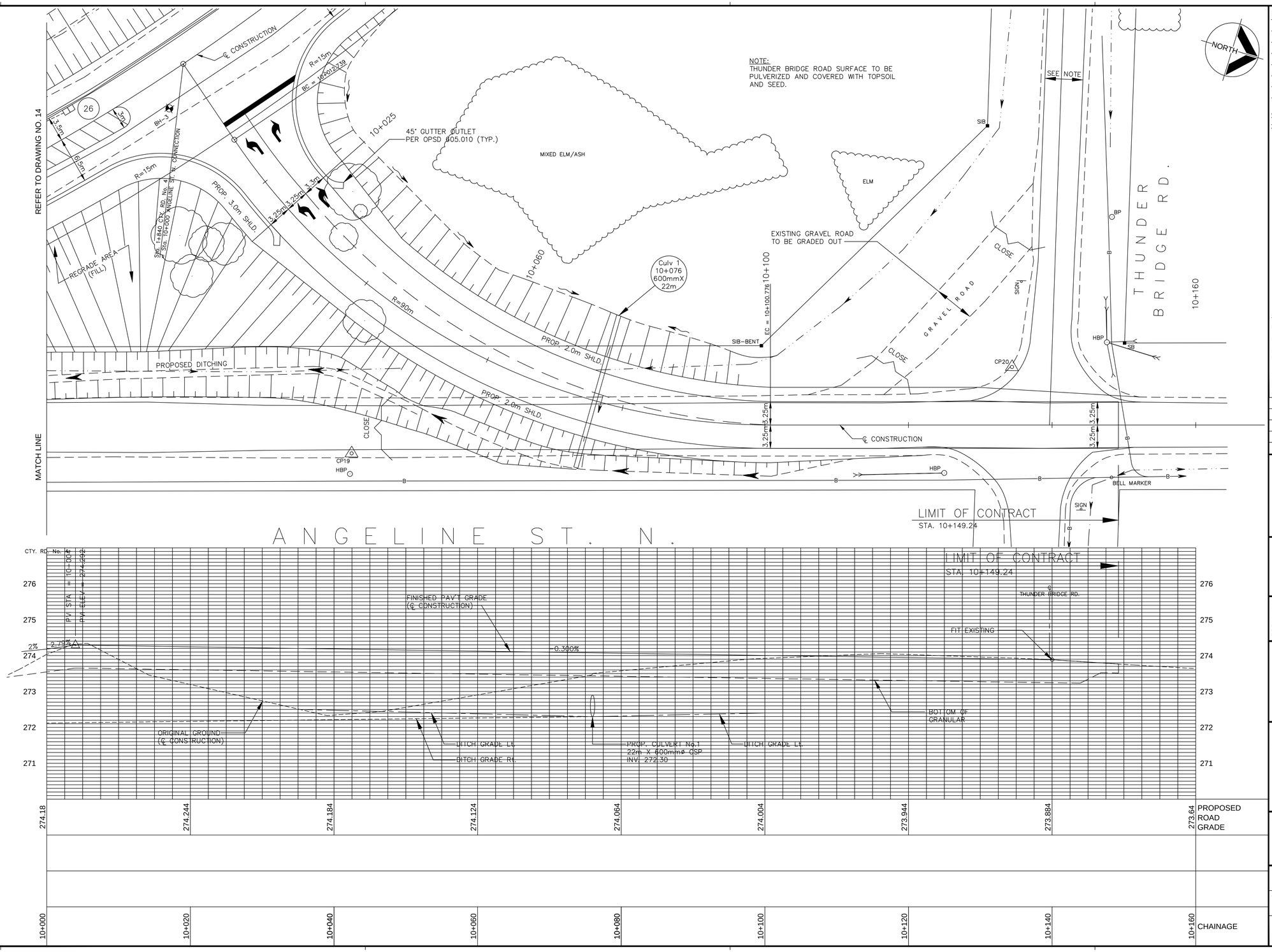
DRAWING:

EXISTING CONDITIONS AND REMOVALS

STA. 10+100 TO STA. 10+160

DRAWN BY:	CHECKED BY:	PROJECT No. :
J. BEAVAN	M. E. MOORE	12-29349
DESIGNED BY:	APPROVED BY:	DRAWING No.
M. E. MOORE	W. WILCOX	19
SCALE: HORZ. 1:500 VERT. 1:100	DATE: MARCH 2004	

D:\C:\Temp\Acad\Plots Latest\Angeline\29349-19.dwg , Tue, 20 Apr 2004 - 14:12



LEGEND

STM.	EXISTING STORM SEWER
SAN.	EXISTING SANITARY SEWER
WM.	EXISTING WATERMAIN
G	EXISTING GAS MAIN
B	EXISTING BURIED BELL CABLE
CTV	EXISTING BURIED CTV CABLE
H	EXISTING BURIED HYDRO CABLE
	PROPOSED CURB & GUTTER
	PROPOSED DROP CURB
	PROPOSED SIDEWALK

NOTE :

IT IS THE RESPONSIBILITY OF THE CONTRACTORS TO INFORM THEMSELVES OF THE EXACT LOCATION OF, AND ASSUME ALL LIABILITY FOR DAMAGE TO ALL UTILITIES, SERVICES AND STRUCTURES WHETHER ABOVE GROUND OR BELOW GRADE BEFORE COMMENCING THE WORK. SUCH INFORMATION IS NOT NECESSARILY SHOWN ON THE DRAWING, AND WHERE SHOWN, THE ACCURACY CANNOT BE GUARANTEED.

WITH THE SOLE EXCEPTION OF THE BENCHMARK(S) SPECIFICALLY DESCRIBED FOR THIS PROJECT, NO ELEVATION INDICATED OR ASSUMED HEREON IS TO BE USED AS A REFERENCE ELEVATION FOR ANY PURPOSE.

No.	DATE	BY	ISSUES / REVISIONS

TSH engineers architects planners
513 Division Street
Cobourg, Ontario
K9A 5G6
TEL: 905-372-2121
FAX: 905-372-3621
E-mail cobourg@tsh.ca
www.tsh.ca

ALL DIMENSIONS AND INFORMATION SHALL BE CHECKED AND VERIFIED ON THE JOB AND ANY DISCREPANCIES MUST BE REPORTED TO THE CONSULTANT BEFORE COMMENCING THE WORK. DRAWINGS ARE NOT TO BE SCALED.

THIS DRAWING AND ALL ASPECTS OF ITS CONTENT ARE PROTECTED BY COPYRIGHT. REPRODUCTION IN WHOLE OR IN PART, BY ANY MEANS WHATSOEVER, WHETHER ELECTRONIC, MECHANICAL OR OTHERWISE, WITHOUT THE EXPRESS WRITTEN PERMISSION OF TOTTEN SIMS HUBICKI ASSOCIATES, IS PROHIBITED BY LAW.

CLIENT:

C:\Land Projects R2\29349\dwg\Kawartha.tif

PROJECT:

ANGELINE STREET NORTH RECONSTRUCTION

Tender No.

LINDSAY

DRAWING:

NEW CONSTRUCTION

STA. 10+100 TO STA. 10+160

DRAWN BY:	CHECKED BY:	PROJECT No. :
J. BEAVAN	M. E. MOORE	12-29349
DESIGNED BY:	APPROVED BY:	DRAWING No.
M. E. MOORE	W. WILCOX	20
SCALE: HORZ. 1:500 VERT. 1:100	DATE: MARCH 2004	

D:\C:\Land Projects R2\29349\dwg\29349-20.dwg - Mon, 19 Apr 2004 - 16:41

NEW STRUCTURES – STORM SEWER DATA

LOCATION	No.	STATION	OFFSET TO ℄ GRATE	STRUCTURE TYPE (OPSD)	GRATE TYPE	ELEVATIONS GRATE	ELEVATIONS INLET	ELEVATIONS OUTLET	SEWER DATA No. TO No.	SIZE	TYPE	% GRADE	LENGTH
ANGELINE ST. N.	1	1+163.3	4.91 Lt.	EXISTING	400.020	266.282	N. 263.950	S. 263.800	1 – 3	750	C.P.	1.00	58.0m
							N.E. 264.260						
	2	1+164.7	4.98 Rt.	EXISTING	400.020	266.295	–	S.W. 264.610	3 – WEST	375	PVC	1.00	6.0m
	3	1+221	4.90 Lt.	701.011	400.020	266.892	N. 264.530	S. 264.530	3 – 4	750	C.P.	1.35	25.0m
							W. 264.905						
	4	1+246	4.90 Lt.	701.011	400.020	267.158	N. 264.868	S. 264.868	4 – 5	300	PVC	1.00	10.0m
							E. 264.318						
							W. 265.390		5 – 6	300	PVC	1.00	5.0m
	5	1+246	4.90 Rt.	705.010	400.020	267.158	E. 265.400	W. 265.400					
									7 – 4	300	PVC	2.00	5.0m
	6	1+246	9.50 Rt.	705.030	403.010 'A'	266.800	–	W. 265.445					
									4 – 8	750	C.P.	1.35	83.0m
	7	1+246	9.50 Lt.	705.030	403.010 'A'	267.100	–	E. 265.500					
									8 – 9	300	PVC	1.74	10.0m
	8	1+329	4.90 Lt.	701.011	400.020	268.278	N. 266.060	S. 265.988					
							E. 266.438		9 – 10	300	PVC	1.00	8.0m
	9	1+329	4.90 Rt.	705.010	400.020	268.278	E. 266.612	W. 266.612					
									8 – 11	675	C.P.	1.60	85.0m
	10	1+329	13.00 Rt.	705.030	403.010 'A'	268.000	–	W. 266.662					
									11 – 12	300	PVC	1.00	10.0m
	11	1+414	4.90 Lt.	701.010	400.020	270.350	N. 267.420	S. 267.420					
							E. 268.700		11 – 13	300	PVC	2.00	10.0m
							W. 268.000						
	12	1+414	4.90 Rt.	705.010	400.020	270.350	–	W. 268.800	11 – 14	675	C.P.	1.60	82.0m
	13	1+414	15.00 Lt.	705.030	403.010 'A'	270.200	–	E. 268.200	14 – 15	300	PVC	2.00	10.0m
	14	1+496	4.90 Lt.	701.010	400.020	271.968	N. 268.732	S. 268.732	14 – 18	675	C.P.	0.96	124.0m
							E. 270.400						
	15	1+496	4.90 Rt.	705.010	400.020	271.968	–	W. 270.600	16 – PIPE	300	C.P.	6.00	10.0m
	16	1+560	4.90 Rt.	705.010	400.020	272.415	–	W. 270.250	17 – PIPE	300	PVC	2.00	10.0m
	17	1+583	15.00 Lt.	705.030	403.010 'A'	272.200	–	E. 270.200	18 – 19	300	PVC	2.00	10.0m
	18	1+620	4.90 Lt.	701.010	400.020	272.726	N. 269.848	S. 269.848	18 – 20	600	C.P.	1.53	10.0m
							E. 270.347						
							W. 270.047		21 – PIPE	300	PVC	2.00	10.0m
	19	1+620	4.90 Rt.	705.010	400.020	272.826	–	W. 270.547					
									18 – 22	675	C.P.	0.35	100.0m
	20	1+620	15.00 Lt.	705.040	403.010 'C'	272.200	–	E. 270.200					
									22 – 23	600	C.P.	0.77	10.0m
	21	1+672	15.00 Lt.	705.030	403.010 'A'	272.200	–	E. 270.500					
									22 – 24	450	C.P.	0.65	16.0m
	22	1+720	4.40 Lt.	701.010	400.020	273.267	N.W.270.623	S. 270.248					
							E. 270.473		22 – 25	300	PVC	1.00	57.0m
							W. 270.323						
	23	1+720	15.00 Lt.	705.040	403.010 'C'	271.900	–	E. 270.400	25 – 26	300	PVC	1.00	46.0m
	24	1+720	12.60 Rt.	705.040	403.010 'C'	272.100	–	W. 270.577					
	25	1+777	3.84 Lt.	705.020	400.020 (2)	273.570	N.W.271.193	S.E.271.193					
	26	1+823	3.50 Lt.	705.020	400.020 (2)	273.812	–	S.E.271.653					

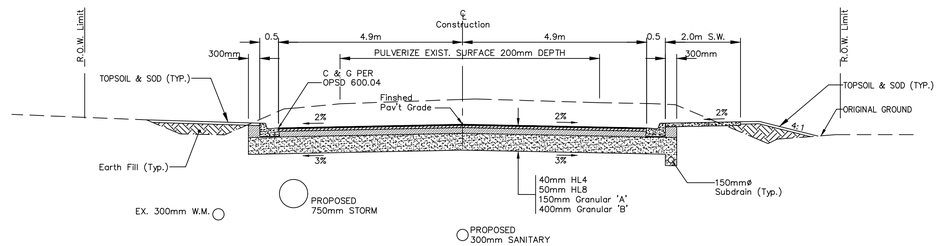
* NOTE: ALL STORM MANHOLES, CATCHBASINS AND DITCH INLETS TO BE SUPPLIED WITH 0.30m AND 0.60m SUMPS RESPECTIVELY; ALSO WITH A 100mm DIA. OPENING IN THE FLOOR SLAB. FILTER FABRIC, TERRAFIX 270R, TO BE PLACED OUTSIDE FLOOR SLAB OPENING.
ALL STRUCTURES TO BE CONSTRUCTED WITH MIN. THICKNESS OF 300mm GRAN. 'B' ALL AROUND.

NEW STRUCTURES – SANITARY SEWER DATA

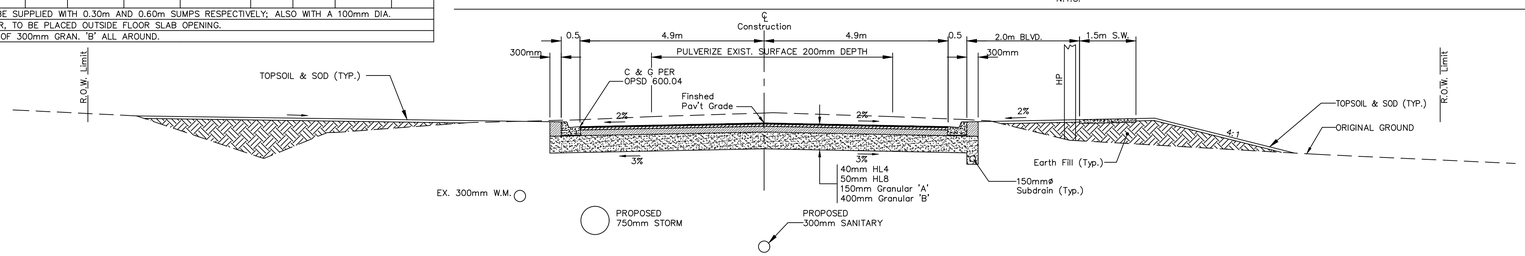
LOCATION	No.	STATION	OFFSET TO ℄ GRATE	STRUCTURE TYPE	GRATE TYPE	ELEVATIONS GRATE	ELEVATIONS INLET	ELEVATIONS OUTLET	SEWER DATA No. TO No.	SIZE	TYPE	% GRADE	LENGTH
ANGELINE ST. N.	S1	1+136	C.L.	701.010	401.01–'A'	266.095	N. 263.200	S. 263.200	S1 – S2	300mm	PVC	0.50	90.0m
	S2	1+226	C.L.	701.010	401.01–'A'	267.050	W. 263.700	S. 263.650	S2 – WEST	250mm	PVC	1.00	10.0m
							N. 263.750						
	S3	1+342	C.L.	701.010	401.01–'A'	268.660	N. 265.415	S. 265.415	S2 – S3	200mm	PVC	1.44	116.0m
	S4	1+456	C.L.	701.010	401.01–'A'	271.432	N. 267.500	S. 267.500	S3 – S4	200mm	PVC	2.09	114.0m
	S5	1+576	C.L.	701.010	401.01–'A'	272.598	N. 268.800	S. 268.800	S4 – S5	200mm	PVC	1.08	120.0m
	S6	1+697.87	1.82m Rt.	701.010	401.01–'A'	273.231	W. 269.500	S. 269.500	S5 – S6	200mm	PVC	0.57	122.0m

ADJUST & REBUILD M.H./C.B. – STORM & SANITARY SEWERS DATA

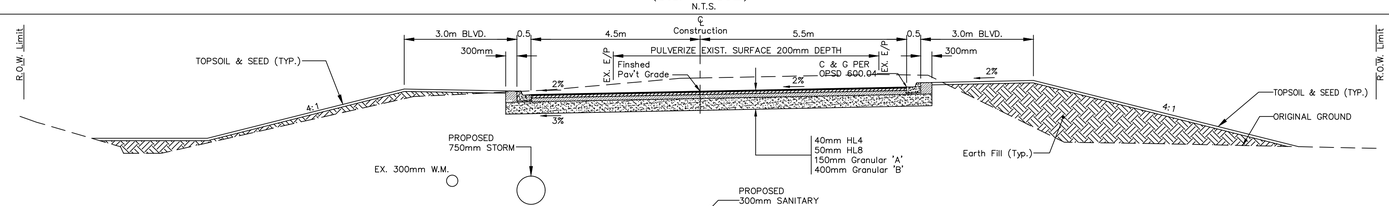
LOCATION	No.	STATION	OFFSET TO ℄ GRATE	STRUCTURE TYPE	GRATE TYPE	EXISTING GRATE	PROPOSED GRATE	RAISE/ LOWER	COMMENTS
ANGELINE ST. N.	1	1+163.3	4.91m Lt.	EXIST. M.H.	400.020	266.470	266.282	L–0.188	REBUILD M.H. – ADD NEW FRAME & GRATE – BLOCK UP EX. N. OPENING
	2	1+164.7	4.98m Rt.	EXIST. M.H.	400.020	266.557	266.295	L–0.262	REBUILD M.H. – ADD NEW FRAME & GRATE – BLOCK UP EX. N. OPENING



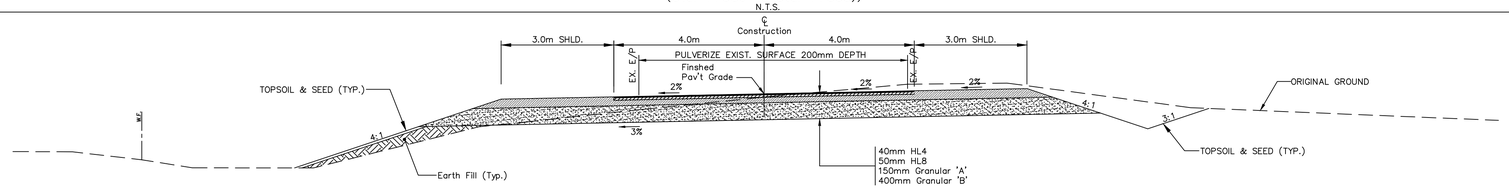
TYPICAL SECTION – URBAN W/ 2.0m S.W.
(Sta. 1+302±)
N.T.S.



TYPICAL SECTION – URBAN W/ 1.5m S.W./2.0m BLVD.
(Sta. 1+436±)
N.T.S.



TYPICAL SECTION – URBAN W/ SUPERELEVATION
(Sta. 1+580 to Sta. 1+885))
N.T.S.



TYPICAL SECTION – RURAL W/ SUPERELEVATION
(Sta. 1+885 to Sta. 2+200))
N.T.S.

LEGEND

NOTE:

IT IS THE RESPONSIBILITY OF THE CONTRACTORS TO INFORM THEMSELVES OF THE EXACT LOCATION OF, AND ASSUME ALL LIABILITY FOR DAMAGE TO ALL UTILITIES, SERVICES AND STRUCTURES WHETHER ABOVE GROUND OR BELOW GRADE BEFORE COMMENCING THE WORK. SUCH INFORMATION IS NOT NECESSARILY SHOWN ON THE DRAWING, AND WHERE SHOWN, THE ACCURACY CANNOT BE GUARANTEED.

WITH THE SOLE EXCEPTION OF THE BENCHMARK(S) SPECIFICALLY DESCRIBED FOR THIS PROJECT, NO ELEVATION INDICATED OR ASSUMED HEREON IS TO BE USED AS A REFERENCE ELEVATION FOR ANY PURPOSE.

No.	DATE	BY	ISSUES / REVISIONS

TSH engineers architects planners
513 Division Street
Cobourg, Ontario
K9A 5G6
TEL: 905-372-2121
FAX: 905-372-3621
E-mail: cobourg@tsh.ca
www.tsh.ca

ALL DIMENSIONS AND INFORMATION SHALL BE CHECKED AND VERIFIED ON THE JOB AND ANY DISCREPANCIES MUST BE REPORTED TO THE CONSULTANT BEFORE COMMENCING THE WORK. DRAWINGS ARE NOT TO BE SCALED.

THIS DRAWING AND ALL ASPECTS OF ITS CONTENT ARE PROTECTED BY COPYRIGHT. REPRODUCTION IN WHOLE OR IN PART, BY ANY MEANS WHATSOEVER, WHETHER ELECTRONIC, MECHANICAL OR OTHERWISE, WITHOUT THE EXPRESS WRITTEN PERMISSION OF TOTTEN SIMS HUBICKI ASSOCIATES, IS PROHIBITED BY LAW.

CLIENT:

C:\Land Projects R2\29349\dwg\Kawartha.tif

PROJECT:

ANGELINE STREET NORTH RECONSTRUCTION

Tender No.

LINDSAY

DRAWING:

SEWER TABLES AND TYPICAL SECTIONS

DRAWN BY:	CHECKED BY:	PROJECT No. :
J. BEAVAN	M.E. MOORE	12-29349
DESIGNED BY:	APPROVED BY:	DRAWING No.
M.E. MOORE	W. WILCOX	21
SCALE:	DATE:	
	MARCH 2004	

D:\C:\Land Projects R2\29349\dwg\29349-21.dwg - Tue, 20 Apr 2004 - 9:13

The Corporation of the City of Kawartha Lakes

Council Report

Report Number RD2020-002

Meeting Date: July 28, 2020

Title: Maintenance Responsibility - Francis Street East, Fenelon Falls

Description: A review of maintenance responsibility for 202, 206, 208, 210 Francis Street East in Fenelon Falls.

Ward Number: 3

Author and Title: Bryan Robinson, Director of Public Works

Recommendation(s):

That Report **RD2020-002**, **Maintenance Responsibility – Francis Street, Fenelon**, be received;

That Council acknowledges the laneway extending from Francis Street East providing access to 210 Francis St E, 208 Francis St E, 206 Francis St E, and roll number 165124000123000 is a shared driveway for the joint and sole benefit of those private properties; and

That Staff be directed to cease service on the shared driveway and provide notice to the benefitting property owners.

Department Head:_____

Financial/Legal/HR/Other:_____

Chief Administrative Officer:_____

Background:

At the Council Meeting of October 22, 2019, Council adopted the following resolution:

CR2019-577

Moved By Deputy Mayor Elmslie

Seconded By Councillor O'Reilly

That the October 8, 2019 memorandum from Deputy Mayor Elmslie regarding Full Winter Maintenance for the Cul de Sac Accessing Francis Street, Fenelon Falls, be received;

That the cul de sac, encompassing properties 202-210, receive full winter maintenance for 2019-2020 winter season; and

That staff report back to Council at the end of Q1 2020, with background regarding this cul de sac and recommendations for municipal maintenance moving forward.

Carried.

This report addresses that direction.

Rationale:

Public Works is responsible for maintaining roadways to the desired level of service that Council specifies. From time to time, we come across service levels that have been improperly applied. For the most part, these service delivery questions are encompassed within the larger review of maintenance of unassumed and private roads. Staff are continuing to review the larger service level program and plan to review this with Council at a later date. The topic raised within this report is separate from the larger review and can be dealt with as an independent item as it addresses individual access to a road allowance.

In order to improve the efficiency and safety for the motoring public, Francis Street East in Fenelon Falls was reconstructed by the municipality (reference Appendix A – General location map). The road was realigned and portions of the road allowance were stopped up and closed (reference Appendix C – Service Ontario Parcel Map). The elevation difference between the road and the homes in the vicinity of 202 – 210 Francis Street East was significant that made it impossible to enable traditional driveways along the frontage of the property. In order to maintain access, a shared driveway was created that branched off of Francis Street East and runs along the frontage of the noted properties (reference Appendix B – Aerial Photography). The shared driveway is within the

municipal road allowance much the same as the initial portion of a traditional driveway traverses from the road allowance to private property. The driveway varies in width and was not constructed with a proper municipal turn around for municipal service equipment.

Since the reconstruction, the shared driveway has been maintained by the municipality. In 2019, the situation was reviewed with the local Councillor and the residents were advised that service on the shared driveway would cease. Upon notification, the residents did not agree with the position of Staff and as a result, Councillor Elmslie provided the memo to Council on October 22, 2019 which asked that staff continue servicing the shared driveway until additional information could be brought to Council in Q1 of 2020 for consideration. The report has been delayed to Council due to COVID-19.

It is Staff's opinion that the shared driveway was installed for the sole benefit of the local residents in lieu of being able to have traditional driveways fronting Francis Street East. The shared driveway was not constructed to municipal standard and as such, service by the City should not have occurred.

Other Alternatives Considered:

Alternative 1:

Council could consider providing direction to Staff to perform winter maintenance only on the shared laneway. Staff do not support this alternative. This would be achieved by removing:

That Staff be directed to cease service on the shared driveway and provide notice to the benefitting property owners.

And adding:

That Staff be directed to perform winter maintenance only on the shared laneway and provide notice to the benefitting property owners.

Alternative 2:

Council could consider providing direction to Staff to perform full municipal services on the shared laneway. This would have Staff perform summer and winter maintenance to municipal standard and also plan for the capital replacement of the road. This alternative is not recommended by Staff. This would be achieved by removing:

That Staff be directed to perform winter maintenance only on the shared laneway and provide notice to the benefitting property owners.

And adding:

That Staff be directed to consider the shared laneway part of the municipally assumed road infrastructure, to provide associated maintenance and capital asset management.

Financial/Operation Impacts:

Currently the shared laneway is being maintained by the City within our annual operating budget. Removal of this work would enable reallocation of resources to other assumed municipal infrastructure.

