



TOWNSHIP OF MELANCTHON ELECTRONIC MEETING THURSDAY, JULY 14, 2022 - 5:00 P.M.

Join Zoom Meeting

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Meeting ID: 849 6627 5768

Passcode: 358281

One tap mobile

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Meeting ID: 849 6627 5768

Passcode: 358281

AGENDA

1. Call to Order

2. Land Acknowledgement Statement

We will begin the meeting by sharing the Land Acknowledgement Statement:

We would like to begin by acknowledging that Melancthon Township recognizes the ancestral lands and treaty territories of the Tionontati (Petun/Wyandot(te)), Haudenosaunee (Six Nations), and Anishinaabe Peoples. The Township of Melancthon resides within the lands named under the Haldimand Deed of 1784 and the Lake Simcoe-Nottawasaga Treaty (Treaty 18).

These territories upon which we live and learn, are steeped in rich Indigenous history and traditions. It is with this statement that we declare to honour and respect the past and present connection of Indigenous peoples with this land, its waterways and resources.

3. Announcements

4. Additions/Deletions/Approval of Agenda

5. Declaration of Pecuniary Interest and the General Nature Thereof

6. Approval of Draft Minutes -June 16, 2022

7. Business Arising from Minutes

1. Memo from Denise Holmes, AMCT, CAO/Clerk regarding Melancthon Pit #2 Bonnefield Property 2021 Amphibian Monitoring Report

8. Point of Privilege or Personal Privilege

9. Public Question Period (Please visit our website under Agendas and Minutes for information on Public Question Period)

1. Email from Ruth Plowright regarding Internet at the Horning's Mills Hall
2. Email from Kristine Pedicone Update on Libel Notices and Cost
3. Unfinished Business
 1. Email from Robin Tripp and Brenda Serbin regarding Written Response to Questions asked

10. Public Works

1. Accounts
2. Return Tender Security Deposit Cheque to Fleshcon – Tender 2020 and 2021 Gravel Tender
3. Other

11. Planning

1. Applications to Permit
2. Other

12. Strategic Plan

13. Climate Change Initiatives

14. Police Services Board

15. Committee/Board Reports & Recommendations

1. Corbetton Park Board Recommendations from June 20, 2022 Meeting

16. Correspondence

Board, Committee & Working Group Minutes

1. NDCC Board of Management – April 13, 2022
2. Horning's Mills Community Hall Board – April 26, 2022
3. CDRC – March 23, 2022
4. GRCA Summary of the General Membership – June 24, 2022
5. CDRC – April 27, 2022
6. NVCA June 2022 Board Meeting Highlights
7. Multi Municipal Wind Turbine Working Group – April 14, 2022

Items for Information Purposes

1. Construction Notice – Hwy 10 from Shelburne Limits to Dufferin Road 17
2. Email from Karen Landry, Town of Orangeville regarding Proposed Uniform Towing By-law throughout Dufferin County
3. Email from Melissa Kenney, Communications Coordinator & Administrative Assistant, Town of Shelburne - Statement from Mayor Wade Mills and Shelburne Council on Recent Events at Centre Dufferin District High School
4. Town of Orangeville Notice of Public Meeting for Towing Services and Vehicle Storage Yard Facility By-law
5. Town of Shelburne Planning Application – Part Lot Control Exemption By-law – Fieldgate
6. Grand River Conservation Authority Progress Report #1 and Inventory of Programs & Services
7. Township of Clearview Notice of Passing – Housekeeping Amendment

8. Municipality of Grey Highlands Notice of Public Meeting for Zoning By-law Amendment
9. Municipality of Brighton Resolution regarding Ontario Amber Alert Warning System
10. Notice of Appointment for Examination by Engineer regarding a Petition for Drainage Works at 30 Sideroad east of County Road 124
11. Municipality of Tweed Resolution regarding Ontario Wildlife Damage Compensation Program
12. Dufferin County New Routes Outdoor Recreation Plan Brochure
13. City of Owen Sound Resolution regarding Remove of Municipal Councillors Under Prescribed Circumstances

17. General Business

1. Accounts
2. Notice of Intent to Pass By-law
 1. By-law to Authorize 9-1-1 Authority Agreement
3. New/Other Business/Additions
 1. 2022 Fall/Winter Newsletter
 2. Other/Addition
4. Unfinished Business
 1. Shelburne & District Fire Board Resolution regarding Town of Shelburne's Revised Land Acknowledgement
 2. Memo from Denise Holmes AMCT, CAO/Clerk, Update on 142 Mill Lane Horning's Mills
 3. Township Diversity Policy

18. Delegations

1. **5:20 p.m.** - Notice of Public Meeting Regarding a Zoning By-law Amendment on Part of Lots 296 and 297, Concession 3 S.W. to zone the subject lands to fulfill a condition of Provisional Consent (Adam H. Vander Zaag Farms)
2. **5:30 p.m.** – Arunas Kalinauskas and Dan Wilson, RJ Burnside and Associates - Presentation on the 2021 Asset Management Plan
3. **6:00 p.m.** – Dave Milliner, Southgate CAO; John Woodbury, Southgate Mayor; Brian Milne, Southgate Deputy Mayor and Representatives from Flato Group regarding Annexation Property Discussion

19. Closed Session

1. Approval of Draft Minutes – May 5, 2022 and June 2, 2022
2. Business Arising from Minutes
3. Personal matters about an identifiable individual, including municipal or local board employees - Recreation Task Force – Applications of Interest
4. Personal matters about an identifiable individual, including municipal or local board employees Tax Arrears Registration – Update from the Treasurer
5. Litigation or potential litigation, including matters before administrative tribunal, affecting the local board - CAO Update on property standards appeal issue and River Road pipe issue
6. Rise With or Without Report from Closed Session

20. Third Reading of By-laws

21. Notice of Motion

22. Confirmation By-law

23. Adjournment and Date of Next Meeting – Thursday, August 11, 2022 5:00 p.m.

24. On Sites

25. Correspondence on File at the Clerk's Office



The Corporation of

THE TOWNSHIP OF MELANCTHON

157101 Highway 10, Melancthon, Ontario, L9V 2E6

MEMORANDUM TO COUNCIL

TO: MAYOR WHITE AND MEMBERS OF COUNCIL

FROM: DENISE B. HOLMES, AMCT, CAO/CLERK

**SUBJECT: BUSINESS ARISING FROM MINUTES – MELANCTHON PIT # 2
BONNEFIELD PROPERTY 2021 AMPHIBIAN MONITORING
REPORT**

MEETING DATE: JULY 14, 2022

At the last meeting of Council, Staff were directed to reach out to Bret Lemieux of Bluewater Geosciences with concerns raised by Councillor Neilson, that in the above noted report, there is nothing that contains the corrective actions that Mr. Lemieux spoke about at the Council meeting on June 2nd – essentially the same as the other Strada report reviewed on May 19, 2022.

Mr. Lemieux advises that "this report is not where we would expect to find a summary of the remedial actions taken regarding groundwater sampling. This report is prepared by a different consultant than Strada's groundwater consultant Whitewater, and the topic is the wildlife survey material. While they do discuss some surface water and groundwater items, those comments are geared toward that survey. Further, this report deals with actions taken during 2021, not 2022.

I can request from Whitewater/Strada that they provide an overview of the remedial sampling and lab results in their 2022 Monitoring Report, which we will receive in Spring 2023, or I could approach them and ask if they'd be willing to do up a summary now for us, although I'm not sure they are 'required' to do that at this time.

Upon review of the 2021 report I requested they re-sample the three wells that were found to contain the trace PHC concentrations. They completed this task, submitted the lab results to me, and the results indicated that there were no detectable PHC concentrations in any of the 3 re-samples. The results of on-going sampling of these wells will be tracked to ensure no issues arise again in the future, or if there is that they are addressed further.

At this time, I am satisfied with the further work undertaken to address the concerns identified in the 2021 report."

ARM # 7.1
JUL 14 2022

Denise Holmes

From: Ruth Plowright [REDACTED]
Sent: Wednesday, June 29, 2022 9:37 PM
To: Denise Holmes
Subject: Horning's mills hall

Hi Denise

Can you please let me know if you are planning to bring the ehel network to the hall. We really would benefit from this as we could add more programs having internet.

Thanks

Ruth Plowright

Denise Holmes

From: Kristine Pedicone [REDACTED]
Sent: Monday, July 11, 2022 9:22 AM
To: Denise Holmes
Subject: Fwd: Question for Council for July 15th meeting

----- Forwarded message -----

From: Kristine Pedicone [REDACTED]
Date: Sat, Jul 9, 2022 at 10:50 AM
Subject: Question for Council for July 15th meeting
To: Denise Holmes <dholmes@melancthontownship.ca>

I would like to know where the libel suit against the Mayor and township that was served by Councillor Mercer is at this point? Is it still being held over the townships head or has it been resolved. I would like to know as well what this lawsuit has cost the township up to the present?

Thank you

--

C. Kristine Pedicone

--

Kristine

Denise Holmes

From: Tripp Fields [REDACTED]
Sent: Thursday, June 16, 2022 10:38 PM
To: Denise Holmes; James McLean; Bill Neilson; David Besley; Margaret Mercer; Darren White
Subject: Response to Denise Holmes email
Attachments: Response to Denise Holmes email.odt

We wish for this to be included in July 14th township agenda package. We would like to request that this response be read aloud, in full as written, by M. Mercer, or James McLean. It would be appreciated under the stance of full disclosure that Mayor White publicly states if he will be providing a written response or not to the public.

Robin Tripp and Brenda Serbin

Email received : Thursday May 26, 2022 from Denise Holmes

Good afternoon Robin and Brenda,

At the meeting of Council held on May 19, 2022, Council directed that I contact you to find out what the desired outcome is that you are looking for regarding your submissions of questions to Council over the past few Agendas, as Council has provided you with the answers to those questions during the meetings.

Thank you.

Regards,
Denise Holmes

Our desired outcome is simply to have Mayor White provide us with written answers to our questions of his/councils conduct.

This would be the 5 th time this request was made – see below for quotes.

We will keep our questions simple and clear so there is no misunderstanding what we are asking Mayor White to answer.

- 1. What gave the township the right to publish our personal bill information on the public township agenda on February 17, 2022?**
- 2. Why was Mrs Mercer refused on February 17, 2022 to discuss our personal situation in closed session when it included personal comments about the planner and us?**
- 3. What governance gave Mayor White/Council the legal right to independently pass on the township's legal bill (25,458.91) from the LPAT process?
(– the funds that was spent is equivalent to a 1% increase in each Melancholic residents tax bill)**
- 4. What gave Mayor White the right to use derogatory comments about us. Calling us “entitled city people” during a public township meeting?**
- 5. What gave Mayor White the right to tell us that if we where to pay for 2 loads of gravel, we could get our permanent zoning passed?**

You asked what our desired outcome was – well it is simply - educated, informed truthful written answers to our questions.

Councillors and Mayor White, I strongly would suggest that you reach out to LPAT (now known as OLT) for the governing rules, read the Municipal Act, read Councillors code of conduct, read the Human rights code and if all others fail to provide you with the knowledge you required to ensure informed responses to residents issues perhaps talking to other experienced respected councillors/Mayors from other Municipalities and lawyers. Councillors' it is not OK to take Mayor White's words as truthful, you each have an obligation to verify the laws and ensure that the laws are followed. To not do so puts the township at risk of legal action and expenses – which in turn leads to increases in tax rates due to your negligence. The Melancthon Tax payers have already shouldered the LPAT bill and currently will be shouldering Mayor White's Libel law suit, how many more legal bills will there be under your watch?

If we do not receive a letter answering our questions and/or an apology for misconducts that were made we will proceed to legal actions with respect to Mayor White's conduct on behalf of the council/township.

Mayor White if you are not willing to answer these questions in writing, I would conclude that your actions are corrupt and lack substance.

Mayor White was requested to provide written answers to our questions.

Sent to Councillors and Mrs Holmes on April 11,2022

Hello Melancthon Councillors,

Since we have not received any clarification with respect to our March 17 delegation or the email that was sent following the delegation we feel it is necessary to have a follow up letter to be included in the next Thursday public meeting. We are requesting

that the letter be read during the public question portion of the meeting to allow the council to respond to the questions. We would also ask for a letter to outline the council's stance on the points outlined during the delegation and in our letter.

Sincerely
Robin Tripp and Brenda Serbin

Sent to council in a letter for April 21. 2022 meeting

We would request that questions be discussed in the meeting and a letter be sent to us outlining councils position on the questions presented in this letter and on the points / questions that have not yet been addressed from our delegation on March 17th (pg 264-291).

Sent on May 4, 2022

Hello M. Mercer,

We have still not received a written response to my delegation (March 17) and April 21 letter to council - because I am hearing impaired and do not always fully hear verbal communication, I do require written responses.

Thanks for your understanding,
Brenda

Included in May 19th Melancthon Council meeting agenda.

We have still not received a written response to my delegation (March 17) and April 21 letter to council - because I am hearing impaired and do not always fully hear verbal communication. Could Council ensure that this request is complied with, this is the 4th time that this request has been made to council. **Since Mayor White proclaimed that he believes in full transparency I am sure that he will have no problem putting his responses to all of our questions in writing.**

Robin Tripp and Brenda Serbin

APPLICATIONS TO PERMIT FOR APPROVAL
July 14, 2022 COUNCIL MEETING

PROPERTY OWNER	PROPERTY DESCRIPTION	SIZE OF BUILDING	TYPE OF STRUCTURE	USE OF BUILDING	DOLLAR VALUE	D.C.'s	COMMENTS
Irvin Bauman Applicant: Aaron Bauman	Lot 257-260, Con 4 SW Part 1 682047 260 Sideroad	234.11 m2 (2520 sq ft)	Insulated Farm Shed	Ag Storage	\$85,000	NO	
Irvin Bauman Applicant: Aaron Bauman	Lot 257-260, Con 4 SW Part 1 682047 260 Sideroad	21.47 m2 (231 sq ft)	Power Room	Power Room	\$15,000	NO	Approved
Irvin Bauman Applicant: Aaron Bauman	Lot 257-260, Con 4 SW Part 1 682047 260 Sideroad	32.74 m2 (352 sq ft)	Accessory Bldg	Ag Storage	\$15,000	NO	Approved
Bearco Wire - Amsey Martin Applicant: Tobias Martin	Pt Lot 37, Con 4 NE 803137 220 Sideroad	112 m2 (1205 sq ft)	Relocate Buggy Shed	Storage	\$5,000	NO	Approved
Ken Copeland	Pt Lot 276, Con 1 NE 157297 Hwy 10	44.2 m2 (475 sq ft)	Pool shed	Storage	\$8,000	NO	
Norman Martin - Cedarside Applicant: Simon Martin - Mar Bros	Lot 38, Con 3 NE 199261 2nd Line NE	67.35 m2 (725 sq ft)	Shop Addition	Office/Lunchroom/Washroom	\$30,000	NO	Approved
Leroy Simpson Applicant: Hadi Malekghasemi	Part Lot 31, Con 2 OS 518644 County Road 124	167 m2 (1798 sq ft)	House Addition	Home	\$700,000	NO	Approved
Israel Martin Applicant: Aaron Bauman	Pt Lots 285 & 286, Con 3 SW 117104 2nd Line SW	53.88 m2 (580 sq ft)	feed bins	feed storage	\$4,000	NO	Approved
A & J Nicholson - Allen Nicholson	East Pt Lot 11, Con 2 OS Pt 3 585401 County Road 17		house demo	house is burnt	0	NO	Approved
Travis Heinz Applicant: Hadi Malekghasemi	Lot 1, Plan 7M48 1 Rutledge Heights	390 m2 (4198 sq ft)	Single Family Dwelling	Home	\$1,500,000	YES	

Plan # 11-1
JUL 14 2022

Corbetton Park Board meeting recommendations

Meeting of June 20,2022

Park projects

Board recommends that the fence along eastern boundary and parking area be constructed asap and that the board organize a community work day to construct the fence. Design to be similar to a paddock type fence with a five horizontal board design and constructed out of pressure treated wood.

Board recommends that an adjustable height basketball net be purchased and ground mounted at the park. Cost of net to be approx. \$600.00

Rec #1
JUL 14 2022



**NORTH DUFFERIN COMMUNITY CENTRE
BOARD OF MANAGEMENT
MINUTES
MONDAY, APRIL 13, 2022 – 7:00 P.M.**



The North Dufferin Community Centre Board of Management known as "The Board" held its meeting on the 13th day of April, 2022 at 5:00 p.m., as an electronic meeting through ZOOM.

Those present:

Patricia Clark, Councillor, Mulmur
Nancy Noble, Mulmur
Janet Horner, Mayor, Mulmur
Debbie Fawcett, Melancthon
Curtis Bouchard, Arena Manager
Mandy Little, Mulmur
Darcy Timmins, Melancthon
Heather Boston, NDCC Treasurer, Mulmur
Donna Funston, NDCC Secretary, Melancthon

Regrets:

Darren White, Mayor, Melancthon

#1 Chair Call Meeting to Order

Meeting Called to Order at 5:05 p.m.

#2 Land Acknowledgement Statement

The Land Acknowledgement Statement was read by Chair Clark.

#3 Additions/Deletions/Approval of Agenda

-Moved by Horner, Seconded by Fawcett that the Agenda be approved as circulated.
Carried.

#4 Declaration of Pecuniary Interest or Conflict of Interest

None.

#5 Delegation

5:15 p.m. – Dickinson & Hicks, Architects

Report from D + H Architects Inc Feasibility Report and Arena Assessment
2022

Mulmur and Melancthon Councils were invited by the Board to attend this portion of the meeting. Those in attendance were Ken Cufaro, Earl Hawkins, John Willmetts, Tracey Atkinson, Bill Neilson and Denise Holmes.

Mark Hicks from Dickinson & Hicks introduced himself and made a power point presentation. He reported that Structural, Mechanical and Electrical Engineers have determined that the wood over the ice surface remains in good shape and does not need replacing however, all other sections are not in redeemable condition. Accessibility issues need to be met by 2025 in order for the Arena to remain open. The concrete pad and the refrigeration unit will be replaced and the norduff room will be made more efficient and there is a folding wall to divide the room in half if needed. It was suggested that a working committee will need to be set up to head the project and to work with the Architects to deal with items such as design and decision making. Discussion regarding size of the current ice surface and that the ice surface cannot be made larger with a renovation only with a new build. It was noted that since the pandemic there needs to be an entrance door and an exit door to limit contact. Currently the roof structure is not sufficient for solar panels. The proposal is to start with the ice plant then the dressing rooms and lastly the norduff room, during construction the building cannot be used. Discussed pre-fabbing walls, roof etc. to keep the time frame shorter and not lose a hockey season. All questions or concerns are to go through Heather Boston.

Break from 6:08-6:15

Board discussed the presentation and that the renovation depends on being successful with the 60% grant that has been applied for. Would like to see the community back at the Arena in a nice space. Losing a hockey season will be very drastic for Honeywood Minor Hockey because when kids leave they don't return. Discussed looking into Geothermal which will reduce hydro costs and will give more opportunities for grants. Member Fawcett was directed to speak with Tupling Farms owner Bert Tupling regarding possibility of purchasing some land to allow more options with the renovation.

-Moved by Noble, Seconded by Little that the NDCC Board of Management receives the presentation of Mark Hicks from Dickinson & Hicks Architects. Carried.

#6 Approval of Draft Minutes

-Moved by Noble, Seconded by Little, that the minutes of the North Dufferin Community Centre Board of Management held on March 14, 2022 be approved as circulated.
Carried.

#7 Business Arising from the Minutes

None.

#8 Facility Manager's Report

Curtis reports one more scrub of the ice surface is needed and then the process is complete. Curtis will be working hours on an as needed basis. A soft start system for the brine pump was suggested to be purchased to save on hydro costs, it will be approximately \$3,341.77 and can be transferred to any new equipment. It is estimated that it will save \$2,000 - \$2,500 per season because the pump will not need to run 24/7. Discussion regarding summer sports in the Arena, a program co-ordinator would be needed to organize the events and Curtis could set the Arena up for the event with equipment currently at the Arena or the renters could bring their own equipment needed for that event. Direction is for Donna to send an email to both Townships to advertise on websites and newsletters that the Facility is ready to use.

#9 General Business

1. Financial

1. Accounts Payable

-Moved by Horner, Seconded by Fawcett, the accounts in the amount of \$29,699.91 be received as presented. Carried.

2. A/R update

Discussion that renters pay when the ice is rented and not billed out after the fact. A/R would be minimal and chasing people for payment would not have to happen. Heather and Curtis will work together to figure out the best way to handle the A/R and the collection process.

3. YTD vs. Budget comparison

All looks fine.

4. Revised 2022 Budget – Operating of Park Land Removed from Budget and Costs Covered by Mulmur

Mulmur Township will handle rentals of the ball diamond and all the grass cutting.

-Moved by Fawcett, Seconded by Timmins that the NDCC Board of Management increase the bldg/grounds maintenance to \$20,000 to allow the purchase of a soft controller for the brine pump to reduce hydro costs and to approve the budget as amended. AND FURTHER; this motion be sent to both Councils. Carried.

2. Discussion Regarding Meeting Dates & Times during Spring & Summer Months

Meeting dates for the next meetings will be decided at the end of each meeting.

3. Unfinished Business

- 1. NDCC Agreement – 2021 Final – Defer until Melancthon Council Review is complete**
- 2. Strawberry Supper Update**

This event is always July 1st from 5 p.m. – 7 p.m., Member Fawcett, Krystal and Mayor Horner will organize this event this year. This event could be promoted on websites, FaceBook and put in the Dundalk and Shelburne papers. Member Fawcett and Heather Boston will organize the paper ads. Member Little will check with Janice Aldcorn regarding the beef BBQ and report back at the next meeting.

#10 Information

None.

#11 Notice of Motion

-None

#12 Confirmation Motion

-Moved by Noble, Seconded by Horner that all actions of the Members and Officers of the North Dufferin Community Centre Board of Management with respect to every matter addressed and or adopted by the Board on the above date are hereby adopted, ratified and confirmed; and each motion, resolution and other actions taken by the Board Members and Officers at the meeting held on the above date are hereby adopted, ratified and confirmed. Carried.

#14 Adjournment

-Moved by Noble, Seconded by Fawcett, we adjourn the North Dufferin Community Centre Board of Management meeting at 7:35 p.m. to meet again on Wednesday May 11, 2022 at 7:00 p.m. at the North Dufferin Community Centre or at the call of the Chair. Carried.

CHAIR

SECRETARY

HORNING'S MILLS COMMUNITY HALL BOARD
AND
HORNING'S MILLS COMMUNITY PARK BOARD
Joint Meeting Minutes - Tuesday, April 26, 2022

The Horning's Mills Community Hall Board and the Horning's Mills Community Park Board held a joint Zoom meeting on the 26th day of April 2022 at 7:00 pm. Members present from the Hall Board were Utra Hebden, Blaise Meunier, and Larry Taman. Ruth Plowright sent her regrets. Park Board members in attendance were Councillor James McLean, Jim Hill, and Lynn Hodgson. Mayor Darren White and Nanci Malek sent their regrets. Councillor Bill Neilson was present for the meeting, as was Michael Mehlhorn, President of the Mulmur-Melancthon Fire Association, who was present for a portion.

CALL TO ORDER:

James McLean, Councillor/Chair, called the meeting to order at 7:01 pm.

LAND ACKNOWLEDGEMENT STATEMENT:

Councillor McLean recited the Land Acknowledgement Statement.

ADDITIONS/DELETIONS:

None

APPROVAL OF AGENDA:

Approval of the Agenda was moved by Meunier, seconded by Neilson. Carried.

DECLARATION OF PECUNIARY INTEREST OR CONFLICT OF INTEREST:

None

APPROVAL OF DRAFT MINUTES:

The draft minutes of the previous meeting held on Wednesday, March 16, 2022, were reviewed and approved as circulated - moved by Hill, seconded by Hebden. Carried.

BUSINESS ARISING FROM MINUTES:

None

CORRESPONDENCE ITEMS:

None

GENERAL BUSINESS:

Melancthon Day - June 25, 2022:

Councillor McLean presented the draft agenda of the full day of events planned for Melancthon Day on Saturday, June 25, 2022. There will be no admission fee for the events; however, donations are welcome.

Draft Agenda

Horning's Mills Community Hall

10:00 am - Market Opens

Plowright has begun to reach out to various local vendors in hopes of securing around 10 to 15 participants. Each vendor will be charged approximately \$50 to display and sell their products. In addition, there will be live music outside the hall, potentially provided by Gary Heaslip, who has indicated he would charge approximately \$300 for the full day. Meunier noted that other musical

Bd comm#2
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artists have reached out to perform and, if committed, may be given potential time slots before and following Heaslip's performance at the hall.
Face painting, a lunch BBQ, and possible wagon rides are planned in order to maintain community engagement.

3:00 pm - Market Closes

Horning's Mills Community Park

5:00 pm - Events Begin

Councillor McLean has inquired about a bouncy castle with slide from a Caledon company. The rental fee for the inflatable, including delivery, set up, generator, and take down, would be \$500 for the day.

Hodgson researched the rental of a dunk tank from Inflatable Fun Angus at a cost of \$325 for 8 hours. Delivery and set up would be extra.

There will potentially be a display set up by the Dufferin County Forest. Other organizations will be welcome to set up displays/tables as well.

5:30 pm - First Responders Challenge

The challenge would involve members of the Mulmur-Melancthon Fire Department (MMFD) competing against members of the Dufferin OPP, Dufferin Paramedic Services, Hydro One, and Melancthon Roads Department in various activities such as a tug of war, relay with air tanks, tire flip/pull, home run derby, etc.

The dinner BBQ would begin at around 5:30 pm and could potentially be run by the volunteer fire fighters of the MMFD.

Malek, prior to the meeting, had suggested potentially getting Grant Boyer from Alliston to provide live music at the park between 5:30 pm and 7:30 pm at a cost of \$400. The time slot of the performance may be flexible.

Taman suggested asking Jim Shaw, lead singer of Metric, to potentially make an appearance and/or play a set. The local resident has previously offered for events at the hall.

6:30 pm - Speeches

Melancthon Council and any Board members will be welcome to address the community at this time.

The MMFD will announce the winners of the raffle draw:

1st prize: Green Mountain Grill Smoker Package

2nd prize: 18 holes of golf for two, including cart rental, at Shelburne Golf and Country Club

3rd prize: \$25 gift card for The Topsy Fox in Shelburne

The MMFD will be unveiling and presenting a Community Appreciation Plaque to a local community member/hero who has provided significant support to the local fire department.

Councillor Mercer has expressed that the Heritage Committee has approved heritage plaques for those interested in applying for and displaying them on their homes. She feels Melancthon Day would be a great opportunity to begin the unveiling.

7:30 pm - Kids' Movie

Plowright is looking into the LED screen and projector for the movie.

9:15 pm - Fireworks

The fireworks display will begin at dusk. Malek has reached out to the fireworks company and the cost will be approximately \$1500.

Additional Suggestions/Activities

Beer Garden

The suggestion of potentially having a beer garden at the park event was brought forth. Concern was raised regarding insurance and the possibility of having inebriated people at a Melancthon Township-sponsored family/community event. Hebden will look into the process and requirements needed to have a beer garden, e.g., insurance, licences, security, etc. It was agreed by both the Hall Board and the Park Board that a beer garden would not be held at this year's event.

Baseball

Meunier will have equipment available for anyone interested in playing ball.

Face Painting

Councillor Neilson suggested having face painting available for the children at the park in addition to at the hall.

Councillor McLean suggested having small items to pass out to the children prior to the fireworks, such as sparklers.

Meunier noted that an individual had reached out to her and showed interest in organizing and running some kids' games at the park, such as potato sack races, egg pass, etc.

The president of the Mulmur-Melancthon Fire Association, Michael Mehlhorn, joined the Zoom meeting briefly to discuss the involvement of the Department and its members in Melancthon Day. The raffle draw was mentioned, as well as the honouring of a community supporter. The MMFD plans on displaying a fire truck and looks forward to volunteering and competing at the First Responders Challenge.

Other

Taman inquired if there was any type of protocol on how the monies from such events are collected, accounted for, and documented for transparency purposes. Councillor McLean will follow up in finding out if there is a procedure in place.

Councillor McLean will circulate a budget for Melancthon Day once more costs have been finalized.

A contingency plan will be discussed at the next meeting with regards to potential inclement weather.

Assigned Tasks:

Councillor McLean

- contact Denise Holmes and inquire about liability insurance re wagon rides
- begin outreach for participants for First Responders Challenge - potentially three from each organization
- contact Jim Shaw from Metric
- follow up with Councillor Mercer about the Heritage Plaque program

Meunier

- reach out to one or two additional musical acts to see if they are committed to performing
- follow up with individual regarding kids' games

Mayor White

- contact Dufferin County Waste and Dufferin County Forest about setting up a display

Hodgson

- reach out to companies concerning what is included in and the fees for a dunk tank and bouncy castle rental

Ball Diamond Rental Fees:

The Park Board members reviewed the email forwarded by Denise Holmes regarding the rental fees for the park's ball diamond. After discussion, it was decided to keep the fees the same as 2021: \$10 per game and \$25 per game with lights. The hope is to encourage and increase the usage of the diamond. Moved by Hill, seconded by Hodgson. Carried.

Other/Additions:

None

DELEGATIONS:

None

RECOMMENDATIONS TO COUNCIL:

The Horning's Mills Community Hall Board and the Horning's Mills Community Park Board put forth a recommendation that Melancthon Council consider covering the expense of the fireworks for Melancthon Day on Saturday, June 25, 2022, at a cost of approximately \$1500.

CONFIRMATION MOTION:

None

ADJOURNMENT AND DATE OF NEXT MEETING:

The next meeting will be held on Tuesday, May 10, 2022, at 7:00 pm.

Meeting was adjourned at 7:46 pm. Moved by Taman, seconded by Meunier. Carried.

CENTRE DUFFERIN RECREATION COMPLEX

BOARD OF MANAGEMENT

Minutes of the Regular meeting held March 23, 2022 via ZOOM

Attendance:	Lindsay Wegener	Shelburne
	Dan Sample	Shelburne
	Chris Gerrits	Amaranth
	Heather Foster	Amaranth
	Margaret Mercer	Melancthon
	Melinda Davie	Mono
	Kim Fraser	Facility Administration Manager
	Marty Lamers	Facility Maintenance Manager
	Emily Francis	Recreation Program Coordinator

Absent: Geer Harvey, Steve Anderson and Darren White

Meeting called to order by Board Chair, Chris Gerrits at 6:30pm.
A quorum was present.

Declaration of Pecuniary Interests:

Chair, Chris Gerrits stated that if any member of the board had a disclosure of pecuniary interest that they could declare the nature thereof now or at any time during the meeting.

Agenda:

MOTION #1 – Moved by M. Mercer seconded by M. Davie. Be it resolved we approve the agenda dated March 23, 2022 as circulated and presented. Carried

Discussion & Approval of Minutes of Previous Meeting February 23, 2022:

MOTION #2 – Moved by H. Foster seconded by M. Mercer. That the minutes of the CDRC Board of Management regular board meeting held virtually on February 23, 2022 be approved as circulated and presented. Carried

Finance Committee Report:

After review of the CDRC financial reports and accounts, the following motion was presented.

MOTION #3 – Moved by D. Sample seconded by M. Davie. That the CDRC Board of Management receive the financial reports and paid accounts in the amount of \$49,965.64, as presented by the Facility Administration Manager. Carried

L. Wegener arrives at 6:40pm

Facility Administration Manager and Recreation Program Coordinator Reports:

See Schedule A

See Schedule B

Bd comm #3
JUL 14 2022

MOTION #4 – Moved by M. Mercer seconded by L. Wegener. That we receive the reports from the Facility Administration Manager and the Recreation Program Coordinator. Carried

MOTION #5 – Moved by M. Davie seconded by D. Sample. That the CDRC Board of Management accepts the recommendation in report #04-2022 from the Facility Administration Manager and move to Head Day Camp Counsellor position up from Level 2 to Level 3 on the CDRC Pay Grid. Carried

MOTION #6 – Moved by L. Wegener seconded by M. Mercer. That the CDRC Board of Management accepts the recommendation for the implementation of ePACT software at a cost of \$1,800.00 plus HST. Carried

Old Business

Green and Inclusive Community Building (GICB) Fund Recommendation

See Schedule C

Steve Burnett from SBA attended the meeting to review the recommendations outlined in a summary for the GICB funding program as well as potential upgrades to the CDRC. After discussion the following motion was presented.

S. Burnett leaves at 7:25pm

MOTION #7– Moved by H. Foster seconded by D. Sample. That the CDRC Board of Management accepts the recommendations from SBA and move forward with applying to the GICB funding program and the estimated cost to complete the application is \$3,500.00 plus HST. Carried

Facility Maintenance Manager's Report:

See Schedule D

MOTION #8– Moved by D. Sample seconded by M. Mercer. That we receive the report from the Facility Maintenance Manager. Carried

Old Business

Replacement Boiler RFP #01-2022

Six (6) RFP's were received. The criteria was reviewed earlier with the Board Chair and Vice Chair and recommends that RFP #01-2022 is awarded to Tradium Mechanical Inc. After board discussion the following motion was presented.

MOTION #9– Moved by M. Davie seconded by L. Wegener. That the CDRC Board of Management accepts the quotation from Tradium Mechanical Inc. for the Replacement Boiler RFP #01-2022 in the amount of \$12,699.00 plus HST. Carried

New Business

Dufferin County Outdoor Recreation Plan

See Schedule E

To help share the information, the bulletin will be displayed in the arena lobby and shared on CDRC social media.

Confirmation by By-law:

MOTION #10 – Moved by M. Davie seconded by D. Sample. Be it resolved that leave be given for the reading and enacting of by-law #03-2022 being a by-law to confirm certain proceedings of the CDRC Board of Management for its regular board meeting held March 23, 2022.
Carried

Adjournment:

MOTION #11- Moved by H. Foster seconded by M. Mercer. That we now adjourn at 7:38pm to meet again on April 27, 2022 at 6:30pm, or at the call of the chair.
Carried

Secretary - Treasurer

Chairperson

Dated

SCHEDULE 'A'

Facility Administration Managers Report – March 23, 2022

General Information:

- Finishing up the BDO review and continuing 2022 budget preparation.
- Ongoing, receiving and responding to various facility rental booking requests.
- Formatted, edited and submitted the questions and answers addendum for the boiler replacement RFP, participating in opening and logging the RFP information on March 8th.
- Reviewing policies for review
- Communicating with summer floor rental users including Vets lacrosse and Shooters ball hockey to start up last week of April. Also received interest for men's and ladies ball hockey.
- Working on offers of employment for summer staff
- Successful March break day camp week. Very busy with approx. 45 campers daily

Old Business:

- Participated in three sessions of summer camp and pool staff interviews held virtually on Feb 23, 24 and March 3, as well as an in-person group interview session for camp staff on Feb 26th.
- Attended an ePACT overview and demonstration session on March 3rd.
- Proofread and edited the summer 2022 recreation guide, finalized on March 16th

New Business:

- Reviewing storage and space options to grow and expand programs.
- Report #04-2022 Adjustment to Pay Grid

Kim Fraser
Facility Administration Manager

Centre Dufferin Recreation Complex
REPORT

Meeting Date:	March 22, 2022
To:	CDRC Board of Management
From:	Kim Fraser
Subject:	#04-2022 Adjustment to Pay Grid

Recommendation

To move the Head Day Camp Counsellor position from Level 2 to Level 3 on the CDRC Pay Grid

Background and Analysis

In October 2018 the CDRC Board of Management approved a compensation review report completed by Ward & Uptigrove and it was implemented on January 1, 2019. The report is subject to review after 5 years.

The Head Day Camp Counsellor position was placed on Level 2 of the pay grid. As this position has since developed and now requires a stronger level of responsibility, like the Deck Supervisor position, I am seeking approval to move the Head Day Camp Counsellor position from Level 2 to Level 3 on the CDRC Pay Grid.

Since the pay grid was implemented in 2019, the Head Day Camp Counsellor position will now oversee double the size of the staff team, from approx 6-7 to 11-12 daily, as well as oversee the operations of the day camp program that we intend on increasing by approx. 25% this year, from 45 to 60 campers daily. This position may also be responsible for opening and closing the facility to accommodate the before and after care option.

Additional Information

2021 PAY GRID					
%	80%	85%	90%	95%	100%
Step	Step 1	Step 2	Step 3	Step 4	Step 5
3	\$15.77	\$16.76	\$17.75	\$18.73	\$19.72
2	\$14.15	\$15.03	\$15.92	\$16.80	\$17.69
1			\$14.10	\$14.88	\$15.66

CURRENT

3	Concession Booth Manager
	Deck Supervisor
2	Lifeguard / Instructor
	Head Day Camp Counsellor
1	Concession Booth Attendant
	Youth Maintenance Attendant
	Day Camp Support

PROPOSED

3	Concession Booth Manager
	Deck Supervisor
	Head Day Camp Counsellor
2	Lifeguard / Instructor
1	Concession Booth Attendant
	Youth Maintenance Attendant
	Day Camp Support

* General minimum wage \$15.00, Student Minimum wage \$14.10 - Effective January 1, 2022

Respectfully Submitted:

Kim Fraser

Facility Administration Manager

SCHEDULE 'B'

Submitted By: Recreation Program Coordinator Emily Francis

To: CDRC Board of Management

Date: Wednesday March 23, 2022

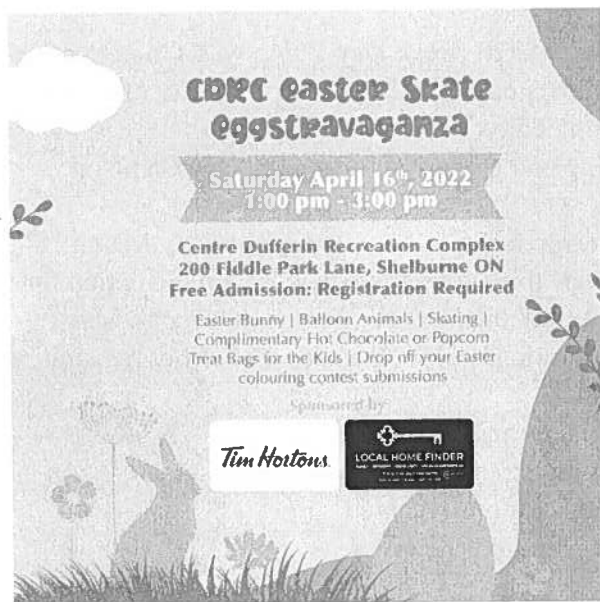
Subject: Recreation Program Coordinator Report

March Overview

- Continuing to assist with day-to-day operations including phone inquiries, email inquiries etc.
- Continuing to make updates to the CDRC information on the Town of Shelburne website and actively creating graphics and posting on the CDRC social media.
- **2022 Recreation Guide**
 - The 2022 Recreation Guide has been sent to the printer and is expected to be circulated in the Shelburne Free Press on Thursday March 31st, 2022.
- **CDRC Recreation Programs**
 - **March Break Camp (March 14-18):** The March Break Day Camp was a huge success with 45 campers attending each day. Campers participated in a wide variety of activities including outdoor games, crafts and skating daily.
 - **PA Day Camp (Friday June 3):** Planning and preparing for the PA Day Camp on Friday June 3, 2022.
 - **Summer Day Camp:** The summer day camp registration opened on Friday March 18th, 2022, at 9:00am and is well underway. New this summer we have added the option for families to register for before care from 7:00-8:00am to accommodate anyone who leaves town or starts work earlier in the morning. Below is a snapshot of our registration numbers as of Tuesday March 22nd, 2022.
 - **Week 1 (Hello Summer):** 33 registrations received
 - **Week 2 (Nature Unleashed):** 38 registrations received
 - **Week 3 (Passport to Fun):** 40 registrations received
 - **Week 4 (CDRC Athletes):** 35 registrations received
 - **Week 5 (Super Science):** 35 registrations received
 - **Week 6 (Artrageous):** 43 registrations received
 - **Week 7 (Mystery Week):** 33 registrations received
 - **Week 8 (Backyard Shenanigans):** 33 registrations received
 - **Week 9 (Splashtacular):** 30 registrations received
 - **Junior Lifeguard Camp:** 7 registrations received
 - **Junior Leaders:** Began advertising Tuesday March 22, 2022
 - **Leaders in Training:** Began advertising Tuesday March 22, 2022
 - **Outdoor Pool:** Swimming lesson registration is expected to open on Friday April 1st. Returning this summer is the June afterschool swimming lessons running June 13th – June 24th from 4:30-6:30pm.
 - **New program ideas:**
 - Youth Multi Sport
 - Youth/Teen Paint Nights
 - Youth Movie and Games night
 - Roller Skating on the Arena Floor (I have reached out for some quotes from Roller Skate Rental companies)

- **CDRC Easter Skate Eggstravaganza**

- The CDRC will be hosting an Easter Skate Event sponsored by Tim Hortons and the Local Home Finder Team. This event is scheduled to take place on Saturday April 16th from 1:00-3:00pm and will include the following:
 - Skate with the Easter Bunny
 - Easter Colouring Contest
 - Balloon Animals
 - Complimentary Hot Chocolate or Popcorn
 - Easter treat bags for the children
- Those interested in attending are required to register. Registration is being done using Eventbrite and is now open. To register visit the CDRC on social media. We are hoping that having people visit the CDRC social media pages will also increase our following.



- **Webinars/ Meetings/ Conferences**

- Registered for the ORFA Spring Forward webinar about preparing recreational spaces for warm weather on Tuesday April 12th from 12:00-1:30pm.
- Ontario Camps Association OC ReConnects 2022 conference set to take place virtually on March 29 and March 30. See attachment for more details.
- Attended a meeting with a representative from ePact. See attached report.

Centre Dufferin Recreation Complex
REPORT

Meeting Date:	March 23, 2022
To:	CDRC Board of Management
From:	Emily Francis
Subject:	Implementation of ePact Software

Recommendation

To move forward with the ePact software for the operations of the CDRC recreation programs.

Background

What is ePact? Epact is a Health and Emergency Forms automation platform.

The CDRC Day Camp (and similar programs) require all participants to complete and submit a paper copy of a Camper Information Form each camp week they attend. This form includes information about the camper including allergies, medical information, birthdate etc. This information is then kept on file while they are in the program, in case it is needed. Specific information (i.e Allergies) is transferred to an additional document so that all camp counsellors are aware.

Analysis

Utilizing ePact for the Summer Day Camp and similar programs would help streamline and organize all confidential information in one central hub. This information can be easily accessed and organized for those who require access.

- Epact supports green initiatives and reduces the administrative workload.
- 100% digital – delivering peace of mind and member satisfaction
- Innovating together across emergency preparedness, health and waiver management development.

This program also provides:

- Digital Waiver management
- Acts as an attendance tool for camp counsellors (once they take attendance it is automatically saved into the system)
- This program provides a contactless sign in and sign out tool which records all information digitally
- Conducts health screenings including COVID-19 screenings if required at the time of camp.
- Offline access to mobile app
- Advanced filtering and reporting to divide information based on group and camp week

Utilizing EPACT will help the CDRC streamline all camper information into one central location that is easy to locate and update. It eliminates the use of paper copies and filing information for the

required 5 years. The ePact software will increase the efficiency within the facility as we continue to grow our programs.

To have this program active for the summer of 2022 we would have to move forward as soon as possible to ensure that staff are trained, and information is loaded.

Financial Impact

The pricing structure is based on an annual fee contract. Pricing consists of an annual member fee + a one time set up fee.

Annual Contract:

The per member fee is charged per unique member, so you are only paying once per year per program participant, regardless of how many times they register in the year.

ePACT does require a minimum purchase amount of 500 members or \$2,500 annually (whichever applies first).

Initial Setup

The initial setup fee is based on how many dashboards you will use within ePACT. Pricing starts at \$800* for one dashboard and includes form creation, training, access to webinars, support team and marketing materials.

However as discussed on March 3rd, 2022, ePact is willing to drop the minimum to 200 members and will provide a 50% discount off the one time set up fees, so for 1 dashboard it will only be \$400.00.

Total Cost: \$400.00 (one time set up fee) + \$1400.00 (at minimum \$7.00 per member X 200 members)

Supporting Documentation and Information

Attachment 1: ePact Pricing Document

Attachment 2: Email correspondence with Cecilia Lu Account Executive at ePact Network

Respectfully Submitted:

Emily Francis

Recreation Program Coordinator

SCHEDULE 'D'

Facility Maintenance Managers Report – March 23, 2022

SAFETY

GENERAL INFORMATION:

Covid-19 updated guidelines March 21, 2022. No restrictions. Staff if you feel sick stay at home.

Opening of RFP for boiler

RFP evaluation of tenders for NTI boiler replacement.

Review evaluation with Chris and Melinda and select evaluation of boiler RFP#01-2022

Safety Fire plan approved by SDFD, and site inspection complete with fire chief. Will follow up with SDFD for building familiarization with fire department trainer. Also, throughout the year SDFD may perform some fire training on arena grounds or building.

Trillium Community building fund no update March 18, 2022

Flooding from floor drain freezing up Kim's office. Researching options for cost to repair short term verses long term.

Co-op student not accepted. Not vaccinated as per policy.

New business

RFP evaluation for **RFP# 01-2022** boiler replacement present winner.

Steve Burnett from SBA to discuss summary of the GICB program and what we recommend in terms of the funding application also to discuss Roof grant and update. Attached is a summary of the GICB program

Marty Lamers

Facility Maintenance Manager



Grand River Conservation Authority

Summary of the General Membership General Meeting – June 24, 2022

To GRCA/GRCF Boards and Grand River watershed municipalities - Please share as appropriate.

Action Items

The Board approved the resolutions in the following reports as presented in the agenda:

- GM-06-22-52 - Inventory of Programs and Services Update
- GM-06-22-51 - Progress Report 1 - Ontario Regulation 687/21
- GM-06-22-55 - Financial Summary
- GM-06-22-54 - Foundation Member Appointments
- GM-06-22-58 - Township of Wilmot - Maintenance Agreement (amended)
- GM-06-22-59 - Township of Woolwich - Maintenance Agreement
- GM-06-22-56 - Conestogo Dam Bridge Deck Rehabilitation - DR22.027 Tender Award
- GM-06-22-C03 - Property Disposition - City of Guelph (closed agenda)

Information Items

The Board received the following reports as information:

- GM-06-22-53 - Cash and Investment Status
- GM-06-22-57 - Current Watershed Conditions

Correspondence

The Board received the following correspondence:

- Canadian Coalition for Invasive Plant Regulation regarding a request for support.

Source Protection Authority

The General Membership of the GRCA also acts as the Source Protection Authority Board. No meeting of the Source Protection Authority was held.

For full information, please refer to the June 24 Agenda Package. Complete agenda packages and minutes of past meetings can be viewed on our online calendar. The draft minutes of this meeting will be posted on our online calendar within 30 days of the meeting date, in accordance with the Conservation Authorities Act.

You are receiving this email as a GRCA board member, GRCF board member, or a Grand River watershed member municipality. If you do not wish to receive this monthly summary, please respond to this email with the word 'unsubscribe'.

Bdcmn#4

JUL 14 2022

CENTRE DUFFERIN RECREATION COMPLEX
BOARD OF MANAGEMENT

Minutes of the Regular meeting held April 27, 2022 via ZOOM

Attendance:	Lindsay Wegener	Shelburne
	Chris Gerrits	Amaranth
	Heather Foster	Amaranth
	Margaret Mercer	Melancthon
	Melinda Davie	Mono
	Kim Fraser	Facility Administration Manager
	Marty Lamers	Facility Maintenance Manager
	Emily Francis	Recreation Program Coordinator

Absent: Geer Harvey, Steve Anderson, Dan Sample and Darren White

Meeting called to order by Board Chair, Chris Gerrits at 6:30pm.
A quorum was present.

Declaration of Pecuniary Interests:

Chair, Chris Gerrits stated that if any member of the board had a disclosure of pecuniary interest that they could declare the nature thereof now or at any time during the meeting.