If Council chooses Alternative 2 which would also have the City assume summer maintenance and capital replacement of the road, the additional budget for lifecycle replacement would be approximately $25,000 in 2020 dollars.

Relationship of Recommendation(s) To The 2020-2023 Strategic Plan:

The recommendation in this report support the strategic plan in the form of providing good government – ensuring proper and consistent asset management and providing efficient service delivery.

Servicing Implications:

By agreeing to the recommendations in this report, Council will be moving towards establishing appropriate guidelines and standards for service delivery. The residents that benefit from the laneway servicing their property will be responsible for the maintenance of said laneway, thereby pulling the burden and onus off other taxpayers.

Consultations:

Law Clerk, Realty Services
Supervisor, Infrastructure Design and Construction

Attachments:

Appendix A – General Location Map

Report 2020-002
Appendix A.docx

Appendix B – Aerial Images

Report 2020-002
Appendix B.docx

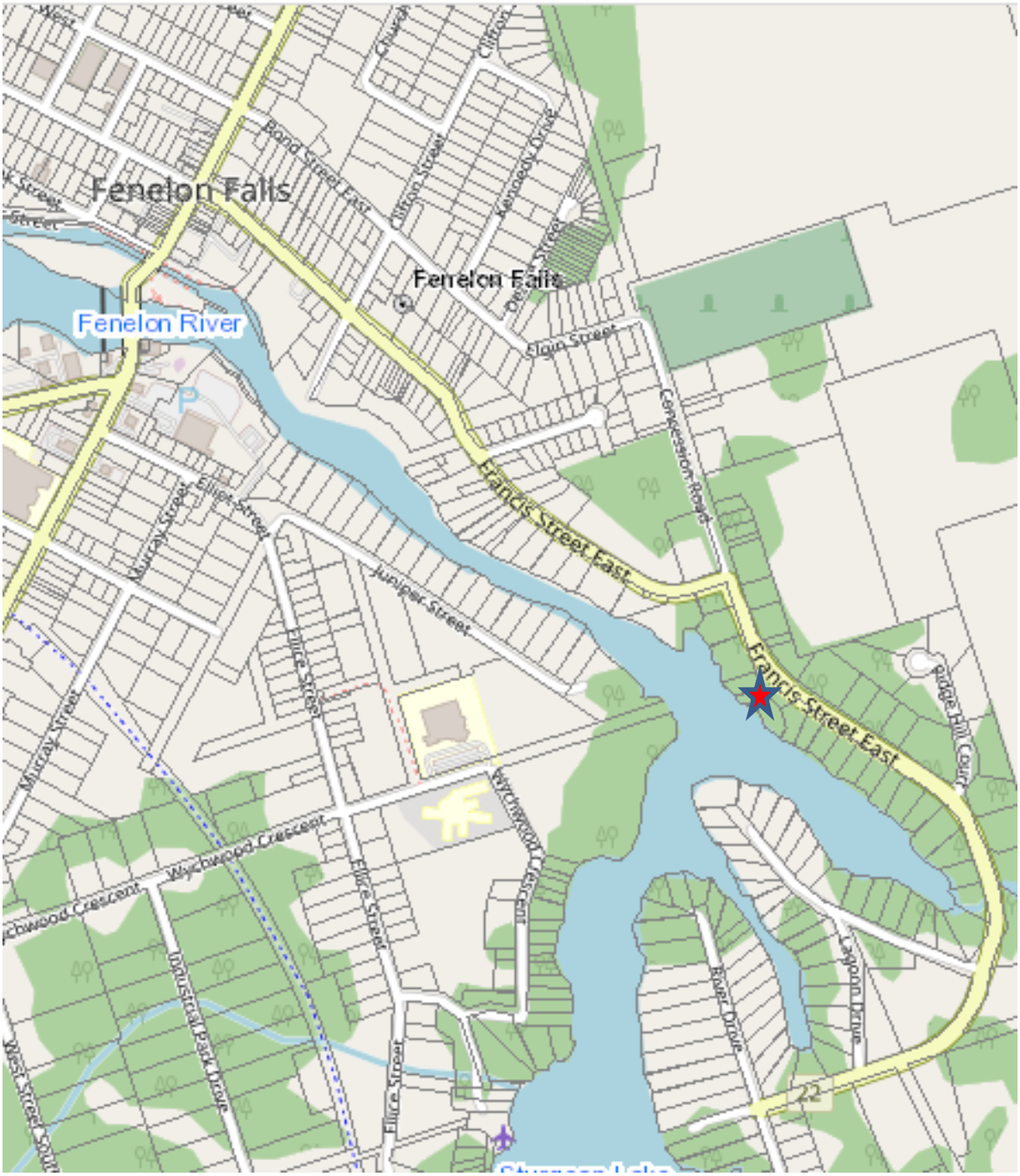
Appendix C – Service Ontario Parcel Map

Report 2020-002
Appendix C.docx

Department Head E-Mail: brobinson@kawarthalakes.ca

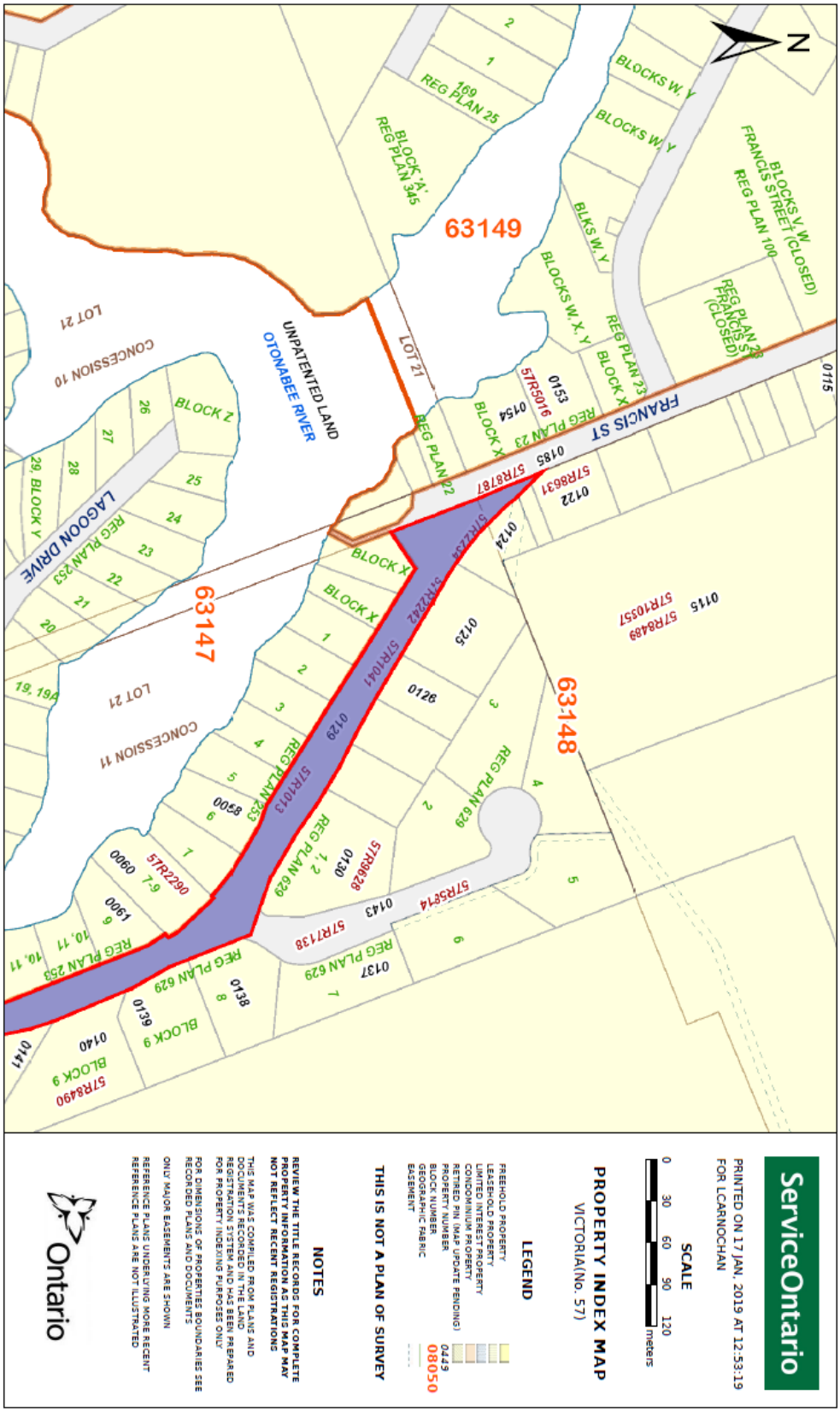
Department Head: Bryan Robinson

Appendix A to Report RD2020-002
General Location Map: Fenelon Falls



211
215
206
208
210
212
214
218

206
208


ServiceOntario
PRINTED ON 17 JAN, 2019 AT 12:53:19
FOR LCARNOCHAN
SCALE
0 30 60 90 120
meters
PROPERTY INDEX MAP
VICTORIA(No. 57)
LEGEND
FREEHOLD PROPERTY
LEASEHOLD PROPERTY
LIMITED INTEREST PROPERTY
CONDOMINIUM PROPERTY
RETIRED PIN (MAP UPDATE PENDING)
PROPERTY NUMBER 0443
BLOCK NUMBER 08050
GEOGRAPHIC FABRIC
EASEMENT
THIS IS NOT A PLAN OF SURVEY
NOTES
REVIEW THE TITLE RECORDS FOR COMPLETE PROPERTY INFORMATION AS THIS MAP MAY NOT REFLECT RECENT REGISTRATIONS
THIS MAP WAS COMPILED FROM PLANS AND DOCUMENTS RECORDED IN THE LAND REGISTRATION SYSTEM AND HAS BEEN PREPARED FOR PROPERTY INDEXING PURPOSES ONLY
FOR DIMENSIONS OF PROPERTIES BOUNDARIES SEE RECORDED PLANS AND DOCUMENTS
ONLY MAJOR EASEMENTS ARE SHOWN
REFERENCE PLANS UNDERLYING MORE RECENT REFERENCE PLANS ARE NOT ILLUSTRATED
Ontario
© Queen's Printer for Ontario, 2019
N
63149
63147
63148
UNPATENTED LAND
OTONABEE RIVER
FRANCIS ST
LAGOON DRIVE
CONCESSION 10
CONCESSION 11
LOT 21
BLOCK Z
BLOCK X
BLOCK Y
BLOCK 9
REG PLAN 25
REG PLAN 345
REG PLAN 100
REG PLAN 23
REG PLAN 22
REG PLAN 253
REG PLAN 629
57R2290
57R8490
57R8489
57R10357
57R8531
57R8787
57R9628
57R5874
57R1138
57R1013
57R1041
57R2242
57R5016

The Corporation of the City of Kawartha Lakes

Council Report

Report Number RD2020-004

Meeting Date: July 28, 2020

Title: Limited Service Agreement Update – Gillis Street

Description: Update on entering into an agreement and level of service

Ward Number: 3

Author and Title: Bryan Robinson, Director of Public Works

Recommendation(s):

That Report 2020-004, Level of Service for Gillis Street be received;

That Staff be directed to continue to work with the road representative(s) to attempt to enter into a limited service agreement; and

That should an agreement not be reached by the end of September 30, 2020 the City cease service on the private road.

Department Head:

Financial/Legal/HR/Other:

Chief Administrative Officer:

Background:

Within the townships of the prior County of Victoria, the individuals at those townships managed unassumed and private roads differently. The City of Kawartha Lakes inherited varying levels of service for road infrastructure within its boundary.

The current administration is trying to document and establish consistency related to service levels. Documentation is essential to outline exactly what services are to be provided. This is key for both residents and staff to ensure services are provided in a fair and consistent manner.

At the Council Meeting of July 16, 2019 Council adopted the following resolution:

CC2019-18.14.2.4
Memo - Level of Service for Gillis Street, Killarney Bay Road and Grove Road
Doug Elmslie, Deputy Mayor

CR2019-457

Moved By Deputy Mayor Elmslie

Seconded By Councillor Yeo

That the memorandum dated July 16, 2019 from Deputy Mayor Elmslie regarding Level of Service for Gillis Street, Killarney Bay Road, and Grove Road be received;

That Gillis Street, Killarney Bay Road and Grove Road continue to receive the level of service they have traditionally received until an agreement with the City can be enacted; and

That if an agreement is not reached by Spring 2020, the matter be referred back to Council for further direction or resolution.

Carried.

This report addresses that direction.

While attempting to work with representatives from Gillis Street, unique challenges were presented that prevented Staff from entering into an agreement for the services provided.

Gillis Street is a private road (Appendix 1 and 2 of this report) which has been receiving limited maintenance service for some time without an agreement. A large portion of the road is located on property that was originally part of a neighboring farm. However, the farm was then transferred without transferring

title to the private road. The current owner of this portion of the road is now deceased. The road also crosses several of the local resident's private lands.

Staff have been actively working with representatives from the road for several years to enter into a Limited Service Agreement to document the service provided and enable legal rights for the City and its contractors to access the road. Staff have encouraged road representatives to obtain a vesting order from the Land Registry Office, so that they can obtain title to the balance of the road. They have not done so to date.

Rationale:

The City is not legally obligated to provide service to private roads. In order to provide service, the City established a legal agreement process known as a Limited Service Agreement. The City requires a signed agreement to protect against liability as we work on private property.

During initial discussions, the owners group believed the road to be owned by the City. The City undertook the legal registry searches necessary to confirm the ownership is private. The residents now understand that road is private but believe the City, based on providing historical limited service has assumed the road.

The City has received a legal opinion from our Solicitor that the road remains private and has not been assumed.

Based on the above information and based on the direction of Council to have services remain status quo until the formal review of all roads is complete and ready for Council review, Staff and the road representatives have attempted to enter into an agreement, but are at a standstill.

The road representatives remain of the opinion that they do not want to enter into an agreement. The City is currently providing limited maintenance to the private road without legal authorization to access the lands.

Other Alternatives Considered:

Council has several options available. Staff do caution that any decision other than that recommended above could be considered precedent setting.

Alternative 1:

Noting that the road is private and the road representatives have not taken any action to enable execution of an agreement, Council could choose to cease service immediately. Staff do not recommend this alternative, to allow the road association time to secure maintenance through the commercial market.

Alternative 2:

Council could opt to direct staff to continue to provide limited maintenance to the private road without an agreement. This alternative is strongly discouraged as it places the City in a position of liability with respect to work on the road and is also precedent setting for other roads.

Alternative 3:

The residents could opt to pursue following City Policy CP2017-010 – Assumption of Private and Unassumed Roads. This would offer residents full municipal service but would require the residents to bring the road to the condition identified in the policy at their expense. This alternative has been reviewed with the residents who have expressed this is not feasible for them.

Financial/Operation Impacts:

The City is currently providing limited winter service to Gillis Street. The road is part of the secondary road winter maintenance route which was recently brought in house. The resources allocated to this road could be redeployed to other municipal services if Council chose to do so. This would improve cycle times (response timing) for the remainder of the roads on that route.

Relationship of Recommendation(s) To The 2020-2023 Strategic Plan:

This report aligns with the Strategic Plan's key initiative:

- Goal 4 – Good Government

Providing effective, efficient and timely service to our residents is essential. Council should note that this report aligns with Good Government which focuses on appropriate allocation of municipal resources and appropriate management of our assets. Although this road is not a municipal asset, any allocation of resource to this asset means that we are utilizing resources that could be redeployed to other assets.

Consultations:

City Solicitor

Attachments:

Appendix 1: Gillis Street Map

Appendix 1
RD2020-004 Gillis Stre

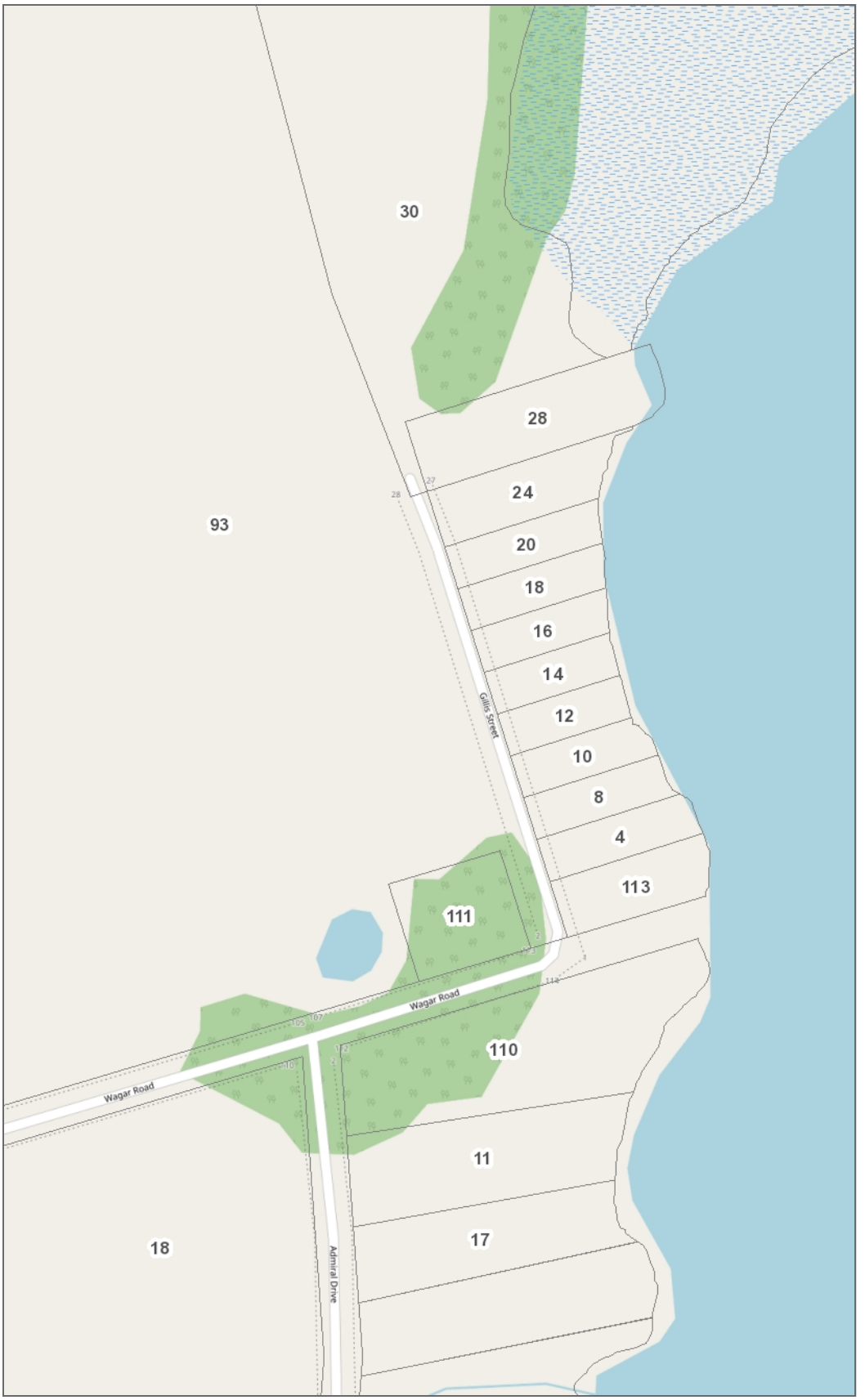
Appendix 2: Gillis Street Aerial

Appendix 2
RD2020-004 Gillis Stre

Department Head E-Mail: brobinson@kawarthalakes.ca

Department Head: Bryan Robinson

Department File: Limited Service Agreement, Gillis Street



Appendix to Report	Appendix 1 RD2020-004
File No.	Gillis Street

Subject Properties

- Property Roll Number
- Upper Municipalities
- Lower Tier Municipalties

0.18

Kilometers

1: 4,514

City of KAWARTHA LAKES
Catch the Kawartha spirit

THIS MAP IS NOT TO BE USED FOR NAVIGATION

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.

© City Of Kawartha Lakes

Date: 06/29/20

Appendix to Report	Appendix 2 RD2020-004
File No.	Gillis Street

Subject Properties

- Property Roll Number
- Upper Municipalities
- Lower Tier Municipalties

0.18

Kilometers

1: 4,514

City of KAWARTHA LAKES
Catch the Kawartha spirit

THIS MAP IS NOT TO BE USED FOR NAVIGATION

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.

© City Of Kawartha Lakes

Date: 06/29/20

The Corporation of the City of Kawartha Lakes

Council Report

Report Number RD2020-005

Meeting Date: July 28, 2020

Title: Limited Service Agreement Update – Killarney Bay Road

Description: Update entering into an agreement and service level

Ward Number: 3

Author and Title: Bryan Robinson, Director of Public Works

Recommendation(s):

That Report RD2020-005, Limited Service Agreement Update – Killarney Bay Road be received;

That Staff be directed to continue to work with the road representative(s) to attempt to enter into a limited service agreement; and

That should an agreement not be reached by the end of September 30, 2020, that the City cease service on the private section of Killarney Bay Road running north from Whitetail Road.

Department Head:_____

Financial/Legal/HR/Other:_____

Chief Administrative Officer:_____

Background:

Within the townships of the prior County of Victoria, the individuals at those townships managed unassumed and private roads differently. The City of Kawartha Lakes inherited varying levels of service for road infrastructure within its boundary.

The current administration is trying to document and establish consistency related to service levels. Documentation is essential to outline exactly what services are to be provided. This is key for both residents and staff to ensure services are provided in a fair and consistent manner.

At the Council Meeting of July 16, 2019 Council adopted the following resolution:

CC2019-18.14.2.4
Memo - Level of Service for Gillis Street, Killarney Bay Road and Grove Road
Doug Elmslie, Deputy Mayor

CR2019-457

Moved By Deputy Mayor Elmslie

Seconded By Councillor Yeo

That the memorandum dated July 16, 2019 from Deputy Mayor Elmslie regarding Level of Service for Gillis Street, Killarney Bay Road, and Grove Road be received;

That Gillis Street, Killarney Bay Road and Grove Road continue to receive the level of service they have traditionally received until an agreement with the City can be enacted; and

That if an agreement is not reached by Spring 2020, the matter be referred back to Council for further direction or resolution.

Carried.

This report addresses that direction.

Killarney Bay Road, running north from Whitetail Road is a private road (Attachments 1 & 2). The road crosses multiple private residential properties. In addition, the road is on a large portion of road that is owned by the estate of a deceased individual.

The City has historically trespassed on private property in order to complete maintenance and is exposed to liability in the event of an accident/incident on the roadway. A limited service agreement is needed to protect the interest of both

parties. In order to enter into a legal agreement (Limited Service Agreement), the legal owner is required to sign or authorize another to sign on their behalf.

The City met with the association representatives on October 9, 2019 to review the matter. As the legal owner is not available to sign the agreement, the City has advised the cottage association that they need to undertake a vesting order to obtain ownership of the road in order to execute the agreement. The association has indicated they believe the requirement is unreasonable.

Rationale:

The City is not legally obligated to provide service to private roads that have not been assumed for maintenance purposes by historical service, as in the present case. In order to provide service, the City established a legal agreement process known as a Limited Service Agreement. The City requires a signed agreement to protect against liability as we work on private property.

The City and the association have negotiated in an attempt to find a resolve, but have reached a standstill. Staff are continuing to provide service to this private road as directed by Council, however we caution Council that we are currently exposed to cost and liability while we perform the work.

In order to execute the agreement, there is one option available to the road association. Specifically, they can vest ownership of the road allowance into the name of the road association. This is likely the best long term solution for the association as it guarantees ownership and access.

Staff have a draft agreement ready for execution which requires all impacted owners to sign. Once the above issue has been resolved, we will execute the agreement.

Other Alternatives Considered:

Council has several options available. Staff do caution that any decision other than that recommended above could be considered precedent setting.

Alternative 1:

Noting that the road is private and the road representatives have not taken any action to enable execution of an agreement, Council could choose to cease service immediately. Staff do not recommend this alternative, to allow the road association time to secure maintenance through the commercial market. Decisions on service levels for private roads will form part of the service level review within the road maintenance database to be presented to Council at a future meeting.

Alternative 2:

Council could opt to direct staff to continue to provide limited maintenance to the private road without an agreement. This alternative is strongly discouraged as it places the City in a position of liability with respect to work on the road and is also precedent setting for other roads.

Alternative 3:

Being a private road, the residents could opt to pursue following City Policy CP2017-010 – Assumption of Private and Unassumed Roads. This would offer residents full municipal service but would require the residents to bring the road to the requires physical conditions identified in the policy at their expense. This alternative is not preferred due to the expense involved.

Financial/Operation Impacts:

The City is currently providing limited winter service to Killarney Bay Road. The road is part of an in house winter maintenance route. Individually (without considering all serviced private roads), there is no additional financial or operating impact to remaining status quo. Should the City cease this service delivery, it will help improve cycle response times for other residents on the plow route.

Relationship of Recommendation(s) To The 2020-2023 Strategic Plan:

This report aligns with the Strategic Plan’s key initiative:

- Goal 4 – Good Government

Providing effective, efficient and timely service to our residents is essential. Council should note that this report aligns with Good Government which focuses on appropriate allocation of municipal resources and appropriate management of our assets. Although this road is not a municipal asset, any allocation of resource to this endeavour means that we are utilizing resources that could be redeployed to other endeavours.

Consultations:

City Solicitor

Attachments:

Appendix 1 – Killarney Bay Road Map

Appendix 1
RD2020-005 Killarney

Appendix 2 – Killarney Bay Road Aerial

Appendix 2
RD2020-005 Killarney

Department Head E-Mail: brobinson@kawarthalakes.ca

Department Head: Bryan Robinson

Department File: Limited Service Agreement – Killarney Bay Road

Appendix to Report	Appendix RD2020-005
File No.	Killarney Bay Road

Subject Properties

- Property Roll Number
- Upper Municipalities
- Lower Tier Municipalties

0.18

Kilometers

1: 4,514

City of KAWARTHA LAKES
Catch the Kawartha spirit

THIS MAP IS NOT TO BE USED FOR NAVIGATION

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.

© City Of Kawartha Lakes

Date: 06/29/20

Appendix to Report	Appendix 2 RD2020-005
File No.	Killarney Bay Road

Subject Properties

Upper Municipalities

Lower Tier Municipalties

0.18

Kilometers

1: 4,514

City of KAWARTHA LAKES

Catch the Kawartha spirit

THIS MAP IS NOT TO BE USED FOR NAVIGATION

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.

© City Of Kawartha Lakes

Date: 06/29/20

The Corporation of the City of Kawartha Lakes

Council Report

Report Number RD2020-006

Meeting Date: July 28, 2020

Title: Limited Service Agreement Update – Grove Road

Description: Update on entering into an agreement and service level

Ward Number: 3

Author and Title: Bryan Robinson, Director of Public Works

Recommendation(s):

That Report RD2020-006, Limited Service Agreement Update – Grove Road be received;

That Staff be directed to continue to work with the road representative(s) to attempt to enter into a limited service agreement; and

That should an agreement not be reached by the end of September 30, 2020, that the City cease service on the unassumed road.

Department Head:

Financial/Legal/HR/Other:

Chief Administrative Officer:

Background:

Within the townships of the prior County of Victoria, the individuals at those townships managed unassumed and private roads differently. The City of Kawartha Lakes inherited varying levels of service for road infrastructure within its boundary.

The current administration is trying to document and establish consistency related to service levels. Documentation is essential to outline exactly what services are to be provided. This is key for both residents and staff to ensure services are provided in a fair and consistent manner.

At the Council Meeting of July 16, 2019 Council adopted the following resolution:

CC2019-18.14.2.4
Memo - Level of Service for Gillis Street, Killarney Bay Road and Grove Road
Doug Elmslie, Deputy Mayor

CR2019-457

Moved By Deputy Mayor Elmslie

Seconded By Councillor Yeo

That the memorandum dated July 16, 2019 from Deputy Mayor Elmslie regarding Level of Service for Gillis Street, Killarney Bay Road, and Grove Road be received;

That Gillis Street, Killarney Bay Road and Grove Road continue to receive the level of service they have traditionally received until an agreement with the City can be enacted; and

That if an agreement is not reached by Spring 2020, the matter be referred back to Council for further direction or resolution.

Carried.

This report addresses that direction.

Grove Road is an unassumed road within the geographic township of Fenelon (Appendices 1 and 2). As part of the Limited Service Agreement process, City Staff undertake an annual review of the roads serviced to ensure they are being maintained to the minimum requirements of the agreement.

The original agreement for Grove Road was executed in 2003. During the renewal review, deficiencies were identified on Grove Road in 2009 and as a result Staff were unable to execute a renewal agreement. The minimum requirements are established to ensure municipal service vehicles can safely

access the road. The road representatives were notified that additional works were required to bring the road into compliance with the agreement before a new agreement could be executed. Staff have been actively working with the association since that time for the association to undertake the necessary improvements.

Rationale:

In an effort to enter into an agreement as directed by Council, Staff met with the Grove Road representatives on October 9, 2019 to outline the needs and illustrate the urgency of the required improvements. The association committed to undertaking the necessary steps to improve the road access.

An inspection was performed on June 30, 2020 to review the improvements undertaken. Although there has been some action taken, the road is significantly deficient from the required minimum criteria. Most significantly, the road is significantly deficient in width due to encroachments from boathouses and staircases which project at points into the travelled roadway (which itself is only approximately 1.5 vehicles in width in places). The width is such that is does not allow approaching traffic to pass. This has necessitated the use of specialized snow clearing equipment, as traditional snow plows are too wide to fit down the road. Snow removal is hindered as there is nowhere to push or place the snow. Obstacles such as trees, stumps, rock gardens, and large stones hinder maintenance activity. It was also noted that hydro poles are located at the edge of the road with wires hanging low and in the trees. There are no culverts crossing the road or driveways resulting in water running across the road.

Staff will review the inspection report with the road association and request that additional improvements be undertaken to ensure the road meets the criteria needed for an agreement.

Other Alternatives Considered:

Council has a few options available. Staff do caution that any decision other than that recommended above could be considered precedent setting.

Alternative 1:

Noting that the road is unassumed, Council could choose to follow the Seasonal Level of Service Council Policy and direct staff to follow services per the policy. This would mean elimination of winter control and continuation of the seasonal grading and gravel application as administered by Staff under the policy. No agreement would be necessary but the improvements would still be needed to meet the policy requirements. Staff are supportive of this alternative although it represents a lowering of the service level. Specifically, winter service would no longer be provided under this alternative.

Alternative 2:

Council could opt to direct staff to continue to provide limited seasonal and winter maintenance to the unassumed road without an agreement. This alternative is strongly discouraged as it could create a precedent for other unassumed roads.

Alternative 3:

Being an unassumed road, the City owns the road allowance. The City could opt to invest in obtaining necessary road widening needed and undertake improvements on the road to bring it to standard for full assumption. This option is not feasible due to the limited ability to obtain the necessary widening and the significant costs related to the road improvements.

Financial/Operation Impacts:

The City is currently providing limited winter service and seasonal grading to Grove Road. The road is part of the secondary road winter maintenance route which was recently brought in house. The resources allocated to this road could be redeployed to other municipal services if Council chose to do so which would improve cycle times for assumed roads.

Relationship of Recommendation(s) To The 2020-2023 Strategic Plan:

This report aligns with the Strategic Plan's key initiative:

- Goal 4 – Good Government

Providing effective, efficient and timely service to our residents is essential. Council should note that this report aligns with Good Government which focuses on appropriate allocation of municipal resources and appropriate management of our assets. Although this road is not a municipally assumed asset, any allocation of resource to this asset means that we are utilizing resources that could be redeployed to other assumed assets.

Consultations:

City Solicitor

Attachments:

Appendix 1 – Grove Road Map

Appendix 1
RD2020-006 Grove R

Appendix 2 – Grove Road Aerial

Appendix 2
RD2020-006 Grove R

Department Head E-Mail: brobinson@kawarthalakes.ca

Department Head: Bryan Robinson

Department File: Limited Service Agreement – Grove Road

Appendix to Report	Appendix 1 RD2020-006
File No.	Grove Road

Subject Properties

- Property Roll Number
- Upper Municipalities
- Lower Tier Municipalties

0.36

Kilometers

1: 9,028

City of KAWARTHA LAKES
Catch the Kawartha spirit

THIS MAP IS NOT TO BE USED FOR NAVIGATION

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.

© City Of Kawartha Lakes

Date: 06/29/20

Appendix	Appendix 2
to Report	RD2020-006
File No.	Grove Road

Subject Properties

- Property Roll Number
- Upper Municipalities
- Lower Tier Municipalties

0.36

Kilometers

1: 9,028

City of KAWARTHA LAKES
Catch the Kawartha spirit

THIS MAP IS NOT TO BE USED FOR NAVIGATION

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.

© City Of Kawartha Lakes

Date: 06/29/20

Council Memorandum

Date: July 28th, 2020

To: Council

From: Mayor Letham

Re: Update on Economic Recovery Task Force.

Recommendation;

THAT the Memorandum from Mayor Letham, **regarding feedback from the Economic Recovery Task Force**, be received;

THAT Council turn on all of the Kawartha Lakes Strategic Community Improvement Plan (CIP) programs so that staff can promote the priority programs that align with recovery initiatives as needed; and

THAT Staff work towards re-structuring the program for a fall intake, and report back to Council on the program uptake.

Rationale;

On July 7th, the Economic Recovery Task Force held it's 3rd meeting. The main goal of this meeting was to review the working group findings and the development applicants survey and solicit feedback from the group for discussion. I felt it important to forward to council for an update and for any further discussion that could then be brought back to the Task Force. This feedback from our community is important for council to see and I have included the entire working group summary as attachment 1. All participants expressed that the pandemic has had significant impacts on their businesses, however, the scope of impacts differs across the city. Some common recommendations across the groups, include need for improvement and availability of broadband services across the city, the value of workshops and training regarding doing business in a pandemic and how to operate safely, clear and regular communications from the city regarding changing requirements, recommendations regarding improvements in various aspects of the development process and permit issuing, marketing campaign built around welcoming visitors and creating a safe shopping experience for tourists and residents.

A point was also made of the need for municipal infrastructure and services support, specifically, availability of public washrooms, garbage receptacles and signage as a support for business as they reopen. Business recovery and support was a strategic priority set by the terms of reference.

Planning and Development stimulus was a second strategic priority. A key emphasis was advancing a focused approach to a streamlined execution of development policy and approvals. The intention of reviewing this area of activity was to assist the local economy by stimulating private sector construction and investment through residential and non-residential growth. In order to assess the current policy and approvals process, economic development staff undertook a survey of recent development applicants to gather their feedback on the process. A cross section of all type of applicants, large and small, was contacted. Each respondent was asked a standard set of questions which requested information about their applications, positive aspects, negative aspects, and suggestions for potential changes to the process. A number of common themes emerged from the surveys and generally fell into two broad areas of focus, specifically the need to streamline the application and approvals process and the need to develop and implement clear City policies regarding expectations and requirements from applicants. There were concerns identified about the amount of time it took to get an application from the pre-consultation to final approvals, and the City's requirements for development, specifically, the need for policies and procedures that make if clear to applicants what is required of them when submitting an application.

Attachment 2 is a copy of the Development Applicants Survey Summary for your information.

As a result of this discussion at the task force, it was decided to form a subcommittee made up of several public members and staff to investigate options further based on survey feedback and report back to the Task Force at a future meeting with recommendations.

It should be noted the goal of this review is not to criticize staff, but to review procedures and processes that could make their job and responsibilities easier to manage and in turn improve the experience for our customers. It must still be recognized that not all development can be accommodated as there remains a public process and Council decisions.

Community Improvement Plan

The Kawartha Lakes Strategic Community Improvement Plan (CIP) allows for the Municipality to provide a variety of financial incentive programs to business and property

owners. Council has the authority to “turn on and off” specific programs that encourage and support economic development in alignment with the City’s strategic priorities.

In the wake of COVID-19 it is important that programs to support economic recovery are agile and able to meet business needs. The By-Law that adopted the CIP names the director of Corporate Services with the authority and responsibility to administer the by-law.

Attachment 1 - Working Group Session 1 Recommendations

Attachment 1 - Working Group Ses:

Attachment 2 – Development Applicants Survey Summary

Attachment 2 - Development Applic

Attachment 1: Working Group Session 1 Recommendations

All of the recommendations are listed for consideration by the Task Force with the top issues as identified by each Working Group is bolded at the top of each list;

Restaurants

- **Communication from City to the public about health standards and expectations (physical markings on sidewalks, signage, promotions etc) Include enforcement options**
- **Advocate for wage subsidy program expansion beyond August**
- **Deferring property tax or sewer/water rates**
- **Information, policy training on best practices for front line staff and employer legal advice**
- Restaurant Forum group to encourage ongoing connection between restaurants
- Marketing Campaign encouraging staycations
- Support for workforce retention and attraction
- Kent Street construction deferred another year (Lindsay)
- Allowing use of public infrastructure: picnic tables, fencing
- Public washrooms and garbage cans in Downtowns

Tourism

- **City infrastructure –washrooms, garbage cans**
- **City signage directing to what is open (beaches) and to assets (boat launches) etc.**
- **Tourism Marketing Campaign – promotion of all that can be experienced safely (cottage rentals, boat rentals, window shopping etc)**
- Creation of Blogs, lists, of what can be experienced.
- Opening of City Facilities(Chamber of Commerce)
- Consistent messaging and marketing from the City to the public
- Business protocols and procedure certifications to support consumer and resident confidence
- Support for businesses to be able to communicate with all levels of government (health unit, municipal, provincial, federal etc)
- Advocate for support for staffing challenges
- Virtual Event platform

Small Business

- **Continue to offer business workshops and business mentoring**
- **Improve internet structure**
- **Facilitate peer to peer meeting for strategic alliances. Introductions, connections, network for partnerships**
- **Need advocacy. Promote KL as a safe place to visit and shop**

- Provide low cost flexible spaces for businesses to rent for short term
- Messaging has been confusing about resources available . Need for 1 source of information.
- Incentive for homeowners to do home improvements.

Culture

- **Tourism Marketing Campaign to encourage visitation and showcase what is open**
- **Landing page on the website where everything that is open can be listed as well as what to expect when you arrive**
- **Marketing dollars given to businesses for their marketing**
- **Operational funding for cultural facilities**
- **Streamline City regulations to support outdoor performances and activities**
- Increase broadband and cellular service in Kawartha Lakes
- Reactivating Cultural Hub activities to support arts

Construction

- **Change the tenor of the planning and building process to increase efficiency and issue permits/approvals more quickly**
- **Introduce electronic permitting including an electronic application process and internal electronic tracking and approvals**
- **Increase communication from the City on the building/planning processes in general and to individual applicants as the pandemic progresses**

Retail

- **Campaign promoting KL is a safe place to shop and that measures are in place for public safety for locals and visitors**
- **Promotions to cottagers that they are welcome back.**
- **Looking for ways to increase daily store visitor numbers by encouraging people to shop local**

Manufacturing and Food Processing

- **Tax increase to be shared residential/non-residential not just on business**
- **Building process improvements to LOCATE & expand businesses in KL**
- **Employee/resident attraction (to increase labour force)**
- Find space for businesses to move into (existing buildings not ok)
- Expand space for patios into the street
- More industry/businesses (to retain workers)
- Child care solution/Support
- Support working from home/ in office transitions

Agriculture and Agri-Business

- **Address needs for labour force (including support in finding good, qualified employees and filling vacant and under filled jobs which aligns with the SAO project and direct supports to the ag sector by VCCS)**
- **Address issues with the local food processing sector (including addressing diversity of processing options to maintain a safe/secure processing capacity in the food chain, supporting small and medium businesses needing to provide processing locally when capacity becomes an issue for large corporations)**
- **Support direct to consumer sales**
- **Improve rural broadband services**
- Continue to emphasize the importance of local agriculture
- Setting up protocols and processes for the changing state of the agriculture industry
- Continued communication and direct support for accessing funding and programming opportunities
- Implement tariff system on imports to promote buying local products

Innovation

- **Developing new partnerships and relationships with communities**
- **Define who the City wants to be (and build/design/invest from there)**
- **Increase and ensure accessibility to technology and rural internet**
- Companies and municipality facilities available to test new technology/ commercialize/ Use and support local businesses to develop new technologies
- Address shortages in the local labour market (attraction/ repatriation)
- Create services and opportunities to attract talent to Kawartha Lakes
- Provision of employment grants for companies to innovate
- Address shortages in local housing for new workers (diversity of stock)
- Provide opportunities for students to understand and experience being in the workforce
- Incentives to help people work innovatively at home

Downtowns

- **City to increase municipal services to support downtown businesses - garbage cans, public washrooms, signage**
- **Shop Local campaign and marketing should include open and safe messaging**
- **Clear communications for the revised funding programs to support the downtown business community post -COVID i.e. million dollar makeover, digital main street**
- Increase communication from the municipality to downtown organizations
- City to take lead on Health and Safe measures

Closing roads to support physical distancing measures

Development Applicants Survey Summary

Positives Aspects of the Process

In general, most of the respondents provided some positive feedback in their responses. Most respondents emphasized that they found planning staff helpful, knowledgeable, and professional when dealing with their applications. They also generally felt that applications were reviewed thoroughly and there was a good initial response to inquiries and applications.

With few exceptions, most respondents noted the pre-consultation process was an excellent part of the process. They found that it established requirements for applicants, provided a record of the initial discussions surrounding applications and was a helpful way to establish the requirements from other agencies and departments outside of Planning were looking for as part of the application.

Areas of Concern for Respondents

There were a number of consistent issues identified by respondents as part of the survey. Generally, these had to do with communication and timeliness regarding the processing of applications and are summarized in categories below. There were also concerns about clarity and the City's requirements for applicants.

Communication: There was significant concern about a perceived lack of communication from staff throughout the planning and development process. Many respondents found that while staff were friendly and helpful, it was difficult to get a timely response to inquiries about ongoing applications. They found that they would send emails or leave messages and would often not get a response, meaning they were following up multiple times for updates or answers. There was also concern that files were moved between staff meaning that there was not a single person they could communicate with throughout the process.

Timeliness: All respondents were concerned about the amount of time it took to get an application through from start to finish. In particular, there was concern about how long it took from applying for a pre-consultation meeting to receiving the minutes of the meeting to receiving a notice of complete application after the application is filed. Many applicants are finding that even if they did not require additional submissions or documents, it is still taking a very long time for their application to be deemed complete. There were a number of respondents who noted that some of the delays they were facing were longer than the timelines specified in the Planning Act.

There were a number of very specific concerns around the timelines for smaller applications, namely consents, which many respondents felt took much longer than in other municipalities.

Other Agencies and Departments: There was significant concern regarding the role and involvement of other agencies and departments as part of the development application process. Many respondents noted that one of their major concerns was the time it took for planning staff to receive comments from other agencies or departments which they felt was delaying applications. There was concern that staff and agencies outside of Planning did not respond in a timely manner or within the deadlines asked of them. It was also noted that sometimes a new requirement would emerge from an agency or other department part way through the application process which delayed submission and review. A number of respondents noted that there was not consistent messaging across departments when it came to applications and that, particularly among city staff, it would be helpful to have a consistent messaging and approach when an application proceeded to the Planning Advisory Committee, Committee of Adjustment or Council.

Forms and Resources: There were many comments regarding the ease of use of application forms and resources. A number of respondents felt that the application forms and submission requirements were onerous and repetitive and that it would be helpful to revisit the City's application forms and document requirements to streamline them. There was also concern regarding accessing resources, particularly online. This included the difficulty in finding the fee schedule for certain types of applications, accessing the zoning maps in an accessible format, and filling in and submitting applications electronically.

Submission Requirements: A number of respondents raised concerns about being asked to complete additional studies or being provided with additional recommendations part way through the planning process, sometimes after receiving a notice of complete application. They felt as though the City needed to be more up front as to what was needed and its requirements for applicants at the outset.

Pre-Consultation: Most respondents found the pre-consultation process very good but did note a few issues with it. The primary issue noted was the amount of time it took from submitting a pre-consultation application to having a meeting to receiving comments. Many respondents found that the pre-consultation meetings were too infrequent for the number of applications. There was also concern that the set up of the pre-consultation meetings made it daunting for some applicants, such as residential property owners, who may be dissuaded from participating.

Planning Advisory Committee: A number of respondents noted that they found that applications frequently bounced back and forth between PAC and staff because there were applications going to PAC without a specific recommendation. As a result, the applications were getting deferred as they were sent back to staff.

Messaging and Identity: A number of respondents noted that the City's messaging regarding what it wants for new development was inconsistent and unclear which played out in the planning process. There was a concern that the City as a whole struggled with a sense of place and identity which led its decision making and investment attraction to be unclear and inconsistent. This meant that many developers were not attracted to investing in the City and new development was not necessarily contributing local communities in a positive way.

Suggestions for Streamlining and Improvement

Communication: In general, applicants wanted to be able to get in contact more easily with the planner or planners working on their file and have their phone calls and emails returned more quickly. A number of respondents suggested that staff check in from time to time with applicants to keep them informed on the status of their application or implement a system where they could have more regular status updates.

There was concern from applicants who do not normally file applications that they were not familiar with who did what in the City and they were often unsure who to contact to address specific issues. There were suggestions that applicants should be informed immediately as to who their contact for their application should be and for the file to stay with the same person throughout to make communication easier.

Timelines: There was a suggestion that CKL develop and post timelines for review and response to provide clearer timelines for applicants. These timelines could include when a notice of complete application will be received by the applicant, when the application will be sent to review bodies for review and notice of when comments are received.

One of the areas of focus for tightening timelines was for consents, with suggestions that submission and processing dates should be monthly, as opposed to quarterly. There were also suggestions that it would be helpful to fast track certain rezoning applications, specifically those which are a condition of consent.

There was general opinion that some of the issues regarding timeliness came from commenting departments and agencies not returning their comments in a timely way. There was a suggestion that agencies should be given less leniency with submitting comments after the deadlines provided to them by Planning staff. It was also suggested

that some agencies were jumping in part way through the process and delaying applications by asking for additional studies or requirements because they were not involved from the beginning. To avoid this issue, it would helpful if all commenting bodies were involved from the initial application to avoid that type of delay.

Pre-consultation: A number of respondents suggested that while the pre-consultation process was generally very good, the meetings needed to be more frequent and the minutes and comments returned to the applicants more quickly. There was also a suggestion that instead of having a formal meeting, the applicant could just be provided with comments from staff by email and could follow up with a more informal conversation or with any questions. Alternatively, there was also a suggestion that frequent applicants, such as developers, be provided with a general checklist of the range of studies required for every application with another list of additional studies as needed, in place of a formal meeting.

Staffing: A number of respondents suggested that there are not enough staff to process the volume of applications and respond to inquiries which is resulting in delays.

There were also suggestions that it would be helpful to have a single person as the point person on each file who could help pilot the application through the process and who the applicant could contact if they had questions or concerns.

City Policies: It was suggested that clearer city policies on some aspects of the development process, such as submission requirements, would speed up the process and provide clarity to applicants. There were also suggestions that policies be developed to address items that are often suggested in application comments and recommendations to provide greater clarity. Specifically, suggestions included the creation of architectural and community design guidelines and of clearer and more specific local policies on both archaeological assessments and development on rural and agricultural lands. Creating specific policies and guidelines would make the City's expectations for developers and applicants more upfront and transparent at the outset of the process.

Website: There needs to be more information on the website in general to make it easier to navigate the process and file applications, particularly for applicants who do not have a lot of experience filing applications. This could include clearer instructions on the website as to how to file applications, electronic applications, a checklist for general requirements for each type of application, and a more accessible fee schedule. There was also a desire for updated and interactive online mapping which integrated zoning and other requirements. In general, the development of more "self-serve" options was seen as something that would make the application process more efficient.

Memorandum

Date: July 28, 2020

To: City Council

From: Rod Sutherland, Director of Human Services, on behalf of Task Force Co-chairs Amy Terrill and Heather Kirby

Re: Update from Community Pandemic Recovery Task Force

Recommendation

That the Memorandum from Rod Sutherland, Director of Human Services, **Update from Community Pandemic Recovery Task Force**, be received for information purposes.

Rationale

The Community Pandemic Recovery Task Force has held three meetings to date.

Two initial working groups have been established and are meeting. The Funding Working Group is reviewing possible funding opportunities and resources for the community and individuals. The Gaps Working Group is tasked with doing a needs assessment of the social and community services and also determining gaps in services.

As with the Economic Recovery Task Force, the City's online engagement tool, "Jump In, Kawartha Lakes" will be used to solicit input and recommendations from the community. The working groups are currently determining the initial survey approaches and it is hoped that the first surveys will be available in the coming weeks.

The Task Force will continue to meet twice per month through September and will re-evaluate the schedule by October.

Council Memorandum

Date: July 28th, 2020

To: Council

From: Councillor Dunn

Re: Traffic Control at Wellington Street and Victoria Avenue

Recommendation

That the Memorandum from Councillor Dunn, regarding **traffic Control at Wellington Street and Victoria Avenue,** be received; and

That Staff be directed to conduct a Traffic Control study at the intersection of Wellington Street and Victoria Avenue and report their findings to Council by the end of Q2, 2021.

Rationale

With the growth of the town of Lindsay, and recent development in the BIA, traffic flow has changed. Vehicles coming into town from the east (going west), they continue westbound on Wellington and either turn North or South on Victoria Avenue. With this change in traffic patterns it would be beneficial to conduct a Traffic Control study at this busy intersection to aid with vehicular congestion and pedestrian safety.

Council Memorandum

Date: July 28, 2020

To: Council

From: Councillor Ashmore

Re: Speed Reductions along Kings Wharf Road and Scotch Line Road

Recommendation

That the Memorandum from Councillor Ron Ashmore, regarding **speed reductions along Kings Wharf Road and Scotch Line road** be received;

That Staff prepare a report regarding these two roads in order to determine if they meet the requirements for a speed reduction to 60 km/hr; and

That Staff bring their findings to Council by the end of Q2, 2021.

Rationale

Residents along Kings Wharf Road, specifically from Heights Road to Sturgeon road, and Scotch Line road, from Highway 36 to County Rd 24, have expressed a desire to reduce the speed limit from 80 to 60 km /hr.

Safety concerns for children and Mennonite traffic have been raised as a direct result of the speed.

Council Memorandum

Date: July 28, 2020

To: Council

From: Councillor Ron Ashmore

Re: News Release on Cold Lake Alberta's Council Opposition of Federal Government Firearm Ban

Recommendation

That the Memorandum and news release from Councillor Ron Ashmore, regarding a **News Release on Cold Lake Alberta's Council Opposition of Federal Government Firearm Ban,** be received for information purposes only.

Rationale

The Council of Cold Lake Alberta recently voiced its opposition to the federal government's decision to ban a number of firearms and buy-back program. The municipal council felt strongly that the ban would be an expensive venture that would only affect law abiding citizens; stripping them of their property while failing to reduce crime.

The money earmarked to purchase these legally acquired firearms could be better utilized funding crime reduction strategies for economic stimulus or emergency aid as part of the COVID-19 response.

Cold Lake Alberta News Release.pdf

Cold lake

Ron Ashmore <rashmore@kawarthalakes.ca>

Fri 6/26/2020 5:51 PM

Sent Items

To:Ron Ashmore <rashmore@kawarthalakes.ca>;

NEWS RELEASE
June 26, 2020
For immediate release

City council voices opposition to federal gun ban

Cold Lake, AB – Cold Lake City Council has voted to voice its opposition to the federal government's decision to ban a number of firearms, and the planned buy-back program associated with the ban.

The decision was made after a notice of motion was tabled by Councillor Kirk Soroka at city council's June 9, 2020 Regular Meeting. A resolution put forward in the notice of motion was debated and passed at council's regular meeting this week.

"Council debated if this was an issue that we, as a municipality, wanted to wade into," Mayor Craig Copeland said. "Ultimately, we felt that the federal government's gun ban will be an expensive exercise that will only serve to take law abiding people's property, while doing nothing to reduce crime. Municipalities are the level of government closest to the people, and a large part of our budget and operations is focused on providing safe and healthy communities. We see forecasts of hundreds of millions of federal dollars to be spent to buy guns back from people. As these are people who went through the necessary education, background checks, and licencing to purchase them, it seems to be a poorly thought out plan, especially if its aim is to reduce crime."