Agenda:

MOTION #1 – Moved by H. Foster seconded by M. Davie. Be it resolved we approve the agenda dated April 27, 2022 as circulated and presented. Carried

Discussion & Approval of Minutes of Previous Meeting March 23, 2022:

MOTION #2 – Moved by L. Wegener seconded by H. Foster. That the minutes of the CDRC Board of Management regular board meeting held virtually on March 23, 2022 be approved as circulated and presented. Carried

Correspondence:

- Hogie's Skate Shop-exercising option to renew pro shop lease extending term September 1, 2022 to March 21, 2023

MOTION #3 – Moved by M. Mercer seconded by M. Davie. That correspondence is received and placed on file. Carried

Finance Report:

Due to delays the CDRC draft budget will be presented ASAP.
After review of the CDRC financial reports and accounts, the following motion was presented.

MOTION #4 – Moved by M. Mercer seconded by L. Wegener. That the CDRC Board of Management receive the financial reports and paid accounts in the amount of \$75,524.60, as presented by the Facility Administration Manager. Carried

Bd comm #5

Human Resource Report-Hire Seasonal Summer Staff

After review of the candidates that were interviewed and offers of employment issued and accepted, the following motion was presented.

MOTION #5 – Moved by L. Wegener seconded by M. Mercer. **BE IT RESOLVED** that the CDRC Board of Management hires the following for the 2022 seasonal summer contract positions:

- Deck Supervisor: Ashton MacDonald, Laura Wagstaff and Madeline Smith
 - Lifeguard/Instructor: Maggie Brash, Jamie Smith, Annie Cameron, Kaitlyn Hunt, Patrick Baird, Rhiannon Woodall, Ethan Josephson, Hannah Post, Rachel Houghton, Laura Mcleod, Addison Millsap, Naomi Cameron, and Georgia Mountjoy; Casual-Allison Whitten and Emma Ward
 - Head Day Camp Counsellor: Bailey Parkes and Alexa Dempster
 - Camp Counsellor: Emma Timmins, Alyiah Davis, Jordan Smith, Leah Bennington, Hannah Foulger, Jenna Purchase, Lauren King, Malcolm Fradette, Heidi Bennington, Autumn Nicholson, Abigail Abbott, Keymar Lewis and Anna Camilleri
- Carried

Facility Administration Manager and Recreation Program Coordinator Reports:

See Schedule A

See Schedule B

MOTION #6 – Moved by M. Davie seconded by L. Wegener. That we receive the reports from the Facility Administration Manager and the Recreation Program Coordinator.

Carried

Facility Maintenance Manager's Report:

See Schedule C

MOTION #7– Moved by M. Davie seconded by L. Wegener. That we receive the report from the Facility Maintenance Manager.

Carried

New Business

Memorials, Plaques and Special Displays

A request has been received from SMHA to display a banner for a SMHA member and hockey coach who has passed. Shelburne Muskies organization also has a special banner that they would like to display. Staff has requested the CDRC Board develop a policy for memorial banners, plaques, or special displays which includes a process to apply, display and allow the CDRC to evaluate the conditions, term or the removal or relocation.

The purpose of the policy would establish the process, criteria and cost for memorial banners, plaques, or special displays within the CDRC for user groups and/or individuals. And suggest the Hall of Fame Committee oversee and review the applications as there is already duplication of banners in the arena and the Hall of Fame wall.

After discussion the Board agreed that this will be reviewed by the Policies and Procedures Committee.

Confirmation by By-law:

MOTION #8 – Moved by M. Mercer seconded by M. Davie. Be it resolved that leave be given for the reading and enacting of by-law #04-2022 being a by-law to confirm certain proceedings of the CDRC Board of Management for its regular board meeting held April 27, 2022.
Carried

Adjournment:

MOTION #9- Moved by L. Wegener seconded by M. Davie. That we now adjourn at 7:30pm to meet again on May 25, 2022 at 6:30pm, or at the call of the chair.
Carried

Secretary - Treasurer

Chairperson

Dated

SCHEDULE 'A'

Facility Administration Managers Report – April 27, 2022

General Information:

- Finishing up the BDO review and continuing 2022 budget preparation.
- Ongoing, receiving and responding to various facility rental booking requests. The following are current reservations.
 - o Blue Mountain & McDonalds job fairs
 - o Zumba fitness class (8 weeks)
 - o T&C Room, Pool View, Party Package and floor rentals for family celebrations
 - o Pool party rental packages
 - o Commercial kitchen rental
 - o Religious celebration
- Public Health stopped in on March 25th to inspect the concession booth and T&C room kitchen.
- Completed the RFP process-sent letter awarding the RFP and sent regret letters
- Minor lacrosse and ball hockey are scheduled to begin this week. Adult (mens & ladies) ball hockey did not generate enough interest this season. I anticipate a mens pickup group to rent the floor weekly..
- Completed and sent all the summer employment contracts.
- Completed rental information for the upcoming Provincial Elections. Advanced polls May 21-28 and Election Day June 2
- Melancthon Township recently asked for information regarding the number of Melancthon residents using CDRC programs in 2021. This was a difficult task as we were not collecting this information. We are now tracking this information to report the details at the end of the year for all funding partners.
- Since day camp and swimming lesson registration opened this month, we have invoiced and processed over \$127k in revenue and the majority of day camp is full.

Old Business:

- Policies for reviewing and establish
 - o Personnel Policy
 - o Purchasing Policy
 - o Alcohol Risk Management Policy
 - o Health and Safety Policy Statement
 - o Advertising Space Policy
 - o Ice Allocation Policy
 - o Memorial Banners, Plaques or Special Display policy
 - o Surveillance Policy

New Business:

- Received acknowledgement on April 22, 2022 that the Canada Summer Jobs (CSJ) application for funding has been approved in the amount of \$30,712.50. Based on thirteen (13) jobs at 50% of minimum wage.
- I will be away for vacation from May 14-30th

Kim Fraser
Facility Administration Manager

SCHEDULE 'B'

Submitted By: Recreation Program Coordinator Emily Francis

To: CDRC Board of Management

Date: Wednesday April 27th, 2022

Subject: Recreation Program Coordinator Report

April Overview

- Continuing to assist with day-to-day operations including phone inquiries, email inquiries etc. Completing daily invoices for summer 2022 programs.
- Continuing to make updates to the CDRC information on the Town of Shelburne website and actively creating graphics and posting on the CDRC social media.
- **2022 Recreation Guide**
 - The 2022 Recreation Guide was distributed on Thursday March 31st, 2022.
- **Spring/Summer CDRC Recreation Programs/Preparation**
 - **PA Day Camp (Friday June 3):** Planning and preparing for the PA Day Camp on Friday June 3, 2022.
 - **Outdoor pool:** Registration is now open for the CDRC outdoor pool programs. The pool is scheduled to open for Friday June 3rd, 2022 (weather permitting). I am continuing to brainstorm with other outdoor pools and develop new program opportunities to best utilize the facility throughout the summer months.
 - **Some new programs that will be available at the CDRC pool this summer include:**
 - Adult group swimming lessons (weekly Thursday evenings 8:00-8:45pm)
 - June afterschool swimming lessons
 - Teen group swimming lessons (weekly Tuesday evenings 8:00-8:45pm)
 - **Summer Day Camp:** Below is a snapshot of our registration numbers as of Monday April 25th, 2022. We have increased our numbers for the 2022 summer season. The CDRC summer day camp will be visiting the library once a week throughout the summer months for programming.

Program	Registrations as of April 27 th , 2022
Week 1: Hello Summer	60 (FULL)
Week 2: Nature Unleashed	60 (FULL)
Week 3: Passport to Fun	60 (FULL)
Week 4: CDRC Athletes	60 (FULL)
Week 5: Super Science	60 (FULL)
Week 6: Artrageous	60 (FULL)
Week 7: Mystery Week	55
Week 8: Backyard Shenanigans	59
Week 9: Splashtacular	40 (FULL)
Junior Lifeguard Camp	21
Leaders in Training	3
Junior Leaders	7

○

- **EPACT:** In the discussions with E PACT representatives to have the CDRC set up using the emergency management software for the hopefully for the PA Day Camp on Friday June 3rd, 2022.
- **Pickleball:** Now that the ice is out of the facility, pickleball will be moving onto the arena floor beginning Wednesday April 27th, 2022. Saturday morning pickleball is beginning again on Saturday April 30th, 2022 from 9:30am-12:00pm.
- Continuing to explore new program options.
- **Preparation for summer 2022 programs**
 - Scheduling programs and staff accordingly.
 - Planning and preparation for staff trainings and meetings.
 - Planning and preparing programming.
- **CDRC Easter Skate Eggstravaganza**
 - The CDRC Easter Skate Eggstravaganza held on Saturday April 16th from 1:00-3:00pm was a huge success. There were approximately 300 guests in attendance and 7 volunteers who donated their time to this event. This event was sponsored by Tim Hortons in Shelburne and the Local Home Finder Team. Event activities included the following:
 - Skate with the Easter Bunny
 - Balloon Animals
 - Complimentary Hot Chocolate or Popcorn
 - Treat bags for the children
 - Easter colouring contest
 - On Saturday April 16, 2022 we also held a community sport and recreation central registration. Local clubs and groups were invited to promote their program offerings and conduct registration. The following groups were in attendance.
 - Shelburne Cricket Club
 - Shelburne Shocks Basketball
 - Shelburne Soccer Club
 - Shelburne Golf Course
 - Shelburne Minor Baseball
 - Vets Minor Lacrosse
 - Shelburne Minor Ball Hockey
 - Information was also displayed for the CDRC programs, Shelburne Minor Hockey and Skate Canada Shelburne.



- **Webinars/ Meetings/ Conferences**
 - Attended the OCA Camps Conference on Tuesday March 29 and Wednesday March 30th, 2022.
 - Attended several meetings with other municipalities to discuss summer programming.
- **2021 Orangeville Banner Readers' Choice Award Winner**
 - The CDRC Pool is a 2021 Orangeville Banner Readers Choice Diamond Award winner for Best Swimming Instruction.
- **Advertising/Promotion**
 - Exploring advertising opportunities for the CDRC to spread the word about upcoming programs and facility information. Advertising options include:
 - Facility Logo/Recreation Logo to brand and connect the facility. The current logo is outdated representing the old facility.
 - Door to door advertising campaign (as discussed at previous meeting).
 - Stand up banner (similar to Family Transition Place banner) that would have information about the CDRC on it as well as pictures.
- **Equipment Purchase:**
 - We are looking to purchase a 3rd pickleball net as the pickleball program is growing now that they are playing on the arena floor.
 - Select pieces of outdoor pool equipment will need to be replaced this summer as it has been worn and torn throughout the years. With the increase in programs and enrollment numbers, the equipment we have will not withstand. Examples of equipment that need to be updated include:
 - Flutter Boards
 - Replace pool noodles
 - Lifejackets (Infant, Child, Youth, Adults)

SCHEDULE 'C'

Facility Maintenance Managers Report – April 27, 2022

SAFETY

GENERAL INFORMATION:

Roof repair 4 areas leaking.

Scissor lift annual inspection performed found lifting mechanism bearing and rollers worn replaced.
\$1,100.00

Trillium Community building fund no update.

Tender for roof proceeding

Replace cracked safety clear panels over stairway tunnel.

Ice removal, cleaning, minor floor repair, installing lacrosse shot clocks and painting lines.

Kore mechanical shut down ice plant.

Pool water line tile damage staff to replace.

Suspect main drain may have small leak have asked town to scope pipe. Will scope Thursday April 28, 2022, the main drain line was not totally addressed during last repair as it goes under the pool and building.

Boiler schedule for Wed April 27, 2022

Participated in a webinar: **Preparing Recreational Spaces for Warm Weather**

Put on by Intact insurance company reminder to check and maintain grounds as well as the facility is the grounds used for just green space or is there activities ran there how often is it checked for broke or loose items, discarded needles, broken glass, dog poo, or any safety concerns, etc. is the area being used for what it was designed for, Signage for approved activities. Does insurance provider know of your additional or new activities you are running on the grounds.

Meant more for playgrounds, trails and splashpads. Documentation of checks is important for liability and a software sales pitch.

Removal of ice, arena floor painting lacrosse and ball hockey lines

Ice plant shut down

Center District Dufferin High School I have accepted a Co-op student at the arena began on Friday April 18th

New life jackets needed at a cost of \$30-\$40 will need approx. 20 to 25 \$800-\$1000

Would like to have arena operator Josh Oatman who has been with us several years to participate in a CPO training course as he does pool maintenance, backwashing, and manual spot vacuuming to ensure repairs can be made if quality of water is in question. \$450.00 plus taxes.

New business

Memorial banner policy: See New Business

Marty Lamers

Facility Maintenance Manager



NVCA June 2022 Board Meeting Highlights

Next Meeting: August 26, 2022, held at the John Hix Administration Centre

For the full meeting agenda including documents and reports, visit [NVCA's website](#).

Presentation on Forestry

Rick Grillmayer, NVCA's Manager, Forestry gave a presentation on the 2022 Spring tree plant.

This year is NVCA's 58th consecutive tree planting season, where 115,000 trees were planted on 23 properties in eight municipalities in the Nottawasaga Watershed.

Over 5,000 trees were sold at NVCA's 2022 Arbour Day Tree Sale – an annual event held for people who only require a small number of trees.

NVCA works with a number of partners including Forests Ontario, Simcoe County, Town of New Tecumseth and others to ensure cost effectiveness for all program participants.

Benefits of Forests

- Moderate the effects of drought and flooding
- Reduce soil erosion
- Provide habitat for wildlife
- Important economic resource

Presentation on Grassland Restoration

Shannon Stephens, NVCA's Healthy Waters Program Coordinator gave a presentation on native grassland projects in the Nottawasaga Watershed.

In Southern Ontario, native grasslands once covered more than 400,000 hectares of land. Today, over 97% have been lost in Ontario. This puts species that depend on them, such as the Bobolink and Eastern Meadowlark, at risk.

NVCA started native grassland restoration projects five years ago and currently have 16 projects on the go. In the Spring of 2022, 54

hectares of land was seeded, representing a 75% increase in grasslands that is restored in the watershed.

All projects see sizeable landowner contributions, which are matched with dollars from Forests Ontario, World Wildlife fund and EcoAction. Bird and soil carbon monitoring data helps determine carbon offsetting contributions.

Benefits of grasslands

- Important habitat for pollinators and species at risk like the bobolink and eastern meadowlark
- Native grasses are very drought resistant and can be good feed for livestock, especially during years with low water
- Native grasses have roots that can extend 2-4 metres into the ground, it can help loosen up compact soil and allow flood waters to better infiltrate into the ground
- Help store carbon and can contribute to reducing the effects of climate change

Presentation on Spring Volunteer Tree Planting events

Sarah Campbell, NVCA's Aquatic Biologist gave a presentation on the 2022 Spring community tree planting events.

For the last 20 years, NVCA's Community Tree Planting Program has supplemented NVCA's Professional Forestry Program.

By building future forests with local volunteers, communities learn and experience the value of local environment restoration.

NVCA staff deliver presentations on site to ideally develop long term appreciation for the importance of trees and tree planting.

This Spring, NVCA hosted 19 community tree planting events with over 8,000 trees planted by 500 volunteers. Volunteers included students, community members, local politicians and service clubs.

NVCA staff are able to leverage municipal levy and other funding to obtain a minimum of four times the amount of funding for these projects.

Projects are made possible through partnerships with community partners, municipalities, corporations, landowners, residents, volunteers.

Hybrid Model for Future Board Meetings

Virtual meetings have shown an increase in effectiveness and efficiency for Board meetings. However, in person meetings can be either more effective or easier to communicate on some occasions.

Starting in August 2022, NVCA's board meetings will be held in a hybrid model format, using the following schedule:

- January – In-Person
- February – Virtual
- March – Virtual
- April – In-Person
- May – Virtual
- June – Virtual
- July – No Meetings currently held in July unless at the Call of the Chair
- August – In-Person
- September – In-Person
- October – Virtual
- November – Virtual
- December – In-Person

This schedule would not prevent the Chair from calling a meeting in-person versus virtual should it be required, or vice versa.

NVCA will continue to save on mileage paid to Board members in the amount of approximately \$10,000 per year.

Appointment of New Provincial Offences Officer

Tyler Mulhall, NVCA Regulations Technician, has been appointed as an officer for NVCA and is designated as a Provincial Offences Officer.

Mr. Mulhall fulfilled the criteria established by the Ministry, which included training under the *Provincial Offences Act*.

Grant for Electric Vehicle Charging Stations

NVCA has received \$80,000 that will cover 100% of the costs to install electric vehicle (EV) chargers at the Tiffin Conservation Area.

Members of the public will have access to a EV charger located in the trailhead parking lot for a fee.

Chargers will also be placed in the shop compound for staff and fleet vehicles.

The installation of EV chargers is one of the many steps that NVCA is taking to address climate change at a local, watershed level.

This initiative also supports the Government of Canada's mandated target that 20% of light-duty car and passenger truck sales must be electric by 2026, and 100% emission free by 2035.

July 1st Quarterly Transition Report for Ministry of Environment, Conservation & Parks

Under the revised *Conservation Authorities Act (CA Act)*, NVCA and municipalities must work together to advance Memorandums of Understanding (MOUs) and Service Level Agreements (SLAs)

In support of this process, NVCA strives to communicate all progress and information to the NVCA Board of Directors, municipal partners and relevant stakeholders by:

- Meeting with municipal partners to continue development and execution of MOUs based on municipal preferences and needs
- Working with municipalities, where required, to address any potential procurement policy approvals or required by-law amendments to support updated MOUs and SLAs
- Continue working with neighbouring conservation authorities to coordinate MOU development
- Updating existing MOUs, and finalize new MOUs and SLAs, as appropriate

- Exploring costs of operations and fees charges as they relate to the *CA Act* changes.

Consensus amongst municipal CAOs is that several appear to be waiting until the municipal election is completed and new Councils are installed before beginning more fulsome conversations and negotiations of MOUs and SLAs.

Permits Approvals under the *CA Act*

NVCA's permit application service timelines are governed by the Conservation Authority Liaison Committee (CALC), which requires NVCA to complete a policy review within 21 days, and complete a technical review within 30 days for minor applications and 90 days for major applications.

NVCA Regulations staff provided a summary of the permits issued during the period November 23, 2021 to June 13, 2022. A total of 333 permits and clearances were approved by staff for this time period, with 96.4% of the permits were processed within the provincial timelines.

Pretty River Dike Maintenance

NVCA's Board of Directors approved staff to withdraw up to \$40,000 for the maintenance of the Pretty River Dike.

The Pretty River Dike is a flood conveyance structure through the Town of Collingwood, approximately 2.1 kilometres in length. It was built in the 1970's in response to historic flooding that occurred in the surrounding urban areas.

The floodway provides flood risk reduction to surrounding areas and is primarily owned by NVCA. It is currently generally in good visual condition but is lined with dense shrubs and trees which may cause potential spills on the floodway during a regulatory storm event.

NVCA has been granted \$230,000 from the Ministry of Northern Development and Mines, Natural Resources and Forestry's Water and Erosion Control Infrastructure (WECI) program to remove vegetation on the dike.

The WECI program requires that local communities contribute 50% towards the grant.

In the case of the Pretty River Dike, the Town of Collingwood will contribute \$100,000, while NVCA will contribute \$15,000 from its Capital Asset Management Program.

Additional funds are also requested in the maximum amount of \$58,302.50 in order to take full advantage of the available WECI funding.

The Town of Collingwood is considering the request for additional funds towards this project. NVCA may be drawing \$38,302.50 from its reserves to contribute to this additional funding request.

Multi Municipal Wind Turbine Working Group

MINUTES

Meeting No. MMWTWG-02-2022
Thursday, April 14, 2022, 7:00 p.m.
Via Zoom

Members Present: Mark Davis - Municipality of Arran-Elderslie
Doug Bell - Municipality of Arran-Elderslie
Bill Palmer - Citizen - Municipality of Arran-Elderslie
Steve Adams - Municipality of Brockton
Scott Mackey - Township of Chatsworth
Tom Allwood - Municipality of Grey Highlands
Dane Nielsen - Municipality of Grey Highlands
Stewart Halliday - Citizen - Municipality of Grey Highlands
Bob Purcell - Municipality of Dutton Dunwich
Stephen Miles - Town of Grand Valley
Bonnie Rowe - Dutton Dunwich Opponents of Wind Turbines (DDOWT) on behalf of Jamie Littlejohn

Others Present: Julie Reid - Recording Secretary
Warren Howard
Margaret Mercer
John Bryant

1. Call to Order

Chair Allwood called the meeting to order at 7:00pm. A quorum was present.

He welcomed new Member Municipality's, The Municipality of Dutton-Dunwich and the Town of Grand Valley, along with their appointed members.

2. Adoption of Agenda

MMWTWG-2022-11

Moved by: Scott Mackey - Township of Chatsworth

Seconded by: Steve Adams - Municipality of Brockton

Be It Resolved that the Multi Municipal Wind Turbine Working Group hereby adopts the agenda of the April 14, 2022 meeting as circulated by the Recording Secretary.

Carried

3. Disclosures of Pecuniary Interest and General Nature Thereof

None.

4. Minutes of Previous Meetings

4.1 February 10, 2022 Meeting Minutes

MMWTWG-2022-12

Moved by: Mark Davis - Municipality of Arran-Elderslie

Seconded by: Stewart Halliday - Citizen - Municipality of Grey Highlands

Be It Resolved that the Multi-Municipal Wind Turbine Working Group hereby approves the minutes of the February 10, 2022 meeting as presented by the Recording Secretary.

Carried

5. Business Arising from the Minutes

5.1 March 28, 2022 from the Ministry of Energy Re: Letter regarding Ontario's Energy Plan - Chair Allwood

A letter was received from the Ministry of Energy in response to the letter sent to the Ministry on March 28, 2022 regarding Ontario's Energy Plan.

The letter appeared very generalized and appeared bureaucratic. It notes that the Independent Electricity System Operator (IESO) released its 2021 Annual Planning Outlook, which forecasted an emerging electricity need of at least 1,000 megawatts.

During discussion, it was noted that this appears to be discrepant against what grid watch currently shows 39,000 megawatts available. There is no argument that the Province needs to do some planning but grid watch shows around usages of between 14,000 - 20,000 MW in the afternoons during the highest peak. One noted problem is that wind does not

contributes little to no power during the summer months when it is needed most.

Further discussion noted that the 1,000 MW need is forecasted for 2025-2026 and is a part of the long-term proposal that the IESO is putting together following closure of Pickering Nuclear Generating Station and ongoing refurbishment of Ontario's other nuclear facilities. To meet the supply gap that cannot be met by existing resources, the Minister of Energy has directed the IESO to design a procurement called the Long-term Request for Proposals (LT RFP). The LT RFP will be designed to competitively procure new capacity by providing longer-term certainty to incent capital investment, while continuing to balance risk between ratepayers and electricity resource suppliers. The LT RFP will seek resources that can be in service between 2026 and 2028.

The Chair noted that it is positive that the Working Group has now been engaged with the Ministry and that some traction and response has been gained with the efforts. The members agreed that it is important to build on the traction that is being gained.

Reference was made to feedback made on the IESO website which are quite interesting.

Ms. Rowe is a member of the DDOWT as well as a Councillor in West Elgin. She attended the IESO presentation this week and provided a brief overview for the Working Group. They indicated that it was a combination of agricultural need as well as the new battery production industry. She added that West Elgin Council began the process of creating an interim control bylaw to put a hold on any wind developments until their Official Plan was completed.

Subsequent to further discussion, the Working Group passed the following resolution:

MMWTWG-2022-13

Moved by: Bonnie Rowe - Dutton Dunwich Opponents of Wind Turbines (DDOWT)

Seconded by: Bob Purcell - Municipality of Dutton Dunwich

Be It Resolved that the Multi Municipal Wind Turbine Working Group hereby receives the letter received from the Minister of Energy for information purposes.

6. Delegations/Presentations

6.1 A General Update on Developments and WCO Activities - Warren Howard

Mr. Howard provided a brief overview of Wind Concerns Ontario activities.

Report on the well water in North Kent was released this week

- Families in the area of the North Kent 1 wind power project complained of contaminated, discoloured, grit-filled water when turbine construction began in 2017. The report of an Expert Panel reviewing water samples concluded that water quality was poor, and the change is definitely linked to turbine construction and operation. The Panel recommended that more samples be taken, and that the municipality work with residents to find a solution to the problem.

Setback bylaws in Ontario municipalities

- Wind Concerns Ontario sent a letter and our setback recommendation statement to more than 120 municipalities in March. This has been discussed by some Municipal Council's and the recommendation of the WCO is a 2 km minimum setback. Mr. Howard made a presentation to North Perth on this topic and will be presenting to the Perth County Council next week,

Noise Audits

- The operator of the Nation Rise project in Eastern Ontario, failed to submit a mandatory acoustics audit of its transformer substation. The audits are required to validate compliance with noise regulations. An extension was granted by the MECP until June. WCO was prepared to file an appeal to the extension however,

Indigenous Participation in Clean Energy

- The Federal Government announced that it will assist in the development of "clean fuel" projects where ownership is at least partially indigenous, by funding development costs up to 75%.

Communications with MPPs

- WCO has written MPP's in who have wind turbines who have operating wind turbines in their ridings. They have tired to contact Conservative MPP's who are retiring to highlight areas that need addressing before the election is called.

He spoke to a few other information items that were included in the agenda package.

Members of the Working Group noted that not all municipalities have seen the correspondence. They noted that it is important for the Working Group to stand behind all of the 2 km setback recommendations. Dutton Dunwich already has the 2000 metre setback in their official plan. They are happy to share their copies of their official plan and Zoning bylaws as they relate to this matter.

The Recording Secretary will circulate the WCO Setback Recommendation with the approved minutes for inclusion on Member Municipality for inclusion on agendas for Council consideration during their Official Plan and Zoning bylaw reviews.

The Working Group discussed the recommendation of the 2 km setback from Wind Concerns Ontario (WCO). It was noted that the mandate of the Working Group is to recommend best practices to ministries member municipalities and it was suggested that the recommended setbacks be sent to the ministries and the member municipalities immediately.

Mr. Palmer spoke briefly about his presentation to the Council of the Municipality of Kincardine and noted that the question that arose from that presentation was if WCO would make a recommendation to the Municipality.

It was decided that a further discussion on this topic and a formal motion would be made later in the agenda.

Subsequent to further discussion, the Working Group passed the following resolution:

MMWTWG-2022-14

Moved by: Stewart Halliday - Citizen - Municipality of Grey Highlands

Seconded by: Mark Davis - Municipality of Arran-Elderslie

Be It Resolved that the Multi Municipal Wind Turbine Working Group hereby receives the Wind Concerns Ontario updates provided by Mr. Howard for information purposes.

Carried

7. Correspondence

7.1 Requiring Action

7.1.1 Approval of Recording Secretary Invoice - February & March

The Working Group passed the following resolution:

MMWTWG-2022-15

Moved by: Scott Mackey - Township of Chatsworth

Seconded by: Dane Nielsen - Municipality of Grey Highlands

Be It Resolved that the Multi Municipal Wind Turbine Working Group hereby approves for payment the invoice for February and March Recording Secretary services.

Carried

7.2 For Information

MMWTWG-2022-16

Moved by: Steve Adams - Municipality of Brockton

Seconded by: Bob Purcell - Municipality of Dutton Dunwich

Be It Resolved that the Multi Municipal Wind Turbine Working Group hereby accepts the correspondence contained in 7.2.1 and 7.2.2 for information purposes.

Carried

7.2.1 Briefing Note on Zoning Amendments

7.2.2 Presentation to North Perth on changing Zoning By-Laws

7.2.3 Resolutions of Support for MMWTWG Initiatives

MMWTWG-2022-17

Moved by: Bonnie Rowe - Dutton Dunwich
Opponents of Wind Turbines (DDOWT)

Seconded by: Mark Davis - Municipality of Arran-
Elderslie

Be It resolved that the Multi Municipal Wind Turbine Working Group hereby accepts the correspondence contained in 7.2.3 for information purposes.

Carried

7.2.4 WCO Setback Recommendation

The Working Group discussed the recommendation of the 2 km setback from Wind Concerns Ontario (WCO). It was noted that the mandate of the Working Group is to recommend best practices to ministries and member municipalities and it was suggested that the recommended setbacks be sent to the ministries and the member municipalities immediately.

Mr. Palmer spoke about his presentation to the Council of the Municipality of Kincardine, as a private individual, and noted that the question that arose from that presentation was if WCO would make a recommendation to the Municipality. Following the presentation, Kincardine's Deputy Mayor, as a member of the MMWTWG, indicated he would ask the MMWTWG to request that the Working Group make a recommendation to Council's on the adoption of the WCO recommendations. It was further noted that the problem with the current 550 metre setback, there could potentially be approximately 30 turbines within 3 kms. The idea of a general 2 km setback is a good way to ensure that protection is in place.

Mr. Palmer propose a motion to support that recommendation. Further discussion indicated that there were other setback concerns that needed to be addressed immediately.

The Working Group discussed the recommended verbiage of the motion. It was suggested that the MMWTWG provide the recommendation directly, instead of endorsing other recommendations with links to further background information. Also, that it be distributed to all municipalities in Ontario.

Members supported the presentation that Mr. Palmer made to the Council of the Municipality of Kincardine and Chair Allwood asked that the presentation that Mr. Palmer made be distributed with the minutes to Member Municipalities.

Subsequent to further discussion, the Working Group passed the following resolution:

MMWTWG-2022-17

Moved by: Bill Palmer - Citizen - Municipality of Arran-Elderslie

Seconded by: Bob Purcell - Municipality of Dutton Dunwich

To address concerns related to noise and the public safety of citizens, the Multi Municipal Wind Turbine Working Group recommends that the following setbacks from wind turbines should be adopted in each municipality:

1. 2000 metres from any wind turbine and any noise receptor, including homes, schools, places of worship, and locations where citizens go for relaxation, such as parks and community centres.
2. 1200 metres from any wind turbine and the lot line of any non-participating citizen, or a place where a citizen can access, such as public roadways, or waterways.

Further, that the Recording Secretary is empowered to prepare a letter to all municipalities in Ontario and the responsible Ministries, (Ministry of the Environment Conservation and Parks, and Ministry of Municipal Affairs) to be signed by the chair of the MMWTWG for immediate release.

Carried

8. New Business

8.1 Grey Highlands Resolution Re: Wind Turbine Safety Protocol - Chair Allwood

Chair Allwood presented the following resolution to Grey Highlands Council:

2022-128

Tom Allwood - Dane Nielsen

That Council direct staff to bring forward a protocol for investigation and reporting of wind turbine accidents in Grey Highlands based on the protocol provided by the Multi-Municipal Wind Turbine Working Group.

CARRIED

It was supported unanimously by Council. It is currently in staff hands and once it is returned and approved, it will be distributed to all municipalities in Ontario.

MMWTWG-2022-18

Moved by: Stewart Halliday - Citizen - Municipality of Grey Highlands

Seconded by: Steve Adams - Municipality of Brockton

Be It Resolved that the Multi Municipal Wind Turbine Working Group hereby received for information.

Carried

8.2 Plateau Wind Farm Inquiry - Chair Allwood

Chair Allwood received a phone call from Tom Humphrey's regarding the Plateau Wind Farms following an inquiry from a media outlet regarding the work that the MMWTWG is currently engaged in.

He did not engage in discussions without the expressed consent on the Working Group. He advised the group that he had not returned the call and when he did, he intended to speak about the protocol that the Working Group had endorsed. He was specifically looking for what the Working Group was looking for.

In 2010, Grey Highlands was working on an Official Plan Amendment regarding wind turbines however it was sidelined by the Green Energy Act. The sighting for new wind turbines is now back into Municipal hands so the zoning amendments work is becoming important.

The Working Group had no concerns with Chair Allwood returning the call. He will provide an update at the next meeting.

8.3 Recommendation from WCO regarding Wind Turbine Setbacks - Bill Palmer

The discussion on this agenda item was integrating into agenda item 7.2.4.

9. Members Updates

Guest Attendee, John Bryant, a Councillor from Tiny Township addressed the Working Group to gain some insight into how his Township can address the concerns raised with respect to wind turbine projects during their re-zoning process.

There are some original bylaws from some time ago. The Recording Secretary will attempt to locate these bylaws and send them to Mr. Bryant.

Other discussions items noted many local fire services would be unable to provide rescue services so the onus would be on the company to provide that safety aspect, to Council's satisfaction. Provisions under the Municipal Act to provide for health, safety and well-being can override the Planning Act and that is a direction to look in.

Members also directed Mr. Bryant to review policies and briefing notes that are included in the agenda package from various municipalities. Municipalities can also declare themselves an unwilling host. It was also noted that the Official Plan should back up the zoning bylaw and that fees can be built into a municipalities fee bylaw for things such as building permits.

Mr. Bryant thanks the group for their input.

10. Closed Session (if required)

Not Required.

11. Confirmation of Next Meeting

Thursday, June 9, 2022 - 7 p.m. via Zoom

12. Adjournment

Prior to adjournment, Vice-Chair Steve Adams, on behalf of the MMWTWG, thanked Mr. Palmer and Mr. Howard for their continued contributions to the key issues that the Working Group addresses.

MMWTWG-2022-19

Moved by: Stewart Halliday - Citizen - Municipality of Grey Highlands

Seconded by: Bonnie Rowe - Dutton Dunwich Opponents of Wind Turbines (DDOWT)

Be It Resolved that the meeting of the Multi-Municipal Wind Turbine Working Group is hereby adjourned at 8:40 p.m.

Carried

Tom Allwood, Chair

Julie Reid, Recording
Secretary

Denise Holmes

From: Sarah Culshaw
Sent: Tuesday, June 14, 2022 2:19 PM
To: Denise Holmes; Donna Funston; Kaitlin Chessell; Roads
Subject: FW: MTO 2022-3021 Hwy 10 from Shelburne Limits to Dufferin Rd 17 Township of Melancthon Construction Notice
Attachments: 2022-3021 Construction Notice.pdf

fyi

From: Aaron Kingsbury <akingsbury@fermarltd.com>
Sent: Tuesday, June 14, 2022 2:17 PM
To: Sarah Culshaw <sculshaw@melancthontownship.ca>
Cc: Charles Ezomo <charlesezomo@fermarltd.com>; Ken Rivest <kenrivest@fermarltd.com>; Arnold, Steve (MTO) <Steve.Arnold@ontario.ca>; Hood, Steve (MTO) <Steve.Hood@ontario.ca>
Subject: MTO 2022-3021 Hwy 10 from Shelburne Limits to Dufferin Rd 17 Township of Melancthon Construction Notice

Hi,

Please see the attached construction notice for roadwork (milling, paving and granular shouldering) to be taking place within the Township of Melancthon on Highway 10 from 0.2Km North of 3rd Line to 0.09Km South of Dufferin Road 17. Working hours for the duration of the construction will be weekdays 7am-7pm June 27th, 2022- July 22nd, 2022. During working hours, traffic will be reduced to a single lane and people can expect approximately a 10 minute delay. We will have all lanes open outside of the working hours as well as on June 30th, 2022 and July 1st 2022.

If you have any concerns please feel free to give me a call.

Thanks,
Aaron Kingsbury Hons. B.Tech (Construction Management)
Project Manager
Tel: 416-453-5936
Email: akingsbury@fermarltd.com



1921 Albion Road | Etobicoke, Ontario, M9W 5S8

☎ 416.675.3550 | 📠 416.675.3556 | 📞 647.462.5879

<http://www.fermarltd.com>



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Public Notice

June 14, 2022

NOTICE TO MUNICIPALITIES, BUSINESSES AND PROPERTY OWNERS

Re: Ministry of Transportation, Contract no. 2022-3021
HWY 10 Grading and Hot Mix Paving from 0.20Km North of 3rd Line, Northerly to
0.09Km South of Dufferin Road 17.

On behalf of the Ministry of Transportation, Fermar Paving Limited will be grading and resurfacing on the above-mentioned project. Construction of the above project will commence on June 27, 2022, and is anticipated to be completed by July 22, 2022. Fermar Paving Limited is the General Contractor on this project under contract number 2022-3021 and the Ministry of Transportation will provide contract administration services.

Every effort will be made to complete this essential work as quickly as possible and with the least inconvenience to the community.

Construction may also affect any lawn ornaments or utilities, i.e. – gardens, lawn sprinklers, hedges, driveways, etc., that owners may have encumbering Township property. It is the owner's responsibility to remove such items to avoid any damage. Please notify us of any possible concerns with such items.

We look forward to working with you, and having our company complete this project in a professional and timely manner. Should you require further information regarding work being carried out on this street, please contact the Ministry of Transportation, West Region at (416) 235-4686 anytime, 24-hours 7 day a week or you may visit the Ministry of Transportation Website at <http://www.ontario.ca/page/ministry-transportation> for up-to-date construction information.

Thank you for your co-operation.

Denise Holmes

From: Karen Landry <klandry@orangeville.ca>
Sent: Tuesday, June 14, 2022 9:01 AM
To: Fred Simpson; jwilloughby@shelburne.ca; Meghan Townsend; tatkinson@mulmur.ca; Denise Holmes; Nicole Martin; Jessica Kennedy; mdunne@dufferincounty.ca
Cc: Carolina Khan; Tracy MacDonald; Carrie Cunningham
Subject: Proposed Towing By-law
Attachments: Letter - Proposed Towing By-law.pdf; Towing Services and Vehicle Storage Yard Facility By-law Report.pdf; Attachment 1 - Proposed Towing Services and Vehicle Storage Yard Facility By-law.docx.pdf; Attachment 2 - Towing Rates - Proposed and Comparison.docx.pdf; Attachment 3 - Towing Licence Fees - Proposed and Comparison.docx.pdf; Stakeholder Meeting - Town of Orangeville's Proposed Towing Services and Vehicle Storage Yard Facility By-law; Public Meeting Notification List - Towing.pdf

Hi Everyone,

Council for the Town of Orangeville at its meeting held on June 13th passed a resolution to proceed with holding a public meeting on July 13th regarding a towing services by-law.

The attached letter outlines next steps and requests a response by July 15th regarding support for Orangeville administering and enforcing a uniform by-law throughout Dufferin County.

I have also enclosed a copy of the notice regarding stakeholder sessions being held during the week of June 20th. Please feel free to share it with anyone that may wish to attend a session. For your reference, I have also attached the list of interested parties.

If you have any questions, please feel give me a call.

Thanks,

Karen

Karen M. Landry
Town of Orangeville
87 Broadway | Orangeville, ON L9W 1K1
519-941-0440 Ext. 2242 | Toll Free 1-866-941-0440 Ex. 2242
klandry@orangeville.ca | www.orangeville.ca

Corporate Services

June 14, 2022

Township of Amaranth
Township of East Garafraxa
Town of Grand Valley
Township of Melancthon
Town of Mono
Township of Mulmur
Town of Shelburne

Re: Uniform Towing By-law
Our File No.: C01TOW

Further to our Dufferin Municipal Officers' Association meeting held on May 27, 2022, a draft Towing By-law was presented to Orangeville Council on June 13, 2022, and below is a summary of the next steps regarding the potential implementation of a uniform Towing By-law throughout Dufferin County:

Date	Action
June 14	Stakeholders will be invited to attend information sessions to be held during the week of June 20 th . Attached is a copy of the email notification and list of stakeholders that are being notified of the stakeholder sessions. Please feel free to share it with anyone that may wish to attend a session
June 24 to June 27	Notice regarding a Public Meeting to be held on July 13 to be circulated and published. A copy of the notice will be sent to you between June 24 and June 27. Please feel free to post the notice within your respective municipalities
July 13	Public Meeting
July 15	Date to submit interest in the Town of Orangeville administering and enforcing a uniform Towing By-law for Dufferin County
August 8	Report back to Orangeville Council to provide a summary of the feedback received as the public meeting and any recommended changes to the proposed by-law
September	Adoption of Towing By-law by Orangeville
October to November	Adoption of Towing By-law by other Dufferin County local municipalities
November to December	Execution of Local Shared Services Agreement

January 2023	By-laws to come into effect
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We appreciate a response by July 15th on your respective municipalities position on:

1. establishing a uniform Towing By-law throughout Dufferin County
2. delegating the Town of Orangeville to administer and enforce the towing licensing program throughout Dufferin County based on the service fee noted below

Service Fees and Agreement

To administer and enforce a Towing By-law throughout Dufferin County, the Town of Orangeville will require as part of a local shared service agreement:

- to be the sole recipient of the licensing fees
- a \$1000 retainer
- reimbursement investigations or inspections conducted for mileage outside Town of Orangeville limits

A copy of the report considered by Orangeville Council on June 13, 2022, is included for your reference.

If you have any questions, please give me a call at 519-941-0440 ext. 2242.

We appreciate hearing back from you by July 15th.

Sincerely,



Karen Landry

Subject: Towing Services and Vehicle Storage Yard Facility By-law

Department: Corporate Services

Division: Clerks

Report #: CPS-2022-046

Meeting Date: 2022-06-13

Recommendations

Option 1

That report CPS-2022-046, Towing Services and Vehicle Storage Yard Facility By-law, be received.

Option 2

That report CPS-2022-046, Towing Services and Vehicle Storage Yard Facility By-law, be received;

And that a public meeting be held on July 13, 2022, to receive feedback and comments on the proposed Towing Services and Vehicle Storage Yard Facility By-law;

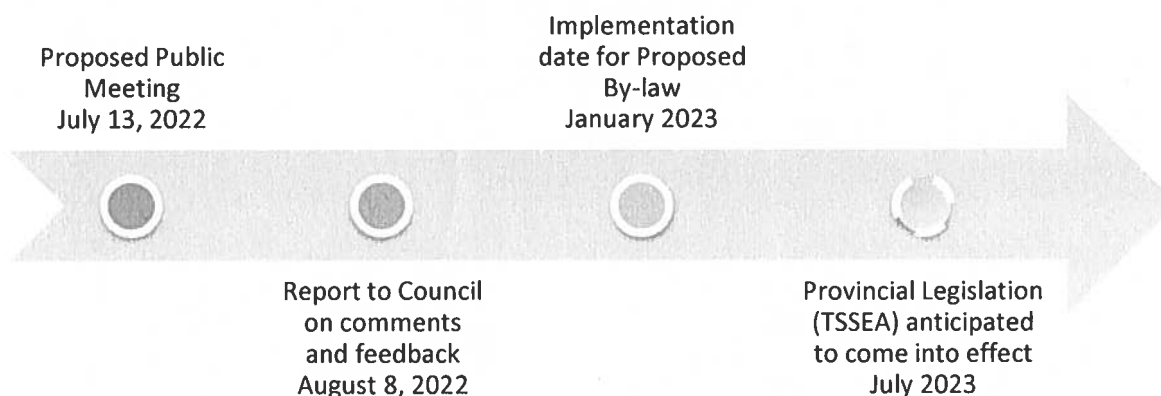
And that staff report back to Council on August 8, 2022, on the comments and feedback received.

Background and Analysis

Pursuant to Report CPS-2021-004, Proposed Tow Truck Licensing By-law Dufferin County – Local Municipalities, Town staff were tasked with developing a uniform Tow Truck Licensing By-law, which would administer a licensing program within the Town for tow truck drivers, towing service operators and vehicle storage yard facilities.

Dufferin County municipalities have been notified and advised of the proposed by-law and will have the option to opt-in to the program developed by the Town, on a cost recovery basis.

Towing Services and Vehicle Storage Yard Facility By-law



In June 2020, the province established a task force in response to growing reports of corruption and criminal activity within the towing industry. As part of this review, the *Towing and Storage Safety and Enforcement Act, 2021* (TSSEA) was introduced as Schedule 3 of the *Moving Ontarians More Safely Act, 2021*. This Act received Royal Assent on June 3, 2021. The TSSEA is anticipated to come into effect in July of 2023, and its regulatory regime is intended to set out certificate and renewal requirements for tow operators, tow truck drivers, and vehicle storage operators, which will:

- identify certificate requirements
- set out customer protection standards
- set out industry standards
- remove most tow operator exemptions from existing Commercial Vehicle Operator Registration requirements
- introduce minimum vehicle requirements for tow trucks
- specify how the Ministry of Transportation will oversee the TSSEA

Prior to the TSSEA receiving Royal Assent, the local police service boards and Dufferin OPP initiated discussions with the municipalities in the County regarding the implementation of a uniform towing service by-law due to the increase in complaints regarding:

- chasing
- harassment between tow operators
- excessive fees being charged
- inability for customers to access vehicles

During the drafting process, the Clerk's Division conducted a review of surrounding and comparable municipalities' towing by-laws and compiled a

summary of the licensing requirements for tow truck drivers and operators, storage compounds, licensing fees and towing rates.

Further, an extensive review of the TSSEA was conducted to ensure that the requirements being proposed by the Province aligned with the proposed by-law. The Provincial laws applicable to the towing industry (*Highway Traffic Act*, *Consumer Protection Act* and *Repair and Storage Liens Act*), were also reviewed during this process.

Significant differences between the information released by the Province through the TSSEA and its regulations to date, and the proposed by-law are:

TSSEA	Proposed By-law
<ul style="list-style-type: none"> tow truck drivers are required to complete a training course through the Ministry 	<ul style="list-style-type: none"> a vehicle storage yard facility must be located within the County of Dufferin a towing service operator and a vehicle storage yard facility must be on the Dufferin OPP Towing Services and Storage Operators approved Towing Service and Impound List maximum rates are established for standard towing services

In an effort to ensure the proposed by-law addresses the towing concerns expressed by the local police service boards and Dufferin OPP, a meeting was held with Dufferin OPP and comments provided have been incorporated into the proposed by-law.

The proposed by-law (set out in Attachment #1), is designed to:

- create an administrative framework that aligns with the TSSEA, as well as complements the existing provincial regulations in the areas of consumer protection, highway and vehicle safety
- provide consumers with consistency in towing service by:
 - prescribing rates for key towing services (set out in Attachment #2)
 - all other towing service rates not prescribed must be listed in a schedule of rates and filed with the Town
- include general licensing provisions that are consistent with the Town's licensing by-laws

The table below outlines key regulatory requirements set out in the proposed By-law:

Summary of Proposed By-law Requirements	
Licence Type: Tow Truck Driver	Schedules A & B
<ul style="list-style-type: none"> • Proof of either Canadian Citizenship, landed immigrant status, valid work permit or other documentation substantiating permission to legally work in Canada • Drivers abstract dated within 60 days • Criminal Record Check dated within 60 days • Proof of employment from towing services operator • Complete a daily vehicle inspection report • Clear debris from a collision on a highway • Be civil, behave courteously and refrain from using profanity • Obtain a signed consent form to tow from customer • Provide an estimate prior to providing towing service and invoice upon completion 	
Licence Type: Towing Services Operator	Schedule C, D & E
<ul style="list-style-type: none"> • Proof of either Canadian Citizenship, landed immigrant status, valid work permit or other documentation substantiating permission to legally work in Canada • Valid CVOR Certificate • Motor vehicle ownership • Criminal Record Check dated within 60 days • Proof of third-party motor vehicle liability insurance for tow truck: <ul style="list-style-type: none"> - \$2,000,000 per occurrence - endorsed to provide Licence Issuer 15 days notice of any variation to the policy - endorsed to include all persons who have any interest in the tow truck • Proof of liability insurance coverage in the amounts: <ul style="list-style-type: none"> - \$2,000,000 – liability resulting in bodily injury or death - \$100,000 – liability for damage - \$50,000 – cargo liability • List of rates for all towing services not identified in Schedule H of the by-law • List of all Tow Truck Drivers affiliated with the Towing Services Operator • List outlining all affiliations, businesses or premise owned or used inclusive of towing services, storage or repair companies • Provide correspondence issued by Dufferin OPP confirming placement on its Towing Services and Storage Operators approved Towing Service and Impound List • Complete a daily vehicle inspection report • Keep a daily record of each towing service • Provide copies of all documents signed by customer to customer • Responsible for operation of tow truck and conduct of tow truck driver • Obtain a signed consent form to tow from customer 	

- Provide an estimate prior to providing towing service and invoice upon completion
- Maintain tow trucks in good repair, free from interior damage and exterior damage
- Vehicle markings of not less than 8cm in a contrasting colour that include:
 - company name
 - phone number
 - plate number for each tow truck
- Contain the equipment listed in Schedule E of the by-law

Licence Type: Vehicle Storage Yard Facility**Schedule F & G**

- Proof of liability insurance coverage in the amounts:
 - \$2,000,000 – liability resulting in bodily injury or death
 - \$100,000 – liability for damage
 - \$50,000 – cargo liability
 - endorsed to provide Licence Issuer 15 days notice of any variation to the policy
- Criminal Record Check dated within 60 days
- List of any other businesses operating on the premise
- List of rates for all vehicle storage services not identified in Schedule H of the by-law
- Confirmation of compliance with Zoning By-law and Site Plan Agreement
- Provide correspondence issued by Dufferin OPP confirming placement on its Towing Services and Storage Operators approved Towing Service and Impound List
- Display signage indicating:
 - business name
 - civic address
 - contact information
 - rates
 - hours of operation
- Maintain records for each vehicle stored
- Take photos upon arrival of each vehicle depicting its condition
- Obtain consent from the customer to store the vehicle

Next StepsOption 1: No further action

Council receives report and no further action is taken at this time.