Council noted that the money earmarked to purchase the legally obtained firearms could be better put to use funding crime reduction strategies, for economic stimulus, or emergency aid as part of the COVID-19 response.

"We have not seen the full impact that the COVID-19 economic shutdown will cause, our economy was already reeling from the challenges being experienced in the oil patch, and crime has increasingly been an issue for our residents throughout this region," Copeland said. "With very limited resources, we work closely with police and peace officers, the social services community, and public stakeholders on strategies to reduce crime and to protect our residents from the crime that does occur. The announcement of an expensive, far-reaching program targeted at law-abiding citizens in the name of crime reduction is something our council hopes other municipalities will voice opposition to."

The City of Cold Lake's resolution will be sent to Prime Minister Justin Trudeau and Minister of Public Safety and Emergency Preparedness, Bill Blair, as well as the Attorney General's Office, the Official Opposition, and provincial representatives. Council's motion also calls on administration to share the resolution with municipalities in Alberta, Saskatchewan, and Manitoba for their consideration.

"On top of our council's concerns with the gun ban, the federal government continues to drag the City of Cold Lake through the courts as it refuses to honour its own legislation regarding payment in lieu of taxes for federal property," Copeland said. "The federal government is more than $20 million in arrears to the City of Cold Lake – a community of just under 15,000 people. Perhaps the federal government should honour its own legislation and help municipalities fund services such as police, crime reduction strategies, and social programs. Instead, the feds will spend untold millions more to buy legally owned guns from Canadians who have committed no crime."

- 30 -

Sent from my Samsung Galaxy smartphone.

Council Memorandum

Date: July 28, 2020

To: Council

From: Councillor Ron Ashmore

Re: Victoria Place Road Reconstruction

Recommendation

That the Memorandum from Councillor Ron Ashmore, **regarding correspondence and a petition from the residents of Victoria Place relating to Road Reconstruction,** be received; and

That staff be asked to consider Victoria Place in the 5-year roads plan.

Rationale

Victoria Place is a community of 215 homes located 10 km south of Bobcaygeon on Pigeon Lake Road. Residents have signed a very lengthy petition stating the following:

"The undersigned residents of the community known as Victoria Place in Bobcaygeon, would like to present this petition as a sign of unity in pursuing the implementation of a plan to replace all of the roads within our community from end to end, in a reasonable timeframe. Based on the taxes paid to the City of Kawartha Lakes by our community, we believe that it is within our rights that we receive the attention deserved regarding this matter. In the past, sections of the roads have been haphazardly fixed with little to no long term results and at a cost that outweighs the benefits. Based on these facts, we feel a new plan needs to be implemented"

Residents are appreciative of the fact that a portion of Old Surrey Lane will be in the Lifecycle Extension program in 2020. Given the fact that Victoria Place qualified for this program, this also indicates the need to continue into the subdivision and reconstruct all

of the roads and streets in the near future. Residents are asking that this be included in the 5 year roads plan.

Victoria Place Petition.pdf

Victoria Place Email from Resident.pdf

Person Submitting the Petition

Name:	Joe Johnston
Address:	312 Port Colony Rd Bobcaygeon Ontario K0M 1A0
Phone:	705 738 5402

Petition

To: the Council of the City of Kawartha Lakes, 26 Francis Street, Lindsay, ON K9V 5R8.

I/We the undersigned, petition the Council of the City of Kawartha Lakes as follows:

The undersigned residents of the community known as Victoria Place in Bobcaygeon, would like to present this petition as a sign of unity, in pursuing the implementation of a plan to replace all of the roads within our community from end to end, in a reasonable timeframe. Based on the taxes paid to the City of Kawartha Lakes by our community, we believe that it is within our rights that we receive the attention deserved regarding this matter. In the past, sections of the roads have been haphazardly fixed with little to no long term results and at a cost that outweighs the benefits. Based on these facts, we feel a new plan needs to be implemented.

LOT #	Name	Contact Information	Signature
142	JOE JOHNSTON	705-738-5402	
142	LYNDA JOHNSTON	705-738-5402	
141	Kim Jordan	705-731-7737	
141	Dan Jordan	705-731-7737	
60	Bob Coghill	705-731-7378	
113	DAVE HARRISON	738-6614	
113	CHERI HARRISON	738-6614	
97	MYRNA IRVING		
102	ROSS FROATS	738-1282	
102	LINDA FROATS	738-1282	
141	GARY DRURY	705-340-9054	
141	PAT DRURY	416-567-3109	
42	WAYNE McKelvey	705 738 3720	
140	KAREN JARVIS	705 320 9739	
140	PAUL JARVIS	705 320 9739	

Signatories to a Petition are deemed to have waived any expectation of privacy as a result of the record being created for review by the general public. Questions about the collection and disclosure of personal information contained in this petition should be directed to the Office of the City Clerk at 705-324-9411 extension 1295 or 1322. All signature pages submitted must include the petition request for the signatures to be considered valid.

Person Submitting the Petition

Name:	Joe Johnston
Address:	312 Port Colony Rd Bobcaygeon Ontario K0M 1A0
Phone:	705 738 5402

Petition

To: the Council of the City of Kawartha Lakes, 26 Francis Street, Lindsay, ON K9V 5R8.

I/We the undersigned, petition the Council of the City of Kawartha Lakes as follows:

The undersigned residents of the community known as Victoria Place in Bobcaygeon, would like to present this petition as a sign of unity, in pursuing the implementation of a plan to replace all of the roads within our community from end to end, in a reasonable timeframe. Based on the taxes paid to the City of Kawartha Lakes by our community, we believe that it is within our rights that we receive the attention deserved regarding this matter. In the past, sections of the roads have been haphazardly fixed with little to no long term results and at a cost that outweighs the benefits. Based on these facts, we feel a new plan needs to be implemented.

#	Name	Contact Information	Signature
143	Brenda Ounjian	647-528-5073	Brenda Ounjian
143	Michael Ounjian	647-518-1945	Mike Ounjian
61	NORM FLOUNDERS	705 738 4010	N Flounders
61	DONNA FLOUNDERS	— " —	— " —
90	John Ardiel	705) 738-6562	John Ardiel
90	Carole Ardiel	" "	Carole Ardiel
149	Jane Calder	705 745 8708	Jane Calder
144	Jim Calder	705 745 8708	J Calder
112	Reg Leavers	705 731-1005	R
112	Dianne Leavers	"	D
111	[illegible]	731-0095	[illegible]
208	ROBERT JOHNSON	705 731 2134	Robert Johnson
208	Olga Johnson	705-731-7119	Olga Johnson
211	WANDA KENNEDY	905 567 4583 Lot 211	Wanda E. Kennedy
47	Mary Keenan	705 738 2142	M Keenan

Signatories to a Petition are deemed to have waived any expectation of privacy as a result of the record being created for review by the general public. Questions about the collection and disclosure of personal information contained in this petition should be directed to the Office of the City Clerk at 705-324-9411 extension 1295 or 1322. All signature pages submitted must include the petition request for the signatures to be considered valid.

Person Submitting the Petition

Name:	Joe Johnston
Address:	312 Port Colony Rd Bobcaygeon Ontario K0M 1A0
Phone:	705 738 5402

Petition

To: the Council of the City of Kawartha Lakes, 26 Francis Street, Lindsay, ON K9V 5R8.

I/We the undersigned, petition the Council of the City of Kawartha Lakes as follows:

The undersigned residents of the community known as Victoria Place in Bobcaygeon, would like to present this petition as a sign of unity, in pursuing the implementation of a plan to replace all of the roads within our community from end to end, in a reasonable timeframe. Based on the taxes paid to the City of Kawartha Lakes by our community, we believe that it is within our rights that we receive the attention deserved regarding this matter. In the past, sections of the roads have been haphazardly fixed with little to no long term results and at a cost that outweighs the benefits. Based on these facts, we feel a new plan needs to be implemented.

#	Name	Contact Information	Signature
92	Sherry McKelvey	705-738-3720	S McKelvey
137	Lynn Twyford	416-570-8652	L. Twyford
107	Lloyd Twyford	"	
184	DAN SIMPSON	905-242-5478	
184	CAROL SIMPSON	905-242-1106	Carol Simpson
160	MIKE CONNOR	705-738-9797	
160	RITA CONNOR	705-738-9797	
145	MARY SILVEIRA	289-801-2522	
145	FRANK SILVEIRA	289-801-2522	Frank Silveira
128	BRUCE LAYCRAFT	705-731-0818	
4	Kim Fletcher	731 2110	
44	Ann Skaljin	705 341-1708	Ann Skaljin
4	Mike Fletcher		
167	BRIAN O'MALLEY	705-731-3491	
167	CONNIE O'MALLEY	"	

Signatories to a Petition are deemed to have waived any expectation of privacy as a result of the record being created for review by the general public. Questions about the collection and disclosure of personal information contained in this petition should be directed to the Office of the City Clerk at 705-324-9411 extension 1295 or 1322. All signature pages submitted must include the petition request for the signatures to be considered valid.

Person Submitting the Petition

Name:	Joe Johnston
Address:	312 Port Colony Rd Bobcaygeon Ontario K0M 1A0
Phone:	705 738 5402

Petition

To: the Council of the City of Kawartha Lakes, 26 Francis Street, Lindsay, ON K9V 5R8.

I/We the undersigned, petition the Council of the City of Kawartha Lakes as follows:

The undersigned residents of the community known as Victoria Place in Bobcaygeon, would like to present this petition as a sign of unity, in pursuing the implementation of a plan to replace all of the roads within our community from end to end, in a reasonable timeframe. Based on the taxes paid to the City of Kawartha Lakes by our community, we believe that it is within our rights that we receive the attention deserved regarding this matter. In the past, sections of the roads have been haphazardly fixed with little to no long term results and at a cost that outweighs the benefits. Based on these facts, we feel a new plan needs to be implemented.

#	Name	Contact Information	Signature
47	Hugh McGuire	705 738 2142	[illegible]
164	BOB HAND	705 738 6110	[illegible]
170	RUTH/BOB BERTH	705 738-3715	[illegible]
27	Liz Dragstra	7057386452	[illegible]
27	JOHN DRAGSTRA	765 738 6452	[illegible]
83	Randy Clayton	705-738-6167	[illegible]
211	Paul Kennedy	905-567-4583	[illegible]
59	Paul Kroes	705-738-6374	[illegible]
59	Lynda Kroes	705-738-6374	[illegible]
183	Deborah Butcher	705-731-1104	[illegible]
153	Mike Butcher	705-731-1104	[illegible]
154	Jean Rudd	705-731-1117	[illegible]
154	BILL RUDD	✓ ✓	[illegible]
104	PAULA BIGLIN	905 404 3533	[illegible]
104	[illegible] BIGLIN	905 925 6799	[illegible]
205	JOHN DART	705-738-1453	[illegible]
205	BLANCHE DART	705-738-1453	[illegible]

Signatories to a Petition are deemed to have waived any expectation of privacy as a result of the record being created for review by the general public. Questions about the collection and disclosure of personal information contained in this petition should be directed to the Office of the City Clerk at 705-324-9411 extension 1295 or 1322. All signature pages submitted must include the petition request for the signatures to be considered valid.

Person Submitting the Petition

Name:	Joe Johnston
Address:	312 Port Colony Rd Bobcaygeon Ontario K0M 1A0
Phone:	705 738 5402

Petition

To: the Council of the City of Kawartha Lakes, 26 Francis Street, Lindsay, ON K9V 5R8.

I/We the undersigned, petition the Council of the City of Kawartha Lakes as follows:

The undersigned residents of the community known as Victoria Place in Bobcaygeon, would like to present this petition as a sign of unity, in pursuing the implementation of a plan to replace all of the roads within our community from end to end, in a reasonable timeframe. Based on the taxes paid to the City of Kawartha Lakes by our community, we believe that it is within our rights that we receive the attention deserved regarding this matter. In the past, sections of the roads have been haphazardly fixed with little to no long term results and at a cost that outweighs the benefits. Based on these facts, we feel a new plan needs to be implemented.

#	Name	Contact Information	Signature
71	LIANNE LAST	239 443 8571	
71	TERRY LAST	✓ ✓	
308	MARY MULLAN	289-830-7451	
45	MONA PAROUSSIS	705 738 5567	
45	Laurence Smith	705 738 5567	
37	MARY COGHILL	905-853-7138	
37	PAUL COGHILL	905-853-7138	
10	TERRY CRICK	905-706-9180	
10	CATHY CRICK	705-340-9816	
53	RANDY DORIS RAINTHORPE	705 731 2226	
93	Sheila LaFosse	738-7841	
115	Maureen Robinson	731-0065	
129	Dee Savernnin	738-1892	
129	DAVID SAVERNNIN	738-1892	
164	MIKE BOBB	344-2329	
10		731-2261	

Signatories to a Petition are deemed to have waived any expectation of privacy as a result of the record being created for review by the general public. Questions about the collection and disclosure of personal information contained in this petition should be directed to the Office of the City Clerk at 705-324-9411 extension 1295 or 1322. All signature pages submitted must include the petition request for the signatures to be considered valid.

Person Submitting the Petition

Name:	Joe Johnston
Address:	312 Port Colony Rd Bobcaygeon Ontario K0M 1A0
Phone:	705 738 5402

Petition

To: the Council of the City of Kawartha Lakes, 26 Francis Street, Lindsay, ON K9V 5R8.

I/We the undersigned, petition the Council of the City of Kawartha Lakes as follows:

The undersigned residents of the community known as Victoria Place in Bobcaygeon, would like to present this petition as a sign of unity, in pursuing the implementation of a plan to replace all of the roads within our community from end to end, in a reasonable timeframe. Based on the taxes paid to the City of Kawartha Lakes by our community, we believe that it is within our rights that we receive the attention deserved regarding this matter. In the past, sections of the roads have been haphazardly fixed with little to no long term results and at a cost that outweighs the benefits. Based on these facts, we feel a new plan needs to be implemented.

#	Name	Contact Information	Signature
150	DIANE TINGLE	705-738 5727	
	TREVOR TINGLE	" " "	
117	Sheila Willis	647-444-4050	
117	Wayne WILLIS	647-444-4050	
151	BRYAN RHODES	705 731 0416	
96	Kim Frost	705 738 6288	
69	Allyson & Ron Scott	705 738 6423	
121	IRENE & RON TAKEDA	905 999-4203	
6	BRENDA BEDLEY	705 731-0716	
6	BILL BEDLEY	705 731.0716	
196 or 389	Ted McLennan	705-738-9606	
196 or 38	Mary McLennan	705-738-9606	
21	Sonya Blakely	705-790-2693	
21	DAVE Blakely	705 627-7938	
	Larry Smith	705 341-6871	

Signatories to a Petition are deemed to have waived any expectation of privacy as a result of the record being created for review by the general public. Questions about the collection and disclosure of personal information contained in this petition should be directed to the Office of the City Clerk at 705-324-9411 extension 1295 or 1322. All signature pages submitted must include the petition request for the signatures to be considered valid.

Person Submitting the Petition

Name:	Joe Johnston
Address:	312 Port Colony Rd Bobcaygeon Ontario K0M 1A0
Phone:	705 738 5402

Petition

To: the Council of the City of Kawartha Lakes, 26 Francis Street, Lindsay, ON K9V 5R8.

I/We the undersigned, petition the Council of the City of Kawartha Lakes as follows:

The undersigned residents of the community known as Victoria Place in Bobcaygeon, would like to present this petition as a sign of unity, in pursuing the implementation of a plan to replace all of the roads within our community from end to end, in a reasonable timeframe. Based on the taxes paid to the City of Kawartha Lakes by our community, we believe that it is within our rights that we receive the attention deserved regarding this matter. In the past, sections of the roads have been haphazardly fixed with little to no long term results and at a cost that outweighs the benefits. Based on these facts, we feel a new plan needs to be implemented.

#	Name	Contact Information	Signature
171	Lynn + Terry Jones	705-738-3059	
91	DIANA & WAYNE SHAW	705 738 4443	
14	F SHEELDS	705 738 2154	F. Shields
135	Pete + Laura Wells	705-400-7123	P. [illegible]
189	M. Loder + T. Blanchard	905.404-5061	
178	potter	705-738-5529	
126	Ed & Joanne Waite	647-515-5535	
159	Jim Devolin	705-731.9467	
1	Sandra Higgs	705-731-1087	
1	CLIFF ROACH	705-731-1087	
171	BRIAN SUMLER	705 738 0424	
30	RON COGHILL	905-441-8414	
95	Lane O'Neil	705 738 5976	
95	James Marks	905 903 8117	
199	Marty Hall	705 738 9958	

Signatories to a Petition are deemed to have waived any expectation of privacy as a result of the record being created for review by the general public. Questions about the collection and disclosure of personal information contained in this petition should be directed to the Office of the City Clerk at 705-324-9411 extension 1295 or 1322. All signature pages submitted must include the petition request for the signatures to be considered valid.

Person Submitting the Petition

Name:	Joe Johnston
Address:	312 Port Colony Rd Bobcaygeon Ontario K0M 1A0
Phone:	705 738 5402

Petition

To: the Council of the City of Kawartha Lakes, 26 Francis Street, Lindsay, ON K9V 5R8.

I/We the undersigned, petition the Council of the City of Kawartha Lakes as follows:

The undersigned residents of the community known as Victoria Place in Bobcaygeon, would like to present this petition as a sign of unity, in pursuing the implementation of a plan to replace all of the roads within our community from end to end, in a reasonable timeframe. Based on the taxes paid to the City of Kawartha Lakes by our community, we believe that it is within our rights that we receive the attention deserved regarding this matter. In the past, sections of the roads have been haphazardly fixed with little to no long term results and at a cost that outweighs the benefits. Based on these facts, we feel a new plan needs to be implemented.

#	Name	Contact Information	Signature
50	Gillian Whitaker	705-738-4436	G. Whitaker
190	GAIL & [illegible]	-738-6330	[illegible]
88	LUIS & MARIOLA MENDOZA	306-715-2028	[illegible]
55	ALF GIBBINS		[illegible]
139	Suzanne & John Tegwell	705-731-0881	S Tegwell & J Tegwell
123	Ken & Anne Sugaeman	705-731-7188	[illegible]
131	ALAN & SYLVIE LOBB	705-738-7058	[illegible]
34	Armand + Susan Hackey	705-243-9573	S Hackey
135	GENE SZRAM	705 738 0374	[illegible]
52	RON + LINDA MARTIN	705-731-0091	L. Martin
164	BOB & LINDA HAND	705 738 6110	L Hand
169	Mike + Carol Norman	705 738 1264	[illegible]
170	Robert + Ruth Hartt	705 738 3715	Robert & Hartt
158	Joan Ken Duffus	705 738 5313	[illegible]

Signatories to a Petition are deemed to have waived any expectation of privacy as a result of the record being created for review by the general public. Questions about the collection and disclosure of personal information contained in this petition should be directed to the Office of the City Clerk at 705-324-9411 extension 1295 or 1322. All signature pages submitted must include the petition request for the signatures to be considered valid.

Person Submitting the Petition

Name:	Joe Johnston
Address:	312 Port Colony Rd Bobcaygeon Ontario K0M 1A0
Phone:	705 738 5402

Petition

To: the Council of the City of Kawartha Lakes, 26 Francis Street, Lindsay, ON K9V 5R8.

I/We the undersigned, petition the Council of the City of Kawartha Lakes as follows:

The undersigned residents of the community known as Victoria Place in Bobcaygeon, would like to present this petition as a sign of unity, in pursuing the implementation of a plan to replace all of the roads within our community from end to end, in a reasonable timeframe. Based on the taxes paid to the City of Kawartha Lakes by our community, we believe that it is within our rights that we receive the attention deserved regarding this matter. In the past, sections of the roads have been haphazardly fixed with little to no long term results and at a cost that outweighs the benefits. Based on these facts, we feel a new plan needs to be implemented.

#	Name	Contact Information	Signature
	Angie Smith	705-464-1508	A Smith
207	Joanne Crean + Laszlo Gartner	705-738-1698	J M Crean
	Dianne Spring + BILL KING	705-731-7103	Dianne Spring
125	BOB + KAREN ABRA	705 731 0658	K Abram
55	ALF + ARLENE GEENS	738-6970	

Signatories to a Petition are deemed to have waived any expectation of privacy as a result of the record being created for review by the general public. Questions about the collection and disclosure of personal information contained in this petition should be directed to the Office of the City Clerk at 705-324-9411 extension 1295 or 1322. All signature pages submitted must include the petition request for the signatures to be considered valid.

Complete Road Restoration within Victoria Place

Joe Johnston <[redacted]>

Thu 6/18/2020 12:46 PM

To: Ron Ashmore <rashmore@kawarthalakes.ca>;

1 attachments (9 MB)

scan0022.pdf;

Good afternoon Ron,

It was great to have you come and visit our community to review the condition of our roads. As I mentioned during our conversation, it is time for a plan to be put in place by the council of Kawartha lakes to properly restore the roadways within Victoria Place.

I have lived in this community now for 6 years and what I have experienced to date is very unacceptable when it comes to the conditions of our roads. This is an adult lifestyle community, as the signs state when you enter Victoria Place, meaning that there are a lot of elderly people living in this sub division. Many of these residents traverse the roads on a daily basis, whether walking, cycling or jogging and we feel they are a danger to us. The condition of the roads are very hazardous and pose a danger in some cases, particularly to those with some mobility or balance issues. A good example of this, is in front of my own residence at 312 Port Colony Rd., which you witnessed during your visit and took pictures. Since our visit, my granddaughter is visiting, complete with roller blades, which proves our point even one step further. In many spots, she must travel the middle of the road due to the state of them, or must use the shoulders in order to pass those bad areas.

I believe these roads are in their original state from 30 plus years ago, when this subdivision was developed, and with the exception of sub standard repairs, have never been replaced.

A lot of the damages on these roads have occurred from maintenance equipment used by the city, such as snow plows and spring clean up. The snow plowing process has been one of the worst in my opinion. There has been a constant inconsistency in how the streets are plowed. Some years they barely make a path wide enough for 2 vehicles to pass, in other years they go so far into the shoulder that they are cutting the edge of the road away and rolling up sod. As I mentioned, I have had some experience in this area and I believe the right equipment for these types of road surfaces are not being utilized.

There are a lot of tax dollars collected by the City of Kawartha Lakes, from the **215 homes** in our subdivision, which we feel gives us the right to request that the City revisit the plan in place for this area. We deserve safe usable roads.

I personally welcome the opportunity to go in front of council to further state this case, and I assure you we are not going away this time until this gets properly resolved.

In closing, I would just like to state that it is time for the City of Kawartha Lakes to step up and put a budget plan with a given time line, to replace these roads. The residents of Victoria place are tired of our tax dollars being wasted on haphazard repairs being done that not only don't work, they do not last and in some cases are not safe.

Note: Please see attached petition to present to council. We started this petition just before your visit and this is what we have received in 4 days. The petition is still posted in our common area so I am certain there will be many more to support this cause.

Council Memorandum

Date: July 28, 2020

To: Mayor & Council

From: Councillor Ashmore

Re: Thurstonia and Cedar Glen Docks Policy

Recommendation

That the memorandum from Councillor Ron Ashmore regarding **Thurstonia and Cedar Glen Docks Policy** be received;

That staff resume assigning leases to unclaimed or vacant lease spaces in Thurstonia; and

That staff consider a similar system for Cedar Glen waterfront in order to provide a fair and equitable system of allocating dock space.

Rationale

Council adopted a new docking policy in 2017 for the area of Thurstonia and Kenstone Beach Road along Sturgeon Lake. Since its inception, lease holders have adapted to the new policies. During the process, approximately 25 dock spaces have not been renewed and have been declared “vacant”. There are several people, primarily in Thurstonia, that are on a list (queue) to obtain a dock space. These people have been patiently waiting for two years to acquire these leases.

Council Memorandum

Date: July 28, 2020

To: Council

From: Councillor Doug Elmslie

Re: Implementation of a Three-Way Stop at the Intersection of Kennedy Drive and Clifton Street in Fenelon Falls

Recommendation

That the Memorandum from Councillor Doug Elmslie, regarding **the Implementation of a Three-Way Stop at the Intersection of Kennedy Drive and Clifton Street in Fenelon Falls,** be received; and

That staff be instructed to erect a three-way stop at the intersection of Kennedy Drive and Clifton Street.

Rationale

For years, Clifton Street has been a source of concern for residents. Five years ago Clifton Street was redone resulting in increased traffic speeds. A memorandum was brought to council requesting that a three-way stop be implemented at the corner of Kennedy Drive and Clifton Street as a traffic calming solution. It was referred to staff who reported that the additional stop signs did not meet the criteria, and therefore they were not installed; instead, the speed limit on the street was reduced to 40 km.

Presently, the issue remains; the street has no sidewalks, and with numerous young children in the area, increased traffic, particularly on weekends and holidays, the safety of residents has also been called into question.

The Corporation of the City of Kawartha Lakes

By-Law 2020-XXX

A By-law to Amend By-law 2020-001, being a By-law to Govern and Regulate the Proceedings of the Council of the City of Kawartha Lakes

Recitals

1. Section 238(2) of the Municipal Act, requires that every municipality and local board pass a procedural by-law for governing the calling, place and proceedings of meetings;
2. Bill 197, COVID-19 Economic Recovery Act, 2020 Schedule 12 amending Section 238 of the Municipal Act, received Royal Assent on July 21, 2020. The Schedule amends several provisions of the Municipal Act, 2001 to allow the Procedural By-law to provide for full electronic participation in meetings.
3. The Procedural By-law as amended may provide that, a member of a council, of a local board or of a committee of either of them who is participating electronically in a meeting may be counted in determining whether or not a quorum of members is present at any point in time; and a member of a council, of a local board or of a committee of either of them can participate electronically in a meeting that is open or closed to the public.
4. The Council of the City of Kawartha Lakes adopted By-law 2020-001, being a By-law to Regulate Govern and Regulate the Proceedings of the Council of the City of Kawartha Lakes, at the January 28, 2020 Regular Council Meeting

Accordingly, the Council of The Corporation of the City of Kawartha Lakes enacts this By-law 2020-__.