Option 2: Town to proceed with the drafting of the by-law

As part of the notification process, staff will solicit feedback from applicable stakeholders.

Advise Dufferin municipalities of the proposed by-law and fees associated with the delivery of licensing and enforcement, including \$1,000 retainer for staff time and travel costs associated with travel outside of Orangeville limits.

Furthermore, a public meeting will be held on July 13, 2022, to obtain feedback regarding the proposed by-law, and staff will report back to Council on August 8, 2022, with recommendations regarding adoption of the by-law.

Should Council adopt the proposed by-law, implementation date would be January 2023.

Once the Provincial Towing and Storage Safety and Enforcement Act, 2021 comes into effect in July of 2023, it is recommended that staff reassess the by-law to determine whether any amendments should be considered.

Strategic Alignment

Orangeville Forward – Strategic Plan

Priority Area: Strong Governance

Objective: Transparent and fair decision-making processes

Sustainable Neighbourhood Action Plan

Theme: Transportation System

Strategy: Promote a shift to more sustainable and efficient transportation options to move people and goods

Notice Provisions

The Town's Notice Policy requires that notice be placed on the Town's website and published in a newspaper once per week for two consecutive weeks prior to the meeting at which the matter is to be considered, or prior to the holding of a public meeting.

Financial Impact

The proposed fees are representative of the cost to administer the licensing program and associated enforcement. Attachment #3 – Proposed Fees, outlines the recommended fee for each licence type under the Towing Services and Vehicle Storage Yard Facility By-law.

Respectfully submitted

Reviewed by

Andrea McKinney
General Manager, Corporate Services

Karen Landry
Town Clerk, Corporate Services

Prepared by

Carrie Cunningham
By-law and Property Standards Officer, Corporate Services

Attachment(s):

1. Proposed Towing Services and Vehicle Storage Yard Facility By-law
2. Proposed Rates
3. Proposed Fees

THE CORPORATION OF THE
TOWN OF ORANGEVILLE

By-law Number 2022 -

BEING A BY-LAW TO REGULATE AND LICENSE TOWING SERVICES OPERATORS,
TOW TRUCK DRIVERS AND VEHICLE STORAGE YARD FACILITIES

WHEREAS Section 8 of the *Municipal Act, 2001, S.O. 2001, c.25*, as amended hereinafter referred to as the "*Municipal Act*" provides that a municipality has the capacity, rights, powers and privileges of a natural person for the purpose of exercising the authority under the Act; and

WHEREAS Section 8 (3) of the *Municipal Act* authorizes a municipality to provide for a system of licences; and

WHEREAS Section 11 of the *Municipal Act* authorizes a municipality to pass a by-law respecting the health, safety and well-being of persons and respecting the protection of persons and property including consumer protection; and

WHEREAS sections 9, 11 and 391 of the *Municipal Act* authorizes a municipality to impose fees and charges on persons; and

WHEREAS section 23.1, 23.2 and 23.3 of the *Municipal Act* authorizes a municipality to delegate its powers and duties under the Act to a person; and

WHEREAS Section 151 of the *Municipal Act*, provides that a municipality may provide for a system of licences with respect to a business and may:

- (a) prohibit the carrying on or engaging in the business without a licence;
- (b) refuse to grant a licence or to revoke or suspend a licence;
- (c) impose conditions as a requirement of obtaining, continuing to hold or renewing a licence;
- (d) impose special conditions on a business in a class that have not been imposed on all the businesses in that class in order to obtain, continue to hold or renew a licence;
- (e) impose conditions, including special conditions, as a requirement of continuing to hold a licence at any time during the term of the licence; and
- (f) licence, regulate or govern real and personal property used for the business and the persons carrying it on or engaged in it; and

WHEREAS Section 155 of the *Municipal Act*, authorizes a local municipality with respect to owners and drivers of tow trucks and other vehicles used for hire to establish rates or fares to be charged for the conveyance of property or passengers either wholly within the municipality or from any point in the municipality to any point outside the municipality and provide for the collection of the rates or fares charged for the conveyance; and

WHEREAS Section 425 (1) of the *Municipal Act* authorizes a municipality to pass by-laws providing that a person who contravenes a by-law of a municipality passed under the *Municipal Act* is guilty of an offence; and

WHEREAS Section 431 of the *Municipal Act* authorizes that where any by-law of a municipality under the *Municipal Act* is contravened and a conviction entered, in addition to any other remedy and to any penalty imposed by the by-law, the court in which the conviction has been entered and any court of competent jurisdiction thereafter may make an order prohibiting the continuation or repetition of the offence by the person convicted and requiring the person convicted to correct the contravention; and

WHEREAS section 436 of the *Municipal Act* authorizes a municipality to pass a by-law providing that the municipality may enter on land to conduct inspections; and

WHEREAS sections 444 and 445 of the *Municipal Act* authorizes a municipality to make orders to discontinue, or to correct, the contravention of a by-law; and

WHEREAS section 446 of the *Municipal Act* authorizes a municipality to do a matter or thing in default of it being done by the person directed or required to do it; and

WHEREAS the Council for the Town of Orangeville deems it desirable and in the public interest to enact a by-law to regulate and license tow truck drivers, towing services operators and vehicle storage yard facilities;

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWN OF ORANGEVILLE HEREBY ENACTS AS FOLLOWS:

1. DEFINITIONS

1.1 In this By-law:

"Applicant" means a **person** who files an application for a **licence**;

"Appeal Tribunal" means a Committee or an individual appointed by Council to conduct hearings under this By-law;

"Clerk" means the Clerk for the **Town** or any **person** designated by the Clerk;

"Collision" means where a **motor vehicle** has been in a collision with another **motor vehicle(s)** or struck an object or was struck by an object, or turned over, and in all cases did receive damage or was damaged, was disabled by fire or any other similar situation or accident;

"Commercial Motor Vehicle", unless otherwise defined by provincial regulation, means a **motor vehicle** having attached to it a truck or delivery body and includes an ambulance, a hearse, a casket wagon, a fire apparatus, a bus and a tractor used for hauling purposes on a **highway**;

"CVOR" means a commercial vehicle operator's registration issued by the Province of Ontario;

"County" means the Corporation of the County of Dufferin and its land within the geographic limit of the County as the context requires;

"Criminal Record Check" means a criminal record check issued by an Ontario Police Service;

"Customer" means the registered owner of a **motor vehicle**, his or her agent or any person lawfully in possession of the **motor vehicle**;

"Drive" in relation to a **tow truck**, means to drive, use or otherwise operate a **tow truck**;

"Driver's Abstract" means a driver's abstract issued by the Province of Ontario;

"GVWR" means the maximum total **motor vehicle** rated capacity, as rated by the chassis manufacturer specification stamp on the **motor vehicle**;

"Highway" includes a common and public highway, street, avenue, parkway, driveway, square, place, viaduct or trestle, any part of which is intended for or used by the general public for the passage of vehicles and includes the area between the lateral property lines thereof;

"Highway Traffic Act" means *Highway Traffic Act, R.S.O. 1990, c. H. 8*, as amended;

"Licence" means a licence issued pursuant to this By-law;

"Licence Issuer" means a **Town** employee responsible for issuing a **licence**;

"Licensee" means a **person** issued a current valid **licence**;

"Motor vehicle" includes an automobile, 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 including a truck and trailer, but does not include a street car or other motor vehicle running only upon rails, a power-assisted bicycle, a motorized snow vehicle, a traction engine, a farm tractor, a self-propelled implement of husbandry or a road-building machine;

"Officer" means a police officer, municipal law enforcement officer, or any other person appointed by by-law to enforce the provisions of this By-law;

"OPP" means the Ontario Provincial Police;

"Owner" means a **person** who, alone or with others, fits into any one or more of the following categories:

- (a) is the owner of the **tow truck** or business;
- (b) has control over the **tow truck** or business;
- (c) directs the operation of the **tow truck** or business;

"Ownership" means the **person** endorsed under the vehicle portion of a provincial permit according to the records maintained by the Registrar of Motor Vehicles for the Province of Ontario;

"Person" includes an individual, sole proprietorship, partnership, limited partnership, trust, corporation, and an individual in his or her capacity as a trustee, executor, administrator, or other legal representative;

"Plate" means a numbered plate or decal issued by the **Licence Issuer**;

"Premise" means a lot, yard, building, structure, facility or land or portion thereof and includes a **motor vehicle**;

"Rates" mean:

- (a) the amount to be charged in accordance with this by-law; or
- (b) the amount charged for **towing services** and **motor vehicle** storage in accordance with rates submitted to the **Licence Issuer**;

"Rate Sheet" means a document that contains the maximum **rates** that may be charged in accordance with this by-law;

"Solicit" or **"Solicitation"** means to appeal for a hire by sound, words, signs, or gestures;

"Tow Truck" means:

- (a) a **motor vehicle** commonly known as a tow truck;
- (b) a **commercial motor vehicle**, with a flatbed that can tilt to load and this is used exclusively to tow or transport other **motor vehicles**; and
- (c) a **motor vehicle** that is designed, modified, configured or equipped so that it is capable of **towing** other **motor vehicles**;

but does not include:

- (a) an off-road vehicle, as defined in section 1 of the *Off-Road Vehicles Act*;
- (b) a **motor vehicle** that is used for personal purposes only and that is used infrequently to tow, for no compensation, another **motor vehicle** that is also used for personal purposes only;

- (c) a motor home that is used for personal purposes only and that is towing another **motor vehicle** that is for the use of the driver of the motor home for personal purposes only;
- (d) a commercial motor vehicle, as defined in subsection 1 (1) of the **Highway Traffic Act**, towing one or more **motor vehicles** using the saddlemount configuration;

"Tow Truck Driver" means a **person** who **drives** a **tow truck** for the purpose of providing **towing services**:

"Towing" includes:

- (a) the transportation of a **motor vehicle** using a **tow truck**;
- (b) any ancillary activity such as lifting a **motor vehicle** for the purposes of loading, towing and transporting it or placing it onto a truck or trailer for the purpose of towing or transporting;

"Towing Services" includes:

- (a) **towing**, recovery or transportation in respect of a **motor vehicle** that is disabled, abandoned, impounded, seized, damaged, incomplete or inoperable or that requires removal from a location for any other reason;
- (b) clearing debris from a **collision** on a **highway**;

"Towing Services Operator" means the **owner** of a **towing services** business;

"Town" means the Corporation of the Town of Orangeville and its land within the geographic limit of the Town as the context requires;

"Vehicle Storage Yard Operator" means an **owner** of a **vehicle storage yard facility**;

"Vehicle Storage Yard Facility" means a **premise** used to provide vehicle storage services but does not include accessory vehicle storage at a public garage or a parking lot or a parking area that is accessory to a permitted use in a municipal zoning by-law;

"Zoning By-law" means any by-law passed by a municipality pursuant to Section 34 of the Planning Act, R.S.O. 1990, c. P.13, as amended.

2. GENERAL ADMINISTRATION AND EXEMPTIONS

2.1 The Short Title of this By-law is the "Towing Services and Vehicle Storage Yard Facility By-law".

2.2 This By-law applies throughout the whole of the **Town**.

- 2.3 The provisions of this By-law do not apply to activities or matters undertaken by the **Town** or the **County** or a local board of the **Town** or the **County**.

3. GENERAL PROHIBITIONS AND REGULATIONS

- 3.1 No **person** shall own, **drive**, operate or permit the operation of a **tow truck** without a valid **licence**.
- 3.2 No **person** shall own, operate or permit the operation of a **vehicle storage yard facility** without a valid **licence**.
- 3.3 No **person** shall own, operate, provide or permit the operation or offer to provide **towing services** without a valid **licence**.
- 3.4 No **person** shall carry on business other than in the name that appears on a **licence**.
- 3.5 No **person** shall alter, erase or modify or permit such alteration, erasure or modification of a **licence**.
- 3.6 No **person** shall represent to the public that the **person** is licensed under this By-law if the **person** is not so licensed.
- 3.7 No **person** shall employ or engage the services of a **tow truck driver** that does not have a valid **licence**.
- 3.8 No **person** shall own, operate, **drive** or permit the operation of a **tow truck** other than in accordance with the terms and conditions of a **licence** and this By-law.
- 3.9 No **person** shall own, operate, provide or permit the operation or offer to provide **towing services** other than in accordance with the terms and conditions of a **licence** and this By-law.
- 3.10 No **person** shall own, operate or permit the operation of a **vehicle storage yard facility** other than in accordance with the terms and conditions of a **licence** and this By-law.
- 3.11 No **person** shall alter a consent form after it has been signed by the parties, unless both parties agree to the alteration and the alteration is initialled by both parties.
- 3.12 No **person** shall own, **drive**, operate, or permit the operation of a **tow truck** without a valid **plate** affixed to the **tow truck** in accordance with the provisions and requirements of this By-law.
- 3.13 No **person** shall recover or receive any payment for **towing services** or **vehicle storage yard facility** services greater than the **rates** prescribed by this By-law except for a tip, gratuity or credit card service charge.

3.14 No **person** shall **solicit** to provide **towing services**, or park or stop a **tow truck**, on a **highway** within two hundred (200) metres of:

- (i) the scene of a **collision** or apparent **collision**;
- (ii) a **motor vehicle** involved in a **collision**

unless requested to do so by a police officer or a **person** involved in the **collision**.

4. APPLICATION FOR A LICENCE

4.1 A **person** making an application for a **licence** or renewal of a **licence** shall submit to the satisfaction of the **Licence Issuer**:

- (a) a complete application in the form provided by the **Town**;
- (b) where the **applicant** is a corporation, a copy of the articles of incorporation or other incorporating documents issued by the Province of Ontario or the Government of Canada, and the business name registration, when applicable;
- (c) where the **applicant**, is a sole proprietor, a copy of the business name registration, when applicable;
- (d) where the **applicant**, is a registered partnership, a copy of the registered declaration of partnership, the names and addresses of each member of the partnership as well as name under which the partnership intends to carry on business and a copy of the business name registration;
- (e) the applicable **licence** fee;
- (f) any documents, and obtain all required approvals and inspections from the appropriate approval authority having jurisdiction as outlined on the applicable Schedule to this By-law;
- (g) where an **applicant** or **licensee** has an interest, either directly or indirectly, in any **premise** used for the storage or impounding of a **motor vehicle** or in any business or operation involving the storage or repair and servicing of a **motor vehicle**, full information as to the location and type of **premise** in which such **applicant** or **licensee** has an interest, and the nature and extent of the interest shall be disclosed to the **licence issuer**;
- (h) any other documents as may be required by the **License Issuer**.

4.2 Notwithstanding section 4.1, a **licensee** is not required to submit on renewal of a **licence** the items listed in sections 4.1 (b), 4.1 (c) or 4.1 (d) provided no changes have occurred in the information contained in those documents.

- 4.3 A **person** making application for the renewal of a **licence** shall submit a complete application and all required documents fourteen (14) days prior to the expiry of the current **licence**.

5. FEES

- 5.1. A fee for a **licence**, inspection, approval required, or replacement of a **licence** or **plate** shall be as prescribed in Schedule I of this By-law.

6. DELEGATED AUTHORITY

- 6.1 The **Licence Issuer** is hereby delegated authority to administer this By-law and to issue a **licence** in accordance with the provisions of this By-law and the applicable Schedules to this By-law.
- 6.2 The **Licence Issuer** is hereby delegated authority to impose additional terms and conditions on a **licence** that in the opinion of the **Licence Issuer** are reasonable and taking into consideration:
- (a) the health, safety and well-being of **persons**;
 - (b) the past conduct of an **applicant** or **licensee**.
- 6.3 The **Licence Issuer** is hereby delegated authority to revoke, suspend, refuse to issue, or refuse to renew a **licence**, where the **applicant** or **licensee** would not be entitled to a **licence**, or to the renewal of a **licence**, on any grounds set out in this By-law.
- 6.4 The **Licence Issuer** may cancel a **licence** at any time upon the written request of the **licensee** or upon the ceasing of the use of a **commercial motor vehicle** as a **tow truck**.
- 6.5 The **Licence Issuer** may transfer a **licence** upon being satisfied that all requirements of this By-law have been met.
- 6.6 The **Licence Issuer** shall not issue or renew a **licence** to a **person** that does not meet the threshold criteria established by **Town** policies or written procedures.
- 6.7 The **Licence Issuer** shall not issue or renew a **licence** to a **person** that has:
- (a) two or more related convictions within the last year concerning the licensed business or **person**;
 - (b) overdue by-law fines, penalties or other monies owing to the **Town**;

- (c) outstanding property taxes and late payment charges owing to the **Town** for the **premise** subject to the **licence** application, where applicable.

6.8 The **Appeal Tribunal** shall have the same powers as the **Licence Issuer** pursuant to this By-law for the purpose of authorizing the issuing of a **licence**.

7. LICENCE

7.1 A **licence** shall be issued by the **Licence Issuer** upon being satisfied that the requirements of this By-law have been met.

7.2 A **licence** shall expire on the 31st day of January of each year unless otherwise suspended or revoked in accordance with the provisions of this By-law.

7.4 Every **licence** shall remain at all times the property of the **Town** and no **person** shall enjoy a vested right in a **licence** or the continuance of a **licence**.

7.5 The issuing of a **licence** does not relieve a **person** from any responsibility to obtain all other approvals that may be required from any level of government or authority or agencies thereof having jurisdiction.

7.6 No corporation may be licensed as a **Tow Truck Driver**.

7.7 A **licence** is not transferable.

8. LICENCE – TERMS AND CONDITIONS - GENERAL

8.1 A **Licensee** shall notify the **Licence Issuer** within seven (7) days:

- (a) of any change of name, address or any other change to the information related to the **Licence**;
- (b) where the **Licensee** is a corporation, of any change in the names and addresses of officers and directors, the location of the corporate head office and change of ownership of shares;
- (c) where the **Licensee** is a registered partnership, of any change in the names and addresses of each member of the partnership;

and if necessary, the **Licence** shall be returned immediately to the **Licence Issuer** for amendment.

8.2 A **Licensee** shall operate in compliance with this By-law, the terms and conditions of a **licence** including the terms and conditions outlined in the applicable Schedule(s) to this By-law and all federal and provincial legislation.

- 8.3 A **Licensee** in carrying out a business licensed under this By-law shall provide services that are free from discrimination and respect all grounds protected by the Ontario Human Rights Code.
- 8.4 A **Licensee** in carrying out a business licensed under this By-law shall not, with respect to any **person** being guided or assisted by a **service animal**:
- (a) refuse to provide service to a **person**;
 - (b) refuse to permit a **person** to enter with the **service animal** into or upon any place or **premise** to which the **Licence** relates; or
 - (c) refuse to permit the **person** and such **service animal** to remain in or upon such place or **premise** by reason only of the presence of such **service animal**.
- 8.5 A **person** who has been issued a **licence** under this By-law shall immediately return:
- (a) a damaged or replaced **plate**;
 - (b) upon ceasing the use of the **commercial motor vehicle** as a **tow truck** the **plate**;
- to the **Licence Issuer**.
- 8.6 A **Licensee** upon the request of the **Licence Issuer** or an **Officer** shall submit:
- (a) a **tow truck** for an inspection;
 - (b) documents and records required to be kept in accordance with this By-law.
- 8.7 A **Licensee** shall take all reasonable precautions to prevent loss of or from, or damage to, any **motor vehicle** that is being **towed**, is being held in a **vehicle storage yard facility** or is otherwise under the control of the **licensee**.
- 8.8 A **Licensee** who, directly or indirectly, has an interest in any of the following shall, in accordance with section 8.9, disclose to a **person** to whom the **licensee** is providing **towing services** or **vehicle storage yard facility** services, the nature and extent of the interest:
- (a) a **vehicle storage yard facility** to which the **motor vehicle** may be towed;
 - (b) any other location to which a **motor vehicle** may be towed for repair, storage, appraisal or other similar purpose;
 - (c) any **person** to whom the **licensee** refers the **person** to whom the **licensee** is providing the services.

8.9 The disclosure required to be made under section 8.8 must be made before the **licensee** charges for or demands any payment for any of the **towing services** or **vehicle storage yard facility** services.

8.10 A **Licensee** shall accept multiple forms of payment including cash, debit card, credit card and certified cheque.

8.11 A **Licensee** shall keep and maintain all records required to be kept under this By-law for a period of two (2) years unless otherwise provided by this By-law.

8.12 Records required to be kept and maintained in accordance with this by-law for a **tow truck** may be destroyed after six (6) months where the **tow truck** ceases to be operated as a **tow truck**.

9. LICENCE – ADMINISTRATIVE SUSPENSIONS

9.1 Where required in accordance with this By-law a **Licensee's**:

- (a) policy of liability insurance expires, is cancelled, or is otherwise terminated;
- (b) provincial driver's licence expires, is cancelled, suspended or revoked; or
- (c) **CVOR** certificate has been suspended or cancelled;
- (d) removal from the Dufferin **OPP** Towing Services and Storage Operators approved towing service and impound list

then the applicable **licence** shall be automatically suspended effective on the date of such expiration, cancellation, revocation or termination and shall remain so until such insurance, provincial driver's licence or **CVOR** certificate has been reinstated or confirmation of reinstatement on the Dufferin **OPP** Towing Services and Storage Operators approved towing service and impound list.

9.2 An administrative suspension of a **licence** without a hearing shall be imposed for fourteen (14) days if the **Licence Issuer** is satisfied that the continuation of the business poses an immediate danger to health and safety of any **person** or to any **premise** or in accordance with Section 10. Before any suspension is imposed, the **Licence Issuer** shall provide the **licensee** with the reasons for the suspension, either orally or in writing, and an opportunity to respond to them.

9.3 An administrative suspension imposed under Section 9.2 may be imposed on such conditions as the **Licence Issuer** considers appropriate.

10. LICENCES – GROUNDS FOR REFUSAL, REVOCATION OR SUSPENSION

10.1 An **applicant** or **licensee** is entitled to a **licence** upon meeting the requirements of this By-law except where:

- (a) the past or present conduct of any **person**, including any partner, the officers, directors, employees or agents of a corporation affords reasonable cause to believe that the **person** will not carry on or engage in the business in respect of which the application is made in accordance with the law or with honesty or integrity; or
- (b) the **applicant** or **licensee** has past breaches or contraventions of any law or any provision of this By-law or any other municipal by-law or Provincial or Federal Statute associated with the carrying on of such business; or
- (c) the financial position of the **applicant** or **licensee** affords reasonable grounds to believe that the activity for which he is licensed or to continue to be licensed in accordance with law will not be carried on in a financially responsible manner; or
- (d) the **applicant** or **licensee** has failed to pay a fine or fines imposed by a Court for convictions for breach of this or any other municipal by-law; or
- (e) the **applicant** or **licensee** has failed to comply with any term, condition or direction of the **Licence Issuer** or **Officer** or has failed to permit any investigation or inspection by the **Licence Issuer** or **Officer**; or
- (f) the **applicant** or **licensee** has failed to comply with the requirements set out in this By-law or any of the applicable Schedules to this By-law; or
- (g) the issuing of a **licence** would be contrary to the public interest with respect to health and safety or consumer protection; or
- (h) the **applicant** or **licensee** has submitted an application or other documents to the **Town** containing false statements, incorrect, incomplete, or misleading information; or
- (i) the **applicant** or **licensee** is carrying on or engaging in activities on or off the **premise** that are, or will be, if the **applicant** or **licensee** is licensed, in contravention of this By-law, any other applicable law or is dangerous or unsafe; or
- (j) the **applicant** or **licensee** has exhibited discriminatory behaviour against a **person** on any grounds protected by the Ontario Human Rights Code; or
- (k) the **applicant** or **licensee** has not paid the required **licence** fees; or
- (l) in the case of the **applicant** or **licensee** fails to meet the requirements set out in Section 6.6 of this By-law.

- 10.2 The **Licence Issuer** may revoke, suspend, refuse to issue, or refuse to renew a **licence**, where the **applicant** or **licensee** would not be entitled to a **licence**, or to the renewal of a **licence**, on any grounds set out in this By-law.
- 10.3 Where the application for a **licence** has been revoked, suspended or cancelled, the fees paid by the **applicant** or **licensee**, in respect of the **licence**, shall not be refunded.
- 10.4 Where a **licence** has been revoked, suspended, or cancelled the **licensee** shall return the **licence** and **plate** to the **Licence Issuer** within two (2) days of service of the notice of the decision.
- 10.5 When a revoked, suspended or cancelled **licence** and **plate** has not been returned, an **Officer** may enter upon the **premise** for the purpose of receiving, taking or removing the said **licence** and **plate** and no **person** shall refuse to return the **licence** and **plate** or in any way obstruct or prevent the **Licence Issuer** or **Officer** from obtaining the **licence** and **plate**.
- 10.6 No **person** shall re-apply to obtain or renew a **licence** for a minimum of one (1) year from the later of:
- (a) the date of the **Licence Issuer's** decision to refuse to issue, renew or revoke a **licence**;
 - (b) where the decision of the **Licence Issuer** is appealed, the date of the **Appeal Tribunal's** decision if the **Appeal Tribunal** upholds the decision to refuse to issue, renew or revoke the **licence**.
11. **LICENCES – GROUNDS FOR REFUSAL, REVOCATION OR SUSPENSION – TERMS AND CONDITIONS – RIGHT TO A HEARING**
- 11.1 With the exception of Section 9, before a **licence** is refused, revoked, suspended, cancelled or issued with terms or conditions, written notice shall be given by the **Licence Issuer** to the **applicant** or **licensee**.
- 11.2 Notice shall be served to the **applicant's** or **licensee's** last known address or email address filed with the **Town** and shall:
- (a) contain sufficient information to specify the nature of, or reason for, any recommendation;
 - (b) inform the **applicant** or **licensee** of entitlement to a hearing before the **Appeal Tribunal**, if a request in writing for a hearing is returned to the **Clerk** within fourteen (14) days after the date of service of the notice; and

- (c) inform the **applicant** or **licensee** that if no written request is received, the **Appeal Tribunal** may proceed and make any decision with respect to the **licence**.
- 11.3 On receipt of a written request for a hearing from an **applicant** or **licensee**, the **Clerk** shall:
- (a) schedule a hearing; and
 - (b) give the **applicant** or **licensee** notice of the hearing at least twenty (20) days prior to the hearing date; and
 - (c) post notice of the hearing on the **Town's** website at least twenty (20) days prior to the hearing date.
- 11.4 Service of any notice on the **applicant** or **licensee** under this by-law shall be made by personal delivery, ordinary mail or email transmission. The notice shall be deemed to have been served on the fourth (4th) day after the day of mailing or on the date of personal service or on the date of the email transmission.

12. ESTABLISHMENT OF APPEAL TRIBUNAL

- 12.1 The **Appeal Tribunal** shall hear and render decisions regarding the refusal, revocation or suspension of a **licence**, and the imposing of terms and conditions on a **licence**.
- 12.2 The decision of the **Appeal Tribunal** shall be final and binding.

13. HEARING PROCESS

- 13.1 The provisions of the *Statutory Powers and Procedures Act, R.S.O. 1990, c. S. 22*, as amended, shall apply to all hearings conducted under this By-law.
- 13.2 A hearing shall be held in public, unless determined otherwise in accordance with the *Statutory Powers and Procedures Act, R.S.O. 1990, c. S. 22*, as amended, and the **Appeal Tribunal** shall hear the **applicant** or **licensee** and every other **person** who desires to be heard, and the **Appeal Tribunal** may give its decision orally or adjourn the hearing and reserve its decision but in any case the decision shall be provided in writing.
- 13.3 The decision of the **Appeal Tribunal**, shall be in writing and shall set out the reasons for the decision, and shall be signed.
- 13.4 Any authority or permission granted by the **Appeal Tribunal** may be for such time and subject to such terms and conditions as the **Appeal Tribunal** considers advisable and as are set out in the decision.

13.5 When a **person** who has been given written notice of a hearing does not attend at the appointed time and place, the **Appeal Tribunal** may proceed with the hearing in his absence, and the **person** shall not be entitled to any further notice of the proceedings.

13.6 The **Clerk** shall no later than ten (10) days from the making of the decision send one (1) copy of the decision to:

- (a) the **applicant** or **licensee**;
- (b) each **person** who appeared in **person** or by Counsel or by Agent at the hearing and who filed with the **Clerk** a written request for notice of the decision.

14. ORDERS

14.1 If an **Officer** has reasonable grounds to believe that a contravention of this By-law or the terms and conditions of a **licence** has occurred, the **Officer** may make an Order requiring the **person** who contravened this By-law or the terms and conditions of a **licence** or who caused or permitted the contravention to occur to:

- (a) discontinue the contravening activity; and/or
- (b) do work or take action to correct the contravention.

14.2 An Order under section 14.1 shall set out:

- (a) reasonable particulars of the contravention adequate to identify the contravention;
- (b) the location of the **premise** on which the contravention occurred; and
- (c) either:
 - (i) in the case of an Order under section 14.1 (a), the date by which there must be compliance with the Order; or
 - (ii) in the case of an Order under section 14.1 (b), the action to be done and the date by which the action must be done.

14.3 An Order made under this By-law may be served personally, ordinary mail to the last known address or by email transmission to:

- (a) the **person** the **Officer** believes contravened this By-law; and
- (b) such other **persons** affected by the Order as the **Officer** making the Order determines.

14.4 The Order shall be deemed to have been served on the fourth (4th) day after the date of mailing or on the date of personal service or on the date of email transmission.

14.5 An **Officer** who is unable to effect service of an Order pursuant to this By-law shall place a placard containing the Order in a conspicuous place on the **premise** and the placing of the placard shall be deemed to be sufficient service. The placing of the placard of the Order shall be deemed to be served on the date of placing the placard.

15. ENFORCEMENT AND PENALTY PROVISIONS

15.1 The enforcement of this By-law shall be conducted by an **Officer**.

15.2 An **Officer** may enter on land or a **premise** at any reasonable time for the purpose of carrying out an inspection to determine whether or not:

- (a) the By-law is complied with;
- (b) the **licence**, or the term or condition of a **licence**, or this By-law is complied with;
- (c) a direction or Order made under the *Municipal Act, S.O. 2001, c.25*, as amended, or this By-law is complied with.

15.3 For the purposes of an inspection under this By-law, an **Officer** may:

- (a) require the production for inspection of documents or things relevant to the inspection;
- (b) inspect and remove documents or things relevant to the inspection for the purpose of making copies or extracts;
- (c) require information from any **person** concerning a matter related to the inspection; and
- (d) alone or in conjunction with a **person** possessing special or expert knowledge, make examinations or take tests, samples or photographs necessary for the purposes of the inspection.

15.4 All documents and records shall be kept in a good and business-like manner for review by the **Officer** at their request.

15.5 A receipt shall be provided for any document or thing removed under this By-law and the document or thing shall be promptly returned after the copies or extracts are made.

- 15.6 A sample taken under this By-law shall be divided into two parts, and one part shall be delivered to the **person** from whom the sample is taken, if the **person** so requests at the time the sample is taken and provides the necessary facilities.
- 15.7 If a sample is taken under this By-law and the sample has not been divided into two parts, a copy of any report on the sample shall be given to the **person** from whom the sample was taken.
- 15.8 Every **person** who contravenes any provision of this By-law, including failing to comply with an Order issued pursuant to this By-law, is guilty of an offence and is liable to a fine, and such other penalties, as provided for in the Provincial Offences Act, R.S.O. 1990, c. P. 33, as amended, and the Municipal Act, 2001, as amended.
- 15.9 Every **person** who is charged with an offence under this By-law or an Order issued pursuant to this By-law or every director or officer of a corporation, who knowingly concurs in the contravention, by the laying of an information under Part III of the Provincial Offences Act, R.S.O. 1990, c. P. 33, as amended and is found guilty of the offence is liable pursuant to the Municipal Act, 2001, as amended to the following:
- (a) on a first offence, to a fine not more than \$50,000.00; and
 - (b) on a second offence and each subsequent offence, to a fine of not more than \$100,000.00
- 15.10 Every **person** who is issued a Part 1 offence notice or summons and is convicted is guilty of an offence under this By-law shall be subject to a fine, to a maximum as provided for in the *Provincial Offences Act*, R.S.O. 1990, c. P. 33, as amended.
- 15.11 No **person** shall hinder or obstruct, or attempt to hinder or obstruct, any **Officer** exercising a power or performing a duty under this By-law.
- 15.12 Every **person** who is alleged to have contravened any of the provisions of this By-law, shall identify themselves to an **Officer** upon request, failure to do so shall be deemed to have hindered or obstructed an **Officer** in the execution of his or her duties.
- 15.13 Upon conviction any penalty imposed under this By-law may be collected under the authority of the *Provincial Offences Act*, R.S.O. 1990, c. P. 33, as amended.
- 15.14 If a **person** is convicted of an offence under this By-law, the court in which the conviction has been entered and any court of competent jurisdiction may, in addition to any other remedy and to any penalty imposed, make an order prohibiting the continuation or repetition of the offence by the **person** convicted.

16. SEVERABILITY

16.1 If a court of competent jurisdiction declares any section or part of this By-law invalid, it is the intention of Council that the remainder of this By-law shall continue in force unless the court makes an order to the contrary.

17. INTERPRETATION

17.1 References in this By-law to any statute or statutory provision include references to that statute or statutory provision as it may from time to time be amended, extended or re-enacted.

17.2 In this By-law, unless the context otherwise requires words importing the singular shall include the plural and use of the masculine shall include the feminine, where applicable.

17.3 The Schedules appended to this By-law are incorporated into and form part of this By-law.

18. EFFECTIVE DATE

18.1 This By-law shall come into effect on January 1, 2023.

READ three times and finally passed
this XX day of August, 2022.

Sandy Brown, Mayor

Carolina Khan, Clerk

SCHEDULE 'A' to BY-LAW 2022-XX

TOW TRUCK DRIVER LICENCE REQUIREMENTS

1. APPLICATION REQUIREMENTS

- 1.1 In addition to the requirements set out in Section 4 of this By-law, an **Applicant** or **Licensee** for a **Tow Truck Driver's Licence** or renewal of a **Tow Truck Driver's Licence** shall submit the following to the satisfaction of the **Licence Issuer**:
- (a) proof of being at least 18 years of age;
 - (b) proof of either:
 - i) Canadian Citizenship;
 - ii) Landed immigrant status; or
 - iii) a valid work permit to work as a driver issued by the Government of Canada; or
 - iv) other documentation substantiating permission to legally work in Canada;
 - (c) a current valid Class A, B, C, D, E, F or G driver's licence issued by the Province of Ontario;
 - (d) a **Driver's Abstract** dated within the previous sixty (60) days;
 - (e) a **Criminal Record Check** dated within the previous sixty (60) days;
 - (f) a current photograph of passport quality of himself in a format as prescribed by the **Licence Issuer**;
 - (g) where an **applicant** or **licensee** is not the owner of the **motor vehicle** used as a **tow truck**, correspondence from a **towing services operator** of his employment as a **tow truck driver**.
- 1.2 Notwithstanding section 1.1, a **licensee** is not required to submit on renewal of a **licence** the items listed in section 1.1 (b) and 1.1 (g) provided no changes have occurred in the information contained in those documents.
- 1.3 An **applicant** or **licensee** for a **tow truck driver's licence** shall be able to communicate to the extent necessary to perform his duties under this By-law.

SCHEDULE 'B' to BY-LAW 2022-XX

TOW TRUCK DRIVER LICENCE TERMS AND CONDITIONS

1. DUTIES AND RESPONSIBILITIES

1.1 A tow truck driver shall:

- (a) complete a daily inspection report as required by Regulation 199/07 of the **Highway Traffic Act**;
- (b) carry and have in his possession at all times when **driving a tow truck**:
 - i) his Ontario Driver's Licence;
 - ii) his **licence**;
 - iii) **motor vehicle ownership**;
 - iv) valid insurance;
 - v) **CVOR** certificate;
 - vi) **rate sheet**;
- (c) immediately report to the **Licence Issuer** and the **towing services operator**:
 - i) a **collision** or other incident involving a **tow truck** that:
 - a) resulted in injury to or the death of any **person**;
 - b) is required to be reported under section 199 of the **Highway Traffic Act**;
- (d) comply with any direction given by a police officer, paramedic or firefighter who is present at the scene of a **collision**;
- (e) clear debris from a **collision** on a **highway**;
- (f) immediately wear apparel that meets the requirements for Class 2 or 3 in Standard Z96-15 (R2020), entitled "High Visibility safety apparel" published by the Canadian Standards Association, as amended from time to time;
- (g) immediately activate safety lighting at the scene when exiting a **tow truck**;
- (h) ensure the lamp that produces intermittent flashes of amber light is used during the time that the **tow truck** is stopped on a **highway** for the purpose of providing **towing services**;
- (i) ensure the safe operation of the **tow truck** and proper use of equipment and lighting;

- (j) be knowledgeable and skilled in the use of equipment to prevent unnecessary delays, hazards or damage to property;
 - (k) take due care not to damage a **motor vehicle**;
 - (l) tow the **motor vehicle** by taking the shortest route to a licensed **vehicle storage yard facility** in the **County** or other **motor vehicle** drop off location as directed by the **customer**;
 - (m) when the tow is initiated without the express consent of the **motor vehicle** owner, deliver the **motor vehicle** to the nearest open licensed **vehicle storage yard facility** and notify the **customer** who authorized the tow (if applicable), and record their contact information;
 - (n) contact the **customer**, if the **motor vehicle** is delivered to a location other than what was identified on an estimate provided to the **customer** who initiated the tow;
 - (o) provide a **vehicle storage yard facility operator** with the contact information the **customer** provided on the tow estimate;
 - (p) be civil, behave courteously and refrain from using profanity.
- 1.2 A **Tow Truck Driver** may tow a **motor vehicle** to an interim location for safety, but that secondary location must be reasonably close, and additional fees cannot be charged related to the interim location.
- 1.3. A **Tow Truck Driver** shall not:
- (a) take, consume or have in his possession any alcohol, drugs or intoxicants while he is the **driver** of the **tow truck**;
 - (b) operate a **tow truck** when his ability to perform his duties is impaired by fatigue, illness or otherwise;
 - (c) attempt to obtain consent for **towing services** in respect of a **motor vehicle** if another licensed **tow truck driver** has already obtained consent to provide **towing services** for that **motor vehicle**;
 - (d) tow a **motor vehicle** that can be driven unless directed by the police or the **person** in lawful possession of the **motor vehicle**;
 - (e) charge for time lost through his own incompetence or defects or inefficiency of the **tow truck**;

- (f) remove a **motor vehicle** from a **collision** which a report is required by law to be made by police, until a report has been made and the police have stated the **motor vehicle** is no longer required to remain at the scene;
- (g) operate a **tow truck** that is unsafe, defective, or does not meet the requirements of Regulation 199/07 and 420/22 of the **Highway Traffic Act**;
- (h) chase a call or **towing service**;
- (i) permit a passenger in the **tow truck** unless:
 - i) the passenger's **motor vehicle** is being towed;
 - ii) the passenger is participating in on-the-job training;
 - iii) the **person** is travelling as a passenger for the purpose of assisting the **tow truck driver** in carrying out **towing services**;
 - iv) the **tow truck** is being driven for a purpose other than towing a **customer's motor vehicle** or seeking to provide **towing services**.

1.4 A **Tow Truck Driver** shall not:

- (a) provide a referral to a **customer** for a salvage yard, repairer, storage yard, garage, legal service, healthcare service, rental car service or vehicle sales operation unless requested by the **customer**;
- (b) receive or pay a fee in exchange for referring a **customer** to a service.

1.5 If a **customer** requests a recommendation, a **licensee** must inform the **customer** of any business relationships they have with the service for which they are referring.

2. **RATES, CONSENT, ESTIMATE AND INVOICE**

2.1 A **tow truck driver** shall:

- (a) obtain from a **customer** a signed consent form to tow the **motor vehicle**;
- (b) provide to a **customer** a completed estimate form prior to providing a **towing service**;
- (c) not modify an estimate unless the **customer** requests a change;
- (d) provide an invoice upon completion of a **towing service**.

2.2 A consent form shall contain the following:

- (a) **tow truck driver's** name
- (b) **towing services operator** name and contact information

- (c) tow destination
- (d) standard list of **rates**
- (e) signature line

2.3 An estimate form shall contain the following:

- (a) **tow truck driver's** name
- (b) **towing services operator** name and contact information
- (c) tow destination
- (d) **rates**
- (e) signature line

2.4 An estimate is not required if a **towing service** is lawfully initiated without a **customer's** consent under provincial legislation.

2.5 An invoice shall contain the following:

- (a) **tow truck driver's** name
- (b) **towing services operator** name and contact information
- (c) location of where the **motor vehicle** was picked up and dropped off including the name and contact number of the **vehicle storage yard facility**
- (d) the make, model, vehicle identification number and licence number of the **motor vehicle** towed
- (e) the date and time when **towing services** commenced or are to commence;
- (f) a unique invoice number
- (g) a statement that payment may be made by cash, debit card, credit card and certified cheque;
- (h) applicable **rates** for **towing services** provided
- (i) the total amount owed including taxes;

2.6 A consent form and an estimate form may be combined provided a separate signature line is provided for the **customer** to give consent and acknowledge the estimate.

2.7 An estimate form may also be used as an invoice provided a separate signature line is provided for the **customer** to acknowledge the work was completed, and the amount charged is the same as the estimate.

2.8 A **tow truck driver** shall not:

- (a) charge additional fees when the tow destination is changed and contract amended, other than those related to the distance the **motor vehicle** is towed;
- (b) charge for preparing an estimate or an invoice.

SCHEDULE 'C' to BY-LAW 2022-XX

TOWING SERVICES OPERATOR LICENCE REQUIREMENTS

1. APPLICATION REQUIREMENTS

- 1.1 In addition to the requirements set out in Section 4 of this By-law an **Applicant** or **Licensee** for a **Towing Services Operator's Licence** or renewal of a **Towing Services Operator's Licence** shall submit the following to the satisfaction of the **Licence Issuer**:
- (a) proof of being at least 18 years of age;
 - (b) proof of either:
 - i) Canadian Citizenship;
 - ii) Landed immigrant status; or
 - iii) a valid work permit to work as a driver issued by the Government of Canada; or
 - iv) other documentation substantiating permission to legally work in Canada;
 - (c) a current valid Class A, B, C, D, E, F or G driver's licence issued by the Province of Ontario;
 - (d) a **Criminal Record Check** dated within the previous sixty (60) days;
 - (e) a copy of a valid **CVOR** Certificate;
 - (f) a copy of the **motor vehicle ownership**;
 - (g) provide proof of third party **motor vehicle** liability insurance for the **tow truck** which shall:
 - i) be endorsed to provide the **Licence Issuer** with at least fifteen (15) days notice in writing of a proposed cancellation or expiration of the insurance policy, or of a variation in the amount of the policy;
 - ii) insure against loss or damage resulting from bodily injury to or the death of one or more **persons**, or from loss or damage to property resulting from any one accident and include provision for passenger hazard, with limits of not less than two million dollars (\$2,000,000) per occurrence;
 - iii) be endorsed to include all **persons** who have any interest in the **tow truck**;

(h) provide proof of insurance coverage for the following kinds of liability in the following amounts in respect of any one claim:

- i) coverage against liability resulting from bodily injury to or the death of one or more **persons** and loss or damage to property, in the amount of at least \$2,000,000 exclusive of interest and costs;
- ii) coverage against liability for damage to a **motor vehicle** of the **customer** while in the provider's care, custody or control, in the amount of at least \$100,000;
- iii) cargo liability insurance in the amount of at least \$50,000;

and shall be endorsed to provide the **Licence Issuer** with at least fifteen (15) days notice in writing of a proposed cancellation or expiration of the insurance policy, or of a variation in the amount of the policy;

- (i) a copy of the **rates** to be charged for all **towing services** not identified in Schedule H;
- (j) a list of all **Tow Truck Drivers** affiliated with the **Towing Services Operator**, which list shall include the following information:
 - i) the name of the **Tow Truck Driver**;
 - ii) the year, make, model and Ontario licence plate number of the **tow truck** operated by the **tow truck driver**;
- (k) a list that outlines all affiliations and all businesses or **premise** owned or used inclusive of **towing services**, storage or repair companies;
- (l) a copy of correspondence issued to the **Applicant** or **Licensee** by Dufferin **OPP** confirming placement on its Towing Services and Storage Operators approved towing service and impound list;
- (m) an inspection conducted by an **Officer** confirming compliance with the **tow truck** identification requirements of this By-law.

1.2 Notwithstanding section 1.1, a **licensee** is not required to submit on renewal of a **licence** the items listed in section 1.1 (b) provided no changes have occurred in the information contained in those documents.

SCHEDULE 'D' to BY-LAW 2022-XX

TOWING SERVICES OPERATOR LICENCE TERMS AND CONDITIONS

1. DUTIES AND RESPONSIBILITIES

1.1 A towing services operator shall:

- (a) keep in full force and effect insurance in accordance with the requirements of this By-law for the **tow truck**;
- (b) keep at all times in the **tow truck**:
 - i) **motor vehicle ownership**;
 - ii) **valid insurance**;
 - iii) **CVOR certificate**;
 - vi) **rate sheet**;
- (c) complete or ensure the completion of a daily inspection report as required by Regulation 199/07 of the **Highway Traffic Act**;
- (d) repair any mechanical defect or exterior body repair of a **tow truck** that is reported to him or known;
- (e) not permit the operation of a **tow truck** that has been in a **collision** until such time as the necessary repairs have been completed;
- (f) keep and maintain all records of repair to the **tow truck** including all invoices for the duration of its operation as a **tow truck**;
- (g) keep for each **tow truck driver** employed or engaged by the **towing services operator**:
 - i) a copy of the **tow truck driver's licence**;
 - ii) a copy of the **tow truck driver's** current valid Class A, B, C, D, E, F or G driver's licence issued by the Province of Ontario;
- (h) when a **driver** ceases to be affiliated with a **towing services operator** notify the **Licence Issuer** within three (3) days of the said termination;
- (i) immediately remove from a **tow truck** being disposed of:
 - i) all identifying decals and markings;
 - ii) all other items which make the **tow truck** appear to the public to be a **tow truck**;

- (j) keep and maintain documents related to:
 - i) **customer** complaints;
 - ii) damage to a **customer's motor vehicle**;
 - iii) lease agreements
- (k) include on its website the following:
 - i) business name;
 - ii) civic address;
 - iii) contact information;
 - iv) schedule of **rates**;
 - v) hours of operation
- (l) keep daily a record in written or electronic form details of each **towing service** which includes the following:
 - i) consent form;
 - ii) estimate;
 - iii) invoice;
 - iv) any receipt issued to the **customer**;
 - v) photographs; and
 - vi) description of **towing services** including origin, destination, time and vehicle plate number;
- (m) ensure that an appropriate **tow truck** and **tow truck** equipment are used and not attempt to provide a **towing service** using inadequate or unsafe equipment;
- (n) provide copy of all documents signed by the **customer** to the **customer**;
- (o) shall advise a **customer** when a **motor vehicle** was taken to an interim location for safety reasons;
- (p) be responsible for the operation of a **tow truck** and the conduct of the **tow truck driver**;
- (q) ensure the lamp that produces intermittent flashes of amber light is used during the time that the **tow truck** is stopped on a **highway** for the purpose of providing **towing services**;
- (r) ensure the **tow truck driver** during the time that the **tow truck** is stopped on a **highway** for the purpose of providing **towing services** and the **tow truck driver** is outside the **tow truck** that the **tow truck driver** wears the safety apparel required by this By-law;

- (s) ensure employees adhere to this By-law.