Section 1.00: Definitions and Interpretation

1.01 **Definitions**:

All defined terms in this amending by-law take their meaning from By-law 2020-001 of the City of Kawartha Lakes with the addition of the following:

> **"Electronic Participation"** includes telephone, video or audio conferencing or other interactive method whereby members, staff and the public are able to hear the member(s) participating by electronic means and the member(s) participating by electronic means are able to hear other members, staff and other meeting participants.

1.02 **Interpretation Rules:**

(a) 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: Amendment Details

2.01 **Amendment:** That Sections 5.06 and 5.07 be deleted and replaced in By-law 2020-001 as follows:

5.06 Electronic Participation:

The following procedural rules are established for electronic participation meetings:

1. City Council, Local Board or Committee members may participate in an open or closed session by electronic participation and be counted for the purpose of establishing quorum.

2. In the case of an interruption in the communication link to the member(s) participating electronically, Council will recess to a maximum of 15 minutes until it is determined whether or not the link can be re-established. If communications are not re-established, the meeting will resume without the electronic participant(s).

3. A Member participating by Electronic Means shall inform the Chair about their intentions to leave the meeting either on a temporary or permanent basis.

4. A Member participating by Electronic Means will be deemed to have left the meeting when they are no longer electronically connected to the meeting.

5. If a member loses electronic connection temporarily to the meeting, that member shall be treated as if they left the physical room of a traditional meeting and the time noted by the City Clerk or Recording Secretary.

6. All votes shall be by show of hands or by verbal consent (yes or no).

7. That subject to direction from the Head of Council or Chair to the City Clerk or Recording Secretary, the meeting will proceed without deputations. Written correspondence received from the

public may be circulated to Council members prior to the start of the meeting electronically;

8. For public notice purposes, the location of the meeting published on the agenda shall be the physical location of the City Clerk or Recording Secretary during the meeting; If the location of the City Clerk can not be open to the public, the City Clerk shall provide notice to the electronic location of where the meeting can be viewed;

9. Members shall be provided instruction by the City Clerk, Recording Secretary, Chief Administrative Officer, or their delegate how to access the meeting by means of electronic participation.

10. A recording of the open session of the meeting shall be preserved for a period of time determined by the Records Retention by-law for the public record.

11. All electronic meetings will be available on Livestreaming or other video technology.

12. Close Sessions - All members participating electronically in a Closed Session of Council shall declare to the Head of Council and the City Clerk, following the adoption of the Closed Session Agenda, that they are in a private room, where:

    a. No other persons can overhear the deliberations; and

    b. The internet connection is secure and not publically accessible.

Section 3.00: Administration and Effective Date

3.01 **Administration of the By-law:** The City Clerk is responsible for the administration of this by-law.

3.02 **Effective Date:** This By-law shall come into force on **July 28, 2020**.

By-law read a first, second and third time, and finally passed, this 28th day of July, 2020.

Andy Letham, Mayor	Cathie Ritchie, City Clerk

The Corporation of the City of Kawartha Lakes

By-Law 2020-___

A By-law to Amend By-law 2017-066, being a By-law to Establish Records Retention Periods for the Records of the City of Kawartha Lakes

The full title of the By-law being amended is A By-law to Establish Retention Periods for Records of the City of Kawartha Lakes, to establish a Records Management Policy and to Delegate Authority to the City Clerk to Establish of Amend Retention Periods.

Recitals

1. An amendment is required to Schedule "A" to revise the retention periods for records under the custody and control of the City of Kawartha Lakes.
2. These changes require an amendment to the original by-law.

Accordingly, the Council of The Corporation of the City of Kawartha Lakes enacts this By-law 2020-___ .

Section 1.00: Definitions and Interpretation

1.01 **Definitions**:

All defined terms in the amending By-law take their meaning from By-law 2017-066 of the City of Kawartha Lakes.

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.

Section 2.00: Amendment Details

2.01 **Amendment:** Schedule "A" to By-law 2017-066 is deleted in its entirety and replaced with Schedule "A", attached to this by-law.

Section 3.00: Administration and Effective Date

3.01 **Administration of the By-law:** The City Clerk is responsible for the administration of this by-law.

3.02 **Effective Date:** This By-law shall come into force on the date it is finally passed.

By-law read a first, second and third time, and finally passed, this 28th day of July, 2020.

_____	_____
Andy Letham, Mayor	Cathie Ritchie, City Clerk

Subject Classification Code	Subject Content	Years Active (In Dept) (a)	Inactive Retention Trigger	Years Inactive (Off Site) (b)	Total Retention (a)-(b)-(c)

a) Years Active = the length of time that a record is to be kept on-site in the department.
b) Years Inactive = the length of time that a record is to be kept off-site at the Records Centre.
c) Total Retention = Total length of time the record is retained after which the record shall be destroyed. (unless total retention is P=Permanent as the record is then retained permanently and is never destroyed).

Format (a)-(b)-(c): Years Active - Years Inactive - Total Retention
Note: Dash (-) is used as a separator. Asterisk (*) specifies subject to Risk Management Review.

A	**Administration**				
A00	**Administration – General**	2		0	2-0-2
A01	**Activity Summary Reports**	2		0	2-0-2
A02	**Associations and Organizations**	2		4	2-4-6
A03	**Staff Meetings/Communiqués**	2		4	2-4-6
	A04 - Retired Code - See I01				
A05	**Conferences and Seminars**	2		4	2-4-6
A06	**Consultants**	2		0	2-0-2
A07	**Inventory Control**	2		4	2-4-6
A08	**Office Equipment and Furniture**	T	T=Disposal of Item/Termination of Lease	0	T-0-T
	A09 - Retired Code - See A00				
A10	**Policies and Procedures**	S	Superseded	15	S-15
A11	**Records Management**	S	Superseded	0	S-0-S
A12	**Telecommunications Systems**	S	S=System Replaced	0	S-0-S
A13	**Travel and Accommodation**	2		0	2-0-2
	A14 - Discontinued Code				
A15	**Vendors and Suppliers**	S	Superseded	0	S-0-S
A16	**Signing Authorities**	S	Superseded	0	S-0-S
A17	**Goals and Objectives**	T+2	T=Project Completed	4	T+2-4-T+6
A18	**Security**	2		4	2-4-6
A19	**Inspections**	2		4	2-4-6
A20	**Departmental Working Papers**	2		0	2-0-2
	A21 - Retired Code - See O01				
A22	**Office Supplies**	2		0	2-0-2
	A23 - Blank Code				
A24	**Committees of Council**	2		4	2-4-6
A25	**Information Access and Privacy**	2		0	2-0-2
	A26 - Retired Code - See A02				
	A27 - Retired Code - See A02				
A28	**Records Disposition**	P		P	P
A29	**Uniforms and Clothing**	2		0	2-0-2

P=Permanent T= Terminated S= Superseded (replaced by most recent version)
Note: All records are subject to archival selection

Subject Classification Code	Subject Content	Years Active (In Dept) (a)	Inactive Retention Trigger	Years Inactive (Off Site) (b)	Total Retention (a)-(b)-(c)
a) Years Active = the length of time that a record is to be kept on-site in the department. b) Years Inactive = the length of time that a record is to be kept off-site at the Records Centre. c) Total Retention = Total length of time the record is retained after which the record shall be destroyed. (unless total retention is P=Permanent as the record is then retained permanently and is never destroyed). **Format (a)-(b)-(c): Years Active - Years Inactive - Total Retention** Note: Dash (-) is used as a separator. Asterisk (*) specifies subject to Risk Management Review.					
A30	**Intergovernmental Relations**	2		4	2-4-6
A31	**Facilities Bookings**	2		0	2-0-2
A32	**PHIPA**	2		0	2-0-2
A33	**Delegation of Responsibility**	S	Superseded	0	S-0-S
A34	**Accessibility**	2		4	2-4-6
A35	**Divisional Standard Operating Procedures (SOPs)**	S	Superseded	0	S-0-S
C	**Council**				
C00	**Council - General**	2		0	2-0-2
C01	**By-Laws**	2		P	2-P-P
C02	**By-Law Background**	2		4	2-4-6
C03	**By-Laws and Resolutions – Other Municipalities**	2		4	2-4-6
	C04 - Retired Code - See C05				
C05	**Council and Standing Committee Minutes and Agendas (includes all attachments to the minutes such as original reports)**	2		P	2-P-P
C06	**Committees of Council – Minutes and Agendas (Excludes Health and Social Services Committees of Council – Minutes and Agendas - See C19)**	2		4	2-4-6
	C07 - Retired Code - See C06				
C08	Elections Ballots =120 Days after Voting or Resolution of Recount	T+4	Term=Day action took effect or voting day	0	T+4
C09	Legislation (Provincial and Federal)	S	Superseded	0	S-0-S
	C10 - Retired Code - See C09				
C11	Public Agencies and Boards	2		4	2-4-6
C12	Request for Name Use	T+2	T=Name Use Discontinued	0	T+2
C13	Council Resolution Background	2		0	2-0-2

P=Permanent T= Terminated S= Superseded (replaced by most recent version)

Note: All records are subject to archival selection

Subject Classification Code	Subject Content	Years Active (In Dept) (a)	Inactive Retention Trigger	Years Inactive (Off Site) (b)	Total Retention (a)-(b)-(c)

a) Years Active = the length of time that a record is to be kept on-site in the department.
b) Years Inactive = the length of time that a record is to be kept off-site at the Records Centre.
c) Total Retention = Total length of time the record is retained after which the record shall be destroyed. (unless total retention is P=Permanent as the record is then retained permanently and is never destroyed).

Format (a)-(b)-(c): Years Active - Years Inactive - Total Retention
Note: Dash (-) is used as a separator. Asterisk (*) specifies subject to Risk Management Review.

C14	Confidential Reports	2		P	2-P-P
	C15 - Retired Code - See C00				
	C16 - Retired Code - See A24				
	C17 - Retired Code - See C00				
C18	Draft Reports	2		0	2-0-2
C19	Human Services Committees of Council – Minutes and Agendas	2		P	2-P-P
C20	Audio or Video Recordings of Council and Standing Committee Meetings	1		0	1-0-P
C21	Accountability, Transparency and Governance	T+2	T=Matter Resolved	4	T+2-4-T+6
D	**Development and Planning**				
D00	Development and Planning - General	2		0	2-0-2
D01	Official Plan	S+1	Superseded	P	S+1-P-P
D02	Official Plan Background	T+5	T=Official Plan Amendment Adopted	0	T+5
D03	Consents and Validation of Titles	T+5	T=File Closed	P	T+5-P-P
D04	Condominium Plans	T+5	T=Project Completed	P	T+5-P-P
D05	Subdivision Plans	T+5	T=Project Completed	P	T+5-P-P
D06	Zoning	T+5	T=Project Completed	P	T+5-P-P
D07	Studies and Surveys	5		5	5-5-10
D08	Road Closings	5		5	5-5-10
D09	Maps, Photos and Surveys	S	Superseded	0	S-0-S
D10	Economic Development	2		5	5-5-10
D11	Pits and Quarries (Excludes Specifications – See D45)	T+5	T=Pit/Quarry Closed	0	T+5
D12	Industrial Lands – Other Municipalities	5		5	5-5-10
	D13 - Retired Code - See W20				
D14	Demographic Studies	5		5	5-5-10
D15	Environment Planning	5		10	5-10-15
D16	Residential Development	5		5	5-5-10
D17	Natural Resources	5		5	5-5-10

P=Permanent T= Terminated S= Superseded (replaced by most recent version)
Note: All records are subject to archival selection

Subject Classification Code	Subject Content	Years Active (In Dept) (a)	Inactive Retention Trigger	Years Inactive (Off Site) (b)	Total Retention (a)-(b)-(c)

a) Years Active = the length of time that a record is to be kept on-site in the department.
b) Years Inactive = the length of time that a record is to be kept off-site at the Records Centre.
c) Total Retention = Total length of time the record is retained after which the record shall be destroyed. (unless total retention is P=Permanent as the record is then retained permanently and is never destroyed).

Format (a)-(b)-(c): Years Active - Years Inactive - Total Retention
Note: Dash (-) is used as a separator. Asterisk (*) specifies subject to Risk Management Review.

	D18 - Retired Code - See D01				
D19	Site Plan Control	T+5	T=File Closed	P	T+5-P-P
D20	Minor Variances	T+5	T=Final Decision	P	T+5-P-P
D21	Easements	T	T=File Closed or Easement Registered	P	T-P-P
	D22 - Retired Code - See L17				
D23	City of Kawartha Lakes Transition (Annexation/Amalgamation)	T+5	T=Restructuring Complete	P	T+5-P-P
D24	Community Improvement Projects/Programs	T+1	T=Completion of the Project	5	T+1-5-T+6
D25	Municipal Addressing	T		P	T-P-P
D26	Reference Plans, Registered Plans and Registers	S	Superseded	P	S-P-P
D27	Industrial Development	5		5	5-5-10
D28	Commercial Development	5		5	5-5-10
D29	Agriculture Development	5		5	5-5-10
D30	Deeming By-Laws for Subdivisions	5		P	5-P-P
D31	Interim Control	5		5	5-5-10
	D32 - Retired Code - See D05				
D33	Private Roadways	T	T=Application approval	50	T+50
D34	Heritage Properties	5		P	5-P-P
	D35 - Retired Code - See D34				
D36	Compliance Letters	5		P	5-P-P
D37	Development Charges	5		P	5-P-P
D38	Pre-consultation	5		2	5-2-7
	D39 - Retired Code - See D34				
D40	Planning GIS	S	Superseded	0	S-0-S
D41	Small Business and Entrepreneurship Centre	5		5	5-5-10
D42	Tourism Development	5		5	5-5-10
D43	Renewable Energy Projects	T+5	T=Project Completed	P	T+5-P-P

P=Permanent T= Terminated S= Superseded (replaced by most recent version)
Note: All records are subject to archival selection

Subject Classification Code	Subject Content	Years Active (In Dept) (a)	Inactive Retention Trigger	Years Inactive (Off Site) (b)	Total Retention (a)-(b)-(c)

a) Years Active = the length of time that a record is to be kept on-site in the department.
b) Years Inactive = the length of time that a record is to be kept off-site at the Records Centre.
c) Total Retention = Total length of time the record is retained after which the record shall be destroyed. (unless total retention is P=Permanent as the record is then retained permanently and is never destroyed).

Format (a)-(b)-(c): Years Active - Years Inactive - Total Retention
Note: Dash (-) is used as a separator. Asterisk (*) specifies subject to Risk Management Review.

D44	Telecommunication Facilities	T+5	T=Project Completed	P	T+5-P-P
D45	Specifications	T	T=Project Completed	P	T-P-P
D46	Pre-Screening for Minor Variances	5		2	5-2-7
D47	Consent Enquiry	5		2	5-2-7
D48	Site Alteration / Land Use Approval	5		P	5-P-P
D49	Building Statistics	5		P	5-P-P
E	**Environment**				
E00	Environment – General	2		0	2-0-2
E01	Environmental Monitoring/Enforcement	5		P	5-P-P
E02	Hazardous Materials	S	Superseded	7	S+7
	E03 - Retired Code - See W20				
	E04 - Blank Code				
E05	Forests	2		8	2-8-10
E06	Agriculture	2		8	2-8-10
	E07 - Retired Code - See W11 or W16				
E08	Meteorological Summaries/Rainfall	T	T=File Closed	P	T-P-P
E09	Energy Management	2		8	2-8-10
F	**Finance and Accounting**				
F00	Finance and Accounting – General	2		0	2-0-2
F01	Accounts Payable	2		5	2-5-7
F02	Accounts Receivable	2		5	2-5-7
F03	Audits and Auditing	2		5	2-5-7
F04	Banking	2		5	2-5-7
F05	Budgets and Estimates	2		5	2-5-7
F06	Capital Assets and Holdbacks	T		10	T+10
F07	Cheques	2		5	2-5-7
F08	Debentures and Bonds	T+2	T=File Closed	5	T+2-5-T+7
F09	Employee and Council Expenses	2		5	2-5-7
F10	Audited Financial Statements and Financial Information Return (FIR)	2		P	2-P-P
F11	Financial Working Papers	2		0	2-0-2
F12	Grants/Subsidies/Incentives	T+2	T=File Closed	5	T+2-5-T+7

P=Permanent T= Terminated S= Superseded (replaced by most recent version)
Note: All records are subject to archival selection

Subject Classification Code	Subject Content	Years Active (In Dept) (a)	Inactive Retention Trigger	Years Inactive (Off Site) (b)	Total Retention (a)-(b)-(c)
a) Years Active = the length of time that a record is to be kept on-site in the department. b) Years Inactive = the length of time that a record is to be kept off-site at the Records Centre. c) Total Retention = Total length of time the record is retained after which the record shall be destroyed. (unless total retention is P=Permanent as the record is then retained permanently and is never destroyed). **Format (a)-(b)-(c): Years Active - Years Inactive - Total Retention** Note: Dash (-) is used as a separator. Asterisk (*) specifies subject to Risk Management Review.					
F13	Journal Vouchers	2		5	2-5-7
F14	General Ledgers and Journals	2		P	2-P-P
F15	Subsidiary Ledgers, Registers and Journals	2		5	2-5-7
F16	Human Services Payments	2		6	2-6-8
F17*	Payroll	2		5	2-5-7 *Subject to Risk Management Review
F18	Purchase Orders and Requisitions	2		5	2-5-7
F19	Quotations and Tenders	2		5	2-5-7
F20	Receipts	2		5	2-5-7
F21	Reserve Funds	2		5	2-5-7
F22	Revenues, Others	2		5	2-5-7
F23	Taxation	2		5	2-5-7
F24	Residents' Allowances	T+2	T=fiscal year or last day of residence	5	T+2-5-T+7
F25	Investments	T+2	T=File Closed	5	T+2-5-T+7
F26	Tax Rolls/Assessment Rolls and Records	S	Superseded	P	S-P-P
F27	Write-offs	2		5	2-5-7
F28	Trust Funds	T+2	T=File Closed	5	T+2-5-T+7
F29	Security Deposit	T+2	T=File Closed	5	T+2-5-T+7
F30*	Timesheets/Overtime Sheets	2		5	2-5-7 *Subject to Risk Management Review
	F31 - Retired Code - See F23				
	F32 - Retired Code - See F23				
	F33 - Retired Code - See F05				
F34	Tax Sale	T+2	T=Sale Completed	P	T+2-P-P
F35	Business Plans	2		P	2-P-P

P=Permanent T= Terminated S= Superseded (replaced by most recent version)

Note: All records are subject to archival selection

Subject Classification Code	Subject Content	Years Active (In Dept) (a)	Inactive Retention Trigger	Years Inactive (Off Site) (b)	Total Retention (a)-(b)-(c)

a) Years Active = the length of time that a record is to be kept on-site in the department.
b) Years Inactive = the length of time that a record is to be kept off-site at the Records Centre.
c) Total Retention = Total length of time the record is retained after which the record shall be destroyed. (unless total retention is P=Permanent as the record is then retained permanently and is never destroyed).

Format (a)-(b)-(c): Years Active - Years Inactive - Total Retention
Note: Dash (-) is used as a separator. Asterisk (*) specifies subject to Risk Management Review.

	F36 to F42 - Retired Code - See F56				
F43	Water and Wastewater Billing	2		5	2-5-7
	F44 to F45 - Retired Code - See F56				
F46	Credit Applications	T+2	T=File Closed	0	T+2
	F47 to F54 - Retired Code - See F56				
F55	Budget Documents - Final	5		P	5-P-P
F56	Housing Programs	T+2	T=Program Ends	5	T+2-5-T+7
F57	Public Sector Accounting Board (PSAB)	2		P	2-P-P
F58	Awarded Procurments	T	T=Contract and renewals	7	T+7
H	**Human Resources**				
H00	Human Resources - General	2		0	2-0-2
H01	Attendance	2		4	2-4-6
H02	Employee Culture	2		4	2-4-6
H03	Employee Records	T+1	T=Termination of Employee	49	T+1-49-T+50
H04	Health and Safety	2		5	2-5-7
H05	Human Resource Planning	S	Superseded	2	S+2
H06	Job Descriptions	S	Superseded	2	S+2
H07	Labour Relations	2		4	2-4-6
H08	Organization/Structure	S	Superseded	2	S+2
H09	Salary Planning	S	Superseded	7	S+7
H10	Pensions	5		70	5-70-75
H11	Recruitment	2		4	2-4-6
H12	Pay Equity and Job Evaluation	T	T=Plan Posted and Appeal Deadline Past	100	T+100
H13	Learning and Development	2		4	2-4-6
H14	Performance Management Program	2		4	2-4-6
H15	Training Course Records	2		4	2-4-6
H16	Applications and Resumes	2		0	2-0-2
H17	Benefits Administration	2		5	2-5-7
	H18 - Retired Code - See I01				
H19	Awards and Recognition	2		4	2-4-6

P=Permanent T= Terminated S= Superseded (replaced by most recent version)
Note: All records are subject to archival selection

Subject Classification Code	Subject Content	Years Active (In Dept) (a)	Inactive Retention Trigger	Years Inactive (Off Site) (b)	Total Retention (a)-(b)-(c)

a) Years Active = the length of time that a record is to be kept on-site in the department.
b) Years Inactive = the length of time that a record is to be kept off-site at the Records Centre.
c) Total Retention = Total length of time the record is retained after which the record shall be destroyed. (unless total retention is P=Permanent as the record is then retained permanently and is never destroyed).

Format (a)-(b)-(c): Years Active - Years Inactive - Total Retention
Note: Dash (-) is used as a separator. Asterisk (*) specifies subject to Risk Management Review.

	H20 - Retired Code - See H03				
	H21 - Retired Code - See H03				
H22	Placement – Co-op and Volunteers	2		4	2-4-6
	H23 - Retired Code - See H00				
H24	Workers Safety and Insurance/Rehabilitation	T+1	T=Termination of Employee	49	T+1-49-T+50
H25	Employee Incident Reports	T+1	T=Termination of Employee	49	T+1-49-T+50
	H26 - Retired Code - See A34				
H27	Grievances and Arbitrations	T+2	T=Resolution of Grievance	8	T+2-8-T+10
H28	Labour Negotiations	T	T=Expiry of Contract Period	20	T+20
H29	Licensing and Abstracts	T+3	T=Expiry of License/Abstract	12	T+3-12-T+15
H30	Workplace Investigations	10		0	10-0-10
H31	Human Rights	10		0	10-0-10
I	**Information and Technology**				
I00	General	2		0	2-0-2
I01	Applications and Technology	S	Superseded	6	S+6
L	**Legal Affairs**				
L00	Legal Affairs - General	2		0	2-0-2
L01	Appeals and Hearings	T	T=Appeals exhausted	P	T-P-P
L02*	Litigation (Claims against the City)	T+3	T=Resolution of claim and appeals exhausted or 18th Birthday of Minor	0	T+3 *Subject to Risk Management Review
L03	Litigation (Claims by the City)	T+3	T=Resolution of claim and appeals exhausted or 18th birthday of Minor	0	T+3

P=Permanent T= Terminated S= Superseded (replaced by most recent version)
Note: All records are subject to archival selection

Subject Classification Code	Subject Content	Years Active (In Dept) (a)	Inactive Retention Trigger	Years Inactive (Off Site) (b)	Total Retention (a)-(b)-(c)
a) Years Active = the length of time that a record is to be kept on-site in the department. b) Years Inactive = the length of time that a record is to be kept off-site at the Records Centre. c) Total Retention = Total length of time the record is retained after which the record shall be destroyed. (unless total retention is P=Permanent as the record is then retained permanently and is never destroyed). **Format (a)-(b)-(c): Years Active - Years Inactive - Total Retention** Note: Dash (-) is used as a separator. Asterisk (*) specifies subject to Risk Management Review.					
L04	Contracts and Agreements – Permanent (Excludes Contract and Agreements - Not Permanent - See L17 and Registered Documents – Land – See L25)	T+2	T=Agreement Expiry	P	T+2-P-P
L05	Insurance Policies	T+2	T=Expiry of policy	P	T+2-P-P
L06	Land Acquisition and Disposition	T	T=Acquisition or Sale Complete	P	T-P-P
L07	Licences and Permits Held By City	T+2	T=Expiry of Licence or Permit	13	T+2-13-T+15
L08	Property Appraisal	T	T=File Closed	6	T+6
L09	Municipal Consents	T	T=File Closed	P	T-P-P
L10	Licences and Permits Issued by the City (Excludes Building Permits)	T	T=Expiry or Revocation of Licence or Permit	4	T+4
L11	Residential Building Permits and Agricultural Permits Not in Excess of 600 m2	T	T=Permit Completed	15	T+15
L12*	Legal Opinions and Briefs	T+2	T=File Closed	5	T+2-5-T+7 *Subject to Risk Management Review
L13	Precedents	S	Superseded	0	S-0-S
L14	Vital Statistics	2		P	2-P-P
L15	Prosecution Files	2		5	2-5-7
	L16 - Retired Code - See L10				
L17	Contracts and Agreements - Not Permanent (Excludes Contract and Agreements – Permanent See L04)	T+2	T=Expiry of Agreement	13	T+2-13-T+15

P=Permanent T= Terminated S= Superseded (replaced by most recent version)

Note: All records are subject to archival selection

Subject Classification Code	Subject Content	Years Active (In Dept) (a)	Inactive Retention Trigger	Years Inactive (Off Site) (b)	Total Retention (a)-(b)-(c)
a) Years Active = the length of time that a record is to be kept on-site in the department. b) Years Inactive = the length of time that a record is to be kept off-site at the Records Centre. c) Total Retention = Total length of time the record is retained after which the record shall be destroyed. (unless total retention is P=Permanent as the record is then retained permanently and is never destroyed). **Format (a)-(b)-(c): Years Active - Years Inactive - Total Retention** Note: Dash (-) is used as a separator. Asterisk (*) specifies subject to Risk Management Review.					
L18	Regulatory Approvals	T	T=Project Completed	P	T-P-P
L19	Provincial Offences	4		3	4-3-7
L20	Estates/Wills	T	T=File Closed	10	T-10
L21	Non-Residential Building Permits	T	T=Permit Completed	P	T-P-P
L22	Medium-rise and High-rise Residential Building Permits and Agricultural Permits in Excess of 600 m2	T	T=Permit Completed	P	T-P-P
L23	Sewage System Permits	T	T=Permit Completed	P	T-P-P
L24	Two Unit Registrations	T		P	T-P-P
L25	Registered Documents – Land	T	T=File Closed or Documents Registered	P	T-P-P
L26	First Nations Notifications	T	T=Final Notice Sent	P	T-P-P
L27*	General Claims or Potential Litigation	T+3	T=Year of Loss or Resolution of Claim	2	T+3-2-T+5 *Subject to Risk Management Review
L28*	General Claims or Potential Litigation – Minors	T+3	T=Year of Loss of Resolution of Claim	20	T+3-20-T+23 *Subject to Risk Management Review
L29*	Certificates of Insurance	T+1	T=Expiry of Certificate	14	T+1-14-T+15 *Subject to Risk Management Review