1.2 A **towing services operator** shall not:

- (a) **dispatch a tow truck driver** or a **tow truck** that does not meet the requirements of this By-law;
- (b) **dispatch a tow truck driver** when their ability to perform their duties is impaired by fatigue, illness or otherwise.

1.3 A **Towing Services Operator** shall not:

- (a) provide a referral to a **customer** for a salvage yard, repairer, storage yard, garage, legal service, healthcare service, rental car service or vehicle sales operation unless requested by the **customer**;
- (b) receive or pay a fee in exchange for referring a **customer** to a service.

1.4 If a **customer** requests a recommendation, a **licensee** must inform the **customer** of any business relationships they have with the service for which they are referring.

2. **RATES, CONSENT, ESTIMATE AND INVOICE**

2.1 A **towing services operator** shall:

- (a) obtain from a **customer** a signed consent form to tow the **motor vehicle**;
- (b) provide to a **customer** a completed estimate form prior to providing a **towing service**;
- (c) not modify an estimate unless the **customer** requests a change;
- (d) provide an invoice upon completion of a **towing service**.

2.2 A consent form shall contain the following:

- (a) **tow truck driver's name**
- (b) **towing services operator** name and contact information
- (c) tow destination
- (d) **rates**
- (e) signature line

2.3 An estimate form shall contain the following:

- (a) **tow truck driver's** name
 - (b) **towing services operator** name and contact information
 - (c) tow destination
 - (d) **rates**
 - (e) signature line
- 2.4 An estimate is not required if a **towing service** is lawfully initiated without a **customer's** consent under provincial legislation.
- 2.5 An invoice shall contain the following:
- (a) **tow truck driver's** name;
 - (b) **towing services operator** name and contact information;
 - (c) location of where the **motor vehicle** was picked up and dropped off including the name and contact number of the **vehicle storage yard facility**;
 - (d) the make, model, vehicle identification number and licence number of the **motor vehicle** towed
 - (e) the date and time when **towing services** commenced or are to commence;
 - (f) a unique invoice number
 - (g) a statement that payment may be made by cash, debit card, credit card and certified cheque;
 - (h) applicable **rates** for **towing services** provided;
 - (i) the total amount owed including taxes;
- 2.6 A consent form and an estimate form may be combined provided a separate signature line is provided for the **customer** to give consent and acknowledge the estimate.
- 2.7 An estimate form may also be used as an invoice provided a separate signature line is provided for the **customer** to acknowledge the work was completed, and the amount charged is the same as the estimate.
- 2.8 A **towing services operator** shall not:
- (a) charge additional fees when a **motor vehicle** is towed to an interim location, the tow destination is changed and contract amended, other than those related to the distance the **motor vehicle** is towed;
 - (b) vary the **rates** charged for similar jobs based on how payment is made;
 - (c) charge for preparing an estimate or an invoice.

SCHEDULE 'E' to BY-LAW 2022-XX

TOWING SERVICES OPERATOR'S LICENCE TERMS AND CONDITIONS – TOW TRUCK REQUIREMENTS AND EQUIPMENT

1. DUTIES AND RESPONSIBILITIES

1.1 A towing services operator shall ensure a tow truck:

- (a) is clean and maintained in a good repair and free from interior damage and exterior body damage;
- (b) has firmly affixed to the rear exterior passenger side area of the **tow truck**, the **plate** together with the renewal sticker issued by the **Licence Issuer**;
- (c) displays vehicle markings not less than 8 cm in a contrasting colour that includes the:
 - i) company name or registered business name contained on the **licence**, phone number, and a **plate** number for each **tow truck**.
- (d) bears the compliance label required by Motor Vehicle Safety Regulation C.R.C., c. 1038 of the *Motor Vehicle Safety Act*; S.C. 1993, c. 16, as amended.

2.1 A towing services operator shall equip a tow truck with the following:

- (a) first aid kit;
- (b) apparel that meets the requirements for Class 2 or 3 in Standard Z96-15 (R2020), entitled "High Visibility safety apparel" published by the Canadian Standards Association, as amended from time to time;
- (c) equipment, components and devices as required by Ontario Regulation 420/22 which includes:
 - i) a lamp that is capable of producing intermittent flashes of amber light;
 - ii) flares, lamps or lanterns capable of continuously producing two warning lights or portable reflectors, the light from each of which are visible from a distance of at least one hundred and fifty (150) metres;
- (d) equipment, components and devices required by Dufferin **OPP**.

SCHEDULE 'F' to BY-LAW 2022-XX

VEHICLE STORAGE YARD FACILITY LICENCE REQUIREMENTS

1. APPLICATION REQUIREMENTS

1.1 In addition to the requirements set out in Section 4 of this By-law an **Applicant** or **Licensee** for a **Vehicle Storage Yard Facility Licence** or renewal of a **Vehicle Storage Yard Facility Licence** shall submit the following to the satisfaction of the **Licence Issuer**:

- (a) provide proof of insurance coverage for the following kinds of liability in the following amounts in respect of any one claim:
 - i) coverage against liability resulting from bodily injury to or the death of one or more **persons** and loss or damage to property, in the amount of at least \$2,000,000 exclusive of interest and costs;
 - ii) coverage against liability for damage to a **motor vehicle** of the **customer** while in the provider's care, custody or control, in the amount of at least \$100,000;

iii) cargo liability insurance in the amount of at least \$50,000;

and shall be endorsed to provide the **Licence Issuer** with at least fifteen (15) days notice in writing of a proposed cancellation or expiration of the insurance policy, or of a variation in the amount of the policy;

- (b) a **Criminal Record Check** dated within the previous sixty (60) days;
- (c) a copy of correspondence issued to the **Applicant** or **Licensee** by Dufferin **OPP** confirming placement on its Towing Services and Storage Operators approved towing service and impound list;
- (d) provide a list of any other businesses operating on the **premise**;
- (e) a copy of the **rates** to be charged for all services not identified in Schedule H;

1.2 In addition to the requirements set out in Section 4 of this By-law the issuing of a **Vehicle Storage Yard Facility Licence** or renewal of a **Vehicle Storage Yard Facility Licence** is subject to the following:

- (a) confirmation that the **premise** where the **vehicle storage yard facility** operates from is in compliance with any applicable **Zoning By-law** and Site Plan Agreement.

SCHEDULE 'G' to BY-LAW 2022-XX

VEHICLE STORAGE YARD FACILITY LICENCE TERMS AND CONDITIONS

1. DUTIES AND RESPONSIBILITIES

1.1 A vehicle storage yard facility operator shall:

- (a) keep in full force and effect insurance in accordance with the requirements of this By-law;
- (b) operate, maintain and keep the **vehicle storage yard facility** in a state of good repair;
- (c) ensure areas accessible to the public are kept clean and free of hazards;
- (d) maintain in clean and orderly condition pursuant to legislative requirements regarding retention periods for damaged materials and vehicles in accidents;
- (e) protect the **motor vehicles** that are stored on the **premise**;
- (f) have clearly visible signage posted at the **vehicle storage yard facility** that contains:
 - i) business name;
 - ii) civic address;
 - iii) contact information;
 - iv) **rates**;
 - v) hours of operation
- (g) communicate the hours of operation of the **vehicle storage yard facility** via voicemail and email replies;
- (h) include on its website the following:
 - i) business name;
 - ii) civic address;
 - iii) contact information;
 - iv) **rates**;
 - v) hours of operation
- (i) be reachable by **customers** for at least 8 hours per day and operate for at least five (5) business days per week;
- (j) facilitate the return of the **motor vehicle** within the same business day the **customer** requests it;

- (k) provide a copy of all documents signed by the **customer** to the **customer**;
- (l) take photos upon arrival of each **motor vehicle** that clearly depict the condition of its front, sides, and rear;
- (m) document information received from a **tow truck driver** or **customer** who drops off a **motor vehicle**;
- (n) post licence on the **premise**.

1.2 A **vehicle storage yard facility operator** shall create and maintain in written or electronic form a register which shall include:

- (a) the date, time of receipt of a **motor vehicle**;
- (b) a description of the **motor vehicle**;
- (c) the contact information of the **customer**;
- (d) the name of the **Tow Truck Driver** and the **plate** number of the **tow truck** dispatched;
- (e) when the **motor vehicle** left the **vehicle storage yard facility**.

1.3 A **vehicle storage yard facility operator** shall keep the following records:

- (a) for each **motor vehicle** stored:
 - i) consent form;
 - ii) invoice;
 - iii) any receipt issued to the **customer**;
 - iv) any notice sent to the **customer**;
 - v) photographs
- (b) documents related to **customer** complaints;
- (c) records of damage to a **customer's motor vehicle**;
- (d) **rates**.

1.4 A **vehicle storage yard facility operator** shall not:

- (a) use a **vehicle storage yard facility** for the purpose of servicing or repairing a **motor vehicle**;
- (b) store a **customer's motor vehicle** at or require a **customer** to attend a location other than a licensed **premise**;

- (c) charge fees for the movement of a **motor vehicle** around or within the **vehicle storage yard facility**, once delivered;
- (d) charge fees for storing a **motor vehicle** for one (1) or more consecutive business days on which the **vehicle storage yard facility** is available for service for less than eight (8) hours if the **customer** pays for and collects the **motor vehicle** on or before the **vehicle storage yard facility operator's** next business day;
- (e) vary the fees charged for similar jobs based on how costs will be paid.

2. RATES, CONSENT AND INVOICE

- 2.1 A **vehicle storage yard facility operator** shall immediately upon receipt of a **motor vehicle** contact the **customer** to obtain a signed consent form to store the **motor vehicle**.
- 2.2 A consent form shall contain the following:
 - (a) name of the **vehicle storage yard facility** and contact information
 - (b) **rates**
 - (c) signature line
- 2.3 A **vehicle storage yard facility operator** shall provide a **customer** an invoice at the completion of the storage period.
- 2.4 An invoice shall contain the following:
 - (a) **vehicle storage yard facility operator's** name and contact information
 - (b) location of where the **motor vehicle** was stored;
 - (c) the make, model, vehicle identification number and licence number of the **motor vehicle** stored
 - (d) the date and time when vehicle storage services commenced or are to commence;
 - (e) a unique invoice number
 - (f) a statement that payment may be made by cash, debit card, credit card and certified cheque;
 - (g) applicable vehicle storage services rates;
 - (h) the total amount owed including taxes.

SCHEDULE 'H' to BY-LAW 2022-XX

1. The following are the maximum **rates** for **towing services** for a **motor vehicle** not exceeding a **GVWR** of 2,725 kg/6,000 lbs and **vehicle storage yard facility** services:

Service	Rate
Collision Flat Rate	\$275.00
Non-collision Flat Rate	\$150.00
Mileage	\$1.55 per kilometer
Winching	\$103.00
Motor Vehicle Storage	\$60.00 per day

2. Mileage at the rate noted above may be charged in addition to the **rates** noted above when a **customer** requests the **motor vehicle** to be towed to a location outside the **County** limits.
3. A service which is not identified above shall be in accordance with the **rates** submitted by the **applicant** or **licensee** to the **Licence Issuer**.

SCHEDULE 'I' to BY-LAW 2022-XX

FEES

1. The table below outlines the fees payable under this By-law:

Licence or Other	Annual Fee
Tow Truck Driver	\$70.00
Towing Services Operator	\$560.00
Vehicle Storage Yard Facility	\$180.00
Replacement Plate	\$20.00
Replacement Licence	\$20.00
Replacement Tow Truck	\$150.00

Attachment #2 - Proposed Rates

Towing Services and Vehicle Storage Yard Facility By-law - Report CPS-2022-046

Rates - Maximum (vehicles not exceeding 2,725kg or 6,000 lbs)	Orangeville Proposed	Caledon	Halton Hills	Newmarket	Barrie	Brampton
Collision Flat Rate	\$275.00	\$300.00	Not applicable	\$250.00	\$200.00	\$400.00
Non-Collision Flat Rate	\$150.00	\$150.00	Not applicable	\$125.00	\$90.00	Not applicable
Mileage per km	\$1.55 (when customer requests tow location outside Dufferin County)	Not applicable	Not applicable	\$1.55 (after first 30 km)	Not applicable	\$3.25
Winching	\$103.00	Not applicable	Not applicable	\$103.00	Not applicable	Not applicable
Storage Fees (per day)	\$60.00	Not applicable	Not applicable	Not applicable	\$60.00	\$60.00
Tow Company would be required to complete Town's Tow Truck Service Rate Sheet specifying all other services and rates charged						

Attachment #3 - Proposed Fees

Towing Services and Vehicle Storage Yard Facility By-law - Report CPS-2022-046

Type of Licence	Orangeville Proposed	Caledon	Halton Hills	Newmarket	Barrie	Brampton
Tow Truck Driver	\$70.00	\$150.00 \$100.00 (renewal before May 1)	\$72.00	Not applicable	\$317.59	\$103.00
Tow Services Operator	\$560.00	\$425.00 - first vehicle \$400.00 – add'l vehicle \$350.00 – renewal before May 1 \$400.00 – renewal after May 1	\$289.00 (with storage compound)	1-3 Vehicles: \$1,015 - Initial \$761.25 - Annual Renewal 4-6 Vehicles: \$2,030 - Initial \$1,522.50 - Annual Renewal 7-9 Vehicles: \$3,045 - Initial \$2,283.75 - Annual Renewal 10+ Vehicles: \$4,060 - Initial \$3,045 - Annual Renewal	\$378.19 (each vehicle) \$438.27 (tow company)	\$379.00 (each plate)
Vehicle Storage Yard Facility	\$180.00	Not applicable	\$217.00	Not applicable	Not applicable	\$243.00
Replacement (vehicle plate)	\$20.00	\$65.00	Not applicable	Not applicable	Not applicable	Not applicable
Replacement (driver's licence)	\$20.00	\$65.00	Not applicable	Not applicable	Not applicable	Not applicable
Replacement vehicle	\$150.00	\$560.00	Not applicable	Not applicable	\$74.91	Not applicable

Denise Holmes

From: Carrie Cunningham <ccunningham@orangeville.ca>
Sent: Tuesday, June 14, 2022 8:56 AM
To: Karen Landry
Subject: Stakeholder Meeting - Town of Orangeville's Proposed Towing Services and Vehicle Storage Yard Facility By-law
Attachments: Towing Services and Vehicle Storage Yard Facility By-law Report.pdf; Attachment 1 - Proposed Towing Services and Vehicle Storage Yard Facility By-law.docx.pdf; Attachment 2 - Towing Rates - Proposed and Comparison.docx.pdf; Attachment 3 - Towing Licence Fees - Proposed and Comparison.docx.pdf

Good morning,

As an update, staff submitted a report and draft Towing Services and Vehicle Storage Yard Facility By-law to Council at its June 13, 2022 meeting, copies of which are attached for your review.

A Public Meeting in this regard has been scheduled for July 13, 2022.

Prior to the Public Meeting, industry stakeholders are invited to provide feedback.

The attached report summarizes the proposed licensing requirements for a Tow Truck Driver, Towing Services Operator, and Vehicle Storage Yard Facility, as well, it provides key differences between the proposed by-law and the regulatory regime set in the Provincial *Towing and Storage Safety and Enforcement Act, 2021*, which is anticipated to come into effect July 1, 2023.

The virtual meeting dates have been scheduled as follows:

Wednesday, June 22, 2022 – 9 am – 10:30 am;
or

Wednesday, June 22, 2022 – 1 pm – 2:30 pm; or

Thursday, June 23, 2022 – 10 am – 11:30 am; or

Thursday, June 23, 2022 – 1 pm – 2:30 pm; or

Should you be interested in attending one of the above sessions, please respond to this email, confirming your attendance and preferred session date and time.

Once confirmed, you will be sent details to access the virtual meeting via Microsoft Teams, which will allow access through a computer/smartphone (if you download the app). A phone number and conference ID# will also be provided to allow access by phone, should you prefer to call in.

In the meantime, should you have any questions, please do not hesitate to contact our office.

Thank you,

Carrie Cunningham | By-law and Property Standards Officer | Corporate Services
Town of Orangeville | 87 Broadway | Orangeville, ON L9W 1K1
519-941-0440 Ext. 2268 | Toll Free 1-866-941-0440 Ext. 2268 | Mobile 519-939-0002
ccunningham@orangeville.ca | www.orangeville.ca



The Corporation of the Town of Orangeville Notification List

Topic: Towing Services

NAME	ADDRESS:	POUND ADDRESS:	PHONE #	E-MAIL ADDRESS	CONSENT TO RELEASE OF PERSONAL INFO YES or NO
A Plus Towing and Recovery Gerald Chambers (Jerry)	19479 Hurontario St, Caledon L7K 1X4	14 Town Line, Orangeville L9W 3A6	519-940-9855 or Cell: 519-288-1661	aplustow@hotmail.ca	
A1 Orangeville Towing & Recovery Services Rob Howes	43 Margaret Street, Orangeville L9W 1V3	12 Dawson Road, Orangeville L9W 2W2	519-942-0236 or Cell: 519-278-1752	orangevilletowing@yahoo.ca	
BW Towing Brian Woodland	5-23 Robb Blvd, Orangeville L9W 3L1	5-23 Robb Blvd, Orangeville L9W 3L1	519-941-0889 or Cell: 905-588-6000	bwtowing@rogers.com	
CAA Tina Wong Government Relations Specialist	n/a	n/a	905-771-3094 or Cell: 416-706-7643	twon@caasco.ca	
CAA Raymond Chan	n/a	n/a	n/a	rc13@caasco.ca	
Cameron Services Zach Cameron	P.O. Box 40003 Springbrook, Orangeville L9W 0A7	14 Town Line, Orangeville L9W 3A6	519-216-5550	towsall2@gmail.com	
Chambers Towing Ed Chambers	12 Dawson Road, Orangeville L9W 2W2	12 Dawson Road, Orangeville L9W 2W2	519-941-5224 or Cell: 519-942-6887	donna@edmortgages.ca	
Crush Towing		14 Town Line, Orangeville L9W 3A6	416-568-9581		
Dave's Towing David Pettipas	433093 4 th Line, Amaranth L9W 2Y8	51 Broadway, Orangeville	519-942-5574	No email	
First Canadian Towing Armando	n/a	n/a	905-459-2103	armando@acgatlantic.com	

Personal Information on this form is collected under the authority of the Municipal Freedom of Information and Protection of Privacy Act. Your name, address, email and phone number, and any other personal information is collected and maintained for the purpose of providing you notification of any public meeting where this application is being considered by Council. Staff will also inform those listed if Council adopts the proposed plan or enacts the proposed by-law amendment. Questions about this collection should be forwarded to the Municipal Freedom of Information Co-ordinator at 519-941-0440.



The Corporation of the Town of Orangeville Notification List

Topic: Towing Services

NAME	ADDRESS:	POUND ADDRESS:	PHONE #	E-MAIL ADDRESS	CONSENT TO RELEASE OF PERSONAL INFO YES or NO
HD Towing Calvin Phinnemore	19 Tottenham Road, Alliston L9R 1K1	<u>682448 260 Sideroad, Melancthon L9V 2N1</u>	905-909-3733	No email	
Man at Working Towing Brian Elchuk	Hwy 9 and Hwy 50	6 Concession, Mono	416-302-4604	brianelchuk@rogers.com	
New Age Towing / One Touch Towing Albert Candelaria or Nicole Westwood	26 French Drive, Mono L9W 5W1	26 French Drive, Mono L9W 5W1	647-973-6875	onetouchtech2000@gmail.com	
Nuhn's Towing Tim Nuhn	14 Town Line, Orangeville L9W 3A6	14 Town Line, Orangeville L9W 3A6	519-942-7801	tsntowing@live.ca	
Prostar & TS Towing North Division Albert Candelaria	n/a	n/a	647-973-6875	onetouchtech2000@gmail.com 407collisioncentre@gmail.com	
Prostar Towing Rui Magrinho	26 French Drive, Mono L9W 5W1	26 French Drive, Mono L9W 5W1	905-866-6686	407collisioncentre@gmail.com	
Rescue 51	n/a	5370 Highway 89, Cookstown L0L 1L0	705-828-1282	n/a	
Rosemount Towing	n/a	n/a	705-391-8000	n/a	
RJB Towing Randy Byer	50 Centennial Road, Orangeville L9W 3T4	50 Centennial Road, Orangeville L9W 3T4	416-931-7143	rbyer@rjbtowing.com	
Royal Towing Steve Merrick	720 Industrial Road, Shelburne L0N 1S4	720 Industrial Road, Shelburne L0N 1S4	519-941-5200 or Cell: 416-802-8697	royaltowing@bellnet.ca	

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The Corporation of the Town of Orangeville Notification List Topic: Towing Services

NAME	ADDRESS:	POUND ADDRESS:	PHONE #	E-MAIL ADDRESS	CONSENT TO RELEASE OF PERSONAL INFO YES or NO
Shelburne Tire & Towing David Johnston	525401 5 th Sideroad, Melancthon L0N 1S6	525401 5 th Sideroad, Melancthon L0N 1S6	519-925-5002	shelburnetire@hotmail.com	
TS Towing Rui Magrinho	26 French Drive, Mono L9W 5W1	26 French Drive, Mono <u>L9W 5W1</u>	519-940-4424	407collisioncentre@gmail.com	
TSN Towing Tim Nuhn	Mono Plaza	14 Town Line, Orangeville L9W 3A6	519-942-0211	tsntowing@live.ca tsntowingdufferin@outlook.com	
TSN Towing Richard Croft	Mono Plaza	14 Town Line, Orangeville L9W 3A6	519-942-0211	tsntowingrichard@gmail.com	
Xtreme Towing	n/a	n/a	647-321-2784	n/a	
Kulwinder Sidhu	n/a	n/a	647-570-4853	kuli_sidhu@outlook.com	
Mackenzie	n/a	n/a	519-636-4805	n/a	

Personal Information on this form is collected under the authority of the Municipal Freedom of Information and Protection of Privacy Act. Your name, address, email and phone number, and any other personal information is collected and maintained for the purpose of providing you notification of any public meeting where this application is being considered by Council. Staff will also inform those listed if Council adopts the proposed plan or enacts the proposed by-law amendment. Questions about this collection should be forwarded to the Municipal Freedom of Information Co-ordinator at 519-941-0440.

Denise Holmes

From: Melissa Kenney <mkenney@shelburne.ca>
Sent: Friday, June 17, 2022 12:01 PM
To: Melissa Kenney
Subject: Statement from Mayor Wade Mills and Shelburne Council Regarding Recent Events at Centre Dufferin District High School
Attachments: Media Release - Statement regarding recent events at Centre Dufferin District High School .pdf

Good Morning,

Please find attached a Statement from Mayor Wade Mills and Shelburne Council Regarding Recent Events at Centre Dufferin District High School.

Thanks,

Melissa Kenney, Communications Coordinator & Administrative Assistant
Phone: 519-925-2600 ext 259 | Fax: 519-925-6134 | mkenney@shelburne.ca
Town of Shelburne | 203 Main Street East, Shelburne ON L9V 3K7
www.shelburne.ca

Town Hall will be open to the public Monday to Friday from 8:30 am to 12:00 pm and 1:00 pm and 4:30 pm. The office will be closed between 12:00 pm to 1:00 pm. There will be no public access to Town Hall each day from 12:00 pm to 1:00 pm.

We are encouraging everyone to continue to take advantage of digital processes. The best way to reach staff is by email. You can pay your bills online by visiting our webpage **Paying My Bills**. Appointments at Town Hall are available upon request. You can request an appointment by visiting **Save my Spot** on our website.



A People Place, A Change of Pace
SHELburne
ONTARIO, CANADA

MEDIA RELEASE

Town of Shelburne
203 Main Street East
Shelburne, Ontario
L9V 3K7

For Immediate Release: Friday June 17, 2022

Statement from Mayor Wade Mills and Shelburne Council Regarding Recent Events at Centre Dufferin District High School

Dear residents,

Like all of you, Council has been troubled by the recent reports coming out of Centre Dufferin District High School. We know that parents and students are anxious and upset and we want to assure the community that we are monitoring developments as closely as possible given the information that is available.

At this point, the situation is being handled as an internal school matter. Few specific details have been released publicly and we understand that the school administration is conducting ongoing investigations. During this time, we will remain in close contact with our elected counterparts on the Upper Grand District School Board.

Regardless of what the investigations conclude, let us state unequivocally that there is no place for racism or violence of any kind in our schools. These institutions must be safe, inclusive and positive places for all students and staff and we all have a part to play in ensuring that.

We look forward to hearing what solutions the school administration and Upper Grand District School Board are considering to prevent similar incidents from taking place in the future. To that end, we are willing to offer our contributions to those efforts while working alongside other stakeholders and our municipal partners from communities whose students also attend Centre Dufferin District High School.

Mayor Wade Mills

For additional information please contact:

Wade Mills | Mayor
wmills@shelburne.ca

Denyse Morrissey | Chief Administrative Officer B.A; M.P.A.
dmorrissey@shelburne.ca

Corporate Services

**Notice of Public Meeting
Towing Services and Vehicle Storage Yard Facility By-law**

Take Notice that a Public Meeting will be held to provide the public with an opportunity to comment and provide input in relation to **Towing Services and Vehicle Storage Yard Facility By-law**, on:

Wednesday, July 13, 2022 at 7:00 P.M.
(Electronic Participation)

Public Meeting protocol during the COVID-19 Pandemic

Due to the efforts to contain the spread of COVID-19 and to protect all individuals, the Council Chambers at Town Hall will not be open to the public to attend a Public Meeting until further notice.

All persons interested in the above matter are invited to observe this Public Meeting through the Town's live stream broadcast of this meeting online at www.youtube.com/c/OrangevilleCouncil

Members of the public who have an interest in this matter may:

- up until 10:00 a.m. on the day of the scheduled Public Meeting email the Clerks Division at councilagenda@orangeville.ca indicating their request to speak to the matter. A phone number and conference ID code will be provided to join the virtual meeting and provide comments to Council.

Members of the public wishing to raise a question about the above matter during the public question period of the Public Meeting may, beginning at 7:00 p.m. on the evening of the Public Meeting, call +1 289-801-5774, Conference ID: 476 716 550#

Written comments may also be submitted prior to the meeting and can be addressed to the Mayor and Members of Council, and/or the staff contact provided below. All written comments received will be taken into consideration through the overall review of this matter and will become a matter of public record.

Information Available:

To obtain a copy of the proposed Towing Services and Vehicle Storage Yard Facility By-law, please refer to the agenda package for the July 13, 2022 Public Meeting, found on our website at calendar.orangeville.ca/meetings

For more information about this matter, contact, **Clerks Division, Corporate Services at 519-941-0440 Ext. 2256 or by e-mail at clerksdept@orangeville.ca** during normal business hours.

Notice Issued: June 20, 2022

Info # 4
JUL 14 2022

Denise Holmes

From: Planning Account <planning@shelburne.ca>
Sent: Friday, June 24, 2022 9:07 AM
To: Planning Account
Subject: Town of Shelburne Planning Application Circulation - Part Lot Control Exemption By-law - Fieldgate (PLC 22/01)
Attachments: PCL22 01 - Application.pdf; PLC22 01 - Draft Survey Reference Plans.pdf; PLC22 01 - Lot Coverage and Area Certificates.pdf

Good afternoon,

Please be advised the Town of Shelburne has received an application for a Part Lot Control Exemption By-law for various townhouse blocks within the Fieldgate (Emerald Crossing) Subdivision (Registered Plan 7M-79) in the Town of Shelburne. The Part Lot Control Exemption By-law will allow for 9 blocks within the registered plan of subdivision to be divided into 52 lots for townhouse units, respectively as summarized and shown in the application and associated draft reference plans.

A copy of the application and draft reference plans submitted by the applicant are attached to this email. We would appreciate receiving any comments or concerns you may have by July 8, 2022.

Thank you,

Steve Wever, MCIP, RPP
Town Planner



TOWN OF SHELburne

Application for a Part Lot Control Exemption By-law

Application Instructions and Process Guidelines

PLEASE DETACH AND RETAIN PAGES 1 AND 2 FOR FUTURE REFERENCE

INFORMATION AND FEES

Submissions to the Town of Shelburne seeking approval for a Part Lot Control Exemption By-law is provided for under Section 50(7) (7, 7.1 through to 7.5) of the Planning Act, R.S.O. 1990, as amended. The following application form must be completed and submitted with the required fee in order to be considered by Council for approval. Should you require additional information or clarification on any matter related to this form, please contact the Town Planner.

The Part Lot Control Exemption By-law is generally used for the purpose of reconfiguring existing lots or blocks within a registered plan of subdivision to facilitate development. Exemption from part-lot control is appropriate when a large number of land transactions are involved, but the resulting changes will not have cause any changes to the character or nature of the subdivision. Part-lot control exemptions are also used for semi-detached or townhouse developments. Utilizing the part lot control exemption allows a process to ensure that common walls of multi-unit buildings are located directly on property lines.

Application Fees: To be accepted as a complete application, each submission must be accompanied by the appropriate application fee. Payments are accepted in the form of a cheque, cash or money order payable to the Town of Shelburne. NVCA and other external agency review fees and/or permit fees may also apply in addition to Town fees. The Town's current application fees are identified in the table below.

# of Lots	Base Fee (2019)	Contingency
Less than 20	\$2155.00	\$110 per lot
20+		\$85 per lot

Please note:

1. The Ministry of Municipal Affairs and Housing is the approval authority for Part Lot Control Exemption By-laws, but the application must be filed with the Town.
2. Town application fees shall be paid by cash, cheque or money order payable to the "Town of Shelburne".
3. NVCA application fees are payable to the "Nottawasaga Valley Conservation Authority".
4. Separate payments are required for the base application fee, contingency deposit and NVCA fees.
5. The Town's base application fee is non-refundable. The contingency deposit may be wholly or partially refundable if the Town's processing costs are fully covered by the base fee, as determined by the Town.
6. The application and required drawings shall be completed in metric units.
7. Drawings must be prepared by a qualified professional such as an engineer, architect, landscape architect, planner or land surveyor.
8. The receipt of inaccurate or incomplete information may cause delays in the processing of an application.
9. Additional information, studies and/or reports may be required by the Town prior to approval. The Town of Shelburne reserves the right to determine information necessary in order to properly process an application.
10. Applicants are advised to communicate with neighbours regarding planned development.

APPLICATION SUBMISSION

Please submit the application package for Part Lot Control Exemption By-law and fees to:

Town of Shelburne
 203 Main Street East
 Shelburne, ON L9V 3K7
 Tel: (519) 925-2600
 Fax: (519) 925-6134


This process pertains to an application for part-lot control exemption pursuant to Section 50(7) of the Planning Act. Prior to the Town processing the application, it is required that a copy of the attached application form be completed including the prescribed number of hard copies of the submission package. Please also note that the Town of Shelburne requires an electronic submission of all forms, drawings and reports that form part of the application.

The following checklist should be used to ensure a complete submission:

Item	Required (this section to be completed with Town Planner)		
	YES	# copies	NO
Completed and Signed Application Form (Original)	✓		-
Draft Survey Reference Plan and Lot Summary Certified by O.L.S.	✓		-
Planning Justification Report			
Urban Design Study			
Arborist Report			
Traffic/Parking Study			
Functional Servicing Report			
Storm Water Management Report			
Geotechnical Report			
Environmental Impact Report			
Site Remediation Studies			
Archaeological Assessment			
Heritage Impact Statement			
Other:			

APPLICATION PROCESS

1. Pre-Application Consultation with Town Planner to review submission requirements.
2. Applicant files completed application form and required submission package with Town of Shelburne.
3. Application is circulated to Town departments and external agencies.
4. Part-lot control exempting by-law is prepared upon receipt of departmental and agency clearances.
5. Applicant submits DEPOSITED Reference Plan to Town, Town Planner prepares report to Council.
6. By-law is considered for passage by Town Council.
7. If passed by Council, Town submits by-law to Ministry of Municipal Affairs and Housing for final approval.
8. Approved by-law is registered on title to the property by the Town's solicitor or the applicant's solicitor.
9. Applicant notified of By-law registration authorizing transfer of resulting parcels to individual owners.
10. By-law repeal/expiry.

PART I: APPLICANT INFORMATION	
Name of Applicant*: FRANK MANTIA	
Mailing Address: 5400 YONGE STREET, 2ND FL. TORONTO, ONTARIO M2N 5R5	
Name of Agent*: FRANK MANTIA	
Mailing Address: 5400 YONGE STREET, 2ND FL. TORONTO, ONTARIO M2N 5R5	
Name of Property Owner*: SHELBURNE 89 DEVELOPMENTS LTD	
Mailing Address: 5400 YONGE STREET, 5TH FL. TORONTO, ONTARIO M2N 5R5	
Name of Ontario Land Surveyor: YOUNG & YOUNG SURVEYING INC	
Mailing Address: 310 NORTH QUEEN ST. SUITE 102 TORONTO, ONTARIO M5C 5K4	
When was the property acquired by the current Property Owner?	
All correspondence, notices, etc. in respect to this development application will be forwarded to: (check applicable)	
Applicant <input checked="" type="checkbox"/>	Agent <input checked="" type="checkbox"/> Property Owner <input checked="" type="checkbox"/>

*If the Applicant, Agent or Property Owner is a numbered company, also provide the name of a principal of the company

PART II: PROPERTY INFORMATION	
a.) Street Address: PLEASE REVIEW ATTACHMENT.	
b.) Legal Description: 7M-79 BLK 213: UNIT 42-46; BLK 214: UNIT 47-52 BLOCK 206: UNIT 1-6, BLOCK 207: UNIT 7-12; BLOCK 208: UNIT 13-18, BLK 209: UNIT 19-24; BLK 210: UNIT 25-29; BLK 211: UNIT 30-35; BLK 212: UNIT 36-41	
c.) Are there any existing easements, restrictive covenants affecting the subject lands? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
If YES, provide a description of registered instrument number:	1. Instrument No. DC235604 for Municipal Easement on part of Blocks 209, 210 & 211 2. Instrument No. DC235450 for All Blocks for Subdivision Agreement.
d.) Existing number of lots by type:	Other (please specify):
	Semi-detached:
	Townhouses: 9 BLOCKS (EXPECTING 52 UNITS)

DPS 18/01- / 7M-79
Shelburne 89 Developments Limited
Leanne Homes Limited



BLK 206			BLK 211		
Unit 1	526	Red Elm Road	Unit 30	711	Potawatomi Crescent
Unit 2	528	Red Elm Road	Unit 31	709	Potawatomi Crescent
Unit 3	530	Red Elm Road	Unit 32	707	Potawatomi Crescent
Unit 4	532	Red Elm Road	Unit 33	705	Potawatomi Crescent
Unit 5	534	Red Elm Road	Unit 34	703	Potawatomi Crescent
Unit 6	536	Red Elm Road	Unit 35	701	Potawatomi Crescent
BLK 207			BLK 212		
Unit 7	538	Red Elm Road	Unit 36	602	Anishinaabe Drive
Unit 8	540	Red Elm Road	Unit 37	604	Anishinaabe Drive
Unit 9	542	Red Elm Road	Unit 38	606	Anishinaabe Drive
Unit 10	544	Red Elm Road	Unit 39	608	Anishinaabe Drive
Unit 11	546	Red Elm Road	Unit 40	610	Anishinaabe Drive
Unit 12	548	Red Elm Road	Unit 41	612	Anishinaabe Drive
BLK 208			BLK 213		
Unit 13	550	Red Elm Road	Unit 42	614	Anishinaabe Drive
Unit 14	552	Red Elm Road	Unit 43	616	Anishinaabe Drive
Unit 15	554	Red Elm Road	Unit 44	618	Anishinaabe Drive
Unit 16	556	Red Elm Road	Unit 45	620	Anishinaabe Drive
Unit 17	558	Red Elm Road	Unit 46	622	Anishinaabe Drive
Unit 18	560	Red Elm Road	BLK 214		
BLK 209			Unit 47	624	Anishinaabe Drive
Unit 19	733	Potawatomi Crescent	Unit 48	626	Anishinaabe Drive
Unit 20	731	Potawatomi Crescent	Unit 49	628	Anishinaabe Drive
Unit 21	729	Potawatomi Crescent	Unit 50	630	Anishinaabe Drive
Unit 22	727	Potawatomi Crescent	Unit 51	632	Anishinaabe Drive
Unit 23	725	Potawatomi Crescent	Unit 52	634	Anishinaabe Drive
Unit 24	723	Potawatomi Crescent			
BLK 210					
Unit 25	721	Potawatomi Crescent			
Unit 26	719	Potawatomi Crescent			
Unit 27	717	Potawatomi Crescent			
Unit 28	715	Potawatomi Crescent			
Unit 29	713	Potawatomi Crescent			

PART III: PROPOSED LAND USE AND DEVELOPMENT		
a.) Current Official Plan Designation	BY-LAW NO. 72-2014	
b.) Current Zoning	R5-7	
c.) Are there any proposed easements or restrictive covenants affecting the subject lands? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
d.) Proposed number of lots by type:	Semi-detached	
	Townhouses	52 UNITS
	Other (please specify)	

PART IV: SERVICING INFORMATION	
a.) Water Supply:	<input checked="" type="checkbox"/> Municipal <input type="checkbox"/> Other
b.) Sanitary:	<input checked="" type="checkbox"/> Municipal <input type="checkbox"/> Other
c.) Storm Drainage:	<input checked="" type="checkbox"/> Municipal <input type="checkbox"/> Other
d.) Road Access:	<input checked="" type="checkbox"/> Provincial <input type="checkbox"/> County <input type="checkbox"/> Local <input type="checkbox"/> Other: _____

PART V: ADDITIONAL INFORMATION		
a.) Has a site plan agreement been entered into?	<input type="checkbox"/> YES <input type="checkbox"/> NO N/A	
b.) Is draft reference plan consistent with the approved site plan?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO (WITH PLAN OF SUBDIVISION)	
c.) Has a building permit been issued?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
d.) Is the proposed development under construction?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
e.) Is the subject land subject to any other planning applications:	NOT UNAPPROVED.	
Consent	<input type="checkbox"/> YES <input type="checkbox"/> NO	Application Number:
Minor Variance	<input type="checkbox"/> YES <input type="checkbox"/> NO	Application Number:
Zoning Amendment	<input type="checkbox"/> YES <input type="checkbox"/> NO	Application Number:
Official Plan Amendment	<input type="checkbox"/> YES <input type="checkbox"/> NO	Application Number:
Site Plan	<input type="checkbox"/> YES <input type="checkbox"/> NO	Application Number:

PART VI: PAYMENT OF FEES

I (we), SHELBURNE 89 DEVELOPMENTS LIMITED being the registered owner(s) of the subject lands, here  FIELDGATE HOMES (FRANK MANTIA) to prepare and submit an application  by-law.

Owner's Signature: _____


Date: MAR 28/22**PART VII: PERMISSION TO ENTER**

I (we) _____ hereby authorize the members of staff and/or elected members of Council of the Town of Shelburne to enter upon the subject lands and premises for the limited purpose of evaluating the merits of this application. This is their authority for doing so.

Owner's Signature: _____

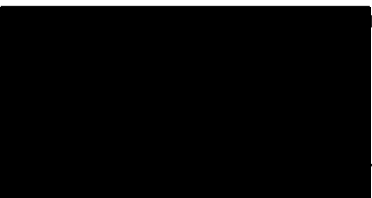
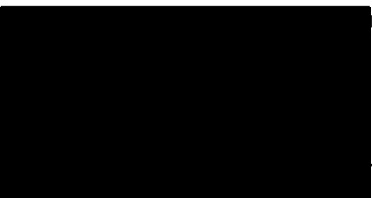
Date: _____

PART VIII: OWNER'S AUTHORIZATION

I (we), SHELBURNE 89 DEVELOPMENTS LIMITED being the registered owner(s) of the subject lands, hereby authorize FIELDGATE HOMES (FRANK MANTIA) to prepare and submit an application for  by-law.

Owner's Signature: _____

Date: MAR 29/22**PART IX: AFFIDAVIT**

I (we), SHELBURNE 89 DEVELOPMENTS LIMITED of the CITY, ~~in the County/Region of~~ TORONTO, solemnly declare that all the statements contained in this application are true and I (we) make this ma  ntiously believing it to be true, and knowing that it is of the same force and effect as if ma  CANADA EVIDENCE ACT.

Signature of Owner or Authorized Agent _____

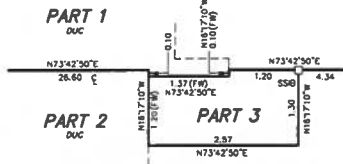
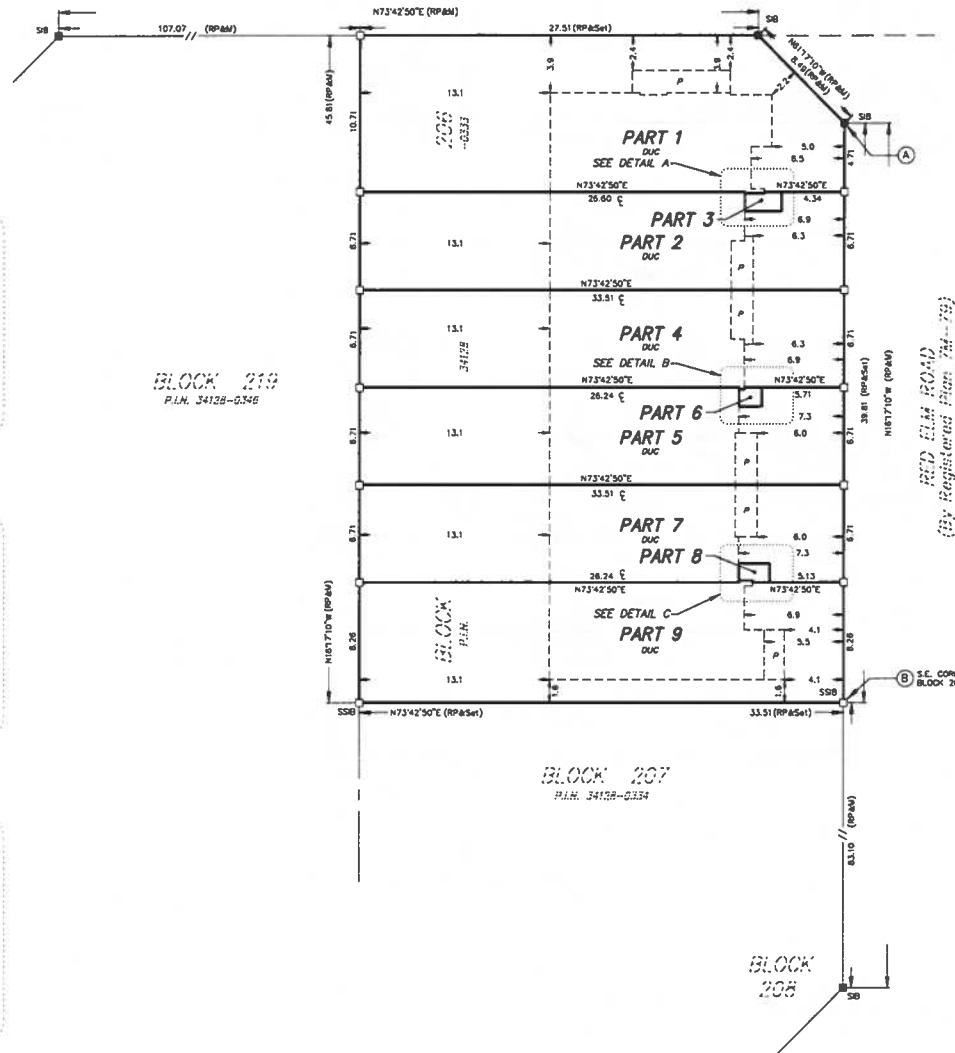
DECLARED before me at the _____ of _____ in the Country/Region of _____ this _____ day of _____ 20____.

Signature of Commissioner _____

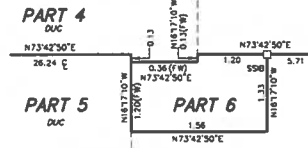
Printed Name of Commissioner _____



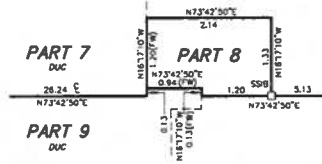
ANISHNABEE DRIVE
(By Registered Plan 74-79)
P.L.N. 34128-0352



DETAIL A
NOT TO SCALE



DETAIL B
NOT TO SCALE



DETAIL C
NOT TO SCALE

I REQUIRE THIS PLAN TO BE DEPOSITED
UNDER THE LAND TITLES ACT

DATE : _____

CHRIS BERESNEWICZ
ONTARIO LAND SURVEYOR

PLAN 7R-

RECEIVED AND DEPOSITED

DATE : _____

REPRESENTATIVE FOR THE LAND REGISTRAR
FOR THE LAND TITLES DIVISION OF
DUFFERIN (No. 7)

SCHEDULE

PART	ALL OF BLOCK	PLAN	ALL OF P.L.N.
1 TO 9 INCLUSIVE	206	74-79	34128-0333

PLAN OF SURVEY OF
BLOCK 206
REGISTERED PLAN 74-79
TOWN OF SHELBURNE
COUNTY OF DUFFERIN

SCALE 1 : 250
5m 4m 3m 2m 1m 0m
YOUNG & YOUNG SURVEYING
(ETOBICOKE 2008) INC.

METRIC

DISTANCES AND CO-ORDINATES SHOWN ON THIS PLAN ARE IN
METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

BEARING NOTE

BEARINGS ARE UTM GRID, DERIVED FROM OBSERVED
REFERENCE POINTS A AND B BY REAL TIME NETWORK (RTN)
OBSERVATIONS, UTM ZONE 17, NAD83 (CSRS) (2010.0).
OBSERVED REFERENCE POINTS (ORP): UTM ZONE 17, NAD83
(CSRS) (2010.0).
COORDINATES TO URBAN ACCURACY PER SECTION 14 (2) OF
O.R.E.G. 216/70.

	NORTHING	EASTING
ORP A	4881660.27	565360.96
ORP B	4881622.08	565372.12

DISTANCE NOTE

DISTANCES SHOWN HEREON ARE GROUND DISTANCES AND
CAN BE CONVERTED TO GRID DISTANCES BY MULTIPLYING BY
A COMBINED SCALE FACTOR OF 0.999652.
COORDINATES CANNOT, IN THEMSELVES, BE USED TO
RE-ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THIS PLAN

LEGEND

- DENOTES SURVEY MONUMENT SET
- SURVEY MONUMENT FOUND
- RP REGISTERED PLAN 74-79
- N.E.S.W. NORTH, SOUTH, EAST, WEST
- M MEASURED
- SIB STANDARD IRON BAR
- SSB SHORT STANDARD IRON BAR
- P.I.N. PROPERTY IDENTIFIER NUMBER
- DUC DWELLING UNDER CONSTRUCTION
- PW FACE OF WALL
- P PORCH
- C CENTRE LINE OF WALL

NOTE

ALL FOUND SURVEY MONUMENTS ARE BY
J.O. BARNES LTD., O.L.S.
ALL SURVEY MONUMENTS ARE IRON BARS
UNLESS NOTED OTHERWISE

SURVEYOR'S CERTIFICATE

- I CERTIFY THAT:
1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE
WITH THE SURVEYORS ACT, THE SURVEYORS ACT, THE LAND
TITLES ACT AND THE REGULATIONS MADE UNDER THEM.
2. THE SURVEY WAS COMPLETED ON THE _____ DAY OF
_____, 2022.