P=Permanent T= Terminated S= Superseded (replaced by most recent version)

Note: All records are subject to archival selection

Subject Classification Code	Subject Content	Years Active (In Dept) (a)	Inactive Retention Trigger	Years Inactive (Off Site) (b)	Total Retention (a)-(b)-(c)
a) Years Active = the length of time that a record is to be kept on-site in the department. b) Years Inactive = the length of time that a record is to be kept off-site at the Records Centre. c) Total Retention = Total length of time the record is retained after which the record shall be destroyed. (unless total retention is P=Permanent as the record is then retained permanently and is never destroyed). **Format (a)-(b)-(c): Years Active - Years Inactive - Total Retention** Note: Dash (-) is used as a separator. Asterisk (*) specifies subject to Risk Management Review.					
L30*	Underwriting Information - Correspondence with Insurer, Insurance and Claims Reports	2		8	2-8-10 *Subject to Risk Management Review
L31	RICO 2218 and Write Offs	10		27	10-27-37
L32	Search Warrants and Records	10		30	10-30-40
L33	POA Tapes	4		3	4-3-7
L34	Provincial Offences Collections	4		3	4-3-7
L35	Building or Commercial Unit No Longer Existing	T	T=Confirmed extraneous by the Chief Building Official	2	T+2
L36	Entrance and Curb Cut Permits	T	T=Entrance or Curb No Longer Exists		T-P-P
M	**Media, Public Relations and Communications**				
M00	Media, Public Relations and Communications - General	2		0	2-0-2
M01	Advertising	2		0	2-0-2
M02	Ceremonies and Events	2		3	2-3-5
M03	Charitable Campaigns/Fundraising	2		0	2-0-2
M04	Complaints, Commendations and Inquiries	2		3	2-3-5
M05	News Clippings	2		0	2-0-2
M06	News Releases	2		0	2-0-2
M07	Promotion and Public Relations	2		0	2-0-2
M08	Publications	T	T=Publication Completed	6	T+6
M09	Speeches and Presentations	2		0	2-0-2
M10	Awards and Plaques – External	2		P	2-P-P
M11	Public Participation	2		0	2-0-2
M12	Visual Identity, Branding, Logos and Insignia	2		P	2-P-P
M13	Photographs, Videos and Slides	2		P	2-P-P

P=Permanent T= Terminated S= Superseded (replaced by most recent version)

Note: All records are subject to archival selection

Subject Classification Code	Subject Content	Years Active (In Dept) (a)	Inactive Retention Trigger	Years Inactive (Off Site) (b)	Total Retention (a)-(b)-(c)
a) Years Active = the length of time that a record is to be kept on-site in the department. b) Years Inactive = the length of time that a record is to be kept off-site at the Records Centre. c) Total Retention = Total length of time the record is retained after which the record shall be destroyed. (unless total retention is P=Permanent as the record is then retained permanently and is never destroyed). **Format (a)-(b)-(c): Years Active - Years Inactive - Total Retention** Note: Dash (-) is used as a separator. Asterisk (*) specifies subject to Risk Management Review.					
M14	Web Sites and Social Media	S	Superseded	2	S+2
M15	Marketing Plans	S	S=Plan Superseded	6	S+6
M16	Intellectual Property	T	T=Last Use	5	T+5
O	**Operations**				
O00	Operations - General	2		0	2-0-2
O01	Drawings/Plans	S	Superseded	0	S-0-S
O02	Property Files - City Owned	2		P	2-P-P
O03	Facilities Construction and Renovations	T	T=Disposition of Facility or Construction Project Replaced	5	T+5
O04	Building and Property Maintenance	2		3	2-3-5
O05	Municipal Drainage	2		P	2-P-P
O06	Tile Drain Loans	T+2	T=Loan	P	T+2-P-P
O07	Field Books	T+2	T=File Closed	4	T+2-4-T+6
P	**Protection and Enforcement Services**				
P00	Protection and Enforcement Services - General	2		0	2-0-2
P01	By-Law Enforcement	T+2	T-File Closed	13	T+2-13-T+15
P02	Daily Occurrence Logs	2		4	2-4-6
P03*	Incident/Accident Reports	T	T=Incident/Accident Resolved	5	T+5 *Subject to Risk Management Review
P04	Investigations	2		8	2-8-10
P05	Pound Sheets	2		4	2-4-6
P06	Emergency Planning and Response	S	Superseded	5	S+5
P07	Fire Suppression Services	T	T=File Closed	5	T+5
P08	Paramedic/Ambulance Services	T	T=File Closed	5	T+5
P09	Policing Services	2		4	2-4-6
P10	Fire Prevention	T	T=File Closed	5	T+5
P11	Fire Investigations/Incidents	2		8	2-8-10

P=Permanent T= Terminated S= Superseded (replaced by most recent version)

Note: All records are subject to archival selection

Subject Classification Code	Subject Content	Years Active (In Dept) (a)	Inactive Retention Trigger	Years Inactive (Off Site) (b)	Total Retention (a)-(b)-(c)

a) Years Active = the length of time that a record is to be kept on-site in the department.
b) Years Inactive = the length of time that a record is to be kept off-site at the Records Centre.
c) Total Retention = Total length of time the record is retained after which the record shall be destroyed. (unless total retention is P=Permanent as the record is then retained permanently and is never destroyed).

Format (a)-(b)-(c): Years Active - Years Inactive - Total Retention
Note: Dash (-) is used as a separator. Asterisk (*) specifies subject to Risk Management Review.

P12	Fire Guidelines	S	Superseded	2	S+2
P13	Base Hospital Program	T	T=Program Expired	10	T+10
	P14 - Retired Code - See P15				
P15	Order to Restrain Orders and Appeals	2		18	2-18-20
P16	Municipal Law Enforcement Officer Memo Books	T+5	T=Last Date of Input	10	T+5-10-T+15
P17	Fire Inspections by Address	T	T=Building No Longer Exists	5	T+5
P18*	Incident/Accident Reports - Minors	T+5	T=Year minor or unborn child turns 18	20	T+5-20-T+25 *Subject to Risk Management Review
R	**Recreation, Culture and Libraries**				
R00	Recreation, Culture and Libraries - General	2		0	2-0-2
R01	Library Programs/Services	2		4	2-4-6
R02	Parks Management	2		4	2-4-6
	R03 - Retired Code - See D42 or R02				
R04	Heritage and Art Collection and Preservation	T	T=Disposition of Collection	P	T-P-P
R05	Museum and Archival Services	S		3	S+3
R06	Recreation Facilities	2		4	2-4-6
R07	Recreational Programming	2		4	2-4-6
R08	Recreation Volunteer Committees	2		4	2-4-6
R09	Playground Equipment	2		P	2-P-P
S	**Human and Health Care Services**				
S00	Social and Health Care Services - General	2		0	2-0-2
S01	Assistive Devices Programs	2		4	2-4-6
S02	Dietary Services	2		0	2-0-2
S03	Community and Human Assistance Services	T	T=Program Completed	7	T+7
	S04 - Retired Code - See S19				

P=Permanent T= Terminated S= Superseded (replaced by most recent version)
Note: All records are subject to archival selection

Subject Classification Code	Subject Content	Years Active (In Dept) (a)	Inactive Retention Trigger	Years Inactive (Off Site) (b)	Total Retention (a)-(b)-(c)

a) Years Active = the length of time that a record is to be kept on-site in the department.
b) Years Inactive = the length of time that a record is to be kept off-site at the Records Centre.
c) Total Retention = Total length of time the record is retained after which the record shall be destroyed. (unless total retention is P=Permanent as the record is then retained permanently and is never destroyed).

Format (a)-(b)-(c): Years Active - Years Inactive - Total Retention
Note: Dash (-) is used as a separator. Asterisk (*) specifies subject to Risk Management Review.

	S05 - Retired Code - See S03				
S06	Residents' Files – Victoria Manor	T+1	T=Death or Discharge of Client	9	T+10
S07	Residents' Charts – Victoria Manor	T+1	T=Death or Discharge of Client	9	T+10
S08	Ontario Works Client Records (Excluding Income Support Case Records-Overpayment See S47)	T+1	T=Case Closed	4	T+1-4-T+5
S09	Activities and Functions	2		4	2-4-6
S10	Activity Assessment	S	Superseded	0	S-0-S
S11	Prospective Residents	5		0	5-0-5
	S12 - Retired Code - See S19				
S13	Long Term Care	T+1	T=Death or Discharge of Client	9	T+10
	S14 - Retired Code - See S03				
S15	Human Services Statistics	S	Superseded	0	S-0-S
	S16 - Retired Code - See S03				
S17	Elderly Assistance	2		5	2-5-7
	S18 - Retired Code - See S03				
S19	Children's Services Programs	1		6	1-6-7
S20	Cemetery Records	2		P	2-P-P
S21	Children's Services Applicant Files/ Case Records	T+1	T=Discharge of Child	6	T+1-6-T+7
S22	Hospitals	2		5	2-5-7
	S23 to S32 - Retired Codes - See S48 or S50				
S33	Family Health Programs and Services	T	T=Program Completed	10	T+10
	S34 - Retired Code - See S33				
S35	Ministry Correspondence	2		5	2-5-7
	S36 to S46 - Retired Codes - See S48 or S49				
S47	Ontario Works Income Support Case-Overpayment	T	T=Case Closed/Written Off	P	T-P-P

P=Permanent T= Terminated S= Superseded (replaced by most recent version)
Note: All records are subject to archival selection

Subject Classification Code	Subject Content	Years Active (In Dept) (a)	Inactive Retention Trigger	Years Inactive (Off Site) (b)	Total Retention (a)-(b)-(c)

a) Years Active = the length of time that a record is to be kept on-site in the department.
b) Years Inactive = the length of time that a record is to be kept off-site at the Records Centre.
c) Total Retention = Total length of time the record is retained after which the record shall be destroyed. (unless total retention is P=Permanent as the record is then retained permanently and is never destroyed).

Format (a)-(b)-(c): Years Active - Years Inactive - Total Retention
Note: Dash (-) is used as a separator. Asterisk (*) specifies subject to Risk Management Review.

S48	Housing and Homelessness Programs	T+1	T=Program completed	6	T+1-6-T+7
S49	Housing and Homelessness Administration	T+1	T=Program completed	6	T+1-6-T+7
S50	Housing and Homelessness Centralized Wait List	T+1	T=Program completed	6	T+1-6-T+7
S51	Catering-Dietary Production Sheets	7		0	7-0-7
S52	Housing Collections	T	T=No longer tenant and in arrears	20	T-20-T+20
S53	Disabilities Support Clients	T	T=No longer receiving support	7	T-7-T+7
T	**Transportation and Public Works**				
T00	Transportation and Public Works - General	2		0	2-0-2
T01	Road Construction	T	T=Project Completed	10	T+10
T02	Transportation Design and Planning (Excludes specifications – See T14)	T	T=Project Completed	10	T+10
T03	Maintenance and Surface Operations (Exclude sidewalk maintenance – See T30)	T+2	T=Maintenance Completed	4	T+2-5-T+7
T04	Transportation Studies	2		8	2-8-10
T05	Traffic	2		4	2-4-6
T06	Pits and Quarries - City Owned (Excludes specifications – See T14)	T	T=Pit/Quarry Closed	P	T-P-P
T07	Storm Sewers and Drains (Excludes specifications – See T14)	T	T=Project Completed	P	T-P-P
	T08 - Retired Code - See W08				
T09	Trees (See also T32 Trees - Nuisance Respecting City Owned Trees)	2		4	2-4-6
T10	Utilities	2		4	2-4-6

P=Permanent T= Terminated S= Superseded (replaced by most recent version)
Note: All records are subject to archival selection

Subject Classification Code	Subject Content	Years Active (In Dept) (a)	Inactive Retention Trigger	Years Inactive (Off Site) (b)	Total Retention (a)-(b)-(c)
a) Years Active = the length of time that a record is to be kept on-site in the department. b) Years Inactive = the length of time that a record is to be kept off-site at the Records Centre. c) Total Retention = Total length of time the record is retained after which the record shall be destroyed. (unless total retention is P=Permanent as the record is then retained permanently and is never destroyed). **Format (a)-(b)-(c): Years Active - Years Inactive - Total Retention** Note: Dash (-) is used as a separator. Asterisk (*) specifies subject to Risk Management Review.					
T11	Structures/Bridges (Excludes specifications – See T14)	T	T=Disposition or Replacement of Structure	25	T+25
	T12 - Discontinued Code				
	T13 - Retired Code - See W24				
T14	Specifications	T	T=Project Completed	P	T-P-P
T15	Street Lighting	T	T=Removal of Equipment	6	T+6
T16	Parking	T	T=Closure of Lot or Space	6	T+6
T17	Public Transit Operations	2		4	2-4-6
T18	Signs and Signals	T	T=Signs/Signals Removed	10	T+10
T19	Roads and Lane Closures	T	T=Project Completed	2	T+2
	T20 - Retired Code - See T28				
T21	Railway and Road Intersecting Crossings	2		8	2-8-10
T22	Directives - M.T.O	2		4	2-4-6
T23	Pavement Management/Test Laboratory	T	T=File Dormant	25	T+25
T24	Infrastructure Management	T	T=Project Completed	P	T-P-P
T25	Airport	2		4	2-4-6
T26	Transportation Master Plans	S	Superseded	20	S+20
T27	Road Assumptions	T	T=Project Completed	50	T+50
T28	Winter Control	T+2	T=Maintenance Completed	4	T+2-4-T+6
T29	Depots/Domes (Excludes specifications – See T14)	2		23	2-23-25
T30	Sidewalk Maintenance (Excludes specifications – See T14)	T+2	T=Maintenance Completed	4	T+2-4-T+6
T31	Salt Management Plan	S+2	Superseded	5	S+2-5-S+7

P=Permanent T= Terminated S= Superseded (replaced by most recent version)

Note: All records are subject to archival selection

Subject Classification Code	Subject Content	Years Active (In Dept) (a)	Inactive Retention Trigger	Years Inactive (Off Site) (b)	Total Retention (a)-(b)-(c)
a) Years Active = the length of time that a record is to be kept on-site in the department. b) Years Inactive = the length of time that a record is to be kept off-site at the Records Centre. c) Total Retention = Total length of time the record is retained after which the record shall be destroyed. (unless total retention is P=Permanent as the record is then retained permanently and is never destroyed). **Format (a)-(b)-(c): Years Active - Years Inactive - Total Retention** Note: Dash (-) is used as a separator. Asterisk (*) specifies subject to Risk Management Review.					
T32	Trees - Nuisance Respecting City Owned Trees (See also T09 Trees)	T	T=File Closed	P	T-P-P
V	**Vehicles and Equipment**				
V00	Vehicles and Equipment - General	2		0	2-0-2
V01*	Fleet Management Program	T+2	T=Disposal of vehicle	4	T+2-4-T+6 *Subject to Risk Management Review
V02	Mobile Equipment	T+2	T=Disposal of Equipment	4	T+2-4-T+6
V03	Transportable Equipment	T+2	T=Disposal of Equipment	4	T+2-4-T+6
V04	Protective Apparel and Equipment	T+2	T=Disposal of Equipment	4	T+2-4-T+6
V05	Communications Equipment	T+2	T=Disposal of Equipment	4	T+2-4-T+6
V06	Fire Fighting, Rescue and Medical Equipment	T+2	T=Disposal of Equipment	4	T+2-4-T+6
V07	Duty Status Sheets	6 months		0	6 months
V08	Vehicle Inspection Reports (Circle Checks)	6 months		0	6 months
V09	Fuel Storage	T	T=No longer in Use	7	T+7
W	**Water, Wastewater and Solid Waste**				
W00	Water, Wastewater and Solid Waste - General	2		0	2-0-2
	W01 to W07 - Retired Codes See W00 or W08 or W23 or W25 or W27				
W08	Wastewater Collection - Long Retention (See also W31 Wastewater Collection – Short Retention) (Excludes specifications – See W24)	2		13	2-13-15

P=Permanent T= Terminated S= Superseded (replaced by most recent version)

Note: All records are subject to archival selection

Subject Classification Code	Subject Content	Years Active (In Dept) (a)	Inactive Retention Trigger	Years Inactive (Off Site) (b)	Total Retention (a)-(b)-(c)
a) Years Active = the length of time that a record is to be kept on-site in the department. b) Years Inactive = the length of time that a record is to be kept off-site at the Records Centre. c) Total Retention = Total length of time the record is retained after which the record shall be destroyed. (unless total retention is P=Permanent as the record is then retained permanently and is never destroyed). **Format (a)-(b)-(c): Years Active - Years Inactive - Total Retention** Note: Dash (-) is used as a separator. Asterisk (*) specifies subject to Risk Management Review.					
W09	Storm Water Management (Excludes specifications – See W24)	T	T=System Replaced	10	T+10
W10	Water - DWQMS	2		13	2-13-15
W11	Water Treatment - Safe Drinking Water Act (SDWA) Long Retention (See also W32 Water Treatment – Safe Drinking Water Act (SDWA) Short Retention) (Excludes specifications – See W24)	2		13	2-13-15
	W12 - Code Discontinued				
	W13 - Retired Code - See W00 or W14 or W24				
W14	Water Distribution - Safe Drinking Water Act (SDWA) Long Retention (See also W33 Water Distribution – Safe Drinking Water Act (SDWA) Short Retention) (Excludes specifications – See W24)	2		13	2-13-15
W15	Rural Water and Wastewater Issues	T	T=Issue Resolved	50	T+50
W16	Wastewater Treatment - Long Retention (See also W34 Wastewater Treatment - Short Retention) (Excludes specifications – See W24)	2		13	2-13-15
W17	Water and Wastewater Laboratory Services	2		13	2-13-15
	W18 - Retired Code - See W29				
W19	Industrial Waste	2		8	2-8-10
W20	Solid Waste	2		8	2-8-10
W21	Solid Waste Landfill Operations and Maintenance	5		5	5-5-10
W22	Landfill Monitoring Programs	5		P	5-P-P
W23	Master Plans and Master Servicing Studies	S	Superseded	20	S+20

P=Permanent T= Terminated S= Superseded (replaced by most recent version)

Note: All records are subject to archival selection

Subject Classification Code	Subject Content	Years Active (In Dept) (a)	Inactive Retention Trigger	Years Inactive (Off Site) (b)	Total Retention (a)-(b)-(c)
a) Years Active = the length of time that a record is to be kept on-site in the department. b) Years Inactive = the length of time that a record is to be kept off-site at the Records Centre. c) Total Retention = Total length of time the record is retained after which the record shall be destroyed. (unless total retention is P=Permanent as the record is then retained permanently and is never destroyed). **Format (a)-(b)-(c): Years Active - Years Inactive - Total Retention** Note: Dash (-) is used as a separator. Asterisk (*) specifies subject to Risk Management Review.					
W24	Specifications	T	T=Project Completed	P	T-P-P
W25	Investigations	T	T=Investigation Complete	P	T-P-P
W26	Waste Diversion Programs	7		3	7-3-10
W27	Locates	T	T=Expiry of Locate	3	T+3
W28	Bulk Water	2		5	2-5-7
W29	Source Water Protection	2		13	2-13-15
W30	Operator Certifications	T+1	T=Termination or Transfer of Employee from	5	T+1-5-T+6
W31	Wastewater Collection - Short Retention (See also W08 Wastewater Collection – Long Retention) (Excludes specifications – See W24)	2		5	2-5-7
W32	Water Treatment - Safe Drinking Water Act (SDWA) Short Retention (See also W11 Water Treatment - Safe Drinking Water Act (SDWA) Long Retention) (Excludes specifications – See W24)	2		5	2-5-7
W33	Water Distribution - Safe Drinking Water Act (SDWA) Short Retention (See also W14 Water Distribution – Safe Drinking Water Act (SDWA) Long Retention) (Excludes specifications – See W24)	2		5	2-5-7
W34	Wastewater Treatment - Short Retention (See also W16 Wastewater Treatment – Long Retention) (Excludes specifications – See W24)	2		5	2-5-7

P=Permanent T= Terminated S= Superseded (replaced by most recent version)

Note: All records are subject to archival selection

The Corporation of the City of Kawartha Lakes

By-Law 2020-

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

Recitals

1. Private property owners find it convenient to have certain municipal by-laws enforced by members of their own staff. The City receives requests, from time to time, for the appointment of citizens as municipal law enforcement officers for limited purposes.
2. The City has received such a request from the Owner of "The Medical Centre" at 86 Angeline Street, S., in Lindsay.
3. Section 15 of the Police Services Act authorizes municipal councils to appoint municipal law enforcement officers, who are peace officers for the purpose of enforcing their by-laws.
4. The Manager of Municipal Law Enforcement and Licensing recommends that the person put forward be appointed for limited enforcement purposes.

Accordingly, the Council of The Corporation of the City of Kawartha Lakes enacts this By-law 2020-.

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;

"Council" or "City Council" means the municipal council for the City;

"Manager of Municipal Law Enforcement and Licensing" means the person who holds that position and his or her delegate(s) or, in the event of organizational changes, another person designated by Council.

1.02 **Interpretation Rules:**

(a) The Schedules attached to this by-law form part of the by-law, and are enforceable as such.

(b) The words "include" and "including" are not to be read as limiting the meaning of a word or term to the phrases or descriptions that follow.

1.03 **Statutes:** References to laws in this by-law are meant to refer to the statutes, as amended from time to time, that are applicable within the Province of Ontario.

1.04 **Severability:** If a court or tribunal of competent jurisdiction declares any portion of this by-law to be illegal or unenforceable, that portion of this by-law shall be considered to be severed from the balance of the by-law, which shall continue to operate in full force and effect.

Section 2.00: Appointments

2.01 **Appointment:** Paulina Timmermans-Osak is appointed as a Municipal Law Enforcement Officer for the limited purpose of enforcement of the applicable Kawartha Lakes parking by-laws and regulations at the property known as “The Medical Centre”, located at 86 Angeline Street, S, in Lindsay.

2.02 **Provincial Offences Officer:** Paulina Timmermans-Osak is appointed as a Provincial Offences Officer for the limited purpose of enforcement of the applicable Kawartha Lakes parking by-laws and regulations at the property known as “The Medical Centre”, located at 86 Angeline Street, S., in Lindsay, in accordance with the provisions of the Provincial Offences Act, R.S.O. 1990, c.P. 33.

Section 3.00: Administration and Effective Date

3.01 **Administration of the By-law:** The Manager of Municipal Law Enforcement and Licensing is responsible for the administration of this by-law.

302 **Effective Date:** This By-law shall come into force on the date it is finally passed.

By-law read a first, second and third time, and finally passed, this 28th day of July, 2020.

_____	_____
Andy Letham, Mayor	Cathie Ritchie, City Clerk

The Corporation of the City of Kawartha Lakes

By-Law 2020-__

A By-law to Repeal By-law 2019-171, being a By-law to Appoint a Municipal Law Enforcement Officer for the Purpose of Enforcing Licensing By-laws

Recitals

1. Council adopted By-law 2019-171 on December 10, 2019 to appoint a Municipal Law Enforcement Officer for the purpose of enforcing licensing by-laws.
2. Council deems it appropriate to repeal By-law 2019-171 due to changes in staffing.

Accordingly, the Council of The City of Kawartha Lakes enacts this By-law 2020-___.

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;

"Council" or "City Council" means the municipal council for the City;

1.02 **Interpretation Rules:**

(a) 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.

Section 2.00: Repeals

2.01 Repeal: By-law 2019-171 is repealed.

Section 3.00: Effective Date

3.01 **Effective Date:** This By-law shall come into force on the date it is finally passed.

By-law read a first, second and third time, and finally passed, this 28 day of July, 2020.

_____	_____
Andy Letham, Mayor	Cathie Ritchie, City Clerk

The Corporation of the City of Kawartha Lakes

By-Law 2020-___

A By-law to Amend By-law 2012-173, being a By-law to Regulate Parking, in the City of Kawartha Lakes (Amendment No. 18)

Recitals

1. Council adopted Resolution CR2020-___ on July 28, 2020 directing amendments to By-law 2012-173, being a By-law to Regulate Parking.
2. An amendment to the original by-law is required to amend No Parking Zones.

Accordingly, the Council of The Corporation of the City of Kawartha Lakes enacts this By-law 2020-__.

Section 1.00: Definitions and Interpretation

1.01 **Definitions**: In this by-law,

All defined terms in the amending By-law take their meaning from By-law 2012-173, as amended, of the City of Kawartha Lakes.

1.02 **Interpretation Rules:**

(a) 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: Amendment Details

2.01 **Amendment**: Schedule A, No Parking Zones, to By-law 2012-173 is amended by amending the No Parking Zones on Westwood Court in Lindsay as follows:

Street	Geographic Area	Side	From	To	Time Restrictions
Westwood Crt.	Lindsay	North	Northlin Park Road	A point 15m west	
Westwood Crt.	Lindsay	North	22 Westwood Court	Westerly limit	

Street	Geographic Area	Side	From	To	Time Restrictions
Westwood Crt.	Lindsay	South	Northlin Park Rd.	Westerly limit	

Section 3.00: Administration and Effective Date

3.01 **Administration of the By-law:** The Manager of Municipal Law Enforcement and Licensing is responsible for the administration of this by-law.

3.02 **Effective Date:** This By-law shall come into force on the date it is finally passed.

By-law read a first, second and third time, and finally passed, this 28th day of July, 2020.

_____ _____

Andy Letham, Mayor Cathie Ritchie, City Clerk

The Corporation of the City of Kawartha Lakes

By-Law 2020-TBD

A By-law to Authorize the Financing of Capital Projects in the City of Kawartha Lakes

Being a By-law of the Corporation of the City of Kawartha Lakes to authorize the financing of capital projects by debenture with the Royal Bank of Canada.

Recitals

1. The Municipal Act, 2001, S.O. 2001, C.25 Part XIII, Section 401(I) authorizes that a municipal corporation may incur debt for the purpose of the municipality.

2. The Council authorized capital projects in 2010 and prior years with debenture financing approved in the budget. By-law 2010-127 confirmed a debenture of $4,234,996 with the Royal Bank for a 10 year term with a 20 year amortization.

3. The initial 10 year term of the debenture matures in July 2020 and now requires a renewal of the remaining 10 year term to complete the approved 20 year amortization for the balance of the debenture in the amount of $2,582,062.59.

Accordingly, the Council of The Corporation of the City of Kawartha Lakes enacts this By-law 2020-TBD.

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;

"Treasurer" means the person who holds that position and his or her delegate(s) or, in the event of organizational changes, another person designated by Council.

1.02 **Interpretation Rules:**

(a) The Schedules attached to this by-law form part of the by-law, and are enforceable as such.

(b) The words “include” and “including” are not to be read as limiting the meaning of a word or term to the phrases or descriptions that follow.

1.03 **Statutes:** References to laws in this by-law are meant to refer to the statutes, as amended from time to time, that are applicable within the Province of Ontario.

1.04 **Severability:** If a court or tribunal of competent jurisdiction declares any portion of this by-law to be illegal or unenforceable, that portion of this by-law shall be considered to be severed from the balance of the by-law, which shall continue to operate in full force and effect.

Section 2.00: Debt Confirmation

2.01 The capital projects as detailed in Schedule A as authorized in 2010 and prior year capital budgets be completed and the remaining amount of $2,582,062.59 be financed in order to do so.

2.02 Financing for the total amount of $2,582,062.59 with the Royal Bank of Canada is approved. The interest rate for this debenture shall be a maximum of 3.00% over a 10 year term with principal and interest payments made monthly.

Section 3.00: Administration and Effective Date

3.01 **Administration of the By-law:** The Treasurer is responsible for the administration of this by-law.

By-law read a first, second and third time, and finally passed, this 28th day of July, 2020.

Andy Letham, Mayor	Cathie Ritchie, City Clerk

2020 Schedule A to RBC by-law.xls

CAPITAL BUDGETS TO BE DEBENTURED

Schedule A

2010 Debentures - Original By-law 2010-127

		Approved Debenture	Debenture Incurred to 2009	Debenture Financing Remaining	2010 Debenture Request		2020 Remainder 10 year term
C0198	Lindsay Water Treatment	4,200,000.00	3,640,876.75	559,123.25	**3,501.24**	0.083%	2,134.69
WW0605	Watermain Remediation	753,950.00	-	753,950.00	**374,487.47**	8.843%	228,323.75
WW0611	Old Fairgrounds Sewer	850,000.00	-	850,000.00	**638,124.70**	15.068%	389,062.48
WW0704	Old Fairgrounds Watermain	650,000.00	-	650,000.00	**477,588.89**	11.277%	291,184.34
WW0714	Sonya Well Expansion	230,000.00	-	230,000.00	**202,361.25**	4.778%	123,378.97
WW0715	FF Water Pollution	15,000.00	-	15,000.00	**14,326.32**	0.338%	8,734.71
WW0729	Ground Water Technical	75,000.00	-	75,000.00	**24,097.53**	0.569%	14,692.18
WW0730	Norland Water Distribution	1,357,657.73	1,387,969.81	(30,312.08)	**(23,312.08)**	-0.550%	(14,213.30)
WW0734	Drinking Water Quality	75,000.00	-	75,000.00	**13,477.68**	0.318%	8,217.30
WW0801	Bobcaygeon WTP Clarifier Upgrades	15,268.00	-	15,268.00	**15,256.72**	0.360%	9,301.97
WW0804	Queen St Water Replacement	932,000.00	-	932,000.00	**839,558.27**	19.824%	511,875.85
WW0808	Kent Street West	140,000.00	-	140,000.00	**74,074.37**	1.749%	45,162.89
WW0809	Riverview Sanitary Sewer	485,000.00		485,000.00	**420,180.67**	9.922%	256,182.74
WW0814	Water/Sanitary Sewer William St.	80,000.00	-	80,000.00	**32,420.09**	0.766%	19,766.42
WW0816	Francis St Water & Sewer	320,000.00	-	320,000.00	**295,364.82**	6.974%	180,082.94
WW0907	Logie St Abandon Watermain	45,000.00	-	45,000.00	**28,542.00**	0.674%	17,401.96
WW0910	Water and Sanitory Sewer	820,000.00	-	820,000.00	**522,869.80**	12.346%	318,791.96
C0875	Northwest Sanitary Trunk Sewer	2,000,000.00	312,944.30	1,687,055.70	**282,075.88**	6.661%	171,980.72
Subtotal - 20 year term		**13,043,875.73**	**5,341,790.86**	**7,702,084.87**	**4,234,996**	100.000%	**2,582,062.59**

The Corporation of the City of Kawartha Lakes

By-Law 2020-***

A By-law to Authorize the Execution of a Letter of Agreement between Her Majesty in Right of the Province of Ontario as represented by the Minister of Transportation for the Province of Ontario and the City of Kawartha Lakes related to Funding Provided by the Province of Ontario to the Municipality under the Dedicated Gas Tax Funds for Public Transportation Program

Recitals

1. An Agreement between the Minister of Transportation and the City must be entered into for the municipality to be eligible to receive funding.

2. The purpose of the Agreement was directed at capital projects to increase public transportation ridership to support the development of strong communities.

3. This By-law authorizes the Agreement to be executed by the municipality.

Accordingly, the Council of The Corporation of the City of Kawartha Lakes enacts this By-law 2020-*.**

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 within the administration of the City which fulfils the function of the City Clerk as required by the *Municipal Act, 2001, c.25*.

"Council" means the municipal council for the City.

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

"Mayor" means the Chief Executive Officer of the City.

1.02 **Interpretation Rules**:

(a) Wherever this By-law refers to a person or thing with reference to gender or the gender neutral, the intention is to read the By-law with the gender applicable to the circumstances.

(b) References to items in the plural include the singular, as applicable.

(c) The word “include” is not to be read as limiting the phrases or descriptions that precede it.

1.03 **Statutes**: References to laws in this by-law are meant to refer to the statutes, as amended from time to time, which 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 will be considered to be severed from the balance of the By-law, which will continue to operate in full force and effect.

Section 2.00: Approval

2.01 Approvals: The Agreement appended to this By-law as Schedule “A” is approved.

2.02 Authorization: The Mayor and Treasurer are authorized to sign the Agreement appended to this By-law as Schedule “A”, and to affix the City’s corporate seal to them.

Section 3.00: Administration and Effective Date

3.01 **Administration of the By-law:** The Treasurer shall be responsible for the administration of this by-law.

3.02 **Effective Date**: This By-law shall come into force on the date it is finally passed.

By-law read a first, second and third time, and finally passed, this 28th day of July, 2020.

Andy Letham, Mayor	Cathie Ritchie, City Clerk

Schedule A.pdf

Ministry of Transportation

Office of the Minister

777 Bay Street, 5th Floor
Toronto ON M7A 1Z8
416 327-9200
www.ontario.ca/transportation

Ministère des Transports

Bureau de la ministre

777, rue Bay, 5e étage
Toronto ON M7A 1Z8
416 327-9200
www.ontario.ca/transports

Ontario

MAR 12 2020

Mayor Andy Letham
City of Kawartha Lakes
PO Box 9000, 26 Francis Street
Lindsay ON K9V 5R8

Dear Mayor Letham:

RE: Dedicated Gas Tax Funds for Public Transportation Program

---

This Letter of Agreement between the **City of Kawartha Lakes** (the "Municipality") and Her Majesty the Queen in right of the Province of Ontario, as represented by the Minister of Transportation for the Province of Ontario (the "Ministry"), sets out the terms and conditions for the provision and use of dedicated gas tax funds under the Dedicated Gas Tax Funds for Public Transportation Program (the "Program"). Under the Program, the Province of Ontario provides two cents out of the provincial gas tax to municipalities to improve Ontario's transportation network and support economic development in communities for public transportation expenditures.

The Ministry intends to provide dedicated gas tax funds to the Municipality in accordance with the terms and conditions set out in this Letter of Agreement and the enclosed Dedicated Gas Tax Funds for Public Transportation Program 2019/2020 Guidelines and Requirements (the "guidelines and requirements").

In consideration of the mutual covenants and agreements contained in this Letter of Agreement and the guidelines and requirements, which the Municipality has reviewed and understands and are hereby incorporated by reference, and other good and valuable consideration, the receipt and sufficiency of which are expressly acknowledged, the Ministry and the Municipality agree as follows:

1. To support local public transportation services in the Municipality, the Ministry agrees to provide funding to the Municipality under the Program to a maximum amount of up to **$703,810** ("the "Maximum Funds") in accordance with, and subject to, the terms and conditions set out in this Letter of Agreement and, for greater clarity, the guidelines and requirements.

2. Letter of Agreement and a copy of the authorizing municipal by-law(s) and, if applicable, resolution(s) for the Municipality to enter into this Letter of Agreement, provide the Municipality with **$527,858**; and any remaining payment(s) will be provided thereafter.

3. If another municipality authorizes the Municipality to provide local public transportation services on its behalf and authorizes the Municipality to request and receive dedicated gas

tax funds for those services also on its behalf, the Municipality will in the by-law(s) and, if applicable, resolution(s) described in section 2 confirm that the Municipality has the authority to provide those services and request and receive those funds.

4. The Municipality agrees that any amount payable under this Letter of Agreement may be subject, at the Ministry's sole discretion, to any other adjustments as set out in the guidelines and requirements.

5. The Municipality will deposit the funds received under this Letter of Agreement in a dedicated gas tax funds reserve account, and use such funds and any related interest only in accordance with the guidelines and requirements.

6. The Municipality will adhere to the reporting and accountability measures set out in the guidelines and requirements, and will provide all requested documents to the Ministry.

7. The Municipality agrees that the funding provided to the Municipality pursuant to this Letter of Agreement represents the full extent of the financial contribution from the Ministry and the Province of Ontario under the Program for the 2019/2020 Program year.

8. The Ministry may terminate this Letter of Agreement at any time, without liability, penalty or costs upon giving at least thirty (30) days written notice to the Municipality. If the Ministry terminates this Letter of Agreement, the Ministry may take one or more of the following actions: (a) cancel all further payments of dedicated gas tax funds; (b) demand the payment of any dedicated gas tax funds remaining in the possession or under the control of the Municipality; and (c) determine the reasonable costs for the Municipality to terminate any binding agreement(s) for the acquisition of eligible public transportation services acquired, or to be acquired, with dedicated gas tax funds provided under this Letter of Agreement, and do either or both of the following: (i) permit the Municipality to offset such costs against the amount the Municipality owes pursuant to paragraph 8(b); and (ii) subject to section 1, provide the Municipality with funding to cover, in whole or in part, such costs. The funding may be provided only if there is an appropriation for this purpose, and in no event will the funding result in the Maximum Funding exceeding the amount specified under Section 1.

9. Any provisions which by their nature are intended to survive the termination or expiration of this Letter of Agreement including, without limitation, those related to disposition, accountability, records, audit, inspection, reporting, communication, liability, indemnity, and rights and remedies will survive its termination or expiration.

10. This Letter of Agreement may only be amended by a written agreement duly executed by the Ministry and the Municipality.

11. The Municipality agrees that it will not assign any of its rights or obligations, or both, under this Letter of Agreement.

12. The invalidity or unenforceability of any provision of this Letter of Agreement will not affect the validity or enforceability of any other provision of this Letter of Agreement. Any invalid or unenforceable provision will be deemed to be severed.

13. The term of this Letter of Agreement will commence on the date of the last signature of this Letter of Agreement.

14. The Municipality hereby consents to the execution by the Ministry of this Letter of Agreement by means of an electronic signature.

If the Municipality is satisfied with and accepts the terms and conditions of this Letter of Agreement, please print it, secure the required signatures for it, and then return a fully signed copy, in pdf format, to the following email account:

MTO-PGT@ontario.ca

Sincerely,

Caroline Mulroney

Caroline Mulroney
Minister of Transportation

I have read and understand the terms and conditions of this Letter of Agreement, as set out above, and, by signing below, I am signifying the Municipality's consent to be bound by these terms and conditions.

Municipality

_____	_____
Date	Name (print): Title (head of council or authorized delegate): I have authority to bind the Municipality.
_____	_____
Date:	Name (print): Title (clerk or authorized delegate): I have authority to bind the Municipality.

The Corporation of the City of Kawartha Lakes

By-Law 2020 -

A By-Law To Amend The Village of Woodville Zoning By-Law No. 1993-9 To Rezone Land Within The City Of Kawartha Lakes

File D06-2020-005, Report PLAN2020-021, respecting Part of Lot 6, Concession 15 being Part Block M, Plan 119, Part 1, RP 57R-6698, former Village of Woodville, identified as 99 Agnes Street – Teel

Recitals:

1. Section 34 of the Planning Act, R.S.O. 1990, c.P.13 authorizes Council to determine the appropriate zoning categories and provisions assigned to land.

2. Council has received an application to amend the categories and provisions relating to a specific parcel of land to permit an accessory building to the existing residential use on the subject land.

3. A public meeting to solicit public input has been held.

4. Council deems it appropriate to rezone the Property.

Accordingly, the Council of The Corporation of the City of Kawartha Lakes enacts this By-law 2020-__.

Section 1:00 Zoning Details

1.01 **Property Affected**: The Property affected by this by-law is described as Part of Lot 6, Concession 15 being Part Block M, Plan 119, Part 1, RP 57R-6698, former Village of Woodville, City of Kawartha Lakes.

1.02 **Textual Amendment**: By-law No. 1993-9 of the Village of Woodville is further amended to add the following section to Section 8.3:

"8.3.5 RESIDENTIAL TYPE ONE EXCEPTION FIVE (R1-5) ZONE

8.3.5.1 Notwithstanding subsection 3.1.3.1, the total lot coverage for accessory buildings and structures, excluding outdoor swimming pools, shall not exceed 65 percent of the main building gross floor area, but in no case shall it exceed 8% of the lot area.

8.3.5.2 Notwithstanding subsection 3.1.3.2, an accessory building or structure, in a residential zone or to a residential use, shall not exceed a height of 5.5 metres, as defined."

1.03 **Schedule Amendment**: Schedule 'A' to By-law No. 1993-9 of the Village of Woodville is further amended to change the zone category from the "Residential Type One (R1) Zone" and Rural General Exception One (A1-1)

Zone to the “Residential Type One Exception Five (R1-5) Zone” for the land referred to as ’R1-5’, as shown on Schedule ‘A’ attached to this By-law.

Section 2:00 Effective Date

2.01 **Effective Date**: This By-law shall come into force and take effect on the date it is finally passed, subject to the provisions of Section 34 of the Planning Act R.S.O. 1990, c.P.13.

By-law read a first, second and third time, and finally passed, this ** day of ***, 2020.

_____	_____
Andy Letham, Mayor	Cathie Ritchie, City Clerk

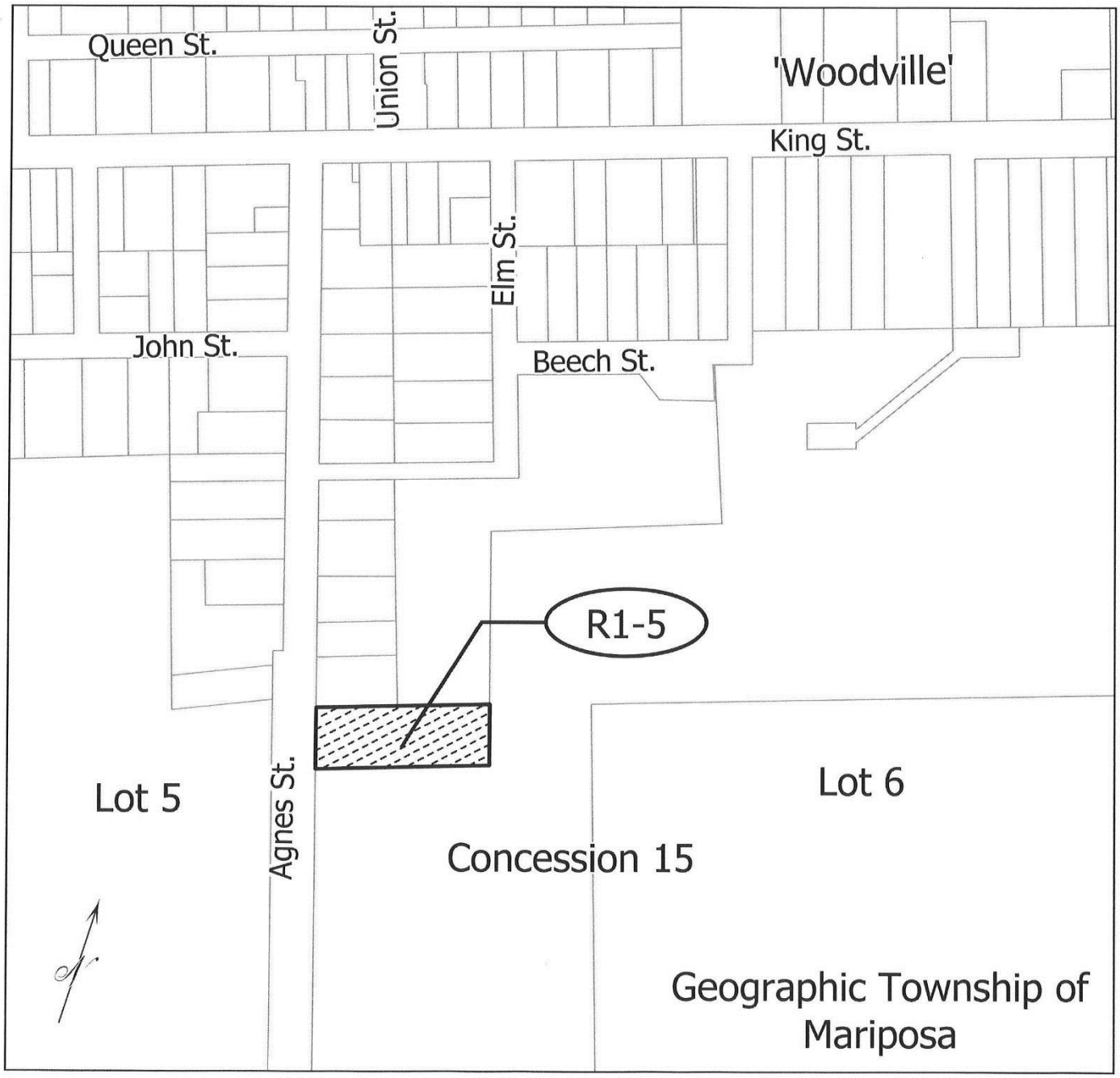
THE CORPORATION OF THE CITY OF

KAWARTHA LAKES

THIS IS SCHEDULE 'A' TO BY-LAW _____ PASSED

THIS _____ DAY OF _____ 2020.

MAYOR _____ CLERK _____



The Corporation of the City of Kawartha Lakes

By-Law 2020 -

A By-Law to Amend The United Townships of Laxton, Digby and Longford Zoning By-Law No. 32-83 To Rezone Land Within The City Of Kawartha Lakes

File D06-2020-006, Report PLAN2020-022, respecting Part Lot 1, Concession 11, Parts 1-4, Plan 57R-8375, geographic Township of Laxton, identified as 7178 Highway 35 – Koster, Sullivan and Ryall

Recitals:

1. Section 34 of the Planning Act, R.S.O. 1990, c.P.13 authorizes Council to determine the appropriate zoning categories and provisions assigned to land.

2. Council has received an application to amend the categories and provisions relating to a specific parcel of land to facilitate a severance and lot consolidation on the subject land and recognize deficient lot frontage and access to a public street and minimum side yard setbacks.

3. A public meeting to solicit public input has been held.

4. Council deems it appropriate to rezone the Property.

Accordingly, the Council of The Corporation of the City of Kawartha Lakes enacts this By-law 2020-__.

Section 1:00 Zoning Details

1.01 **Property Affected**: The Property affected by this by-law is described as Part Lot 1, Concession 11, Parts 1-4, Plan 57R-8375, geographic Township of Laxton, City of Kawartha Lakes.

1.02 **Textual Amendment**: By-law No. 32-9 of the United Townships of Laxton, Digby and Longford is further amended to add the following section to Section 12.3:

"12.3.3 Notwithstanding subsection 12.2, on land zoned C3-3, the minimum lot frontage shall be 11.56 metres and the minimum south side yard setback shall be 2.8 metres.

12.3.4 Notwithstanding subsection 12.2 and subsection 18.4, on land zoned C3-4, the minimum lot frontage is required to be provided by means of a private right-of-way (easement) with a minimum width of 7.6 metres providing access to a public road, the minimum north side yard setback shall be 3 metres, and despite subsection 18.7, land zoned C3-4 shall be exempt from requiring frontage on a public street."

1.03 **Schedule Amendment**: Schedule ‘C’ to By-law No. 32-83 as replaced by By-law 16-93 of the United Townships of Laxton, Digby and Longford is further amended to change the zone category from the “Commercial Recreation (C3) Zone” to the “Commercial Recreation (C3-3) Exception Zone” and to the “Commercial Recreation (C3-4) Exception Zone” for the land referred to as ’C3-3’ and ‘C3-4’, as shown on Schedule ‘A’ attached to this By-law.

Section 2:00 Effective Date

2.01 **Effective Date**: This By-law shall come into force and take effect on the date it is finally passed, subject to the provisions of Section 34 of the Planning Act R.S.O. 1990, c.P.13.

By-law read a first, second and third time, and finally passed, this ** day of ***, 2020.

_____	_____
Andy Letham, Mayor	Cathie Ritchie, City Clerk

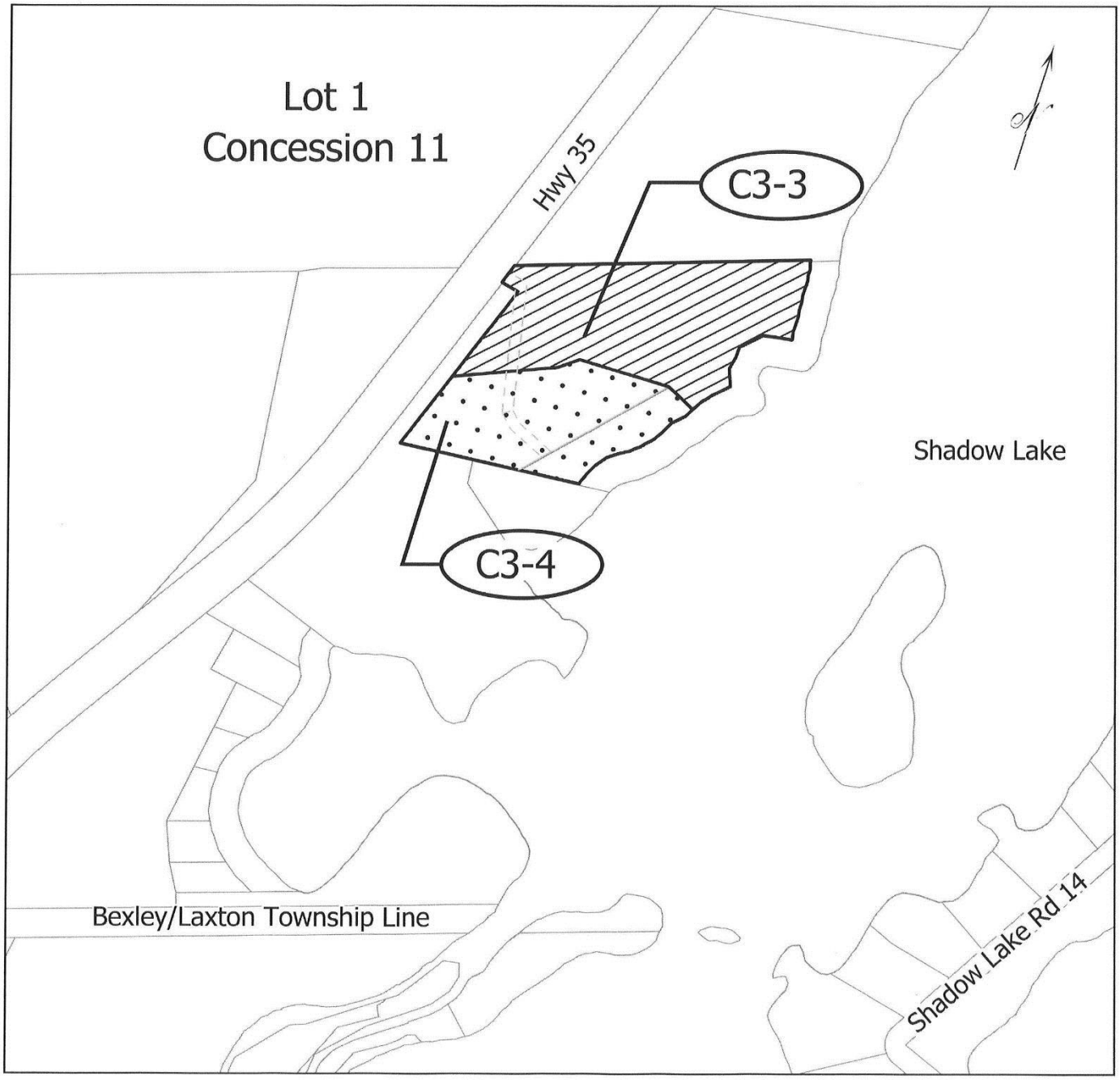
THE CORPORATION OF THE CITY OF

KAWARTHA LAKES

THIS IS SCHEDULE 'A' TO BY-LAW _____ PASSED

THIS _____ DAY OF _____ 2020.