DATE

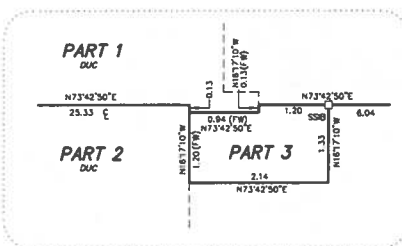
CHRIS BERESNEWICZ
ONTARIO LAND SURVEYOR



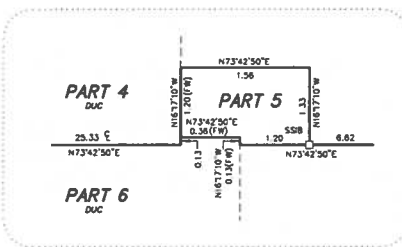
YOUNG & YOUNG
SURVEYING (ETOBICOKE 2008) INC.

310 North Queen St., Unit 102, Toronto ON M5C 5K4
Tel: (416) 621-2878 • Fax: (416) 621-3380
EMAIL: info@youngandyoung.ca

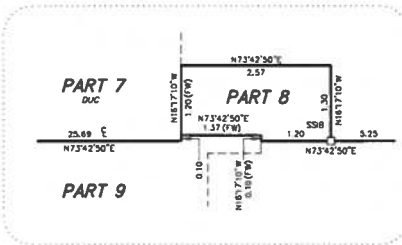
DRAWN: R.M. CHECKED: C.B. PROJECT 21-T10900



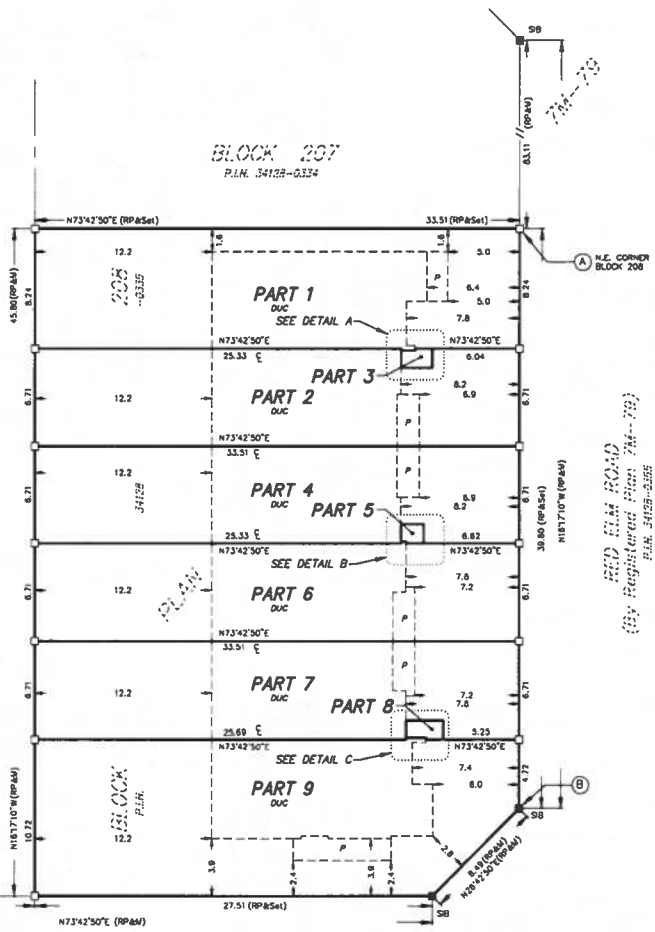
DETAIL A
NOT TO SCALE



DETAIL B
NOT TO SCALE



DETAIL C
NOT TO SCALE



BLOCK 207
P.L.N. 34128-0346

RED ELM ROAD
(By Registered Plan 7M-79)
P.L.N. 34128-0335

I REQUIRE THIS PLAN TO BE DEPOSITED UNDER THE LAND TILES ACT

DATE : _____

CHRIS BERESNEWICZ
ONTARIO LAND SURVEYOR

PLAN 7R--

RECEIVED AND DEPOSITED

DATE : _____

CHRIS BERESNEWICZ
ONTARIO LAND SURVEYOR

REPRESENTATIVE FOR THE LAND REGISTRAR
FOR THE LAND TILES DIVISION OF
DUFFERIN (No. 7)

SCHEDULE			
PART	ALL OF BLOCK	PLAN	ALL OF P.L.N.
1 TO 9 INCLUSIVE	208	7M-79	34128-0335

PLAN OF SURVEY OF
BLOCK 208
REGISTERED PLAN 7M-79
TOWN OF SHELburne
COUNTY OF DUFFERIN

SCALE 1 : 250

YOUNG & YOUNG SURVEYING
(ETOBICOKE 2008) INC.

METRIC

DISTANCES AND CO-ORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

BEARING NOTE

BEARINGS ARE UTM GRID, DERIVED FROM OBSERVED REFERENCE POINTS A AND B, BY REAL-TIME NETWORK (RTN) OBSERVATIONS, UTM ZONE 17, NAD83 (CSRS) (2010.0).

OBSERVED REFERENCE POINTS (ORP): UTM ZONE 17, NAD83 (CSRS) (2010.0).

COORDINATES TO URBAN ACCURACY PER SECTION 14 (2) OF O. REG. 216/10.

	NORTHING	EASTING
ORP A	4881580.53	565384.26
ORP B	4881542.34	565395.42

DISTANCE NOTE

DISTANCES SHOWN HEREON ARE GROUND DISTANCES AND CAN BE CONVERTED TO GRID DISTANCES BY MULTIPLYING BY A COMBINED SCALE FACTOR OF 0.999652.

COORDINATES CANNOT, IN THEMSELVES, BE USED TO RE-ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THIS PLAN.

LEGEND

□	DENOTES
■	SURVEY MONUMENT SET
—	SURVEY MONUMENT FOUND
RP	REGISTERED PLAN 7M-79
N.S.E.W	NORTH, SOUTH, EAST, WEST
M	MEASURED
SB	STANDARD IRON BAR
SSB	SHORT STANDARD IRON BAR
P.L.N.	PROPERTY IDENTIFIER NUMBER
DUC	DEWELLING UNDER CONSTRUCTION
FW	FACE OF WALL
P	PORCH
C	CENTRE LINE OF WALL

NOTE

ALL FOUND SURVEY MONUMENTS ARE BY J.D. BARNES LTD., O.L.S.

ALL SURVEY MONUMENTS ARE IRON BARS UNLESS NOTED OTHERWISE

SURVEYOR'S CERTIFICATE

I CERTIFY THAT :

1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, THE SURVEYORS ACT, THE LAND TILES ACT AND THE REGULATIONS MADE UNDER THEM;

2. THE SURVEY WAS COMPLETED ON THE _____ DAY OF _____, 2022.

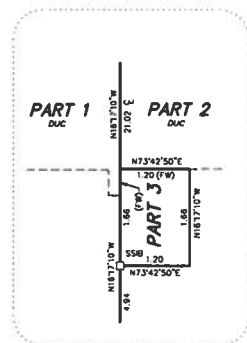
DATE _____

CHRIS BERESNEWICZ
ONTARIO LAND SURVEYOR

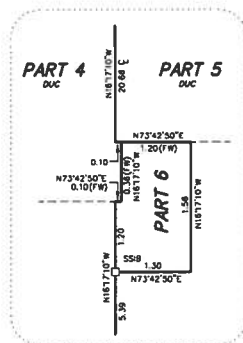
YOUNG & YOUNG
SURVEYING (ETOBICOKE 2008) INC.

310 North O'Brien St., Unit 102, Toronto ON M5C 5K4
Tel: (416) 621-8878 Fax: (416) 621-3360
EMAIL: info@youngandyoung.ca

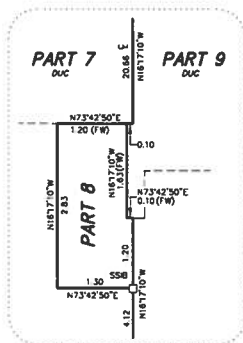
DRAWN: R.M. CHECKED: C.B. PROJECT 21-T10900



DETAIL A
NOT TO SCALE



DETAIL B
NOT TO SCALE

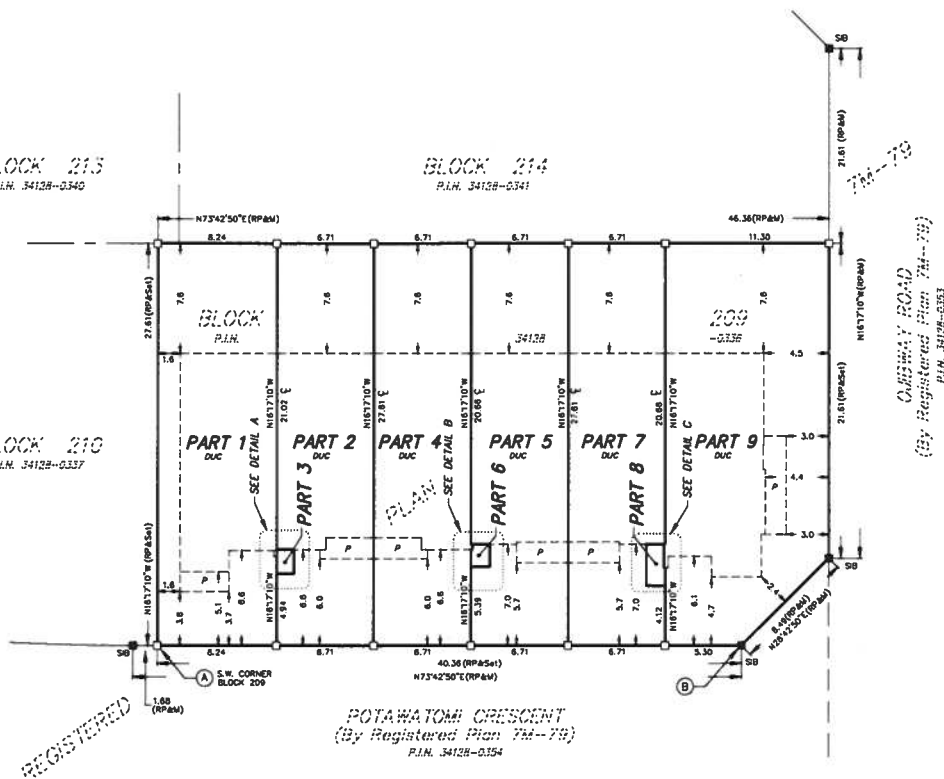


DETAIL C
NOT TO SCALE

BLOCK 213
P.L.N. 34128-0340

BLOCK 214
P.L.N. 34128-0341

BLOCK 210
P.L.N. 34128-0337



I REQUIRE THIS PLAN TO BE DEPOSITED
UNDER THE LAND TITLES ACT

DATE : _____

CHRIS BERESNEWICZ
ONTARIO LAND SURVEYOR

PLAN 7R-

RECEIVED AND DEPOSITED

DATE : _____

REPRESENTATIVE FOR THE LAND REGISTRAR
FOR THE LAND TITLES DIVISION OF
DUFFERIN (No. 7)

SCHEDULE

PART	ALL OF BLOCK	PLAN	ALL OF P.J.N.
1 TO 9 INCLUSIVE	209	7M-79	34128-0336

PLAN OF SURVEY OF
BLOCK 209
REGISTERED PLAN 7M-79
TOWN OF SHELburne
COUNTY OF DUFFERIN

SCALE 1 : 250

YOUNG & YOUNG SURVEYING
(ETOBICOKE 2006) INC.

METRIC

DISTANCES AND CO-ORDINATES SHOWN ON THIS PLAN ARE IN
METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

BEARING NOTE

BEARINGS ARE UTM GRID, DERIVED FROM OBSERVED
REFERENCE POINTS A AND B, BY REAL TIME NETWORK (RTN)
OBSERVATIONS, UTM ZONE 17, NAD83 (CSRS) (2010.0).
OBSERVED REFERENCE POINTS (ORP): UTM ZONE 17, NAD83
(CSRS) (2010.0).
COORDINATES TO URBAN ACCURACY PER SECTION 14 (2) OF
O. REG 216/10.

ORP ①	NORTHING	EASTING
ORP ②	4881551.90	565170.86
ORP ③	4881563.22	565209.59

DISTANCE NOTE

DISTANCES SHOWN HEREON ARE GROUND DISTANCES AND
CAN BE CONVERTED TO GRID DISTANCES BY MULTIPLYING BY
A COMBINED SCALE FACTOR OF 0.999652

COORDINATES CANNOT, IN THEMSELVES, BE USED TO
RE-ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THIS PLAN

LEGEND

- DENOTES SURVEY MONUMENT SET
- --- SURVEY MONUMENT FOUND
- RP --- REGISTERED PLAN 7M-79
- N, S, E, W --- NORTH, SOUTH, EAST, WEST
- M --- MEASURED
- SB --- STANDARD IRON BAR
- SSB --- SHORT STANDARD IRON BAR
- P.L.N. --- PROPERTY IDENTIFIER NUMBER
- DUC --- DWELLING UNDER CONSTRUCTION
- FW --- FACE OF WALL
- P --- PORCH
- CL --- CENTRE LINE OF WALL

NOTE

ALL FOUND SURVEY MONUMENTS ARE BY
L.D. BARNES LTD., O.L.S.
ALL SURVEY MONUMENTS ARE IRON BARS
UNLESS NOTED OTHERWISE

SURVEYOR'S CERTIFICATE

CERTIFY THAT:
1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE
WITH THE SURVEYS ACT, THE SURVEYORS ACT, THE LAND
TITLES ACT AND THE REGULATIONS MADE UNDER THEM.
2. THE SURVEY WAS COMPLETED ON THE _____ DAY OF
_____, 2022.

2022
DATE

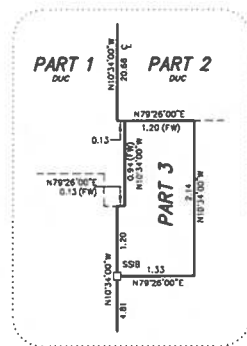
CHRIS BERESNEWICZ
ONTARIO LAND SURVEYOR



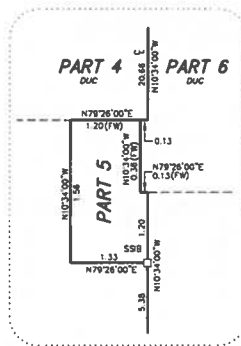
YOUNG & YOUNG
SURVEYING (ETOBICOKE 2000) INC.

310 North Queen St., Unit 102, Toronto ON M5C 5K4
Tel: (416) 821-2878 • Fax: (416) 821-3380
E-MAIL: info@youngandyoung.ca

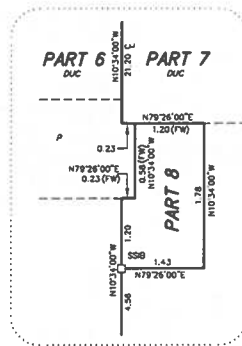
DRAWN: R.M. CHECKED: C.B. PROJECT 21-T10900



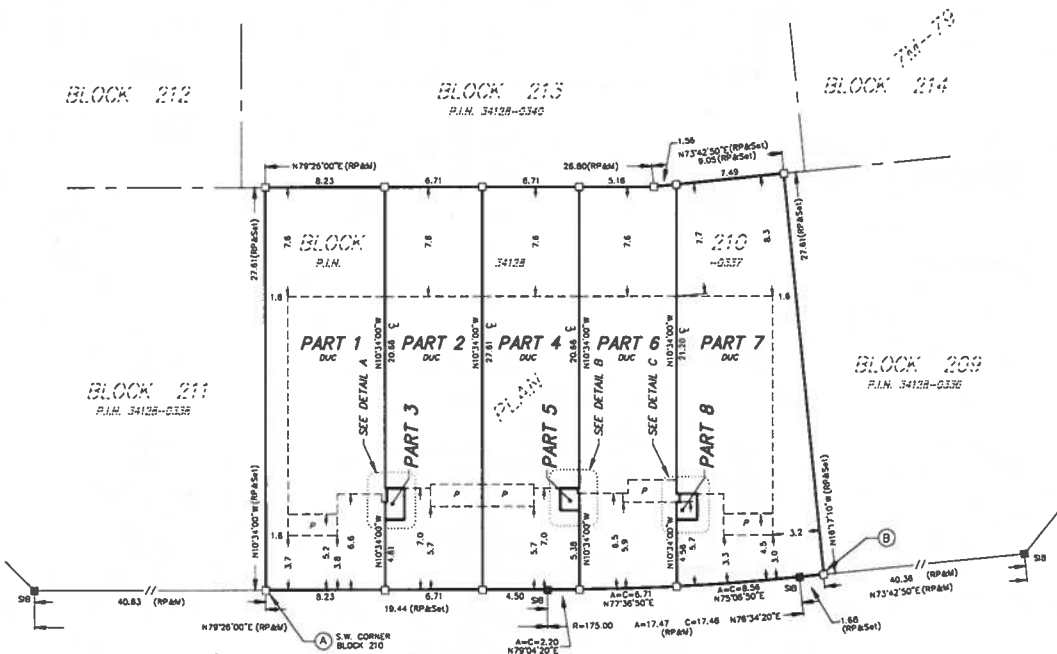
DETAIL A
NOT TO SCALE



DETAIL B
NOT TO SCALE



DETAIL C
NOT TO SCALE



REGISTERED

POTAWATOMI CRESCENT
(By Registered Plan 7M-79)
P.L.N. 34128-0354

I REQUIRE THIS PLAN TO BE DEPOSITED
UNDER THE LAND TITLES ACT

DATE : _____

CHRIS BERESNEWICZ
ONTARIO LAND SURVEYOR

PLAN 7R-

RECEIVED AND DEPOSITED

DATE : _____

REPRESENTATIVE FOR THE LAND REGISTRAR
FOR THE LAND TITLES DIVISION OF
DUFFERIN (No. 7)

SCHEDULE

PART	ALL OF BLOCK	PLAN	ALL OF P.L.N.
1 TO 8 INCLUSIVE	210	7M-79	34128-0357

PLAN OF SURVEY OF
BLOCK 210
REGISTERED PLAN 7M-79
TOWN OF SHELburne
COUNTY OF DUFFERIN

SCALE 1 : 250
YOUNG & YOUNG SURVEYING
(ETOBICOKE 2006) INC.

METRIC

DISTANCES AND CO-ORDINATES SHOWN ON THIS PLAN ARE IN
METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

BEARING NOTE

BEARINGS ARE UTM GRID, DERIVED FROM OBSERVED
REFERENCE POINTS A AND B, BY REAL TIME NETWORK (RTN)
OBSERVATIONS, UTM ZONE 17, NAD83 (CSRS) (2010.0).
OBSERVED REFERENCE POINTS (ORP): UTM ZONE 17, NAD83
(CSRS) (2010.0).

COORDINATES TO UTM ACCURACY PER SECTION 14 (2) OF
O. REG. 216/10.

	NORTHING	EASTING
ORP A	4881543.81	565133.17
ORP B	4881551.90	565170.86

DISTANCE NOTE

DISTANCES SHOWN HEREON ARE GROUND DISTANCES AND
CAN BE CONVERTED TO GRID DISTANCES BY MULTIPLYING BY
A CORRECTION FACTOR OF 0.999652.

COORDINATES CANNOT, IN THEMSELVES, BE USED TO
RE-ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THIS PLAN

LEGEND

- DENOTES SURVEY MONUMENT SET
- SURVEY MONUMENT FOUND
- RP REGISTERED PLAN 7M-79
- N.S.E.W. NORTH-SOUTH-EAST, WEST
- M MEASURED
- SB STANDARD IRON BAR
- SSB SHORT STANDARD IRON BAR
- P.L.N. PROPERTY IDENTIFIER NUMBER
- DUC DWELLING UNDER CONSTRUCTION
- FW FACE OF WALL
- PORCH
- C CENTRE LINE OF WALL

NOTE

ALL FOUND SURVEY MONUMENTS ARE BY
J.D. BARNES LTD., O.L.S.

ALL SURVEY MONUMENTS ARE IRON BARS
UNLESS NOTED OTHERWISE

SURVEYOR'S CERTIFICATE

- I CERTIFY THAT :
1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE
WITH THE SURVEYORS ACT, THE SURVEYORS ACT, THE LAND
TITLES ACT AND THE REGULATIONS MADE UNDER THEM.
- THE SURVEY WAS COMPLETED ON THE _____ DAY OF
_____, 2022.

DATE

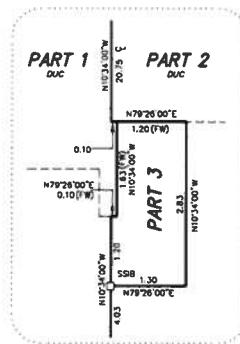
CHRIS BERESNEWICZ
ONTARIO LAND SURVEYOR



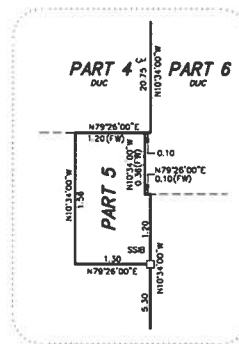
YOUNG & YOUNG
SURVEYING (ETOBICOKE 2006) INC.

310 North Queen St., Unit 102, Toronto ON M5G 0K4
Tel: (416) 521-0878 • Fax: (416) 521-0360
EMAIL: info@youngandyoung.ca

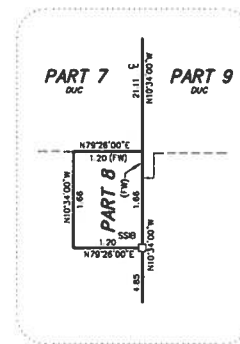
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DETAIL A
NOT TO SCALE



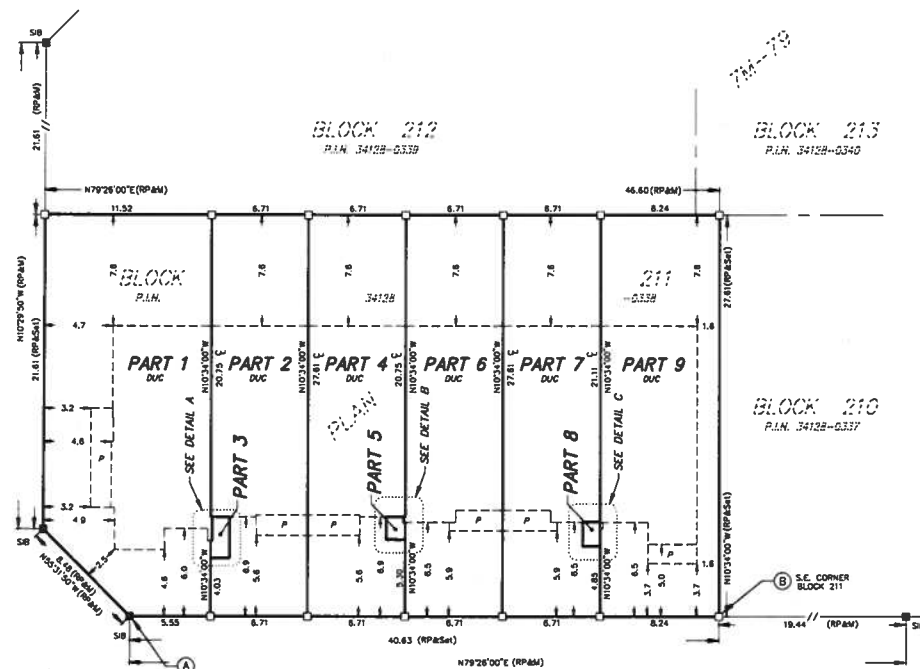
DETAIL B
NOT TO SCALE



DETAIL C
NOT TO SCALE

POTAWATOMI CRESCENT
(By Registered Plan 7M-79)
P.L.N. 3412B-0354

REGISTERED



POTAWATOMI CRESCENT
(By Registered Plan 7M-79)
P.L.N. 3412B-0354

REQUIRE THIS PLAN TO BE DEPOSITED
UNDER THE LAND TITLES ACT

DATE: _____

CHRIS BERESHEWICZ
ONTARIO LAND SURVEYOR

PLAN 7R-

RECEIVED AND DEPOSITED

DATE: _____

REPRESENTATIVE FOR THE LAND REGISTRAR
FOR THE LAND TITLES DIVISION OF
DUFFERIN (No. 7)

SCHEDULE

PART	ALL OF BLOCK	PLAN	ALL OF P.I.N.
1 TO 8 INCLUSIVE	211	7M-79	3412B-0338

PLAN OF SURVEY OF
BLOCK 211
REGISTERED PLAN 7M-79
TOWN OF SHELburne
COUNTY OF DUFFERIN

SCALE 1 : 250

YOUNG & YOUNG
(ETOBICOKE 2006) INC.

METRIC

DISTANCES AND CO-ORDINATES SHOWN ON THIS PLAN ARE IN
METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

BEARING NOTE

BEARINGS ARE UTM GRID, DERIVED FROM OBSERVED
REFERENCE POINTS A AND B, BY REAL TIME NETWORK (RTN)
OBSERVATIONS, UTM ZONE 17, NAD83 (CSRS) (2010.0).
OBSERVED REFERENCE POINTS (ORP's): UTM ZONE 17, NAD83
(CSRS) (2010.0).
COORDINATES TO URBAN ACCURACY PER SECTION 14 (2) OF
O. REG 216/10.

NORTHING EASTING
ORP A 4881536.37 5650953.24
ORP B 4881543.81 5651333.17

DISTANCE NOTE

DISTANCES SHOWN HEREON ARE GROUND DISTANCES AND
CAN BE CONVERTED TO GRID DISTANCES BY MULTIPLYING BY
A COMBINED SCALE FACTOR OF 0.999652

COORDINATES CANNOT, IN THEMSELVES, BE USED TO
RE-ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THIS PLAN

LEGEND

- DENOTES SURVEY MONUMENT SET
- SURVEY MONUMENT FOUND
- RP REGISTERED PLAN 7M-79
- N.S.E.W. NORTH/SOUTHEAST, WEST
- M MEASURED
- SIB STANDARD IRON BAR
- SSIB SHORT STANDARD IRON BAR
- P.I.N. PROPERTY IDENTIFIER NUMBER
- DUC DWELLING UNDER CONSTRUCTION
- FW FACE OF WALL
- P PORCH
- C CENTRE LINE OF WALL

NOTE

ALL FOUND SURVEY MONUMENTS ARE BY
J.D. BARNES LTD., O.L.S.
ALL SURVEY MONUMENTS ARE IRON BARS
UNLESS NOTED OTHERWISE

SURVEYOR'S CERTIFICATE

- I CERTIFY THAT:
1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE
WITH THE SURVEYS ACT, THE SURVEYORS ACT, THE LAND
TITLES ACT AND THE REGULATIONS MADE UNDER THEM.
2. THE SURVEY WAS COMPLETED ON THE _____ DAY OF
_____, 2022.

DATE: _____

CHRIS BERESHEWICZ
ONTARIO LAND SURVEYOR



YOUNG & YOUNG
SURVEYING (ETOBICOKE 2006) INC.

310 North Queen St., Unit 102, Toronto ON M5C 5K4
Tel: (416) 821-2878 - Fax: (416) 821-3380
E-MAIL: info@youngandyoung.ca

DRAWN: R.M. CHECKED: C.B. PROJECT 21-T10900

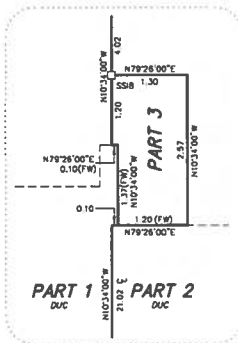
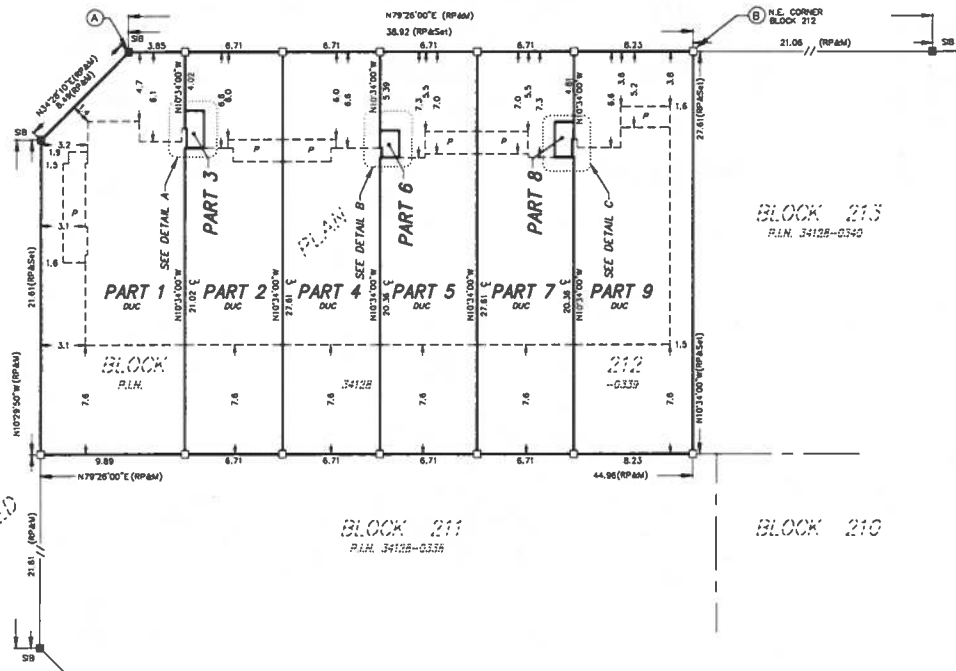


ANISHINAABE DRIVE
(By Registered Plan 7M-79)
P.L.N. 34128-0352

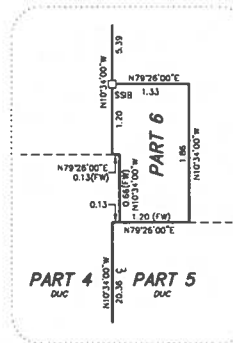
7M-79

POTAWATOMI CREEK
(By Registered Plan 7M-79)
P.L.N. 34128-0354

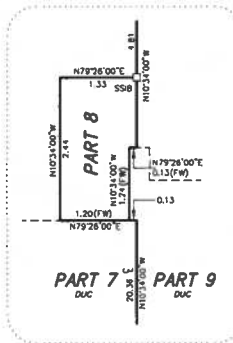
REGISTERED



DETAIL A
NOT TO SCALE



DETAIL B
NOT TO SCALE



DETAIL C
NOT TO SCALE

I REQUIRE THIS PLAN TO BE DEPOSITED
UNDER THE LAND TILES ACT

DATE : _____

CHRIS BERESNEWICZ
ONTARIO LAND SURVEYOR

PLAN 7R-

RECEIVED AND DEPOSITED

DATE : _____

REPRESENTATIVE FOR THE LAND REGISTRAR
FOR THE LAND TILES DIVISION OF
DUFFERIN (No. 7)

SCHEDULE

PART	ALL OF BLOCK	PLAN	ALL OF P.L.N.
1 TO 9 INCLUSIVE	212	7M-79	34128-0339

PLAN OF SURVEY OF
BLOCK 212
REGISTERED PLAN 7M-79
TOWN OF SHELburne
COUNTY OF DUFFERIN

SCALE 1 : 250
3m 6m 9m 12m 15m 18m 21m 24m 27m 30m
YOUNG & YOUNG SURVEYING
(ETOBICOKE 2006) INC.

METRIC

DISTANCES AND CO-ORDINATES SHOWN ON THIS PLAN ARE IN
METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

BEARING NOTE

BEARINGS ARE UTM GRID, DERIVED FROM OBSERVED
REFERENCE POINTS A AND B, BY REAL TIME NETWORK (RTN)
OBSERVATIONS, UTM ZONE 17, NAD83 (CSRS) (2010.0).
OBSERVED REFERENCE POINTS (ORP): UTM ZONE 17, NAD83
(CSRS) (2010.0).
COORDINATES TO URBAN ACCURACY PER SECTION 14 (2) OF
OREG 216/10.

	NORTHING	EASTING
ORP A	4881560.65	565083.18
ORP B	4881567.78	565121.43

DISTANCE NOTE

DISTANCES SHOWN HEREON ARE GROUND DISTANCES AND
CAN BE CONVERTED TO GRID DISTANCES BY MULTIPLYING BY
A COMBINED SCALE FACTOR OF 0.999952.
COORDINATES CANNOT, IN THEMSELVES, BE USED TO
RE-ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THIS PLAN

LEGEND

- DENOTES SURVEY MONUMENT SET
- SURVEY MONUMENT FOUND
- RP REGISTERED PLAN 7M-79
- N.S.E.W. NORTH, SOUTH, EAST, WEST
- M MEASURED
- SB STANDARD IRON BAR
- SSB SHORT STANDARD IRON BAR
- P.L.N. PROPERTY IDENTIFIER NUMBER
- DOC DWELLING UNDER CONSTRUCTION
- FW FACE OF WALL
- P PORCH
- C CENTRE LINE OF WALL

NOTE

ALL FOUND SURVEY MONUMENTS ARE BY
J.D. BARNES LTD., O.L.S.
ALL SURVEY MONUMENTS ARE IRON BARS
UNLESS NOTED OTHERWISE

SURVEYOR'S CERTIFICATE

- I CERTIFY THAT :
- THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE
WITH THE SURVEYS ACT, THE SURVEYORS ACT, THE LAND
TILES ACT AND THE REGULATIONS MADE UNDER THEM.
 - THE SURVEY WAS COMPLETED ON THE _____ DAY OF
_____, 2022.

2022
DATE

CHRIS BERESNEWICZ
ONTARIO LAND SURVEYOR



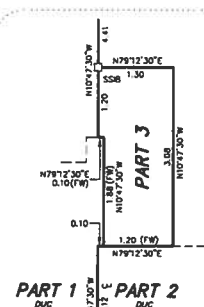
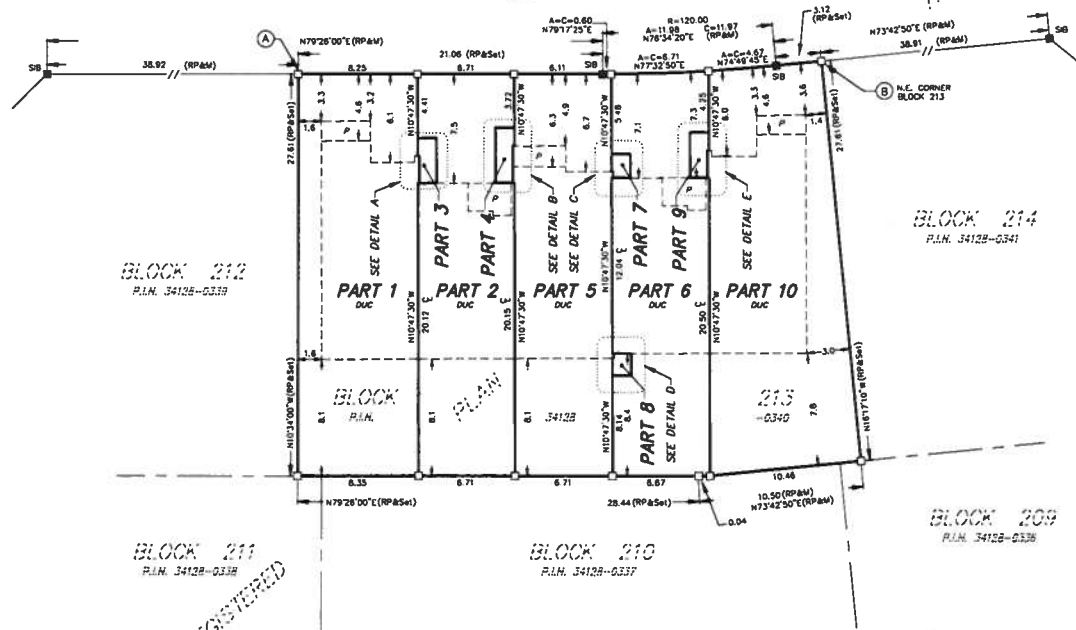
YOUNG & YOUNG
SURVEYING (ETOBICOKE 2006) INC.

310 North Queen St., Unit 102, Toronto ON M9C 5K4
Tel: (416) 621-2978 • Fax: (416) 621-3360
EMAIL: info@youngandyoung.ca

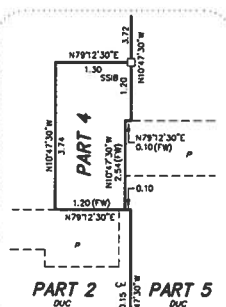
DRAWN: R.M. CHECKED: C.B. PROJECT 21-T10900



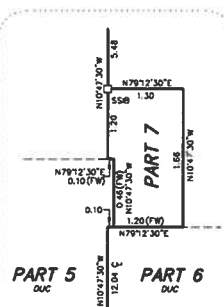
AMISHINABEE DRIVE
(By Registered Plan 7M-79)
P.L.N. 34128-0352



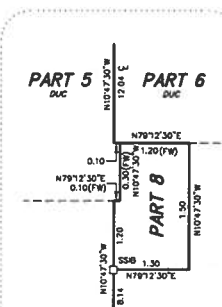
DETAIL A
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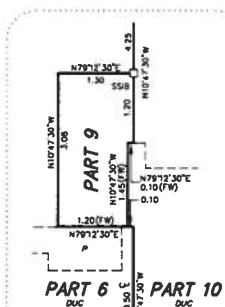
DETAIL B
NOT TO SCALE



DETAIL C
NOT TO SCALE



DETAIL D
NOT TO SCALE



DETAIL E
NOT TO SCALE

I REQUIRE THIS PLAN TO BE DEPOSITED UNDER THE LAND TITLES ACT		PLAN 7R-	
DATE: _____		RECEIVED AND DEPOSITED	
CHRIS BERESHEWICZ ONTARIO LAND SURVEYOR		DATE: _____	
		REPRESENTATIVE FOR THE LAND REGISTRAR FOR THE LAND TITLES DIVISION OF DUFFERIN (No. 7)	

SCHEDULE			
PART	ALL OF BLOCK	PLAN	ALL OF P.I.N.
1 TO 10 INCLUSIVE	213	7M-79	34128-0340

PLAN OF SURVEY OF
BLOCK 213
REGISTERED PLAN 7M-79
TOWN OF SHELburne
COUNTY OF DUFFERIN
SCALE 1 : 250
5m 4m 3m 2m 1m 0m
Metres
YOUNG & YOUNG SURVEYING
(ETOBICOKE 2006) INC.

METRIC
DISTANCES AND CO-ORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

BEARING NOTE
BEARINGS ARE UTM GRID, DERIVED FROM OBSERVED REFERENCE POINTS A AND B, BY REAL TIME NETWORK (RTN) OBSERVATIONS, UTM ZONE 17, NAD83 (CSRS) (2010.0).
OBSERVED REFERENCE POINTS (ORP): UTM ZONE 17, NAD83 (CSRS) (2010.0).
COORDINATES TO URBAN ACCURACY PER SECTION 14 (2) OF O. REG 216/10.
NORTHING EASTING
4881597.78 565121.43
4881605.30 565156.77
ORP @
ORP @

DISTANCE NOTE
DISTANCES SHOWN HEREON ARE GROUND DISTANCES AND CAN BE CONVERTED TO GRID DISTANCES BY MULTIPLYING BY A COMBINED SCALE FACTOR OF 0.999652.
COORDINATES CANNOT, IN THEMSELVES, BE USED TO RE-ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THIS PLAN.

- LEGEND**
- DENOTES SURVEY MONUMENT SET
 - SURVEY MONUMENT FOUND
 - RP REGISTERED PLAN 7M-79
 - N.S.E.W. NORTH/SOUTH/EAST/WEST
 - M MEASURED
 - SB STANDARD IRON BAR
 - SSB SHORT STANDARD IRON BAR
 - P.I.N. PROPERTY IDENTIFIER NUMBER
 - DUC DWELLING UNDER CONSTRUCTION
 - FW FACE OF WALL
 - P PORCH
 - C CENTRE LINE OF WALL

NOTE
ALL FOUND SURVEY MONUMENTS ARE BY I.D. BARNES LTD., O.L.S.
ALL SURVEY MONUMENTS ARE IRON BARS UNLESS NOTED OTHERWISE

SURVEYOR'S CERTIFICATE
I CERTIFY THAT:
1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, THE SURVEYORS ACT, THE LAND TITLES ACT AND THE REGULATIONS MADE UNDER THEM.
2. THE SURVEY WAS COMPLETED ON THE _____ DAY OF _____, 2022.

_____, 2022
DATE
CHRIS BERESHEWICZ
ONTARIO LAND SURVEYOR

**YOUNG & YOUNG**
SURVEYING (ETOBICOKE 2000) INC.
310 North Queen St., Unit 102, Toronto ON M5C 5K4
Tel: (416) 821-2078 • Fax: (416) 821-3380
E-MAIL: info@youngandyoung.ca
DRAWN: R.M. CHECKED: C.B. PROJECT 21-T10900

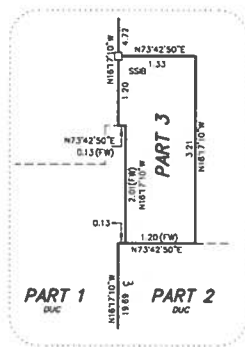
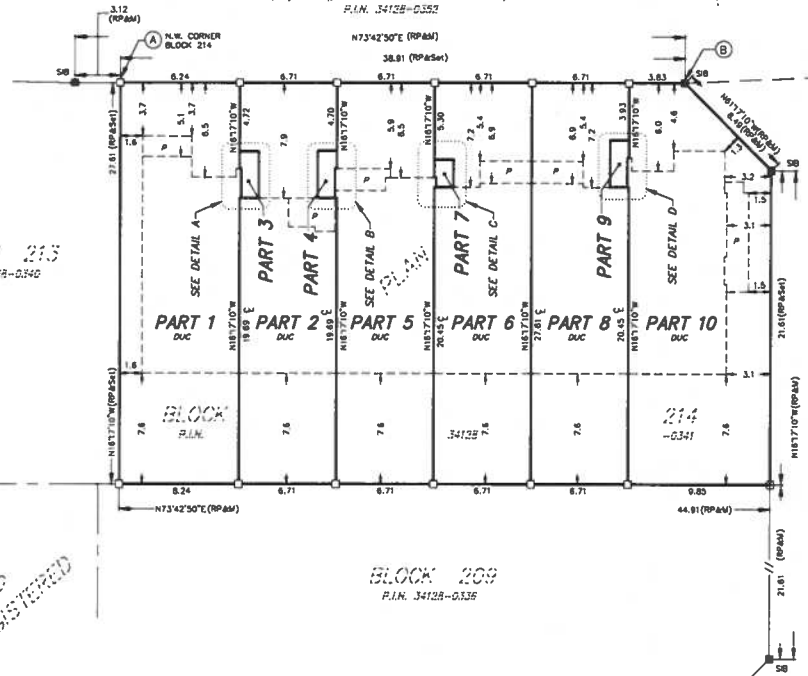


BLOCK 215
P.L.N. 34128-0340

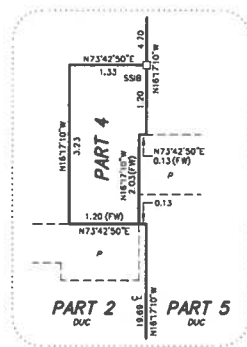
BLOCK 210
REGISTERED

ANISHINAWBE DRIVE
(By Registered Plan 7M-79)
P.L.N. 34128-0353

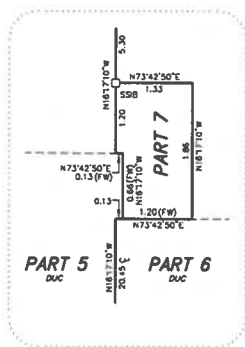
7M-79



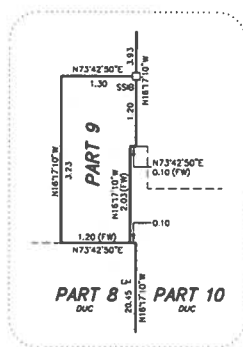
DETAIL A
NOT TO SCALE



DETAIL B
NOT TO SCALE



DETAIL C
NOT TO SCALE



DETAIL D
NOT TO SCALE

I REQUIRE THIS PLAN TO BE DEPOSITED
UNDER THE LAND TITLES ACT

DATE : _____

CHRIS BERESNEWICZ
ONTARIO LAND SURVEYOR

PLAN 7R-

RECEIVED AND DEPOSITED

DATE : _____

REPRESENTATIVE FOR THE LAND REGISTRAR
FOR THE LAND TITLES DIVISION OF
DUFFERIN (No. 7)

SCHEDULE

PART	ALL OF BLOCK	PLAN	ALL OF P.L.N.
1 TO 10 INCLUSIVE	214	7M-79	34128-0341

PLAN OF SURVEY OF
BLOCK 214
REGISTERED PLAN 7M-79
TOWN OF SHELburne
COUNTY OF DUFFERIN

SCALE 1 : 250



YOUNG & YOUNG SURVEYING
(ETOBICOKE 2008) INC.

METRIC

DISTANCES AND CO-ORDINATES SHOWN ON THIS PLAN ARE IN
METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

BEARING NOTE

BEARINGS ARE UTM GRID, DERIVED FROM OBSERVED
REFERENCE POINTS A AND B, BY REAL TIME NETWORK (RTN)
OBSERVATIONS, UTM ZONE 17, NAD83 (CSRS) (2010.0).
OBSERVED REFERENCE POINTS (ORP#): UTM ZONE 17, NAD83
(CSRS) (2010.0).
COORDINATES TO URBAN ACCURACY PER SECTION 14 (2) OF
OREG 216/10.

	NORTHING	EASTING
ORP ①	4881605.30	565156.77
ORP ②	4881616.21	565154.11

DISTANCE NOTE

DISTANCES SHOWN HEREIN ARE GROUND DISTANCES AND
CAN BE CONVERTED TO GRID DISTANCES BY MULTIPLYING BY
A CORRECTION SCALE FACTOR OF 0.999852

COORDINATES CANNOT, IN THEMSELVES, BE USED TO
RE-ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THIS PLAN

LEGEND

- DENOTES SURVEY MONUMENT SET
- SURVEY MONUMENT FOUND
- RP REGISTERED PLAN 7M-79
- N.S.E.W. NORTH, SOUTH, EAST, WEST
- M MEASURED
- SB STANDARD IRON BAR
- SSB SHORT STANDARD IRON BAR
- P.L.N. PROPERTY IDENTIFIER NUMBER
- DUC DWELLING UNDER CONSTRUCTION
- FW FACE OF WALL
- P PORCH
- CL CENTRE LINE OF WALL

NOTE

ALL FOUND SURVEY MONUMENTS ARE BY
J.D. BARNES LTD., O.L.S.
ALL SURVEY MONUMENTS ARE IRON BARS
UNLESS NOTED OTHERWISE

SURVEYOR'S CERTIFICATE

- I CERTIFY THAT :
- THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE
WITH THE SURVEY ACT, THE LAND TITLES ACT AND THE REGULATIONS MADE UNDER THEM
 - THE SURVEY WAS COMPLETED ON THE _____ DAY OF
_____, 2022.

1, 2022
DATE

CHRIS BERESNEWICZ
ONTARIO LAND SURVEYOR



YOUNG & YOUNG
SURVEYING (ETOBICOKE 2008) INC.

310 North Queen St., Unit 102, Toronto ON M5C 5K4
Tel: (416) 621-2678 - Fax: (416) 621-3360
E-MAIL: info@youngandyoung.ca

DRAWN: R.M. CHECKED: C.B. PROJECT 21-T10900

LOT COVERAGE AND AREA CERTIFICATE

**BLOCK 206
REGISTERED PLAN 7M-79
TOWN of SHELBURNE
O.L.S. PROJECT # 21-T10900
PLAN 7R-**

<u>Unit No.</u>	<u>Part No.</u>	<u>Lot Area</u> <u>(m²)</u>	<u>Frontage@6.0m</u>	<u>Depth</u>	<u>Coverage(%)</u>
1	1	341.5	10.71	33.5	32.2
2	2 and 3	224.6	6.71	33.5	41.3
3	4	224.8	6.71	33.5	41.2
4	5 and 6	224.7	6.71	33.5	41.1
5	7 and 8	224.6	6.71	33.5	41.2
6	9	276.9	8.26	33.5	36.1

CHRIS BERESNIEWICZ, O.L.S.

Date

LOT COVERAGE AND AREA CERTIFICATE

**BLOCK 207
REGISTERED PLAN 7M-79
TOWN of SHELBURNE
O.L.S. PROJECT # 21-T10900
PLAN 7R-**

<u>Unit No.</u>	<u>Part No.</u>	<u>Lot Area (m²)</u>	<u>Frontage@6.0m</u>	<u>Depth</u>	<u>Coverage(%)</u>
7	1	276.1	8.23	33.5	36.1
8	2 and 3	224.6	6.71	33.5	41.2
9	4	224.7	6.71	33.5	41.1
10	5 and 6	224.7	6.71	33.5	41.0
11	7 and 8	224.6	6.71	33.5	41.1
12	9	276.2	8.23	33.5	36.2

CHRIS BERESNIEWICZ, O.L.S.

Date

LOT COVERAGE AND AREA CERTIFICATE

BLOCK 208

REGISTERED PLAN 7M-79

TOWN of SHELBURNE

O.L.S. PROJECT # 21-T10900

PLAN 7R-

<u>Unit No.</u>	<u>Part No.</u>	<u>Lot Area</u> <u>(m²)</u>	<u>Frontage@6.0m</u>	<u>Depth</u>	<u>Coverage(%)</u>
13	1	276.6	8.24	33.5	36.1
14	2 and 3	224.6	6.71	33.5	41.2
15	4 and 5	224.7	6.71	33.5	41.1
16	6	224.8	6.71	33.5	41.2
17	7 and 8	224.6	6.71	33.5	41.2
18	9	341.6	10.72	33.5	32.2

CHRIS BERESNIEWICZ, O.L.S.

Date

LOT COVERAGE AND AREA CERTIFICATE

**BLOCK 209
REGISTERED PLAN 7M-79
TOWN of SHELBURNE
O.L.S. PROJECT # 21-T10900
PLAN 7R-**

<u>Unit No.</u>	<u>Part No.</u>	<u>Lot Area (m²)</u>	<u>Frontage@6.0m</u>	<u>Depth</u>	<u>Coverage(%)</u>
19	9	294.1	11.30	27.6	37.4
20	7 and 8	185.0	6.71	27.6	49.9
21	5 and 6	185.1	6.71	27.6	49.9
22	4	185.2	6.71	27.6	50.0
23	2 and 3	185.2	6.71	27.6	49.9
24	1	227.5	8.24	27.6	43.8

CHRIS BERESNIEWICZ, O.L.S.

Date

LOT COVERAGE AND AREA CERTIFICATE

**BLOCK 210
REGISTERED PLAN 7M-79
TOWN of SHELBURNE
O.L.S. PROJECT # 21-T10900
PLAN 7R-**

<u>Unit No.</u>	<u>Part No.</u>	<u>Lot Area</u> <u>(m²)</u>	<u>Frontage@6.0m</u>	<u>Depth</u>	<u>Coverage(%)</u>
25	7 and 8	244.3	9.64	27.6	40.8
26	6	184.8	6.71	27.6	50.2
27	4 and 5	185.1	6.71	27.6	49.9
28	2 and 3	185.0	6.71	27.6	49.9
29	1	227.4	8.23	27.6	43.9

CHRIS BERESNIEWICZ, O.L.S.

Date

LOT COVERAGE AND AREA CERTIFICATE

**BLOCK 211
REGISTERED PLAN 7M-79
TOWN of SHELBURNE
O.L.S. PROJECT # 21-T10900
PLAN 7R-**

<u>Unit No.</u>	<u>Part No.</u>	<u>Lot Area</u> <u>(m²)</u>	<u>Frontage@6.0m</u>	<u>Depth</u>	<u>Coverage(%)</u>
30	9	227.5	8.24	27.6	43.8
31	7 and 8	185.2	6.71	27.6	49.9
32	6	185.2	6.71	27.6	50.0
33	4 and 5	185.1	6.71	27.6	49.9
34	2 and 3	184.9	6.71	27.6	50.0
35	1	301.1	11.56	27.6	36.5

CHRIS BERESNIEWICZ, O.L.S.

Date

LOT COVERAGE AND AREA CERTIFICATE

**BLOCK 212
REGISTERED PLAN 7M-79
TOWN of SHELBURNE
O.L.S. PROJECT # 21-T10900
PLAN 7R-**

<u>Unit No.</u>	<u>Part No.</u>	<u>Lot Area</u> (m²)	<u>Frontage@6.0m</u>	<u>Depth</u>	<u>Coverage(%)</u>
36	1	255.2	9.88	27.6	43.5
37	2 and 3	185.0	6.71	27.6	50.0
38	4	185.3	6.71	27.6	50.0
39	5 and 6	185.1	6.71	27.6	49.8
40	7 and 8	185.0	6.71	27.6	49.8
41	9	227.4	8.23	27.6	44.0

CHRIS BERESNIEWICZ, O.L.S.

Date

LOT COVERAGE AND AREA CERTIFICATE

**BLOCK 213
REGISTERED PLAN 7M-79
TOWN of SHELBURNE
O.L.S. PROJECT # 21-T10900
PLAN 7R-**

<u>Unit No.</u>	<u>Part No.</u>	<u>Lot Area (m²)</u>	<u>Frontage@6.0m</u>	<u>Depth</u>	<u>Coverage(%)</u>
42	1	229.4	8.35	27.6	43.5
43	2, 3 and 4	184.7	6.71	27.6	43.7
44	5	185.5	6.71	27.6	49.9
45	6, 7, 8 and 9	185.4	6.71	27.6	43.5
46	10	252.6	8.37	27.7	39.6

CHRIS BERESNIEWICZ, O.L.S.

Date

LOT COVERAGE AND AREA CERTIFICATE

**BLOCK 214
REGISTERED PLAN 7M-79
TOWN of SHELBURNE
O.L.S. PROJECT # 21-T10900
PLAN 7R-**

<u>Unit No.</u>	<u>Part No.</u>	<u>Lot Area (m²)</u>	<u>Frontage@6.0m</u>	<u>Depth</u>	<u>Coverage(%)</u>
47	1	227.5	8.24	27.6	44.0
48	2, 3 and 4	184.7	6.71	27.6	43.7
49	5	185.5	6.71	27.6	50.1
50	6 and 7	185.0	6.71	27.6	49.8
51	8 and 9	184.9	6.71	27.6	49.9
52	10	254.3	9.85	27.6	43.8

CHRIS BERESNIEWICZ, O.L.S.

Date

Denise Holmes

From: Eowyn Spencer <espencer@grandriver.ca>
Sent: Friday, June 24, 2022 11:24 AM
To: clerks@brantford.ca; stephen.o'brien@guelph.ca; clerk@hamilton.ca; heather.boyd@brant.ca; csenior@oxfordcounty.ca; eeichenbaum@haldimandcounty.on.ca; pberfelz@northperth.ca; kevin.klingenberg@norfolkcounty.ca; graham.milne@halton.ca; regionalclerk@regionofwaterloo.ca; lisa.campion@erin.ca; mtownsend@townofgrandvalley.ca; chickey@amaranth.ca; kokane@centrewellington.ca; sstone@eastgarafraxa.ca; aknight@get.on.ca; mbaron@mapleton.ca; Denise Holmes; ebell@pertheast.ca; admin@puslinch.ca; lgreen@southgate.ca; kwallace@wellington-north.com; Kevin Davis; mayor@guelph.ca; mayor@hamilton.ca; david.bailey@brant.ca; khewitt@haldimandcounty.on.ca; gary.carr@halton.ca; kristal.chopp@norfolkcounty.ca; mayor@swox.org; kredman@regionofwaterloo.ca; allan.alls@erin.ca; ssoloman@townofgrandvalley.ca; bcurrie@amaranth.ca; KLinton@centrewellington.ca; Guy Gardhouse; Chris White; gdavidson@mapleton.ca; Darren White; tkasenberg@northperth.ca; Mayor@pertheast.ca; jseeley@puslinch.ca; jwoodbury@southgate.ca; Joe Nowak; alennox@wellington-north.ca; dmilliner@southgate.ca; mgivens@wellington-north.com; tcampbell@pertheast.ca; michael.bradley@brant.ca; bhutchings@brantford.ca; mbaron@mapleton.ca; jwilson@townofgrandvalley.ca; nmartin@amaranth.ca; blauckner@regionofwaterloo.ca; sstone@eastgarafraxa.ca; Denise Holmes; agoldie@centrewellington.ca; cao@guelph.ca; cao@erin.ca; iroger@get.on.ca; gschwendinger@puslinch.ca; ksnell@northperth.ca; Jane.MacCaskill@halton.ca; Janette.smith@hamilton.ca; mduben@oxfordcounty.ca; cmanley@haldimandcounty.on.ca; al.meneses@norfolkcounty.ca
Subject: Grand River CA Progress Report #1 and Inventory of Programs & Services - O.Reg 687/21 under the Conservation Authorities Act
Attachments: GM-06-22-52 - Inventory of Programs and Services Update.pdf; GM-06-22-51 - Progress Report 1_Requirement under OReg 687_21.pdf

Greetings Grand River watershed participating municipalities:

Please be advised that at the Annual General Meeting held on June 24, 2022, the GRCA General Membership passed the following two motions:

1. *THAT the update to the Grand River Conservation Authority's Inventory of Programs and Services be approved, circulated to all participating Grand River watershed municipalities, posted on the GRCA website, and submitted to the Ministry of Environment, Conservation and Parks in accordance with Ontario Regulation 687/21.*
2. *THAT Progress Report #1 be approved, circulated to all participating Grand River watershed municipalities, posted on the GRCA website, and submitted to the Ministry of Environment, Conservation and Parks in accordance with Ontario Regulation 687/21.*

Accordingly, the Grand River Conservation Authority Inventory of Programs and Services Update, as well as Progress Report #1 are attached for your information. In accordance with O.Reg 687/21 under the *Conservation Authorities Act*, the Inventory will also be posted on our website and circulated separately as official submission to the Ministry of Environment, Conservation and Parks.

Should you have any comments on the update and progress report, or questions regarding the requirement under O.Reg 687/21 to circulate this information to our participating municipalities, please reach out directly to Samantha Lawson.

Eowyn Spencer

Executive Assistant

Grand River Conservation Authority

400 Clyde Road, PO Box 729

Cambridge, ON N1R 5W6

Office: 519-621-2763 ext. 2240

Toll-free: 1-866-900-4722

Grand River Conservation Authority

Report number: GM-06-22-52

Date: June 24, 2022

To: Members of the Grand River Conservation Authority

Subject: Inventory of Programs and Services Update

Recommendation:

THAT the update to the Grand River Conservation Authority's Inventory of Programs and Services be approved, circulated to all participating Grand River watershed municipalities, posted on the GRCA website, and submitted to the Ministry of Environment, Conservation and Parks in accordance with Ontario Regulation 687/21.

Summary:

Not applicable.

Report:

As a requirement under *Ontario Regulation 687/21*, the Grand River Conservation Authority (GRCA) developed an Inventory of Programs and Services based on the three categories identified in the Regulation. These categories include (1) Mandatory, (2) Municipally requested, and (3) Other (Authority determines are advisable).

In February 2022, the initial Inventory of Programs and Services was presented to the Board and circulated to all participating municipalities. To date, we have not received any comments or concerns on the initial Inventory.

On May 2, 2022, the Ministry of Environment, Conservation and Parks (MECP) hosted a workshop to provide feedback on all Conservation Authorities Inventories of Programs and Services. During this session, it was identified that any existing Memorandums of Understanding and/or Agreements should be identified in the Inventory. As such, Chart C (ii) Programs and Services Inventory Listing- Category 2- Information Requirements has been added to the Inventory of Programs and Services package. A copy of this new chart is attached to the report.

Once the revised Inventory of Programs and Services is approved, it will be circulated to all participating municipalities and the Ministry of Environment, Conservation and Parks. The revised inventory will also be posted on GRCA's website for public access.

Financial Implications:

Not applicable.

Other Department Considerations:

Not applicable.

Submitted by:

Samantha Lawson
Chief Administrative Officer

CHART C (ii)

Programs & Services Inventory Listing - Category 2 - Information Requirements

GRAND RIVER CONSERVATION AUTHORITY

Extract:

Ontario Regulations 687/21 - Transition Plans and Agreements for Programs and Services Under Section 21.1.2 of the Act

Section 6 Subsection 5 requirements

For each Category 2 program or service listed in the inventory under clause (2) (a), the authority shall include the following information:

1. The name of the municipality on behalf of which the program or service is provided.
2. The date on which the authority and the municipality entered into a memorandum of understanding or another agreement with respect to the provision of the program or service.

Department	Type of Agreement	Municipality	Date Signed
Resource Planning, Natural Heritage and Engineering			
Plan Review Services	MOA	County of Brant	February 10, 1999
Plan Review Services	MOU	City of Brantford	July 24, 2017
Plan Review Services	MOA	City of Guelph	April 1, 1997
Plan Review Services	MOU	Haldimand County	September 10, 2019
Plan Review Services	MOU	Region of Halton	July 16, 2018
Plan Review Services	MOU	Norfolk County	October 5, 2016
Plan Review Services	MOU	Region of Waterloo	September 10, 2019
Plan Review Services	MOU	Township of Southgate	July 1, 2017
Plan Review Services	MOU	Wellington County	November 1, 2017
Conservation Services-Rural Water Quality Program (RWQP)			
Rural Water Quality Program	Agreement	County of Brant	June 25, 2019
Rural Water Quality Program	Agreement	Region of Waterloo	November 25, 2020
Rural Water Quality Program	Agreement	County of Dufferin	December 14, 2017
Rural Water Quality Program	Agreement	County of Wellington	June 14, 2017
Rural Water Quality Program	Council Approval	Haldimand County	February 16, 2021
Living Snow Fence	MOU	County of Dufferin	April 20, 2016
Resource Planning - Natural Heritage Management			
ESA Habitat Compensation Agreement - Birkett Lane & Brant Park	Natural Heritage Habitat Agreement	City of Brantford	October 30, 2017

Grand River Conservation Authority

Report number: GM-06-22-51

Date: June 24, 2022

To: Members of the Grand River Conservation Authority

Subject: Progress Report #1- Ontario Regulation 687/21

Recommendation:

THAT Progress Report #1 be approved, circulated to all participating Grand River watershed municipalities, posted on the GRCA website, and submitted to the Ministry of Environment, Conservation and Parks in accordance with Ontario Regulation 687/21.

Summary:

Not applicable.

Report:

As a requirement under *Ontario Regulation 687/21*, the Grand River Conservation Authority (GRCA) developed and approved a Transition Plan (December 17, 2021) and Inventory of Programs and Services (February 28, 2022). The Inventory of Programs and Services is based on the three categories identified in the Regulation. These categories include (1) Mandatory, (2) Municipally requested, and (3) Other (Authority determines are advisable).

As required under Ontario Regulation 687/21 and identified in GRCA's Transition Plan, the GRCA is providing its first Progress Report. Under the Regulation the Progress Reports must include the following;

- Any comments or other feedback submitted by a municipality regarding the inventory
- A summary of any changes that the Authority has made to the inventory to address comments or other feedback- including a copy of the changed inventory and description of changes
- An update on the progress of negotiations on agreements with participating municipalities
- Any difficulties that the Authority is experiencing that might affect the ability of the Authority to complete the transition plan milestones

Progress Report Details

1) Municipal Comments/Feedback:

- To date, staff have met with all participating municipalities to provide background and information on new regulations and associated requirements. At this time, staff have not received any formal comments or concerns from the participating municipalities regarding the Inventory of Programs and Services (dated Feb. 28, 2022).

2) Summary of Changes to Inventory of Programs and Services:

- Through report GM-06-22-52, the Inventory of Programs and Services has been updated to include existing Memorandums of Understanding and/or Agreements with participating municipalities. Chart C (ii) Programs and Services Inventory Listing- Category 2- Information Requirements has been added.

- 3) Update on Progress of Negotiations with Participating Municipalities on Category 2 Programs and Services:
- At this time, the GRCA is on track with the schedule identified in the GRCA's Transition Plan.
 - GRCA will be hosting virtual webinars in the near future for watershed municipalities to detail Category 2 programs and services.
 - GRCA staff are also working on developing a draft template for the Memorandum of Understanding for Category 2 Programs and Services.
 - GRCA staff will continue to work with neighboring Conservation Authorities (where possible) to help streamline the process of negotiations with shared participating municipalities on Category 2 Programs and Services.
- 4) Difficulties Reaching Transition Plan Milestones:
- At this time, there have not been any difficulties identified in meeting transition plan milestones.

Once the Progress Report is approved, it will be circulated to all watershed municipalities and the Ministry of Environment, Conservation and Parks. The Progress Report will also be posted on GRCA's website for public access.

Financial Implications:

Not applicable.

Other Department Considerations:

Not applicable.

Submitted by:

Samantha Lawson
Chief Administrative Officer

Denise Holmes

From: Christine Taggart <ctaggart@clearview.ca>
Sent: Thursday, June 23, 2022 8:30 AM
To: salmas@collingwood.ca; Dina Lundy; renee.ainsworth@springwater.ca; llehr@essatownship.on.ca; dgouldbrown@adjtos.ca; townclerk@thebluemountains.ca; Denise Holmes; planner@dufferincounty.ca; tatkinson@mulmur.ca; Denise Holmes
Subject: Notice of Passing - Housekeeping Amendment (2022-033)

Good morning, please find attached a notice of passing relating to Zoning By-law Amendment 2022-033 pertaining to Housekeeping Amendment to Comprehensive Zoning By-law 06-54.

Kind regards,

Christine Taggart, ACST

Planning and Development Technician

Secretary Treasurer, Committee of Adjustment

705-428-6230 ex 238

ctaggart@clearview.ca



In response to the COVID-19 pandemic, Clearview Township has implemented strategies to ensure we stay connected safely. Please exercise physical distancing & follow health guidelines. Face coverings are required in all indoor public spaces. The Township will continue to offer essential services by appointments only. Please contact staff by phone (705) 428 - 6230 or email. All service delivery announcements for the public will continue to be communicated through the township website, www.clearview.ca and on Twitter, @Clearview_twp. Subscribe to notifications on the Township's homepage to stay up to date. We appreciate your patience and understanding.



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ZONING BY-LAW AMENDMENT NOTICE OF PASSING

The Decision:

In consideration of all written and oral submissions made relating to the subject Zoning By-law Amendment, the Township of Clearview Council has made a decision regarding an application to amend Comprehensive Zoning By-law 06-54. The amendment has been considered under the requirements of the *Planning Act RSO 1990 c.P.13* and applicable regulations. The purpose of this notice is to make you aware of Council's decision on the matter.

Date of Passing: Monday June 13, 2022

By-law No.: 22-26

Last Date of Appeal: Thursday July 14, 2022

The Proposal:

Project No.: 2022-033

The purpose of the meeting is to provide notice that the Council for The Corporation of the Township of Clearview will be holding a public meeting under Section 34 of the Planning Act, R.S.O. 1990, C.P. 13 as amended, to inform the public and provide opportunity for public comments on the proposed update to Comprehensive Zoning By-law 06-54 for the Municipality of the Township of Clearview.

The Zoning By-law is a statutory document that sets out the specific permitted land uses and development standards that apply to properties in the Township of Clearview.

Our Zoning By-law was passed in 2006 and is generally amended each year in order to make sure that it is as accurate and up-to-date as possible. The purpose of the proposed housekeeping amendment seeks to simplify wording and clarify the intent of ambiguous provisions and proposes:

1. To reduce the pool setbacks in the Agricultural and Rural Zones to 1.8 metres; otherwise, many smaller lots in these zones would not be able to accommodate pools given the current larger setbacks.
2. To ensure absolute clarity, we have added that Bed and Breakfasts are not short-term rentals, even though this is already covered off in the definitions.
3. In the Agricultural Zone an asterix " * " is used to describe what uses are permitted on lots that have been created as surplus dwelling lots. These lots are generally 1.5 hectares in area or less. The uses permitted on these small lots are: conservation uses, passive recreation use, single detached dwelling, accessory dwelling unit, home occupation, home industry and single accessory apartment.

The intent of the provision is to ensure that these residential properties in the agricultural area are used for residential purposes. This amendment will serve the public and staff better as it can take research to determine whether a lot was a surplus dwelling lot and sometimes the history is unclear. Further, regarding these uses, lots that are 1.5 hectares in area or less should be treated consistently.

4. In the Agricultural Zone, clarify where to measure the setback for a farm produce sales outlet and accessory farm winery and cidery from a neighbouring dwelling.
5. Reduce the front yard setback in the Rural Zone from 15 metres to 10 metres to match the Agricultural Zone setback.
6. Add a Fire Hall as a permitted use in the Institutional Zone.
7. Change the exception number of the C1-6 Zone at Huron and Ontario Street to a C1-8 as staff found that there are two C1-6 Zones that are different, a duplication that was not found when the By-law was originally passed in 2006. There is no other change other than the number assigned, however, the whole subsection has to be deleted and replaced in order to distinguish it from the other C1-6. This is done in the text of the By-law as well as on the schedule to the By-law.



ZONING BY-LAW AMENDMENT NOTICE OF PASSING

CLEARVIEW

8. Amend the definition for “attached” as the public has misinterpreted the words ‘enclosed breezeway’. This is proposed to be replaced with the wording ‘enclosed corridor’ along with more detailed clarification.
9. Amend the definition of passive recreation to be more clear.
10. Delete the accessible parking space regulations from the definition of a parking space that are inconsistent with the accessible parking regulations found in the General Provisions section of the By-law.
11. Delete Plan 111 from the Lot of Record definition to recognize this Plan located in Duntroon in the Special Policy designation of the Official Plan.
12. Remove the Environmental Protection Zone that covers legally existing dwellings on the following properties:
 - a) 2581 Fairgrounds Road South;
 - b) 2203 Concession 11 South
 - c) 6205 Concession 6 Sunnidale
 - d) 2403 Concession 8 South Nottawasaga
 - e) 2531 Creemore Avenue
 - f) 3778 Centre Line Road
 - g) 5262 Concession 2 Sunnidale
 - h) 11 and 2849 Hogback Road
 - i) 11, 15 and 17 Elgin Road
 - j) 5247, 5253 and 5259 County Road 9
13. Correct the zoning on the Edenvale Airport Lands from the Airport Industrial Zone MA-1 and MA-1(H1) to the Airport Industrial Zone MA Zone.
14. Correct by adjusting and shifting the Environmental Protection (EP) zoning on 5560 and 5572 Sunnidale-Tosorontio Townline to reflect the historically cleared area.

The effect of the proposed amendment is to make the By-law more current, easier to understand, consistent and more defensible.

The subject application concerns all lands within the Township of Clearview.

There are no associated applications.



CLEARVIEW

ZONING BY-LAW AMENDMENT NOTICE OF PASSING

Your Rights to Appeal:

A notice of appeal must:

- i. be filed with the clerk of the municipality,
- ii. set out the reasons for the appeal, and
- iii. be accompanied by the fee required by the Local Planning Appeal Tribunal.

Only individuals, corporations and public bodies may appeal a by-law to the Ontario Land Tribunal. A notice of appeal may not be filed by an unincorporated association or group. However, a notice of appeal may be filed in the name of an individual who is a member of the association or the group on its behalf.

No person or public body shall be added as a party to the hearing of the appeal unless, before the by-law was passed, the person or public body made oral submissions at a public meeting or written submissions to the council or, in the opinion of the Ontario Land Tribunal, there are reasonable grounds to add the person or public body as a party.

For more information on making an appeal, please visit: <https://olt.gov.on.ca/>.

For More Information:

There are several ways to find more information about this application.

Visit our website:

www.clearview.ca

Contact the Planner assigned to this file: Mara Burton, Director of Community Services
mburton@clearview.ca
705-428-6230 ext. 264

Visit or write to the Community Services Department at the Township of Clearview
Administration Centre:

Box 200, 217 Gideon St., Stayner ON L0M 1S0
Monday to Friday 8:30 AM to 4:30 PM

If you have specific accessibility needs and would like another format or other accommodations the Township of Clearview will work to meet your needs. Please contact Human Resources at 705-428-6230 ext. 255.

Notice dated: 23 June 2022

By-law Number 22-26

The Corporation of the Township of Clearview

Being a By-law to regulate the use of land and the character, location and use of buildings and structures on lands within in the Township of Clearview

(Zoning By-law Amendment – Housekeeping 2022)

Whereas pursuant to Section 34 of the Planning Act R.S.O., 1990, c.P.13, as amended, Council of the Corporation of the Township of Clearview has passed By-law 06-54 being the comprehensive Zoning By-law for the Township of Clearview;

And Whereas pursuant to Section 34(17) of the Planning Act, R.S.O., 1990, c. P.13, as amended, Council determines that no further notice is required in respect of the proposed By-law;

And Whereas the amendment is in conformity with the Township of Clearview Official Plan;

And Whereas Council deems it desirable and necessary to amend By-law 06-54;

Now Therefore Council of the Corporation of the Township of Clearview hereby enacts as follows:

1. That Section 2.6.3 "General Provisions, Accessory Building, Structures and Uses, Swimming Pools and Hot Tubs" be amended by deleting article "d)" in its entirety and by adding the following articles:

"d) In Agricultural, Rural and Estate Residential Zones, a pool or hot tub may encroach into a required interior side yard to within 1.8 metres of the interior side lot line.

e) In all other zones, a pool or hot tub shall comply with all other required setbacks and regulations of the pertinent zone."

2. That Section 2.9 "General Provisions, Bed and Breakfast Establishment" be amended by adding the following article after article g); and, that the remaining sections be renumbered accordingly:

"i) That a bed and breakfast is not a short-term accommodation as defined herein."

3. That Section 3.1.1 "Agricultural (AG), Permitted Uses" Zone be amended by deleting all asterisks "*" and the following sentence "Notwithstanding the

above, permitted uses shall be limited to those uses marked with an * on an approved surplus dwelling lot" and by adding the following provision:

"(o) For lots having a lot area of less 1.5 hectares or less, the permitted uses shall be limited to the following and renumber the remaining sections accordingly:

- Conservation use
- Passive recreation uses
- Single detached dwelling
- Accessory dwelling unit
- Home occupation
- Home industry
- Single accessory apartment".

4. That Section 3.1.2 t) "Agricultural (AG), Zone Provisions, Farm Produce Sales Outlet and Farm Winery or Cidery Provisions" be amended by replacing the words " 30 metres from any residential use other than a residential use on the same lot" with the words " 30 metres from any dwelling, other than a dwelling located on the same lot".
5. That Section 3.5.2(c) "Rural (RU), Zone Provisions" be amended by replacing the required front yard setback of "15 m" with "10 m".
6. That Section 3.16.1 "Institutional (IN)" Zone be amended by the addition of the following primary permitted use: "Fire Hall".
7. That Section 3.20.3 "General Commercial Zone Exceptions" be amended by replacing the following:

"C1-6

Additional Permitted Uses:

- Light Custom Workshop

Additional Zone Provision:

- Garage or overhead bay doors are not permitted to face Ontario or Huron Street"

with the following:

"C1-8

Additional Permitted Uses:

- Light Custom Workshop

Additional Zone Provision:

- Garage or overhead bay doors are not permitted to face Ontario or Huron Street"

8. That Section 4.0 "Definitions" be amended by replacing the definitions for "Attached" and "Passive Recreation" in their entirety with the following:

"Attached

Means a building otherwise in itself, which depends, for structural support or complete enclosure, upon a division wall shared in common. A building may be attached by an enclosed corridor, where such corridor is no more than 5 metres in length. Where such corridor is not enclosed or is longer, the buildings joined by the corridor shall be considered detached. Further no attached accessory building can be attached to another accessory building to be considered attached."

"Passive Recreation

Means an activity or use of land carried out for recreational purposes which does not require buildings or the alteration of soil or topography and includes open space and environmental areas and is not a commercial business."

9. That Section 4.0 "Definitions, Parking Space" be amended by deleting the sentence "Each parking space dedicated for persons with disabilities shall have a minimum width of 4.3 metres and a minimum depth of 6 metres and be located in close proximity to building entrances and accessible ramps, walkways and elevators".
10. That Section 4.0 "Definitions, Lot of Record" is hereby amended by deleting the words "Plan 111".
11. That Schedule 'A1' of Zoning By-law 06-54 is hereby amended by changing the zoning on the lands located at 2581 Fairgrounds Road South, being Part of Lot 12, Concession 4, formerly Nottawasaga, now in the Township of Clearview, from Environmental Protection (EP) Zone to the Agricultural (AG) Zone as shown on Schedule '1' attached hereto and forming part of this By-law.
12. That Schedule 'A1' of Zoning By-law 06-54 is hereby amended by changing the zoning on the lands located at 2203 Concession 11 South, being Part of Lot 15, Concession 11, formerly Nottawasaga, now in the Township of Clearview, from

Environmental Protection (EP) Zone to the Agricultural (AG) Zone as shown on Schedule '2' attached hereto and forming part of this By-law.

13. That Schedule 'A1' of Zoning By-law 06-54 is hereby amended by changing the zoning on the lands located at 6205 Concession 6 Sunnidale, being Part of Lot 1, Concession 5, formerly Sunnidale, now in the Township of Clearview, from Environmental Protection (EP) Zone to the Agricultural (AG) Zone as shown on Schedule '3' attached hereto and forming part of this By-law.
14. That Schedule 'A1' of Zoning By-law 06-54 is hereby amended by changing the zoning on lands located at 2034 Concession 8 South Nottawasaga, from the Environmental Protection (EP) Zone to the Residential Hamlet (RS) Zone, as shown on Schedule '4' attached hereto and forming part of this By-law.
15. That Schedule 'A2' of Zoning By-law 06-54 is hereby amended by changing the zoning on the lands located at 2531 Creemore Avenue, being Part of Lot 9, Concession 6, formerly Sunnidale, now in the Township of Clearview, from Environmental Protection (EP) Zone to the Agricultural (AG) Zone as shown on Schedule '5' attached hereto and forming part of this By-law.
16. That Schedule 'A2' of Zoning By-law 06-54 is hereby amended by changing the zoning on the lands located at 3778 Centre Line Road, from the Environmental Protection (EP) Zone, to the Agricultural (AG) Zone as shown on Schedule '6' attached hereto and forming part of this By-law.
17. That Schedule 'A2' of Zoning By-law 06-54 is hereby amended by changing the zoning on the lands located at 5262 Concession 2, Sunnidale, from the Environmental Protection (EP) Zone, to the Rural (RU) Zone as shown on Schedule '7' attached hereto and forming part of this By-law.
18. That Schedule 'A2' of Zoning By-law 06-54 is hereby amended by changing the zoning on the lands located at 5403 Highway 26 Sunnidale, from the Airport Industrial Exception One (MA-1) Zone and the Airport Industrial (MA(H1)) Zone, to the Airport Industrial (MA) and the Rural (RU) Zone and as shown on Schedule '8' attached hereto and forming part of this By-law.
19. That Schedule 'B-8' of Zoning By-law 06-54 is hereby amended by changing the zoning on the lands located at 230, 232, 234 and 236 Huron Street and 205 and 217 Ontario Street from the C1-6 Zone to the C1-8 Zone as shown on Schedule '9' attached hereto and forming part of this By-law.
20. That Schedule 'B-19' of Zoning By-law 06-54 is hereby amended by changing the zoning on the lands located at 11 and 2849 Hogback Road and 11, 15 and 17 Elgin Road and 5247, 5253 and 5259 County Road 9, formerly Sunnidale,

now in the Township of Clearview, from the Environmental Protection (EP) Zone to the Residential Large Lot (RS1) Zone as shown on Schedule '10' attached hereby and forming part of this By-law.

21. That Schedule 'A2' of Zoning By-law 06-54 is hereby amended by changing the zoning on lands located at 5560 and 5572 Sunnidale-Tosorontio Townline from the Environmental Protection (EP) Zone to the Rural (RU) Zone and from the Rural (RU) Zone to the Environmental Protection (EP) Zone as shown on Schedule '11' attached hereto and forming part of this By-law.

22. That all other provisions of By-law 06-54, as amended, which are not inconsistent with the provisions of this By-law, shall continue to apply when the By-law comes into effect.

23. This By-law shall come into force and take effect in accordance with the provisions of the Planning Act R.S.O, 1990 c. P.13.

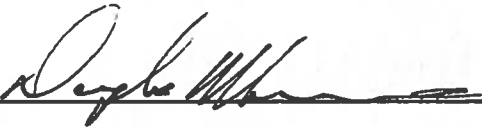
By-law Number 22-26 read a first, second and third time and finally passed this 13th day of June, 2022.


Doug Measures, Mayor



Sasha Helmkey, Clerk

Township of Clearview Schedule '1'

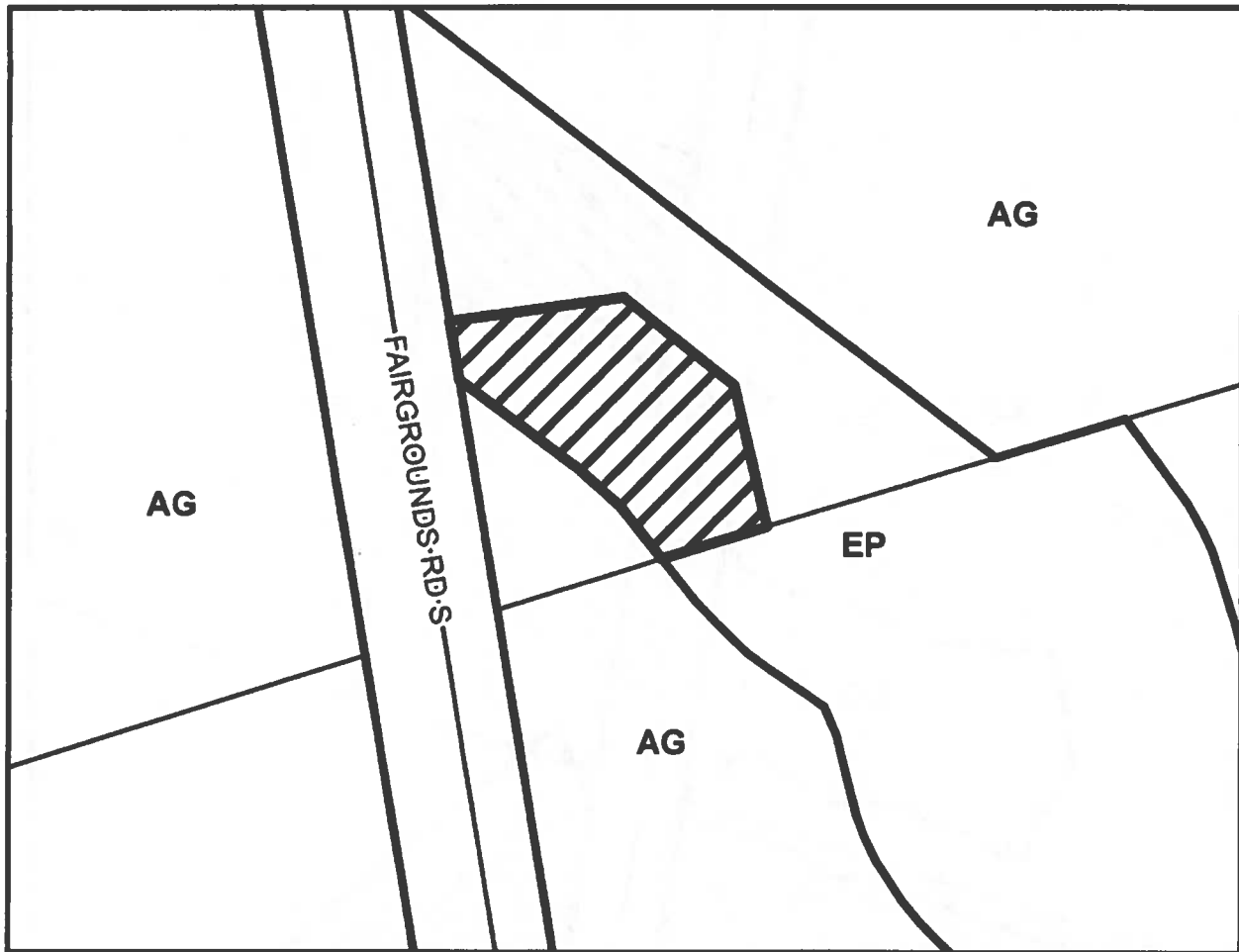
This is Schedule '1' to Zoning By-law No. 22-26,
passed this 13th day of June, 2022.



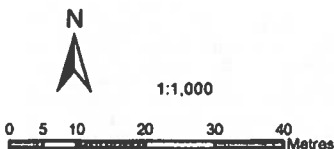
MAYOR



DIRECTOR OF LEGISLATIVE SERVICES/CLERK



Area to be rezoned from ENVIRONMENTAL PROTECTION (EP) Zone
to AGRICULTURAL (AG) Zone.

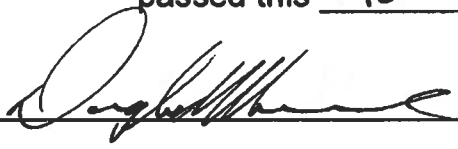


- Road Centerline
- Assessment Parcels
- Zone Boundary

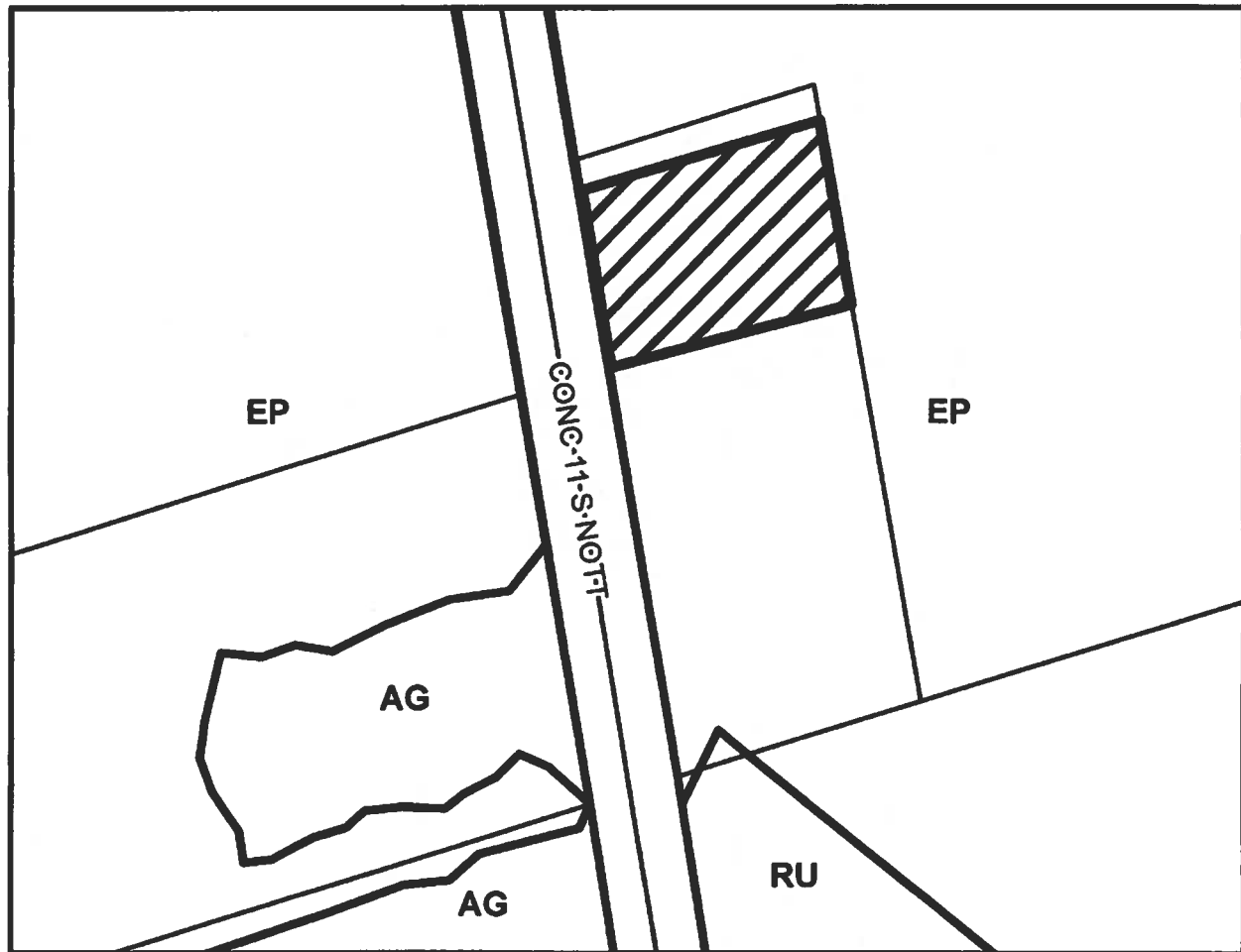
Produced by Clearview Township, Information Services. This map may not be reproduced, in whole or in part, without written permission by The Corporation of the Township of Clearview. Information other than zone boundaries is provided for reference only. Clearview Township assumes no liability for inaccuracies, errors, or omissions. This map is not a legal plan of survey.

Township of Clearview Schedule '2'

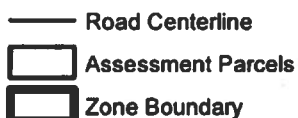
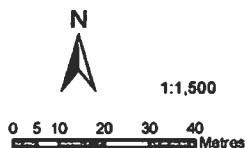
This is Schedule '2' to Zoning By-law No. 22-26,
passed this 13th day of JUNE, 2022.


MAYOR


DIRECTOR OF LEGISLATIVE SERVICES/CLERK



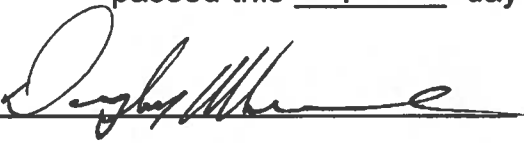
Area to be rezoned from ENVIRONMENTAL PROTECTION (EP) Zone
to AGRICULTURAL (AG) Zone.



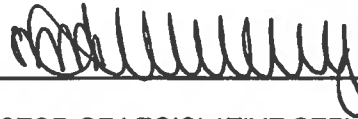
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Township of Clearview Schedule '3'

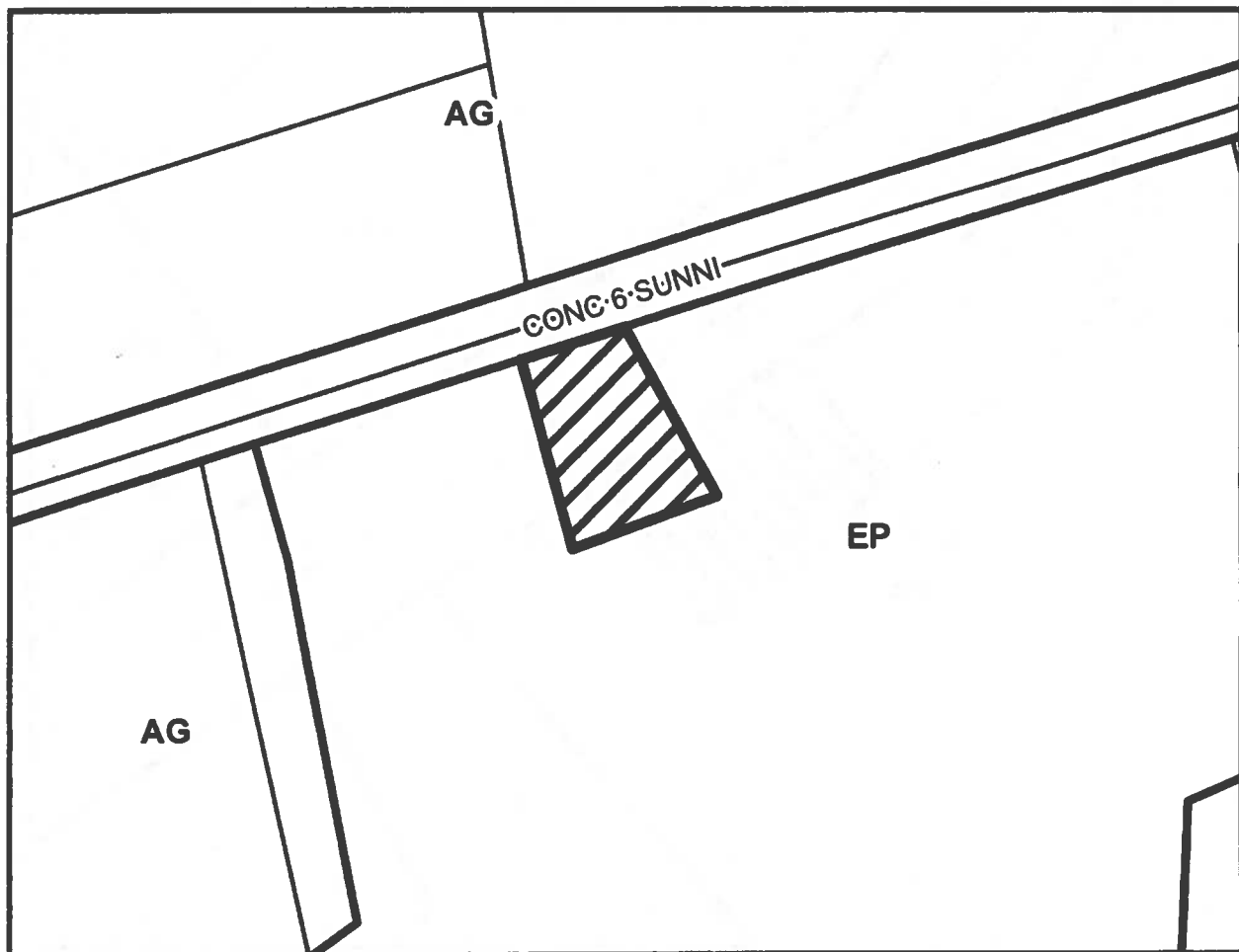
This is Schedule '3' to Zoning By-law No. 22-26,
passed this 13th day of June, 2022.



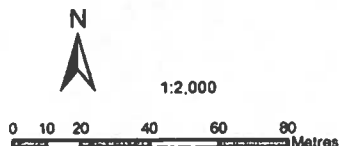
MAYOR



DIRECTOR OF LEGISLATIVE SERVICES/CLERK



Area to be rezoned from ENVIRONMENTAL PROTECTION (EP) Zone
to AGRICULTURAL (AG) Zone.