MAYOR _____ CLERK _____



The Corporation of the City of Kawartha Lakes

By-Law 2020-

A By-Law to Amend the Town of Lindsay Official Plan to Re-designate Land within the City of Kawartha Lakes

[File D01-2019-005, Report PLAN2020-018, respecting 57R-7657, Part 1, Part of Lot 21, Concession 4 Formerly Ops Township, former Town of Lindsay, Vacant Land on Thornhill Road – 2645286 Ontario Inc.]

Recitals:

1. Sections 17 and 22 of the Planning Act, R.S.O. 1990, c. P.13, authorize Council to consider the adoption of an amendment to an Official Plan.

2. Council has received an application to amend the Town of Lindsay Official Plan to amend the land use policies to include a Special Policy which permits a 'Continuum-of-Care Facility' as an additional use on the subject property known municipally as Vacant Land on Thornhill Road. The development will be subject to site plan control.

3. A public meeting to solicit public input has been held.

4. Council deems it appropriate to adopt Official Plan Amendment Number 57.

Accordingly, the Council of The Corporation of the City of Kawartha Lakes enacts this By-law 2020-***.

Section 1:00 Official Plan Amendment Details

1.01 **Property Affected**: The property affected by this By-law is described as 57R-7657, Part 1, Part of Lot 21, Concession 4 Formerly Ops Township, former Town of Lindsay, now in the City of Kawartha Lakes, Vacant Land on Thornhill Road.

1.02 **Amendment**: Amendment No. 57 to the Town of Lindsay Official Plan, attached hereto as Schedule 'A' and forming a part of this By-law is hereby adopted.

Section 2:00 Effective Date

2.01 **Force and Effect**: This By-law shall come into force and take effect on the date it is finally passed, subject to the approval of the City of Kawartha Lakes in accordance with the provisions of Section 17 and 22 of the Planning Act, R. S. O. 1990, c. P.13. Notwithstanding the subsequent coming into force of the Lindsay Secondary Plan, adopted by Council on June 27, 2017, this by-law continues to be in force and effect.

By-law read a first, second and third time, and finally passed, this ** day of _____, 2020.

_____	_____
Andy Letham, Mayor	Cathie Ritchie, City Clerk

Schedule ‘A’ to By-law No. 2020-***

The Corporation of the City of Kawartha Lakes

Amendment No. 57 To The Official Plan – The Town of Lindsay

Part A – The Preamble

A. Purpose

The purpose of the official plan amendment is to create a special policy to permit a ‘Continuum-of-Care Facility’ as an additional use on the subject property identified as Vacant Land on Thornhill Road, in the ‘Institutions and Community Facilities’ designation of the Town of Lindsay Official Plan. The land is also subject to an application for zoning by-law amendment.

The effect of the change would permit a ‘Continuum-of-Care Facility’ containing up to 222 units on the property.

B. Location

The subject land has a lot area of approximately 1.37 hectares and is located between Thornhill Road and Colborne Street West, on the west side of St. Joseph Road, in the former Town of Lindsay. The property is legally described as 57R-7657, Part 1, Part of Lot 21, Concession 4 Formerly Ops Township, former Town of Lindsay, now City of Kawartha Lakes and identified as Vacant Land on Thornhill Road.

C. Basis

Council has enacted this official plan amendment in response to an application submitted by 2645286 Ontario Inc. to permit a Continuum-of-Care Facility on the subject property. It is intended that a special policy be incorporated into the Town of Lindsay Official Plan to facilitate a concurrent zoning by-law amendment application to permit a ‘Continuum-of-Care Facility’ as an additional use on the subject property known municipally as Vacant Land on Thornhill Road.

The land is designated “Institutions and Community Facilities” as shown on Schedule ‘A’ of the Town of Lindsay Official Plan. The land is also subject to an application for zoning by-law amendment.

The proposed use and amendment to the Town of Lindsay Official Plan are justified and represent good planning for the following reasons:

1. The proposed development conforms to relevant provincial policy document being A Place to Grow: Growth Plan for the Greater Golden Horseshoe and is consistent with the Provincial Policy Statement.

2. The proposed development conforms to the goals and objectives of the ‘Institutions and Community Facilities’ designation as set out in the Town of Lindsay Official Plan.

3. The proposed site concept is compatible and integrates well with the surrounding area.

4. The applicant has submitted background reports to demonstrate the appropriateness of the proposed development with respect to servicing and the protection of the environment.

Part B - The Amendment

D. Introductory Statement

All of this part of the document entitled Part B – The Amendment, consisting of the following text and the attached map constitutes Amendment No. 57 to the Town of Lindsay Official Plan.

E. Details of the Amendment

1. The Official Plan for the Town of Lindsay is hereby amended to add the following subsection.

4.5.4 Special Provisions:

"d) North-west Corner of St. Joseph's Road and Thornhill Road

On land designated Institutional and Community Facilities, on the north-west corner of St. Joseph Road and Thornhill Road described as 57R-7657, Part 1, Part of Lot 21, Concession 4 Formerly Ops Township, former Town of Lindsay, the additional use of a Continuum-of-Care Facility shall be permitted. A Continuum-of-Care Facility means a facility which may include a Nursing Home, a Retirement Home licensed under the Retirement Homes Act, a Senior Citizens' Home, and/or Independent Seniors' Apartment Building, and facilities associated therewith."

2. Schedule 'A' of the Town of Lindsay Official Plan is hereby amended by inserting a note that the lot is subject to Special Policy 4.5.4 d) of the Official Plan, as shown on Map 'A' as 'Refer to 4.5.4'.

F. Implementation and Interpretation

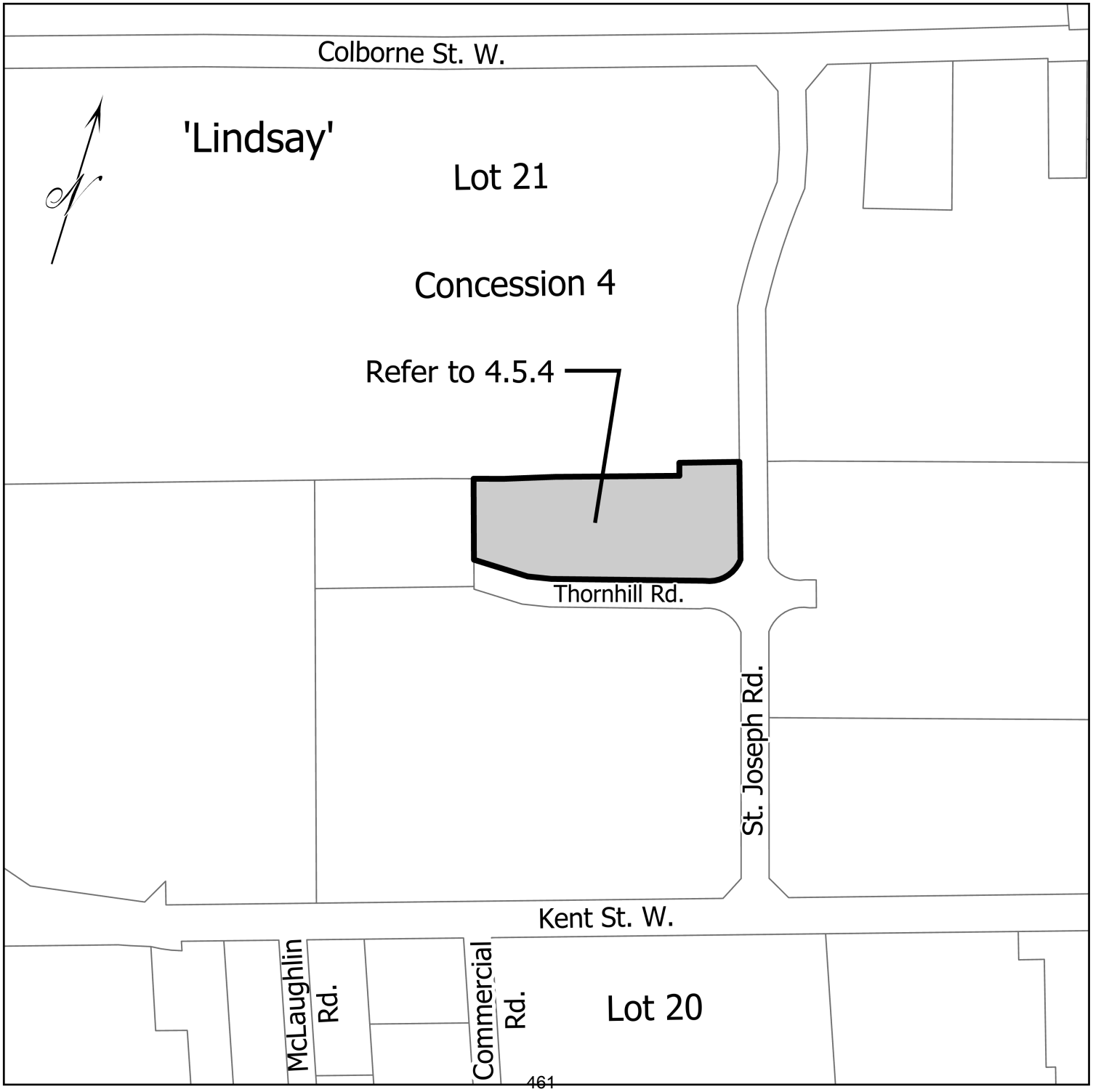
The implementation and interpretation of this amendment shall be in accordance with the relevant policies of the Official Plan.

THE CORPORATION OF THE CITY OF

KAWARTHA LAKES

Map 'A' to Amendment No. 57

To the Town of Lindsay Official Plan



The Corporation of the City of Kawartha Lakes

By-Law 2020 -

A By-law to Amend the Town of Lindsay Zoning By-law No. 2000-75 to Rezone Land within the City Of Kawartha Lakes

[File D06-2019-035, Report PLAN2020-018, respecting 57R-7657, Part 1, Part of Lot 21, Concession 4 Formerly Ops Township, former Town of Lindsay, identified as Vacant Land on Thornhill Road – 2645286 Ontario Inc.]

Recitals:

1. Section 34 of the Planning Act, R.S.O. 1990, c.P.13 authorizes Council to determine the appropriate zoning categories and provisions assigned to land.

2. Council has received an application to amend the categories and provisions relating to a specific parcel of land to permit a 'Continuum-of-Care Facility' on the subject land.

3. A public meeting to solicit public input has been held.

4. Council deems it appropriate to rezone the Property.

Accordingly, the Council of The Corporation of the City of Kawartha Lakes enacts this By-law 2020-__.

Section 1:00 Zoning Details

1.01 **Property Affected**: The Property affected by this by-law is described as 57R-7657, Part 1, Part of Lot 21, Concession 4 Formerly Ops Township, former Town of Lindsay, City of Kawartha Lakes.

1.02 **Textual Amendment**: By-law No. 2000-75 of the Town of Lindsay is further amended to add the following section to Section 22.3:

"22.3.9 CF-S8 Zone

Notwithstanding the permitted uses and zone requirements for the CF zone and the parking requirements in Section 5.12, on land zoned CF-S8, the only permitted use shall be a Continuum-of-Care Facility, and the following requirements shall also apply:

a.	Minimum lot area	10,000 m^2
b.	Minimum front yard setback	5.5 m
c.	Minimum south (exterior) side yard setback	5.5 m
d.	Minimum north (interior) side yard setback	10.0 m
e.	Minimum rear yard setback	10.0 m
f.	Maximum lot coverage	30%
g.	Maximum building height for main building	27.0 m
h.	Maximum building height for mechanical	29.0 m

i. Maximum density by unit type
   i. Nursing care units — 24 units
   ii. Senior citizens' home units — 76 units
   iii. Independent seniors' apartment units — 122 units
j. Minimum parking for all uses — 185 spaces

1.03 **Textual Amendment**: By-law No. 2000-75 of the Town of Lindsay is further amended by adding the following definitions and renumbering Section 4 accordingly:

"**Continuum-of-Care Facility** means a facility which may include a Nursing Home, a Retirement Home licensed under the Retirement Homes Act, a Senior Citizens' Home and/or Independent Seniors Apartment Building and may include facilities associated with and designed specifically to serve the Nursing Home, the Retirement Home licensed under the Retirement Homes Act, the Senior Citizens' Home and/or Independent Seniors Apartment Building such as clinics, recreation centres, dining rooms, and personal service establishments and may also include independent seniors' accommodation in separate structures/living units that share services such as meals, medical care or recreation that are provided by the facility.

"**Nursing Care Unit** means a room or suite of rooms in a Continuum-of-Care Facility where 24 hour nursing care is provided for the resident thereof."

1.04 **Schedule Amendment**: Schedule 'A' to By-law No. 2000-75 of the Town of Lindsay is further amended to change the zone category from the 'Community Facility (CF) Zone' to the 'Community Facility Special Eight (CF-S8) Zone' for the land referred to as 'CF-S8', as shown on Schedule 'A' attached to this By-law.

Section 2:00 Effective Date

2.01 **Effective Date**: This By-law shall come into force and take effect on the date it is finally passed, subject to the provisions of Section 34 of the Planning Act R.S.O. 1990, c.P.13.

By-law read a first, second and third time, and finally passed, this ** day of ***, 2020.

_____	_____
Andy Letham, Mayor	Cathie Ritchie, City Clerk

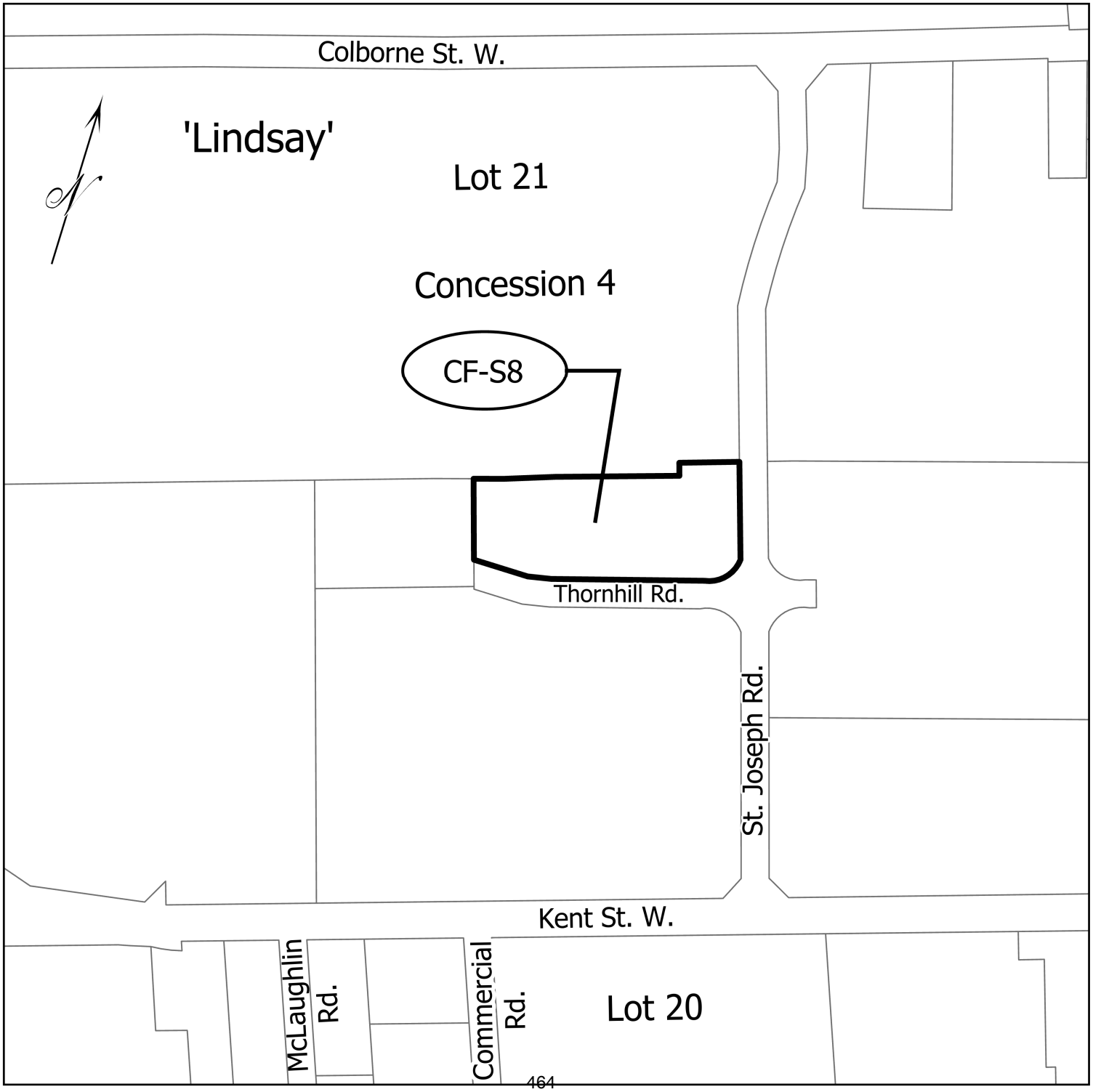
THE CORPORATION OF THE CITY OF

KAWARTHA LAKES

THIS IS SCHEDULE 'A' TO BY-LAW _____ PASSED

THIS _____ DAY OF _____ 2020.

MAYOR _____ CLERK_____



The Corporation of the City of Kawartha Lakes

By-Law 2020 -

A By-Law To Temporarily Amend All Zoning By-Laws Within The City Of Kawartha Lakes

Recitals:

1. Section 39 of the Planning Act, R.S.O. 1990, c.P.13 authorizes Council to determine the appropriate temporary zoning categories and provisions assigned to land.

2. Council has received requests for temporary patios during the COVID-19 pandemic and wishes to grant temporary approvals to allow these businesses to gradually reopen and re-establish themselves.

3. A public meeting is not required to solicit public input, pursuant to section 2 of Ontario Regulation 345/20 to the Emergency Management and Civil Protection Act, R.S.O. 1990, c. E.9.

4. The Corporation of the City of Kawartha Lakes is in Stage 3 of economic reopening pursuant to the Emergency Management and Civil Protection Act, R.S.O. 1990, c. E.9. Subsection 1.(1).4 of Ontario Regulation 364/20 “Rules for Areas in Stage 3” restricts dancing, singing and performing music on restaurant patios.

5. Council deems it appropriate to approve this Temporary Use By-law.

Accordingly, the Council of The Corporation of the City of Kawartha Lakes enacts this By-law 2020-__.

Section 1:00 Zoning Details

1.01 **Property Affected**: The Property affected by this by-law is described as all the lands within the geographic boundary of the City of Kawartha Lakes.

1.02 **Textual Amendment**: By-law No. 93-09 of the Township of Bexley, By-law No. 16-78 of the Village of Bobcaygeon, By-law No. 79-02 of the Township of Carden, By-law No. 10-77 of the Township of Dalton, By-law No. 94-14 of the Township of Eldon, By-law No. 1996-30 of the Township of Emily, By-law No. 89-25 of the Village of Fenelon Falls, By-law No. 12-95 of the Township of Fenelon, By-law No. 32-83 of the United Township of Laxton, Longford and Digby, By-law No. 2000-75 of the Town of Lindsay, By-law No. 87-06 of the Township of Manvers, By-law No. 2005-133 of the Oak Ridges Moraine, By-law No. 94-07 of the Township of Mariposa, By-law No. 1993-15 of the Village of Omemee, By-law No. 93-30 of the Township of Ops, By-law No. 78-45 of the Township of Somerville, By-law No. 6-87 of the Township of Verulam, and By-law No. 1993-9 of the Village of Woodville are further amended by adding the following Sections:

"1.1 Notwithstanding Sections 2, 3, 14, and 15 of By-law No. 93-09 of the Township of Bexley, Sections 2, 3, 11 and 12 of By-law No. 16-78 of the Village of Bobcaygeon, Sections 8, 14 and 15 of By-law No. 79-02 of the Township of Carden, Sections 9, 14 and 15 of By-law No. 10-77 of the Township of Dalton, Sections 2, 3, 14, and 15 of By-law No. 94-14 of the Township of Eldon, Sections 2, 3, 14 and 15 of By-law No. 1996-30 of the Township of Emily, Sections of By-law No. 89-25 of the Village of Fenelon Falls, Sections 2, 3, 16 and 17 of By-law No. 12-95 of the Township of Fenelon, Sections 10, 11, 18 and 19 of By-law No. 32-83 of the United Township of Laxton, Longford and Digby, Sections 4, 5, 12, and 14 to 20 of By-law No. 2000-75 of the Town of Lindsay, Sections 12, 13, 20 and 21 of By-law No. 87-06 of the Township of Manvers, Sections 3, 5, 6 and 14 of By-law No. 2005-133 of the Oak Ridges Moraine, Sections 2, 3, 16 and 17 of By-law No. 94-07 of the Township of Mariposa, Sections 2, 3, 12, and 13 of By-law No. 1993-15 of the Village of Omemee, Sections 2, 10 and 19 of By-law No. 93-30 of the Township of Ops, Sections 10, 11, 18 and 19 of By-law No. 78-45 of the Township of Somerville, Sections 4, 5, 11 and 12 of By-law No. 6-87 of the Township of Verulam, and Sections 2, 3, 10 and 11 of By-law No. 1993-9 of the Village of Woodville, the provisions in this By-law shall apply to all affected lands within the City of Kawartha Lakes. All other provisions of these By-laws, unless specifically modified/amended by this Section, continue to apply to the lands subject to this Section.

1.1 Special Outdoor Patio Zone Standards

Outdoor patios accessory to an existing permitted restaurant or eating establishment may be permitted within a parking area or drive aisle subject to the following:

a) The maximum size of an outdoor patio is 300 sq.m.
b) An outdoor patio associated with a restaurant shall be exempt from parking requirements.
c) An outdoor patio shall not occupy a required fire route.
d) An outdoor patio shall not occupy accessible parking spaces. Where this is not possible, then additional accessible parking space shall be temporarily placed elsewhere on the parking lot in proximity to the main patio entrance.
e) An outdoor patio may not be used to provide entertainment such as live performances, music and dancing.
f) An outdoor patio may be located in a parking area abutting a residential zone.
g) An outdoor patio shall be set back a minimum of 7.5 metres from a residential zone.
h) Any parking deficiencies resulting from an outdoor patio shall be suspended through this provision.
i) An outdoor patio shall be demarcated by fencing.
j) An outdoor patio shall have unobstructed access for all persons for accessible purposes.
k) An outdoor patio shall be licensed by the City."

Section 2:00 Effective Date

2.01 **Effective Date**: This By-law shall come into force and take effect on the date it is finally passed and shall expire on January 1, 2021, at 3:00 am, subject to the provisions of Section 39 of the Planning Act R.S.O. 1990, c.P.13.

By-law read a first, second and third time, and finally passed, this ** day of ***, 2020.

_____	_____
Andy Letham, Mayor	Cathie Ritchie, City Clerk

The Corporation of the City of Kawartha Lakes

By-Law 2020-

A By-law to Authorize the Sale of Municipally Owned Property Known as 7 Morrison Street, Norland and Legally Described As Part of Block B, Registered Plan No. 531, in the Geographic Township of Laxton, City of Kawartha Lakes, Described as Part 1 on Plan 57R-3017, being All of PIN: 63113-0284 (LT)

Recitals

1. The subject land was declared surplus to municipal needs by City Council on the 10th day of November, 2015 by the adoption of Report LM2015-015 by CR2015-1164.

2. A map of the subject land can be found attached hereto as Schedule "A".

3. Notice of the intention of City Council to pass this By-Law was given by notice duly published in the Kawartha Lakes This Week newspaper in the City of Kawartha Lakes on the 9th, 16th, and 23rd days of February, 2017, in accordance with the Municipal Act and By-Law 2010-118, as amended.

4. The proposed By-Law came before Council for consideration at its regular meeting on the 28th day of July, 2020 at 1:00 p.m. and at that time no person objected to the proposed By-Law nor claimed that his land would be prejudicially affected.

5. The sale of this land was approved by Council on the 10th day of November, 2015 by the adoption of Report LM2015-015 by CR2015-1164

Accordingly, the Council of The Corporation of the City of Kawartha Lakes enacts this By-law 2020- .

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: Sale of Surplus Property

2.01 **Sale:** The property municipally known as 7 Morrison Street, Norland, and legally described as Part of Block B, Registered Plan No. 531, in the Geographic Township of Laxton, City of Kawartha Lakes, described as Part 1 on Plan 57R-3017, being All of PIN: 63113-0284 (LT) is hereby authorized to be sold to Deborah Casse for Fifty-Four Thousand Seven Hundred Dollars ($54,700.00), plus HST if applicable, inclusive of all additional costs associated with the transaction.

Section 3.00: Effective Date

3.01 **Effective Date:** This By-law shall come into force and take effect on the date it is finally passed by Council.

By-law read a first, second and third time, and finally passed, this 28th day of July, 2020.

Andy Letham, Mayor	Cathie Ritchie, City Clerk

Schedule A to By-Law 2020-

The Corporation of the City of Kawartha Lakes

By-law 2020-XXX

A By-Law to Confirm the Proceedings of a Regular Meeting of Council, Tuesday, July 28, 2020

Recitals

1. The Municipal Act, 2001, S.O. 2001 c. 25 as amended, provides that the powers of a municipal corporation are exercised by its Council.

2. The Municipal Act, also provides that the Council's powers must be exercised by by-law.

3. For these reasons, the proceedings of the Council of The Corporation of the City of Kawartha Lakes at this meeting should be confirmed and adopted by by-law.

Accordingly, the Council of The Corporation of the City of Kawartha Lakes enacts this By-law 2020-XXX.

Section 1.00: Confirmation

1.01 The actions of the Council at the following meeting:

Tuesday, July 28, 2020, Open Session, Regular Council Meeting

and each motion, resolution and other action passed or taken by the Council at that meeting is, except where prior approval of the Ontario Municipal Board is required, adopted, ratified and confirmed as if all such proceedings had been expressly embodied in this By-law.

1.02 The Mayor and the proper officials of the City are authorized and directed to do all things necessary to give effect to the actions of the Council referred to in Section 1.01 of this By-law. In addition, the Clerk is authorized and directed to affix the corporate seal to any documents which require it.

Section 2.00: General

2.01 This By-law shall come into force on the date it is finally passed.

By-law read a first, second and third time, and finally passed, this 28th day of July 2020.

_____	_____
Andy Letham, Mayor	Cathie Ritchie, City Clerk