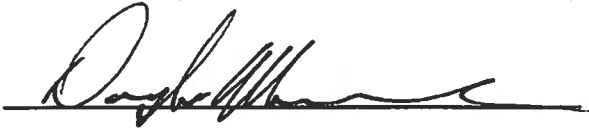


- Road Centerline
- Assessment Parcels
- Zone Boundary

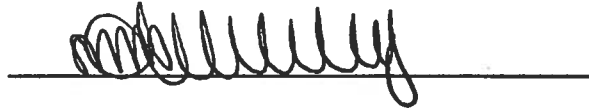
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Township of Clearview Schedule '4'

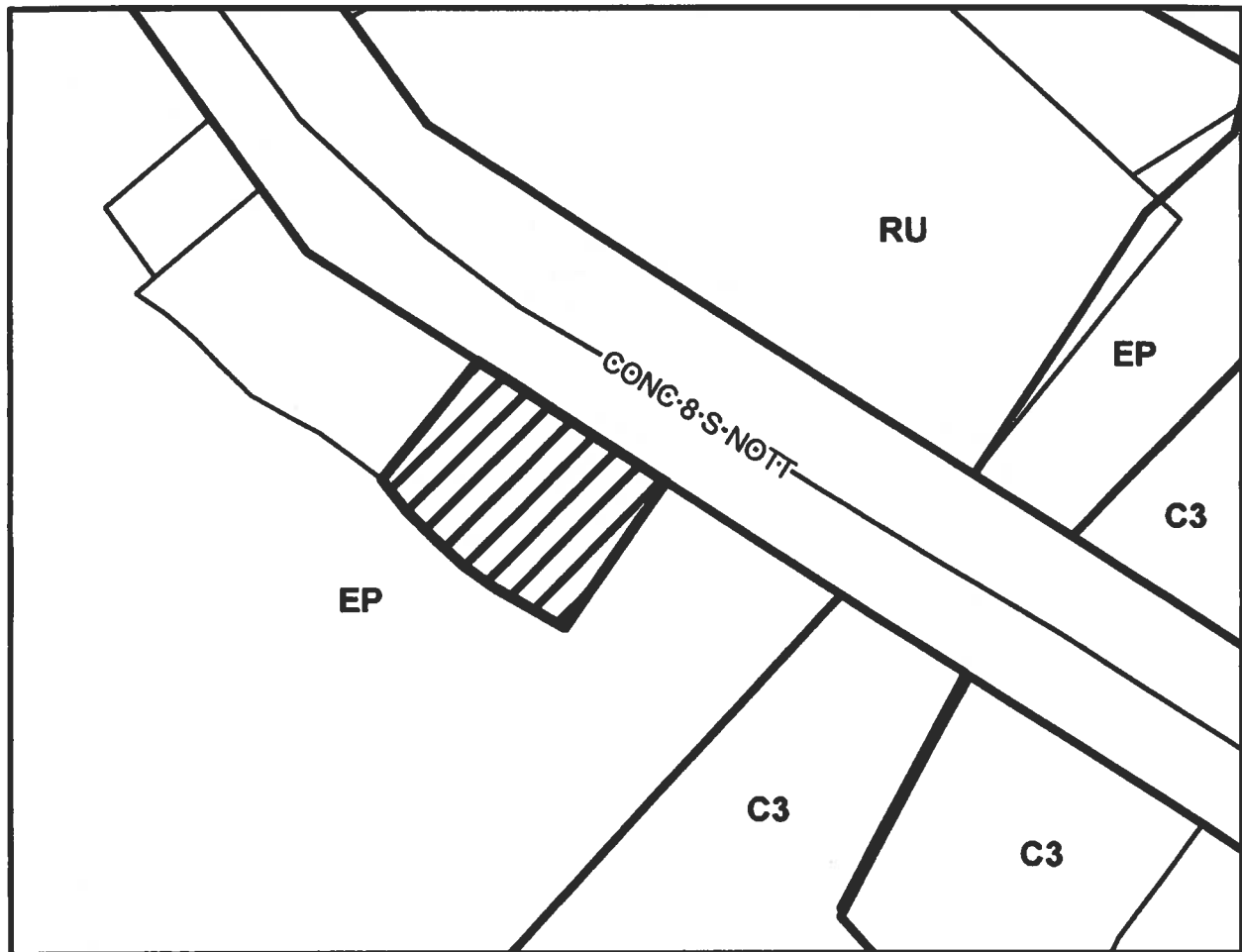
This is Schedule '4' to Zoning By-law No. 22-26,
passed this 13th day of June, 2022.



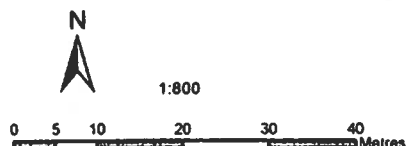
MAYOR



DIRECTOR OF LEGISLATIVE SERVICES/CLERK



Area to be rezoned from ENVIRONMENTAL PROTECTION (EP) Zone
to RESIDENTIAL HAMLET (RS) Zone.

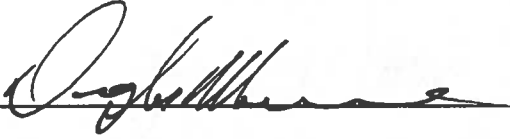


- Road Centerline
- Assessment Parcels
- Zone Boundary


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Township of Clearview Schedule '5'

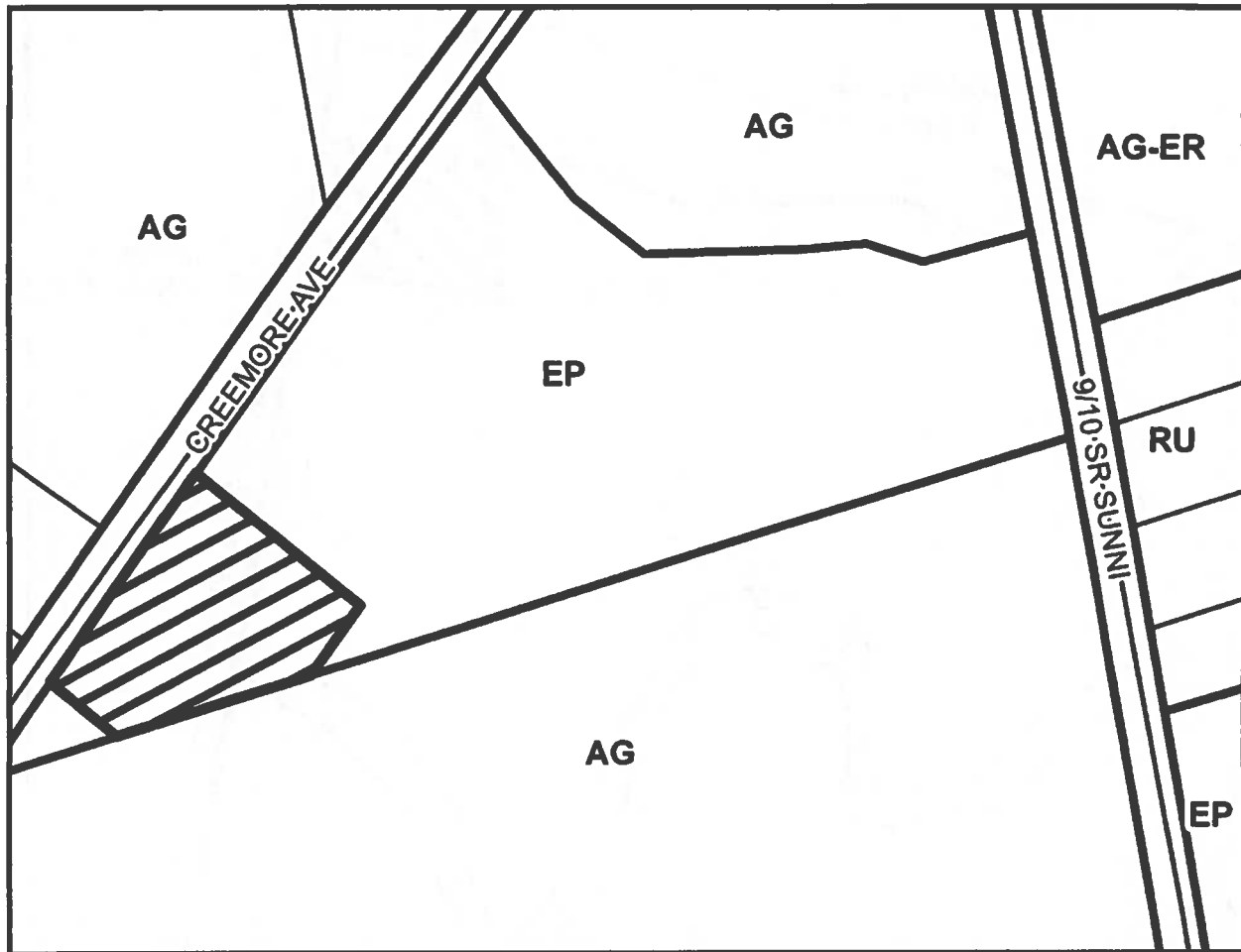
This is Schedule '5' to Zoning By-law No. 22-26,
passed this 13th day of JUNE, 2022.



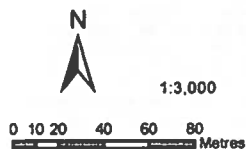
MAYOR



DIRECTOR OF LEGISLATIVE SERVICES/CLERK



Area to be rezoned from ENVIRONMENTAL PROTECTION (EP) Zone
to AGRICULTURAL (AG) Zone.




- Road Centerline
- Assessment Parcels
- Zone Boundary

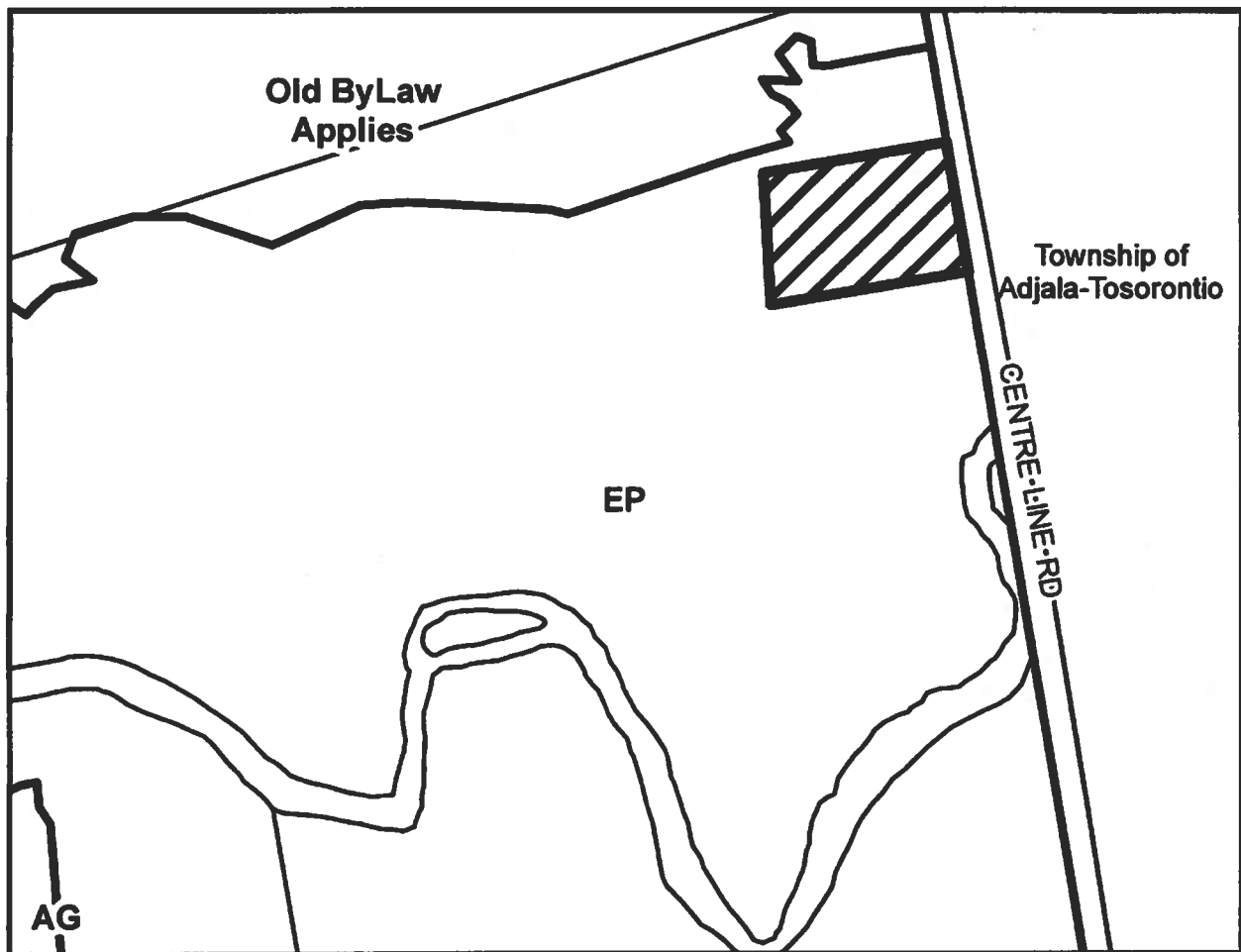
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Township of Clearview Schedule '6'

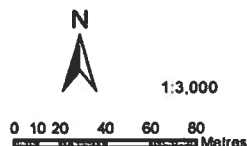
This is Schedule '6' to Zoning By-law No. 22-26,
passed this 13th day of JUNE, 2022.


MAYOR


DIRECTOR OF LEGISLATIVE SERVICES/CLERK



Area to be rezoned from ENVIRONMENTAL PROTECTION (EP) Zone
to AGRICULTURAL (AG) Zone.

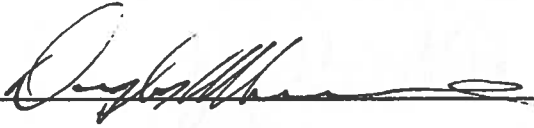


- Road Centerline
- Assessment Parcels
- Zone Boundary

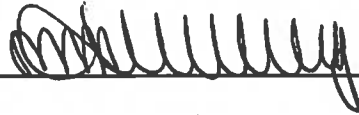
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Township of Clearview Schedule '7'

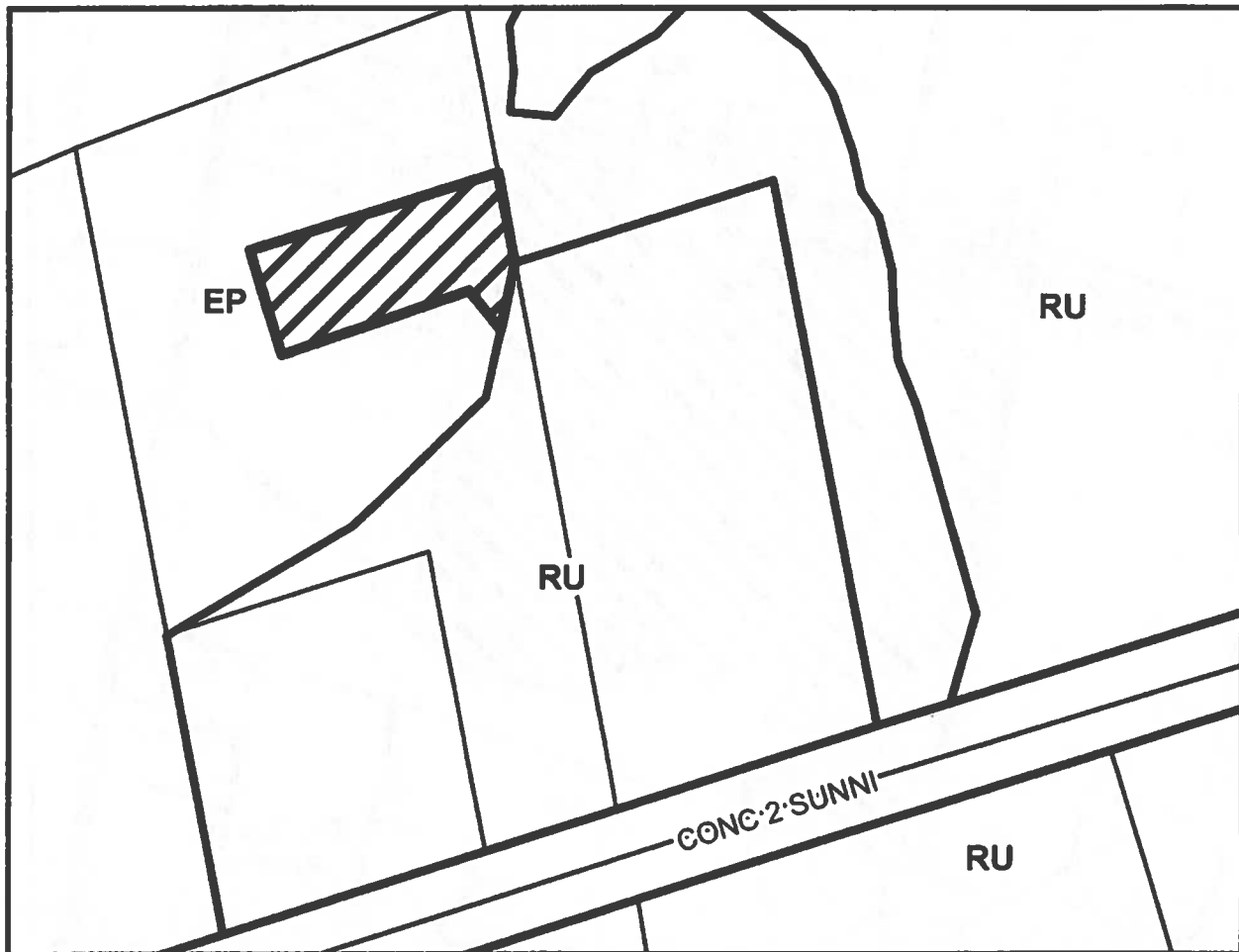
This is Schedule '7' to Zoning By-law No. 22-26,
passed this 13th day of June, 2022.



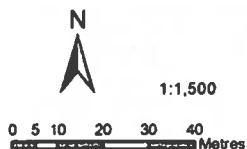
MAYOR






DIRECTOR OF LEGISLATIVE SERVICES/CLERK



Area to be rezoned from ENVIRONMENTAL PROTECTION (EP) Zone
to RURAL (RU) Zone.

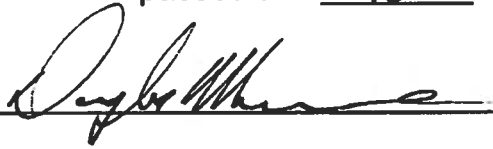


-  Road Centerline
-  Assessment Parcels
-  Zone Boundary

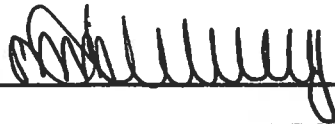
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Township of Clearview Schedule '8'

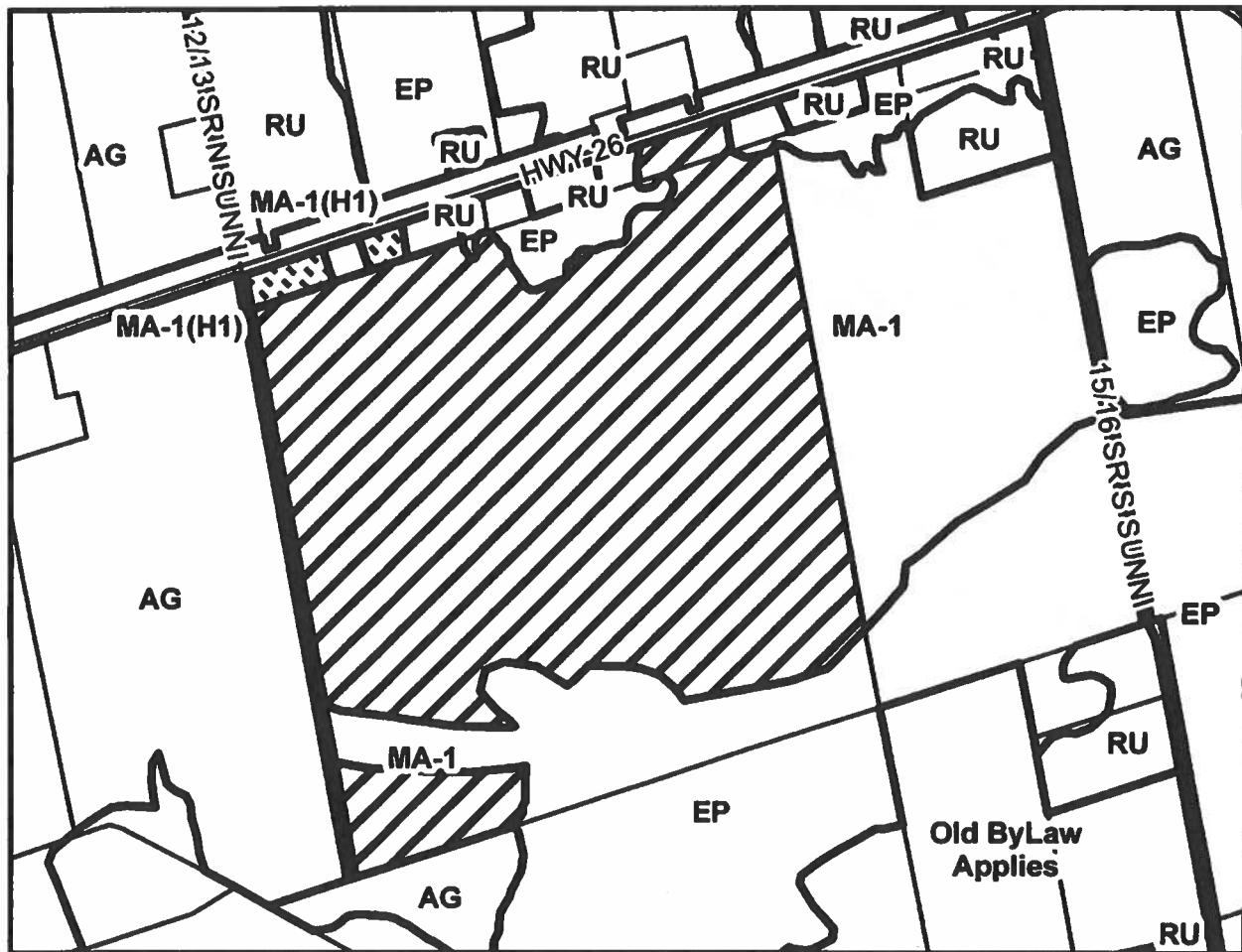
This is Schedule '8' to Zoning By-law No. 22-26,
passed this 13th day of JUNE, 2022.



MAYOR



DIRECTOR OF LEGISLATIVE SERVICES/CLERK



Area to be rezoned from AIRPORT INDUSTRIAL EXCEPTION 1 (MA-1) Zone to AIRPORT INDUSTRIAL (MA) Zone.



Area to be rezoned from AIRPORT INDUSTRIAL EXCEPTION 1 HOLD 1 (MA-1(H1)) Zone to AIRPORT INDUSTRIAL (MA) Zone.



1:15,000

0 60 120 240 360 480
Metres

— Road Centerline

□ Assessment Parcels

□ Zone Boundary

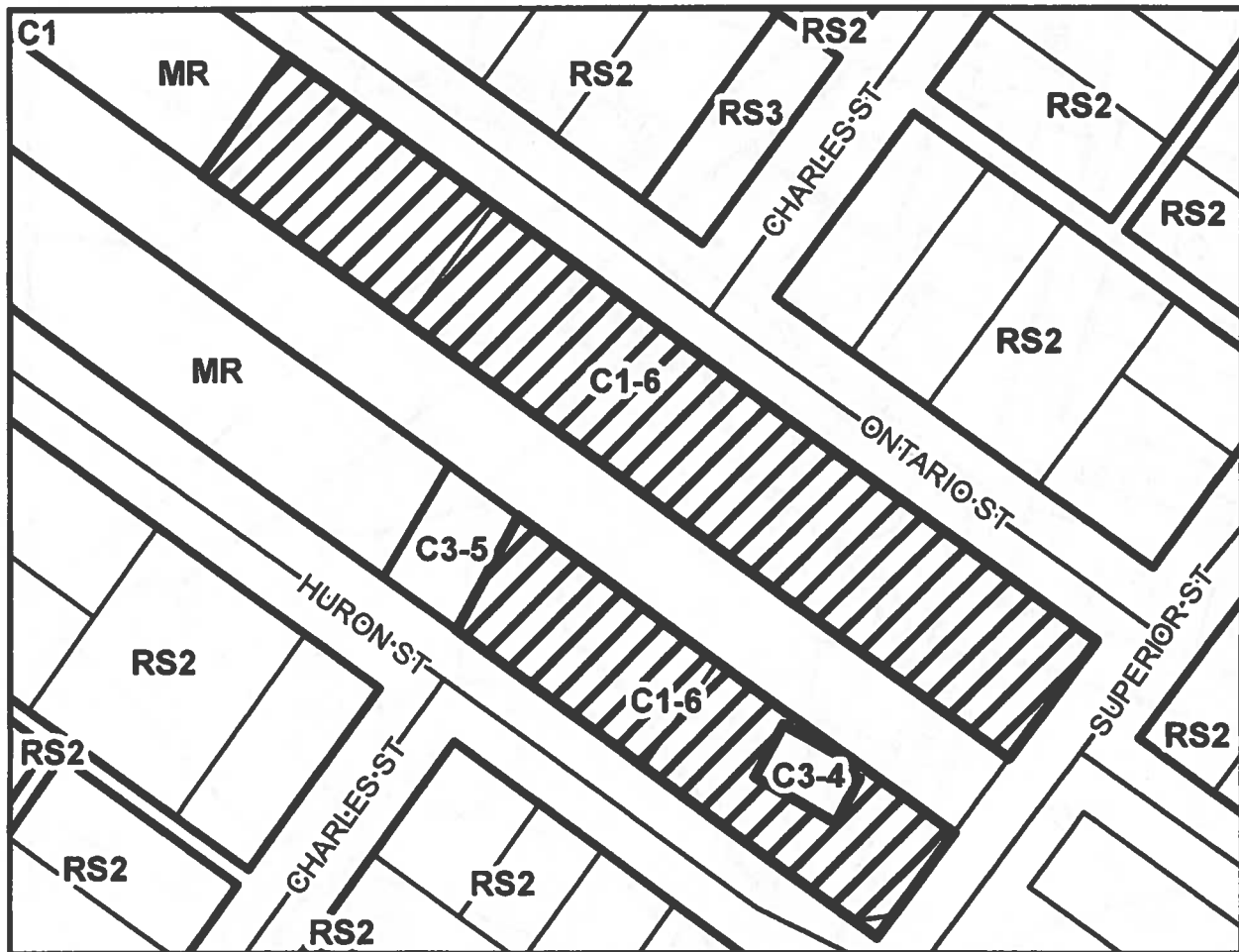
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Township of Clearview Schedule '9'

This is Schedule '9' to Zoning By-law No. 22-26,
passed this 13th day of June, 2022.





MAYOR


DIRECTOR OF LEGISLATIVE SERVICES/CLERK



Area to be rezoned from GENERAL COMMERCIAL EXCEPTION 6 (C1-6) Zone to GENERAL COMMERCIAL EXCEPTION 8 (C1-8) Zone.



-  Road Centerline
-  Assessment Parcels
-  Zone Boundary

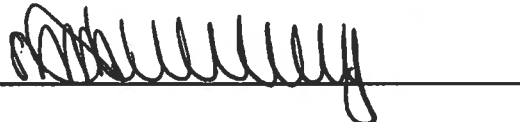
Produced by Clearview Township, Information Services. This map may not be reproduced, in whole or in part, without written permission by The Corporation of the Township of Clearview. Information other than zone boundaries is provided for reference only. Clearview Township assumes no liability for inaccuracies, errors, or omissions. This map is not a legal plan of survey.

Township of Clearview Schedule '10'

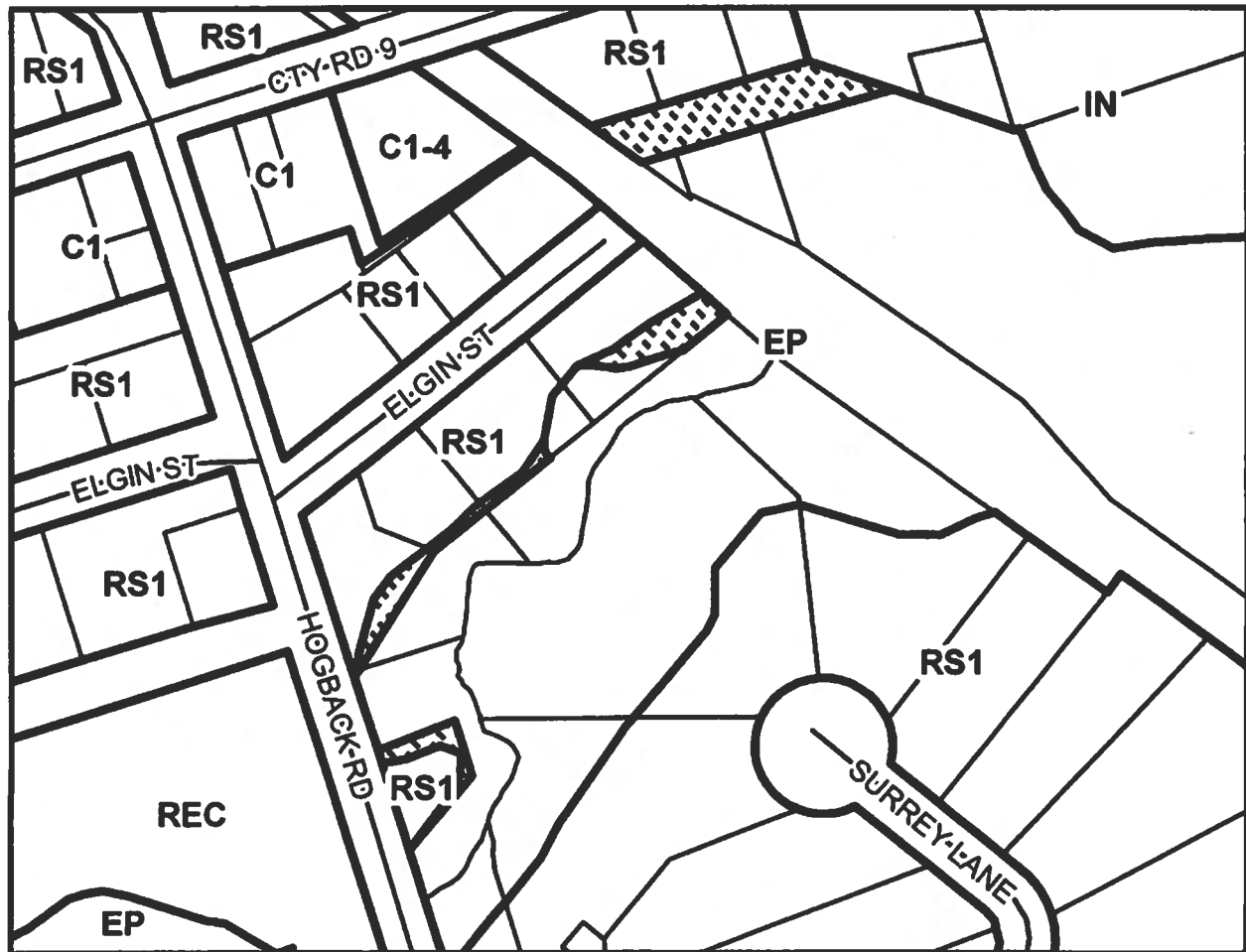
This is Schedule '10' to Zoning By-law No. 22-26,
passed this 13th day of June, 2022.



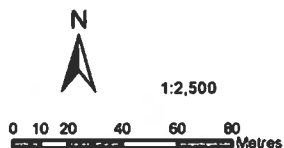
MAYOR



DIRECTOR OF LEGISLATIVE SERVICES/CLERK



Area to be rezoned from ENVIRONMENTAL PROTECTION (EP)
Zone to RESIDENTIAL LARGE LOT (RS1) Zone.

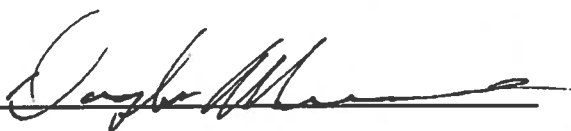


- Road Centerline
- Assessment Parcels
- Zone Boundary

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Township of Clearview Schedule '11'

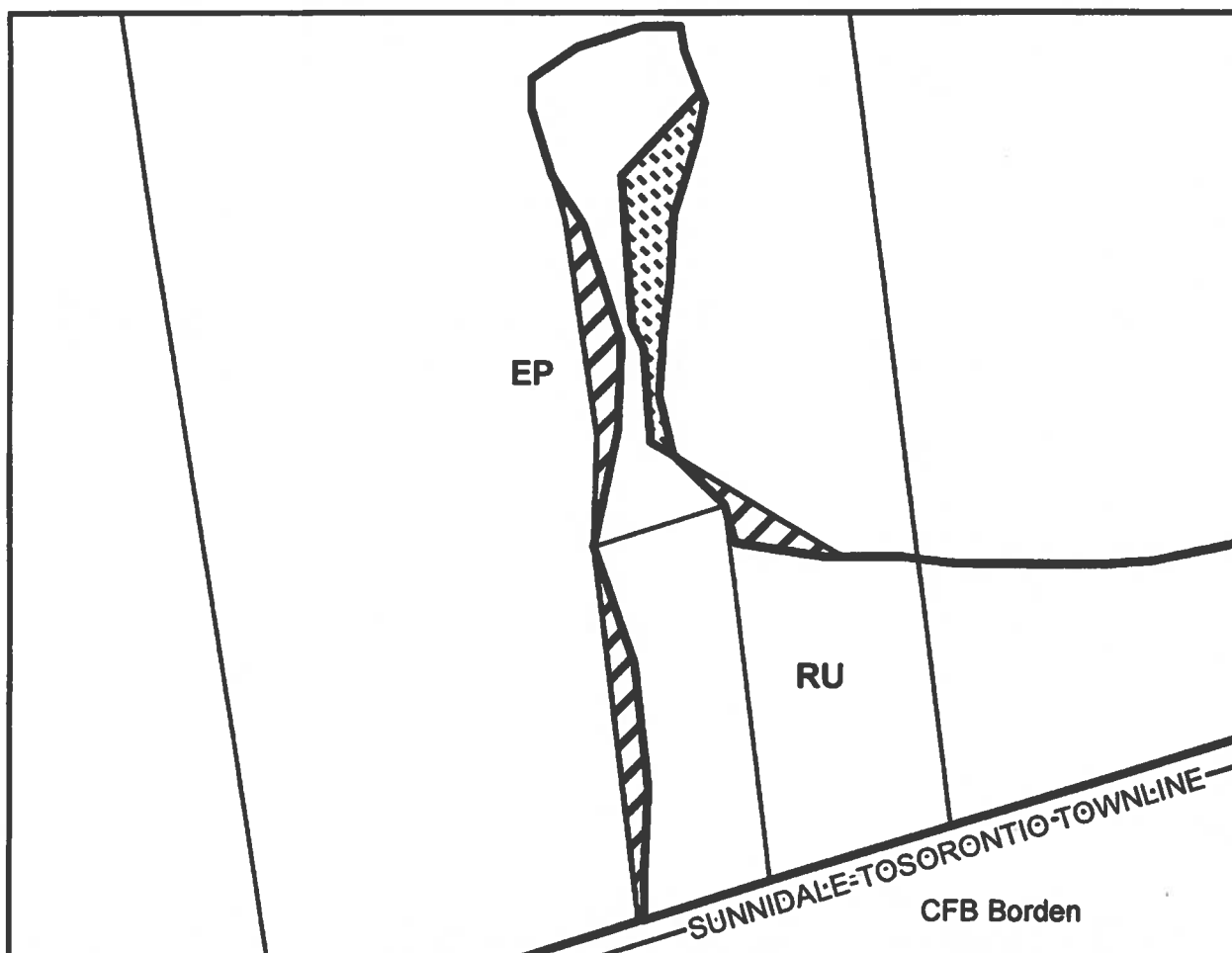
This is Schedule '11' to Zoning By-law No. 22-26,
passed this 13th day of JUNE, 2022.



MAYOR



DIRECTOR OF LEGISLATIVE SERVICES/CLERK



Area to be rezoned from ENVIRONMENTAL PROTECTION (EP)
Zone to RURAL (RU) Zone.



Area to be rezoned from RURAL (RU) Zone to ENVIRONMENTAL
PROTECTION (EP) Zone.



1:3,000

0 10 20 40 60 80
Metres

— Road Centerline

□ Assessment Parcels

□ Zone Boundary

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ZONING BY-LAW AMENDMENT NOTICE OF COMPLETE APPLICATION & PUBLIC MEETING

The Municipality of Grey Highlands has received an application to amend the Zoning By-law. The application is being considered under the requirements of the *Planning Act RSO 1990* and applicable regulations. The purpose of this notice is to inform you of the application and invite you to observe Council's decision on this matter.

Public Hearing Information:

When: July 25, 2022 at 5:00PM

Where: Online zoom meeting – To register: www.greyhighlands.ca/register

To watch the meeting: www.greyhighlands.ca/watchlive

Your online registration will give you the ability to attend either online or by telephone. If you need assistance with the registration process, or cannot access the registration link, please call 519-986-1216 extension 228.

The Proposal:

Application No.: Z25.2022

The subject application relates to the property having address 772653 Highway 10, known legally as LT 209-210 CON 1 NETSR ARTEMESIA E OF GS126057; GREY HIGHLANDS. The property has roll number 420818000303500.

The purpose of the application is to amend the zoning by-law to change the zone on a portion of the property from Agriculture (A1) to Agriculture (A1-449). The 449 exception will permit the construction and operation of a 250 square metre small-scale commercial/industrial shop that may produce horse draw buggies and wagons, as well as agricultural components.

The following key map shows the location of the subject lands. A detailed sketch is attached to illustrate the proposed works.





ZONING BY-LAW AMENDMENT NOTICE OF COMPLETE APPLICATION & PUBLIC MEETING

Your Rights to Appeal

If a person or public body does not make oral submissions at a public meeting or make written submissions to the Municipality of Grey Highlands before the by-law is passed, the person or public body:

- i) is not entitled to appeal the decision of Grey Highlands Council to the Ontario Land Tribunal; and
- ii) may not be added as a party to the hearing of an appeal before the Ontario Land Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to do so.

Please visit <https://olt.gov.on.ca/> for information on filing an appeal.

For More Information

To see additional application materials, please visit our website:
<https://greyhighlands.civicweb.net/filepro/documents/274235/>

Navigate to the file folder with the corresponding application number to find an application form, additional maps, and reports. Contact the Planning Department if you require assistance in navigating the website.

Contact the Planning Department:

Dagmar de Rijke

Planning@greyhighlands.ca

519-986-1216 x228

Visit Planning by appointment only:

50 Lorne Street, Markdale, ON, Monday to Friday, 8:30 am to 4:30 pm

You may provide comment on this application by attending the public meeting or by providing comments in writing to the Planning Department in advance of the meeting. Individuals who provide written comments or who make verbal comments at the planning hearing should be aware that their communications may become part of the public record and may be available on the Municipality's website.

Please note that while written comments are welcome, the focus of comments should be on planning-related concerns. You are welcome to reach out to planning staff ahead of providing written comments for guidance on how a planning decision is made, and for information on how comments may influence a decision.

If you wish to be notified of the decision of Council in respect of the proposed consent, please submit your request in writing to the Planning Department using the contact information provided above.

Notice Dated: June 28, 2022



Date: June 20, 2022

Resolution No. ^{COV}2022-256

Moved By:

Seconded By:

Whereas the Ontario Amber Alert is a warning system that quickly alerts the public of a suspected abduction of children who are in imminent danger;

And Whereas the goal is to broadcast as much information about the child, the abductor and suspect vehicles as quickly as possible so that the public can respond with any relevant information that might lead to the child's safe return;

And Whereas people are encouraged to share the Amber Alert with as many people as possible. If a child or vulnerable person is abducted, spreading the information quickly is critical to their safe return;

And Whereas an Amber Alert makes the Public aware to keep an eye out for the child, vulnerable person, suspect and the vehicle described, in the alert. If they spot them, try to gather as many details as they can, including the specific location where they saw them, the time, the direction they were travelling in and any other identifying details that will help to locate them;

And Whereas an Amber Alert gives citizens instructions to call 9-1-1 or the phone number included in the alert immediately if they have a tip or a sighting related to an Amber Alert;

An Amber Alert will only be activated if:

- The police have confirmed that an abduction has taken place; and
- There is reason to believe the victim is in danger of serious physical injury, and there is information available that, if broadcast to the public, could assist in the safe recovery of the victim.

And Whereas it is essential to remember that an Amber Alert is not always appropriate in every circumstance and that their continued effectiveness depends on ensuring that they are only used in cases that meet the above criteria;

And Whereas the recent tragic death of 11 year old Draven Graham showed that the Amber Alert system is flawed when it comes to vulnerable children who can go missing but are not abducted;

And Whereas at the time this motion was written, there have been almost 75,000 citizens who had signed a petition on Change.Org requesting that a Draven Alert be created;

Info #9
JUL 14 2022

And Whereas it is clear that there needs to be an addition to the alert system to allow for law enforcement to send out an alert for vulnerable children who go missing under circumstances that do not involve an abduction but are at serious risk of injury or death;

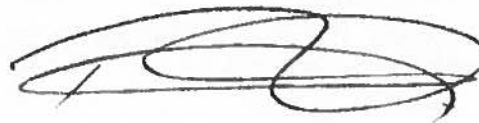
Therefore be it resolved that the Municipality of Brighton and its Council endorse the following:

1. That the Minister of the Solicitor General and the Commissioner of the Ontario Provincial Police, as well as the Premier's Office, be requested to make the necessary changes to the Amber Alert system and create a new alert called the Draven Alert, which will protect vulnerable children who have not been abducted but are at high risk of danger, injury or death and alert the public that they are missing.
2. That this motion be sent to all municipalities across Ontario and the Association of the Municipalities of Ontario (AMO) for endorsement.

Carried

☒

OR Defeated

☐

Mayor

Recorded Vote		<i>For Clerks Use Only</i>			
Recorded vote called by: _____					
	For	Against	Abstain	Absent	COI
Mayor Brian Ostrander					
Councillor Ron Anderson					
Councillor Mark Bateman					
Councillor Doug LeBlanc					
Councillor Emily Rowley					
Councillor Mary Tadman					
Deputy Mayor Laura Knegt					
Total					
Carried <input type="checkbox"/> Defeated <input type="checkbox"/>					Clerk's Initials <input type="text"/>

NOTICE OF APPOINTMENT FOR EXAMINATION BY ENGINEER

TO: Mayor White and Members of
Council

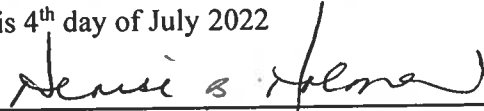
Address

Sir/Madam,

- (a) **Name of Engineer** You are hereby notified that (a) Tom Pridham, P. Eng. (R.J. Burnside & Associates Limited)
- (b) **Name of Municipality** Appointed by the Council of the (b) Township of Melancthon
- under the *Drainage Act*, has fixed the hour of 10:00 o'clock in the morning on the
- (c) **Name of place appointed** 16th day of July 2022 to attend on c) 30 Sideroad just east of County Road 124 as shown on the attached plan
- to discuss the proposed drainage works, being: (d)
- (d) **Describe the area and site** Site meeting as a result of a petition for drainage works submitted by the owner of Pt. W ½ Lot 30, Concession 1 O.S. (Aaron Tupling) and the owner of Pt. E ½ Lot 30, Concession 2 O.S. (Scotch Pine Industries Inc.) under the provisions of the Drainage Act. The petitioners are seeking a formalized outlet for proposed tile drainage on their properties. It is anticipated new road crossings will be required on Sideroad 30 and County Road 124 as part of the work.

Should you have any questions or cannot attend, please contact the Engineer directly at 1 (519) 939-1578.

Dated this 4th day of July 2022



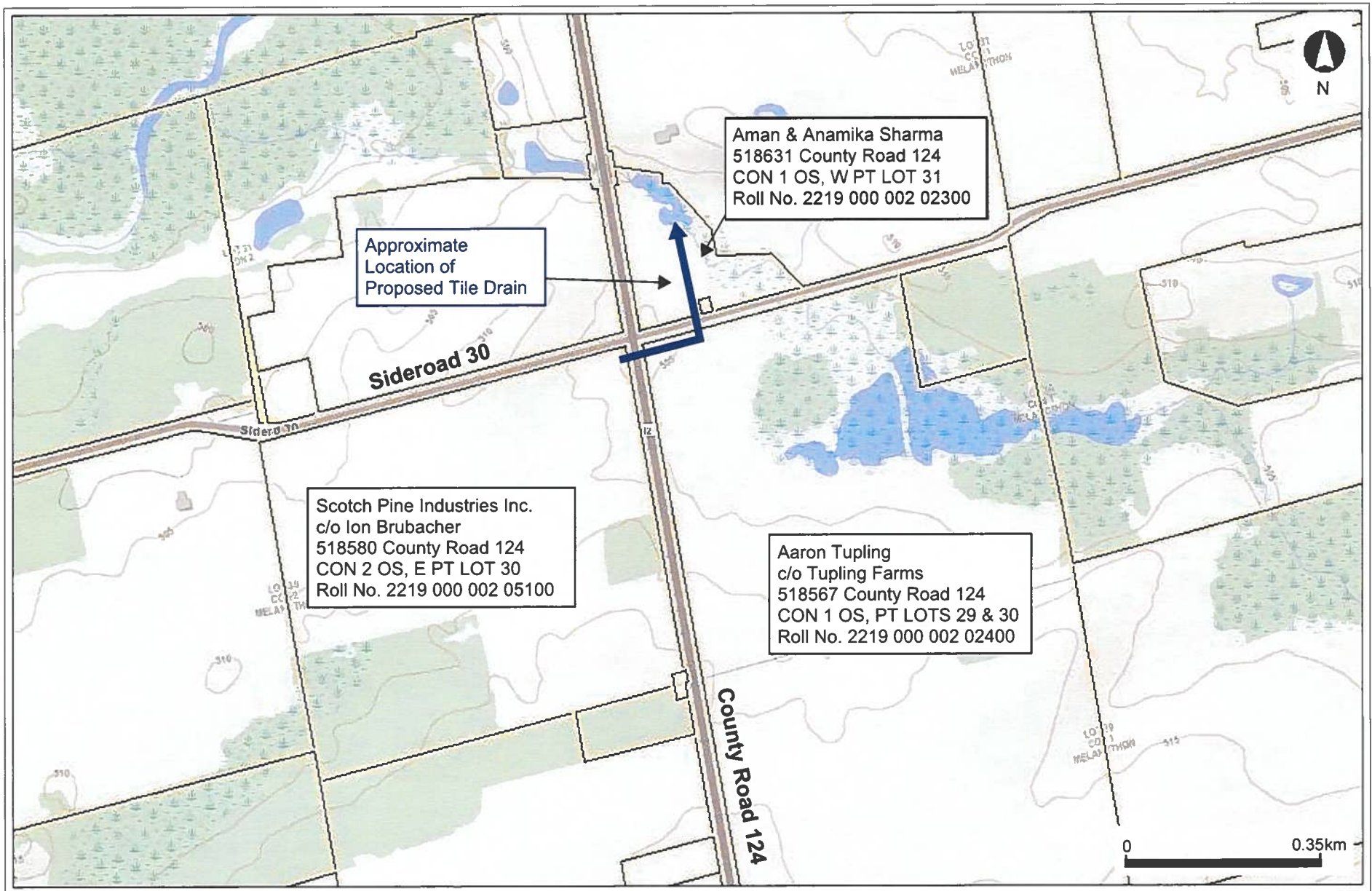
Signature of Clerk

Township of Melancthon

Name of Municipality

Failure to attend examination - You are hereby notified that if you do not attend at the examination, it may proceed in your absence and except as otherwise provided in the *Drainage Act*, you will not be entitled to any further notice in the proceedings.

BRUBACHER-TUPLING PETITION UNDER THE DRAINAGE ACT



The Corporation of the
MUNICIPALITY OF TWEED

255 Metcalf St., Postal Bag 729
Tweed, ON K0K 3J0
Tel.: (613) 478-2535
Fax: (613) 478-6457



Email: info@tweed.ca
Website: www.tweed.ca
facebook.com/tweedontario

July 4, 2022

Ministry of Agriculture, Food and Rural Affairs
1 Stone Road West
Guelph, ON N1G 4Y2

Dear Minister:

Re: Ontario Wildlife Damage Compensation Program

We are writing to you today on behalf of our municipality regarding the administration fees related to wildlife damage claims. This program is necessary to protect our farm producers from the devastating losses incurred when they lose livestock to predators.

At the June 28, 2022 Regular Council Meeting the attached Resolution was passed by Council.

Our Council's concern is the administration fee paid to municipalities to administer the program on the Ministry's behalf which was recently increased from \$30.00 per claim to \$50.00 per claim.

We have recently contracted for a new Livestock Investigator resulting in the following costs directly related to wildlife claims:

Hourly Rate: \$25.00/hour
Mileage Rate: .50/km

On the most recent invoice for this service there were three wildlife claims with costs as follows:

1. April 28, 2022 – 3 hours + mileage = \$95.00
2. May 5, 2022 – 2.5 hours + mileage = \$75.00
3. May 8, 2022 – 3.5 hours + mileage = \$120.00

There is also time spent by municipal staff in preparing the wildlife claims for submission and monitoring the claims for payment to the livestock owner.

This results in a loss on each wildlife claim for our taxpayers to bear to be able to provide this necessary service to our farm producers.

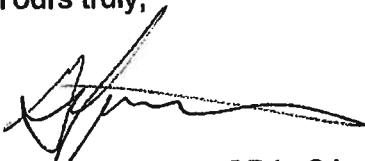
Info # 11
JUL 14 2022

Ministry of Agriculture, Food and Rural Affairs
Page 2
July 4, 2022

We respectfully request that the Ministry consider increasing the administration fee on wildlife claims to help offset the increasing costs associated with Livestock Investigation.

We look forward to hearing from you about this matter at your earliest convenience.

Yours truly,

A handwritten signature in black ink, appearing to read 'Gloria Raybone', with a long horizontal flourish extending to the right.

Gloria Raybone, CPA, CA
CAO/Treasurer

Encl.

cc. Association of Municipalities of Ontario
Ontario Municipalities

**Municipality of Tweed Council Meeting
Council Meeting**



Resolution No.

442.

Title:

Ministry of Agriculture, Food and Rural Affairs

Date:

Tuesday, June 28, 2022

Moved by

Brian Treanor

Seconded by

Jacob Palmateer

WHEREAS the Ontario Ministry of Agriculture, Food and Rural Affairs administers the Ontario Wildlife Damage Compensation Program to provide compensation to farm producers for livestock killed by wildlife;

AND WHEREAS Ontario Municipalities administer the Program on behalf of OMAFRA by appointing a Livestock Investigator and staff to work on wildlife damage claims;

AND WHEREAS the costs associated with wildlife damage claims typically exceed the administration fee of \$50.00 per claim as provided to the Municipality by OMAFRA;

NOW THEREFORE BE IT RESOLVED THAT the Council of the Municipality of Tweed request the Ministry of Agriculture, Food and Rural Affairs to review the administration fee provided to

Municipalities for the administration of the Ontario Wildlife Damage Compensation Program:

AND FURTHER, that this Resolution be circulated to the Association of Municipalities of Ontario (AMO) and all Ontario Municipalities for their consideration and support.

Carried

Mayor

J. Albert



NEW ROUTES

Dufferin County Outdoor Recreation Plan

*Public reviews of the draft
Recreation Plan are now live!*

Check it out & share your feedback at



www.joinindufferin.com/draftrecplan

REFRESH | REGROW | RECREATE

We've got a draft outdoor recreation plan!

This year, the County of Dufferin is embarking on an extensive public consultation of the Recreational Use Policy for the Dufferin County Forest. The goal is to have a broader Recreation Plan for both the County Forest and the County-owned Rail Trail, with consideration for the best ways to use these spaces as well as what services and facilities to implement in the future.

Earlier in 2022, Dufferin residents weighed in on what recreation meant to them, and we used those ideas to develop a draft outdoor recreation plan.

Now, we're opening the draft plan up for public feedback. Check it out and let us know your thoughts via our webpage, www.joinindufferin.com/draftrecplan.

In person opportunities to discuss the draft plan with County staff:
Thursday, August 4, 3:00 pm - 7:00 pm at the Edelbrock Centre, 30 Centre St., Orangeville
Saturday, August 6, 11:00 am - 4:00 pm at the Museum of Dufferin, 936029 Airport Road at Highway 89, Mulmur

Feedback is due by **August 31, 2022** and participants have a chance to win 1 of 3 \$50 gift cards to an independent business of their choice in Dufferin County.

If you wish to be added to our email notification list so you can keep up to date on the process and other County Forest news, go to <http://eepurl.com/RtadP> or the QR code at right.



To submit your comments by mail or email, and for more information, contact the County Forest Manager at forestmanager@dufferinmuseum.com or at 519-941-1114 x 4011 or c/o Museum of Dufferin, 936029 Airport Road, Mulmur, ON L9V 0L3.

Info #12
JUL 14 2022



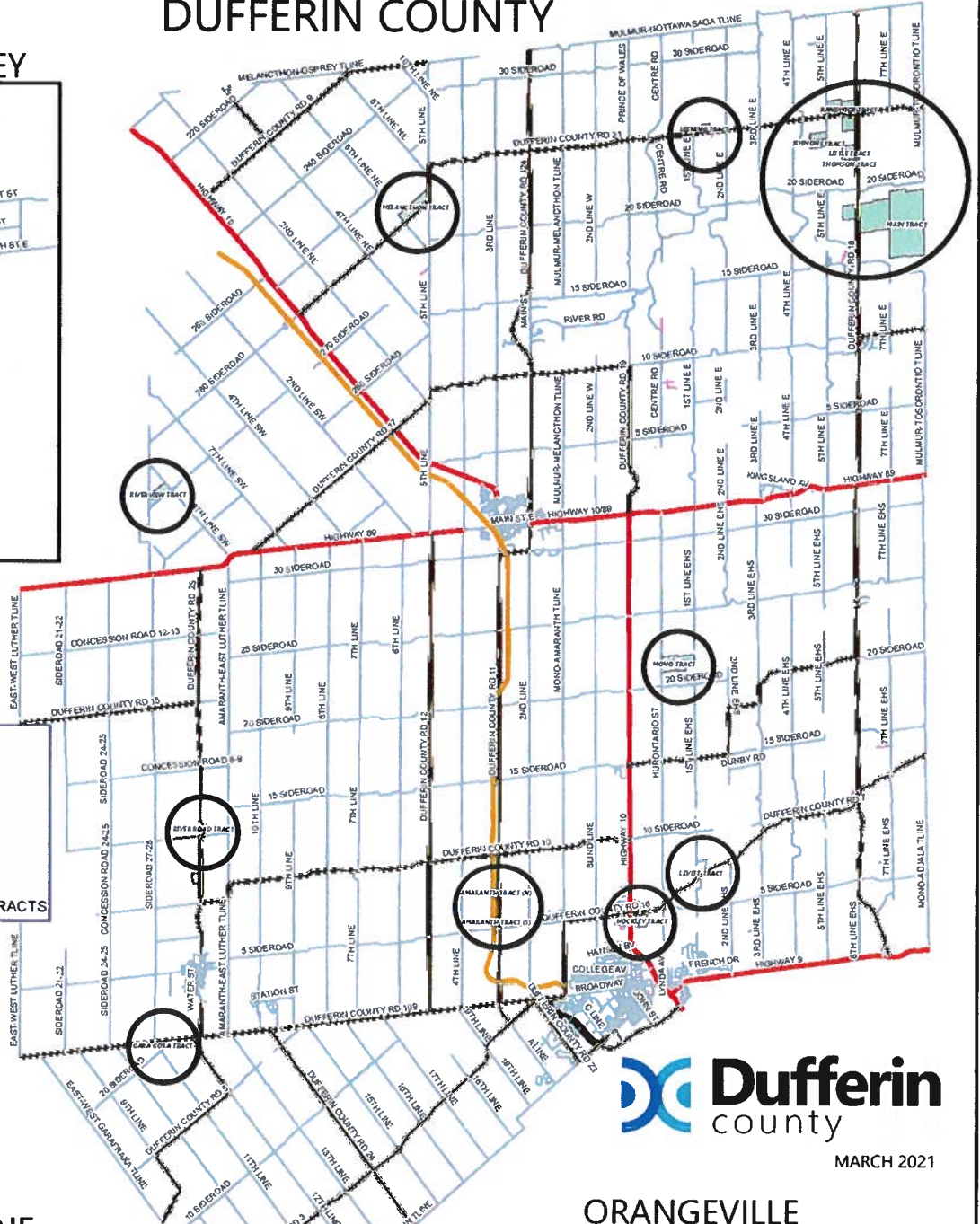
DUFFERIN COUNTY

GRAND VALLEY



Legend

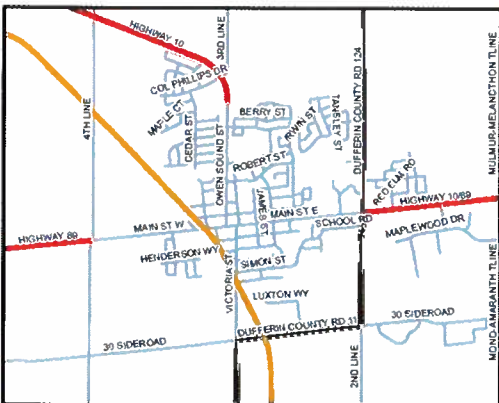
- PROVINCIAL HIGHWAY
- DUFFERIN COUNTY ROAD
- MUNICIPAL ROAD
- MUNICIPAL ARTERIAL ROAD
- PRIVATELY MAINTAINED ROAD
- VACANT RAIL CORRIDOR
- DUFFERIN COUNTY FOREST TRACTS



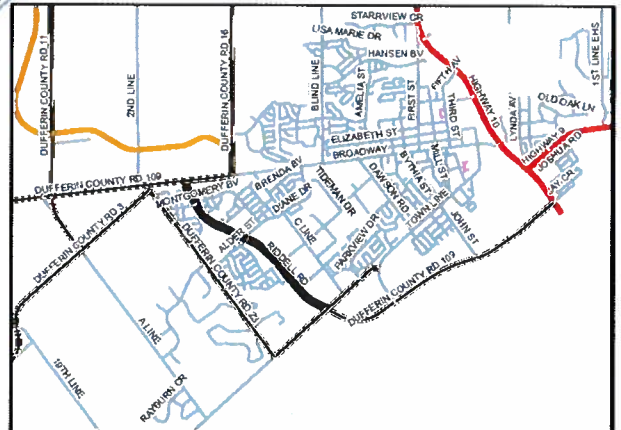
Dufferin
county

MARCH 2021

SHELBURNE



ORANGEVILLE



July 6, 2022

Honourable Steve Clark
Minister of Municipal Affairs and Housing
17th Floor, 777 Bay St.
Toronto ON M7A 2J3

Via Email

Dear Minister Clark:

Re: Removal of Municipal Councillors Under Prescribed Circumstances

City Council, at its meeting held on May 30, 2022, considered the above-noted matter and passed Resolution No. R-220530-013 as follows:

"WHEREAS across municipal councils in Ontario there have been appalling instances of misogyny and hatred; and

WHEREAS the powers of the Office of the Integrity Commissioner do not include the ability to recommend expulsion of councillors;

NOW THEREFORE BE IT RESOLVED THAT City Council direct staff to send a letter to the Ministry of Municipal Affairs and Housing with copies being sent to the federal government, provincial government, Association of Municipalities of Ontario (AMO), and all Ontario municipalities, requesting that the Ministry:

- 1. Study the merits of allowing the recall of municipal councillors under carefully prescribed circumstances, including displays of hatred, misogyny and all forms of discrimination; and**
- 2. Facilitate strengthened and ongoing orientation and training sessions for councils, local boards, and committees."**

If you have any questions or concerns, please do not hesitate to contact me.

Sincerely,



Jamie Eckenswiller, AMP (he/him)
Deputy Clerk
City of Owen Sound

cc. Government of Canada
Government of Ontario
Association of Municipalities of Ontario
All Ontario Municipalities

Info #13
JUL 14 2022



The Corporation of

THE TOWNSHIP OF MELANCTHON

157101 Highway 10, Melancthon, Ontario, L9V 2E6

MEMORANDUM TO COUNCIL

TO: MAYOR WHITE AND MEMBERS OF COUNCIL

FROM: DENISE B. HOLMES, AMCT, CAO/CLERK

SUBJECT: 9-1-1 AUTHORITY AGREEMENT

MEETING DATE: JULY 14, 2022

Steve Murphy, Manager – Preparedness, 911 & Corporate Projects with the County of Dufferin advises that the transition from Bell Canada to NG9-1-1 (Next Generation) is fast approaching and the County of Dufferin is ready for the changeover.

The attached Agreement between the Corporation of the County of Dufferin and the Corporation of the Township of Melancthon, when approved, appoints the County as the 9-1-1 Authority on behalf of our municipality and details the obligations of the parties.

GB#17.2 1
JUL 14 2022

THE CORPORATION OF THE TOWNSHIP OF MELANCTHON

BY-LAW NUMBER _____ - 2022

**BEING A BY-LAW TO AUTHORIZE THE SIGNING OF AN
AGREEMENT BETWEEN THE CORPORATION OF THE COUNTY OF
DUFFERIN AND THE CORPORATION OF THE TOWNSHIP OF
MELANCTHON**

**NOW THEREFORE THE CORPORATION OF THE TOWNSHIP OF MELANCTHON BY
THE MUNICIPAL COUNCIL THEREOF ENACTS AS FOLLOWS:**

1. **THAT** the Mayor and Clerk are hereby authorized and directed to sign the Agreement, in substantially the same form as the Agreement attached hereto as Schedule "A", between the Corporation of the County of Dufferin and the Corporation of the Township of Melancthon for the purposes of setting out the general terms regarding the delivery of 9-1-1 services to the Municipality and to set out the roles, responsibilities and obligations of the parties with respect to the service.

BY-LAW READ A FIRST AND SECOND TIME THIS 14TH DAY OF JULY, 2022.

BY-LAW READ A THIRD TIME AND PASSED THIS 14TH DAY OF JULY, 2022.

MAYOR

CLERK

THIS AGREEMENT made the ____ day of _____ 2022 between;

**THE CORPORATION OF THE
COUNTY OF DUFFERIN
(hereinafter called County)**

And

**THE CORPORATION OF THE _____
(hereinafter called Municipality)**

PURPOSE OF THIS AGREEMENT

The purpose of this agreement is to set out the general terms regarding the delivery of 9-1-1 services to the Municipality and sets out the roles, responsibilities and obligations of the parties with respect to the service.

TERM OF THE AGREEMENT

The term of this Agreement shall commence on _____, 2022 and shall continue unless terminated earlier in accordance with the procedures outlined within this Agreement.

The Parties agree to review this Agreement a minimum of every five (5) years to determine if amendments are necessary and/or appropriate.

WHEREAS: The County has been the 9-1-1 Authority¹ since 1994;

AND WHEREAS: The municipality wishes that the County continue as the local 9-1-1 Authority;

NOW THEREFORE: for valuable consideration, the receipt and sufficiency of which are acknowledged, the parties agree as follows:

1. The parties agree that sharing of resources and services promotes the cost-effective and efficient use of public resources and improves coordination and delivery of these services;
2. The Municipality desires to engage the County to render professional services the coordination and operation of 9-1-1 services. Therefore, in consideration of the mutual covenants herein, it is agreed:

¹ "9-1-1 Authority" means the municipality, local service board, first nation, province or any other authorized signing authority responsible for 9-1-1 service operations.

A. 9-1-1 SERVICES BY THE COUNTY

1. The County will provide a 9-1-1 service to the municipality in accordance with Canadian Radio-television and Telecommunications Commission directives, additionally the County will:
 - a) Act as the local 9-1-1 Authority on the municipality's behalf;
 - b) Provide a Next Generation 9-1-1 enabled Primary-Public Safety Answering Point² (P-PSAP)
 - c) Act as a GIS data aggregator, create, maintain and update all boundaries, addressing and mapping information according to applicable standards (MSAG and GIS) and perform quality assurance and control on the data prior to submission;
 - d) Ensure that 9-1-1 specific GIS data layers are provided directly to Bell in a secure manner without transiting through any shared open platform;
 - e) Resolve mapping and addressing discrepancies and/or errors reported to the 9-1-1 Authority by Bell in a timely manner;
 - f) Ensure that all designated PSAPs are compliant with specifications and guidelines outlined in
 - g) Ensure all PSAPs in the Serving Area have and maintain current contact information and make it available as per the National Emergency Number Association (NENA) i3 standard
 - h) Ensure all PSAPs in the Serving Area have and maintain current contact information and make it available as per the NENA i3 standard
 - i) Investigate and resolve any issues, concerns or complaints in relation to the Primary Public Safety Answering Point.
2. In addition to the above, the County will be responsible for:
 - a) Costs associated with the provision of a Next Generation 9-1-1 enabled Primary-Public Safety Answering Point.

² "Primary-Public Safety Answering Point" means an entity responsible for receiving 9-1-1 Calls and directing those 9-1-1 Calls to the most appropriate Secondary PSAP according to a specific operational policy.

B. ROLE OF THE MUNICIPALITY

1. The Municipality shall, either directly or through an agency, board or commission, provide a Public Safety Answering Point³ for purpose of dispatching the appropriate:
 - a) Police, and;
 - b) Fire Department(s).
2. Ensure that each designated Public Safety Answering Point develops and maintains a Continuity of Operations Plan and an Alternate PSAP.
3. Provide the County with the full contact details of all designated Public Safety Answering Points as well as Alternate PSAPs.
4. Work with the County to:
 - a. resolve mapping and addressing related discrepancies and/or errors reported to the 9-1-1 Authority in a timely manner;
 - b. Create and maintain a standards-based notification system workflow process to ensure that addressing plans, road names and subdivision/site plans approved by the municipality are communicated to the County in a timely manner for inclusion in GIS data for the purposes of PSAP dispatching and Next Generation-911;
 - c. Create a standardized process-based authorization mechanism to formalize any changes required to improve emergency service response such as response boundaries and intersection signage;
 - d. Maintain a list of legal apartment units, housing units, strip malls, commercial buildings and condominiums together with attributes on their addresses and unit/suite numbers in addition to their location on the building (ex. floor number, rear, basement, etc.);
5. In addition to the above, the Municipality will be responsible for the following:
 - a) Costs associated with the provision of a Next Generation 9-1-1 enabled Secondary-Public Safety Answering Point;

C. FEES/PURCHASES:

³ "Public Safety Answering Point" means an entity responsible for receiving 9-1-1 Calls from the Primary-Public Safety Answering Point and directing those 9-1-1 Calls to the most appropriate response agency according to a specific operational policy.

1. The fee for professional and administrative staff services outlined in this agreement will be included in the annual levy collected by the Municipality on behalf of the County.
2. Costs for annual training, exercises and public education programs specific to the emergency management are the responsibility of the County.
3. Each party is responsible for all infrastructure and operating costs related to any response to a localized emergency and/or the operation of its local Emergency Operation Centre.
4. Costs related to the use of outside consultants, trainers and/or instructors to fulfill or enhance the Emergency Management Program are the responsibility of the county and the county must be the approval authority for such expenses.

F. INDEMNITY AND INSURANCE

1. The County and the Municipality shall, at all times, indemnify and save harmless the other party, its officers, directors, agents and employees from and against all claims, damages, losses and expenses, including, but not limited to legal fees, court, and arbitration costs, or other proceedings made, sustained, brought or prosecuted that are based upon, or attributable in any way to the negligent acts, errors or omissions of either party in connection with services performed, purportedly performed or required to be performed by the County or the Municipality under this Agreement.
2. Each Party shall, at its own expense, obtain and maintain in full force and effect during the Term, all of the necessary insurance that a prudent person in the same business would carry, including the following:
 - a) General Liability insurance on an occurrence basis for third party bodily injury, personal injury and property damage, to an inclusive limit of not less than \$10,000,000 per occurrence, and the policy shall include the following clauses:
 - i. The other Party(ies) as additional insured with respect to liability arising in the course of performance of services under, or in connection with, this Agreement;
 - ii. Cross liability and severability of interest clauses;

iii. Contractual liability (both oral and written);

- b) Errors and Omissions Liability insurance for errors and omissions in the performance of, or failure to perform, its obligations under this Agreement, in an amount not less than \$5,000,000 per claim;
- c) Each Party shall provide a Certificate of Insurance ten (10) days prior to the contract commencing to serve as evidence of the coverage outlined in this Agreement; and
- d) Each Party shall give thirty (30) days written notice if any coverage outlined in this Agreement is reduced, altered or cancelled.

H. DISPUTE RESOLUTION

The County and the Municipality shall attempt to resolve any dispute between them arising out of or in connection with this Agreement. If a dispute cannot be settled within a period of ninety (90) calendar days with the mediator, the dispute shall be referred to and finally resolved by arbitration under the rules of the province having jurisdiction or by an arbitrator appointed by the agreement of the parties.

I. TERM AND TERMINATION

- 1. Any Party may, at any time, and for any reason, terminate this Agreement upon giving 180 days' prior written notice to the other Party. It is understood that, notwithstanding termination by any Party, the Agreement shall continue in force as between the other Parties.
- 2. The effective date of the termination of this Agreement shall be the last day of the notice period or such other date as the Parties agree.

J. GENERAL PROVISIONS

- 1. The Municipality shall continue to actively promote 9-1-1 service within their community.
- 2. The Municipality shall cooperate with and provide assistance to the County as reasonably required by the County to facilitate the provision of the County obligations under this Agreement.
- 3. The County shall cooperate and provide assistance to the Municipality as

reasonably required by the Municipality to facilitate the provision of the Municipalities obligations under this Agreement.

4. Nothing herein shall be deemed to restrict authority of any of the parties to enter into separate agreements governing the terms and conditions for providing services on terms different than specified herein.
5. Nothing in this Agreement is to be interpreted as affecting or restricting the exercise by any party of any statutory power, duty or function, which may be fully exercised as if this Agreement had not been executed by the parties.
6. The County will comply with all federal, provincial and municipal laws while performing the services hereunder.
7. This Agreement may be amended by written amendment signed by both parties.

SIGNED:

On behalf of the Corporation of the Township of Melancthon this 14th day of July, 2022.

Darren White
Head of Council

Denise B. Holmes
Clerk

On behalf of the Corporation of the County of Dufferin on the ____ day of _____, 2022

Wade Mills
Head of Council

Michelle Dunne
Clerk

Denise Holmes

From: Nicole Hill <nhill@sdfd.ca>
Sent: Wednesday, June 8, 2022 12:30 PM
To: agordon@amaranth.ca; Alice Byl; Denise Holmes; fred.simpson@townofmono.com; jwilloughby@shelburne.ca; nmartin@amaranth.ca; Roseann Knechtel; Sarah Culshaw; tatkinson@mulmur.ca
Subject: SDFB Resolution
Attachments: 9.4 L2022-09 Revised Land Acknowledgement.pdf

Hello,

The following resolution was passed at the SDFB meeting on June 7th:

Moved by: S. Hall

Seconded by: E. Hawkins

BE IT RESOLVED THAT:

The Shelburne & District Fire Board of Management receives the Town of Shelburne's Revised Land Acknowledgement and forwards on to all Councils for direction.

Carried



Nicole Hill

Secretary/Treasurer

Tel: (519) 925-5111

Shelburne & District Fire Board

114 O'Flynn Street

Shelburne, ON L9V 2W9 | nhill@sdfd.ca



A People Place, A Change of Pace
SHELBURNE
ONTARIO, CANADA

Meeting Date: Monday, May 30, 2022

To: Members of Council

From: Jennifer Willoughby, Director of Legislative Services/Clerk

Report: LS2022-09

Subject: **Revised Land Acknowledgement**

Recommendation

BE IT RESOLVED THAT Council receives report #LS2022-09 from the Director of Legislative Services/Clerk for information;

AND THAT Council adopts the revised Land Acknowledgement;

AND requests that the revised Land Acknowledgement be forwarded to local boards – Police, Fire and CDRC for their consideration.

Background

At the May 9, 2022, Council requested the Land Acknowledgement be amended.

Analysis

Staff have worked closely with the Dufferin County Cultural Resource Circle to amend the Land Acknowledgement to try and capture the request of Council.

The following is being brought forward for consideration by Council:

We would like to begin by respectfully acknowledging that the Town of Shelburne resides within the traditional territory and ancestral lands of the Anishinaabe, including the Ojibway, Potawatomi, Chippewa and the People of the Three Fires Confederacy.

These traditional territories upon which we live, work, play and learn are steeped in rich Indigenous history and traditions. It is with this statement that we declare to honour and respect the past and present connection of Indigenous peoples with this land, its waterways and resources.

We encourage residents to review the call-to-action information by visiting the following website to further research and educate oneself:

<https://www.dccrc.ca/educational-links/>

This will become the Land Acknowledgement statement to be read during Council and Committee meetings.

The Land Acknowledgement will also be read at all town sanctioned events, the new information will also be added to our website.

Staff are recommending that the Land Acknowledgement be forwarded to local Boards – Police, Fire and CDRC for their consideration.

Policies and Implications

Not applicable

Financial Impact

Not applicable

Consultation and Communications

Senior Management Team.

Council Strategic Priorities

Council's Strategic Priorities have three Goals - Sustainable, Engaged and Livable. There are a total of 12 targets with the three Goals.

This report aligns with the sustainable goals within the targets:

Target T6 – promote more open communication

Target T7 – promote partnerships and collaboration

Supporting Documentation

Not applicable

Respectfully Submitted and Prepared By:

Jennifer Willoughby, Director of Legislative Services/Clerk

Reviewed By:

Denyse Morrissey, CAO



Land Acknowledgement

We will begin the meeting by sharing the Land Acknowledgement Statement:

We would like to begin by respectfully acknowledging that Dufferin County resides within the traditional territory and ancestral lands of the Tionontati (Petun), Attawandaron (Neutral), Haudenosaunee (Six Nations), and Anishinaabe peoples.

We also acknowledge that various municipalities within the County of Dufferin reside within the treaty lands named under the Haldimand Deed of 1784 and two of the Williams Treaties of 1818: Treaty 18: the Nottawasaga Purchase, and Treaty 19: The Ajetance Treaty.

These traditional territories upon which we live and learn, are steeped in rich Indigenous history and traditions. It is with this statement that we declare to honour and respect the past and present connection of Indigenous peoples with this land, its waterways and resources.



The Corporation of

THE TOWNSHIP OF MELANCTHON

157101 Highway 10, Melancthon, Ontario, L9V 2E6

MEMORANDUM TO COUNCIL

TO: MAYOR WHITE AND MEMBERS OF COUNCIL

FROM: DENISE B. HOLMES, AMCT, CAO/CLERK

SUBJECT: FURTHER UPDATE ON 142 MILL LANE, HORNING'S MILLS

MEETING DATE: JULY 14, 2022

On July 5, 2022, I attended a virtual meeting with Kim Peters, NEC; Becky MacNaughtan, CBO County of Dufferin and Eric Griffin, NEC regarding 142 Mill Lane and the unauthorized development on the property that requires building permits.

There are a number of parties involved (NEC, County of Dufferin Building Department and Melancthon Township Planning) and we need to work out some jurisdictional issues, but we will continue to work together towards a solution.

As more information becomes available, I will advise Council of same.

GB#17.4.2

JUL 14 2022

**NOTICE OF A PUBLIC MEETING
TO INFORM THE PUBLIC OF A PROPOSED
ZONING BY-LAW AMENDMENT**

RECEIPT OF COMPLETE APPLICATION

TAKE NOTICE that Township of Melancthon has received a complete application to amend Municipal Zoning By-law 12-79. The purpose of the rezoning is to amend the Township's Comprehensive Zoning By-law for lands located in Part of Lots 296 and 297, Concession 3, S.W, for lands located at 116258 Second Line S.W.

AND PURSUANT to Section 34 (10) of the Planning Act, the application file is available for review at the Municipal Office. Please contact the Municipal Clerk to arrange to review this file.

NOTICE OF PUBLIC MEETING WITH COUNCIL

TAKE NOTICE that the Council for The Corporation of the Township of Melancthon will be holding a public meeting (described below) under Section 34 of the Planning Act, R.S.O. 1990, c.P. 13 as amended, to allow the public to comment on the proposed Zoning By-law Amendment.

DATE AND LOCATION OF PUBLIC MEETING

Date and Time: Thursday, July 14th, 2022 at 5:20 pm
Location: Virtual Meeting – please see below.

NOTE: This will be a virtual meeting. If you wish to attend the virtual meeting, please call or email the Township office prior to the day of the public meeting so you can be provided with a link to the meeting. If you do not have the capability to attend a virtual meeting, please provide written comments and a phone number where you can be reached to the Township Clerk prior to the public meeting.

DETAILS OF THE ZONING BY-LAW AMENDMENT

The application affects lands located in Part of Lots 296 and 297, Concession 3, S.W in the Township of Melancthon. A key map illustrating the location of the lands has been appended to this Notice. These lands are the subject of a Provisional Consent (File B3-20) and a rezoning is required as a condition of consent to zone the farm parcel to a General Agricultural Exception (A1-146) Zone to prohibit a dwelling and to zone the severed residential lot to a Rural Residential (RR) Zone.

FURTHER INFORMATION AND MAP OF LAND SUBJECT TO THE APPLICATION

A key map has been appended that identifies the lands that are subject to this amendment. File materials and maps that were submitted in conjunction with the consent application are also available for review by contacting the Township office.

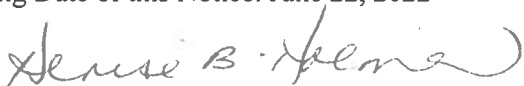
The purpose of this meeting is to ensure that sufficient information is made available to enable the public to generally understand the proposed Zoning By-law Amendment. Any person who attends the meeting shall be afforded an opportunity to make representations in respect of the proposed amendment.

If you wish to be notified of the decision of the Council for the Corporation of the Township of Melancthon in respect to the proposed Zoning By-law Amendment, you must submit a written request (with forwarding addresses) to the Clerk of the Township of Melancthon at 157101 Highway 10, Melancthon, Ontario, L9V 2E6 fax (519) 925-1110.

If a person or public body files an appeal of a decision of the Council for the Corporation of the Township of Melancthon, as the approval authority in respect of the proposed Zoning By-law Amendment, but does not make oral submissions at a public meeting or make written submissions to Council before the proposed amendment is approved or refused, the Ontario Land Tribunal may dismiss all or part of the appeal.

Further information regarding the proposed amendment is available to the public for inspection at the Township of Melancthon Municipal Office on Monday to Friday, between the hours of 8:30 a.m. and 4:30 p.m.

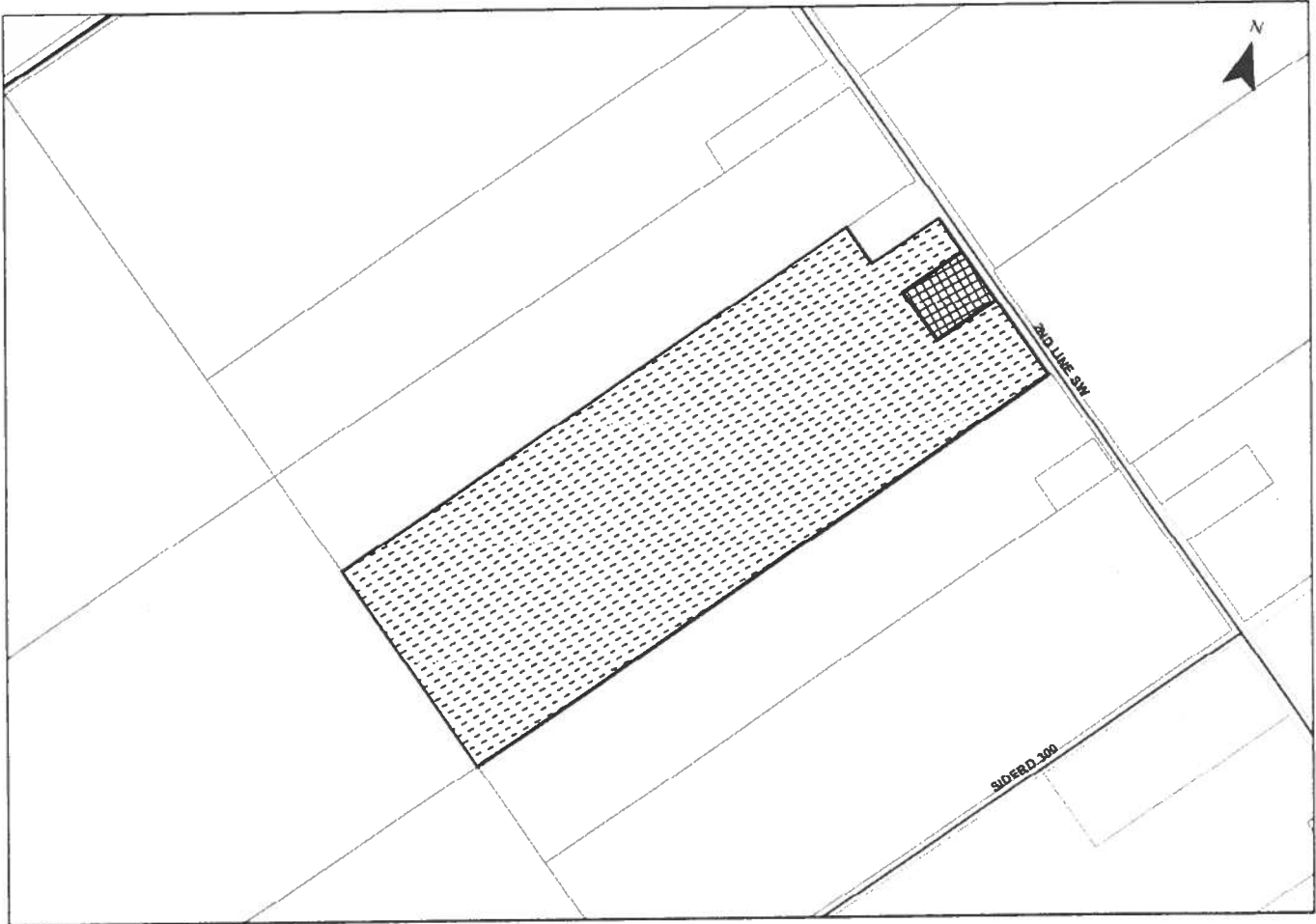
Mailing Date of this Notice: June 22, 2022



Denise B. Holmes, CAO/Clerk
Township of Melancthon

Del # 1
JUL 14 2022

LANDS SUBJECT TO APPLICATION FOR
ZONING BY-LAW AMENDMENT



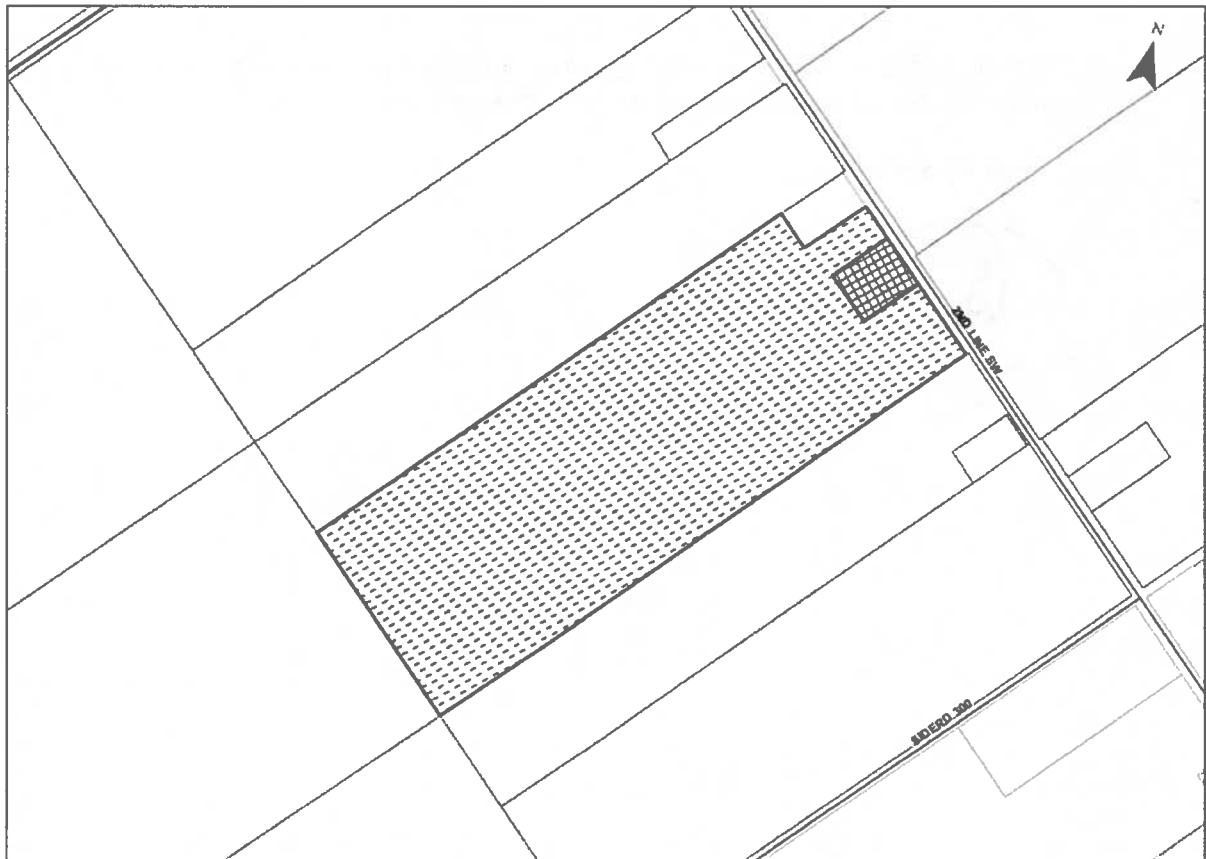
MEMORANDUM

To: Mayor White and Members of Council
Copy: Ms. Denise Holmes, CAO
From: Chris Jones MCIP, RPP
Date: July 8, 2022
Re: Application for ZBA – Part Lot 296 & Lot 297, Concession 3 S.W

BACKGROUND

The Township is in receipt of an application for a zoning by-law amendment for lands located in Lot 297 and Part of Lot 296, Concession 3 S.W. The lands are the subject of a provisional consent which was approved by the Ontario Land Tribunal on September 29, 2021. The consent severed a surplus farm dwelling from an agricultural parcel as illustrated in Figure 1.

Figure 1 – Lands Subject to Rezoning Application



As a condition of provisional consent the applicant is required to rezone the surplus dwelling lot to a Rural Residential (RR) Zone and also zone the retained agricultural parcel to a General Agricultural Exception (A1-146) Zone, the purpose of which is to prohibit the lands from being used for residential purposes.

OFFICIAL PLAN

The subject lands are designated Agricultural in the Township's Official Plan.

ZONING BY-LAW

The severed lot complies with the lot area and frontage requirements of the Rural Residential (RR) Zone and will be able to accommodate the construction of a dwelling in a manner compliant with the RR Zone regulations.

ANALYSIS

The proposed amendment is required as a condition of provisional consent and its approval is recommended.

RECOMMENDATION

If Council concurs with the findings and analyses of this report I would recommend approval of the attached zoning by-law amendment.

Respectfully Submitted,

A handwritten signature in black ink, appearing to be 'Chris Jones', written over a circular stamp or seal.

Chris Jones MCIP, RPP

THE CORPORATION OF THE TOWNSHIP OF MELANCTHON

BY-LAW NO. _____

(Vanderzag Surplus Farm Dwelling – July 8, 2022)

Being a By-law to amend By-law No. 12-79, as amended, the Zoning By-law for the Township of Melancthon for lands described legally as Part 1, Plan 7R-6757, together with lands located in Lot 297 and Part of Lot 296, Concession 3 S.W in the Township of Melancthon, County of Dufferin.

WHEREAS the Council of the Corporation of the Township of Melancthon is empowered to pass By-laws to regulate the use of land pursuant to Section 34 of the Planning Act, 1990;

AND WHEREAS the owner of the subject lands has requested a zoning by-law amendment to fulfill a condition of Provisional Consent;

AND WHEREAS the Council of the Corporation of the Township of Melancthon deems it advisable to amend By-Law 12-79, as amended;

NOW THEREFORE the Council of the Corporation of the Township of Melancthon enacts as follows:

1. Schedule 'A' to Zoning By-law No. 12-79 as amended, is further amended by zoning lands described legally as Part 1, Plan 7R-6757, together with lands located in Lot 297 and Part of Lot 296, Concession 3 S.W in the Township of Melancthon, from the General Agricultural (A1) Zone to the General Agricultural Exception (A1-146) Zone and the Rural Residential (RR) Zone as shown on Schedule A-1 attached hereto, which forms part of this By-law.
2. And Furthermore, Section 4.7 to Zoning By-law 12-79 as amended, is further amended by adding the following new sub-section after sub-section 4.7 iiiii):

iiiiii) On lands located in Lot 297 and Part of Lot 296, Concession 3 S.W. save and except Part 1, Plan 7R-6757 and located in the A1-146 Zone, a dwelling unit shall not be a permitted use and the only permitted use shall be agricultural buildings or structures.

3. In all other respects, the provisions of By-law 12-79, as amended shall apply.

This By-law shall come into effect upon the date of passage hereof, subject to the provisions of Section 34 (30) and (31) of the Planning Act (Ontario).

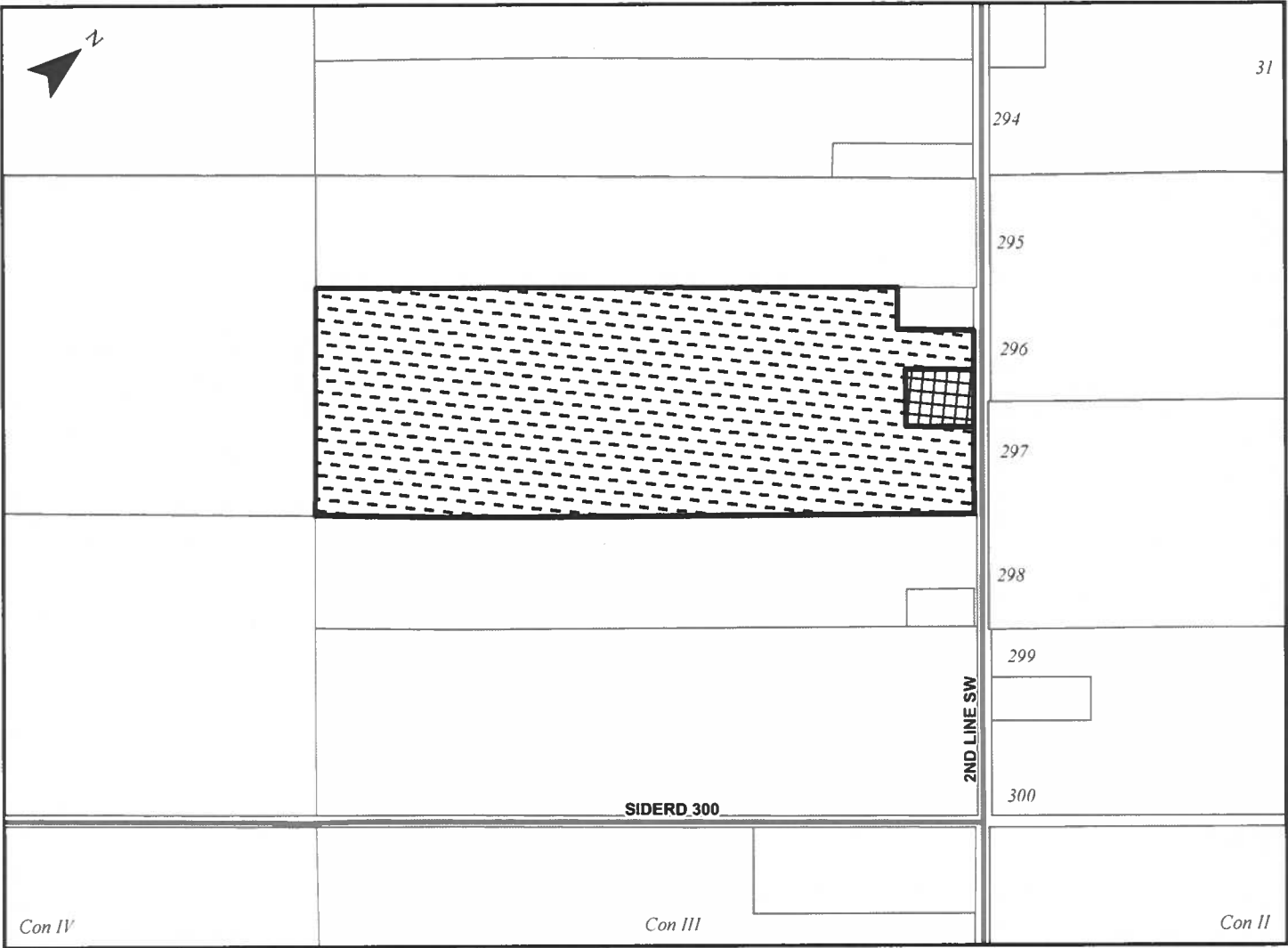
READ A FIRST AND SECOND TIME on the 14th day of July 2022.



READ A THIRD TIME and finally passed this 14th day of July 2022.

Mayor

Clerk

Schedule 'A-1'
By-law 2022-_____
Lot 297 & Part of Lot 296, Concession 3 SW
Township of Melancthon



-  Lands to be rezoned from the General Agricultural (A1) Zone to the Rural Residential (RR) Zone
-  Lands to be rezoned from the General Agricultural (A1) Zone to the General Agricultural Exception (A1-146) Zone

This is Schedule 'A-1' to By-law _____

Passed this _____ day of _____, 2022.

Mayor Clerk

Township of Melancthon

2021 Asset Management Plan

**for Roads, Bridges, Water, Wastewater,
and Storm Water**



Arunas Kalinauskas – Business Manager
Asset Management / GIS

Dan Wilson – Financial Strategy Specialist

Agenda

- Asset Management Plan, Project Outline
- State of Local Infrastructure
- Levels of Service
- Asset Strategy Capital Needs
- Financial Strategy
- Recommendations
- Questions

Asset Management Plan

- Review **Core Assets**
 - Roads;
 - Bridges;
 - Storm Water
 - Water; and
 - Wastewater
- Extract / Estimate conditions and lifecycle needs
- Level of service and Risk/criticality assessment
- Compile an Asset Management Strategy
- Develop a Financing Strategy

Asset Management Requirement

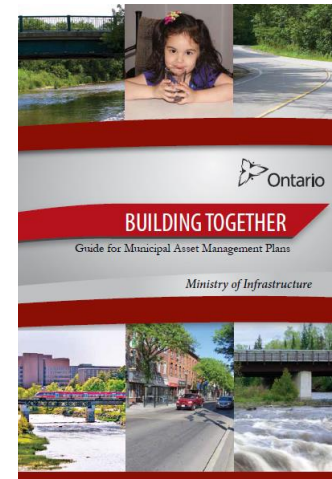
- Applying for Provincial Funding
 - Plans are now part of grant applications
- Federal Gas Tax Agreement
 - Require asset management plan with identified priority projects
- Development Charges Act
 - Consideration for the Municipality in the future
- Bill 6 Infrastructure for Jobs Prosperity Act
 - Makes asset management planning a requirement
 - Regulation 588/17 (Dec. 2017, and Amendment 2021)

Asset Management Internal Benefits

- Great tool for Infrastructure planning
 - Identify capital priorities
 - Tie to budget & capital forecast, other strategic planning documents
 - Long term financial plan
- A living document:
 - Only useful if it is kept up to date
 - **Updates according to Reg 588/17 and then every 5 years after 2025 and when priorities change**

Ontario Regulation 588/17

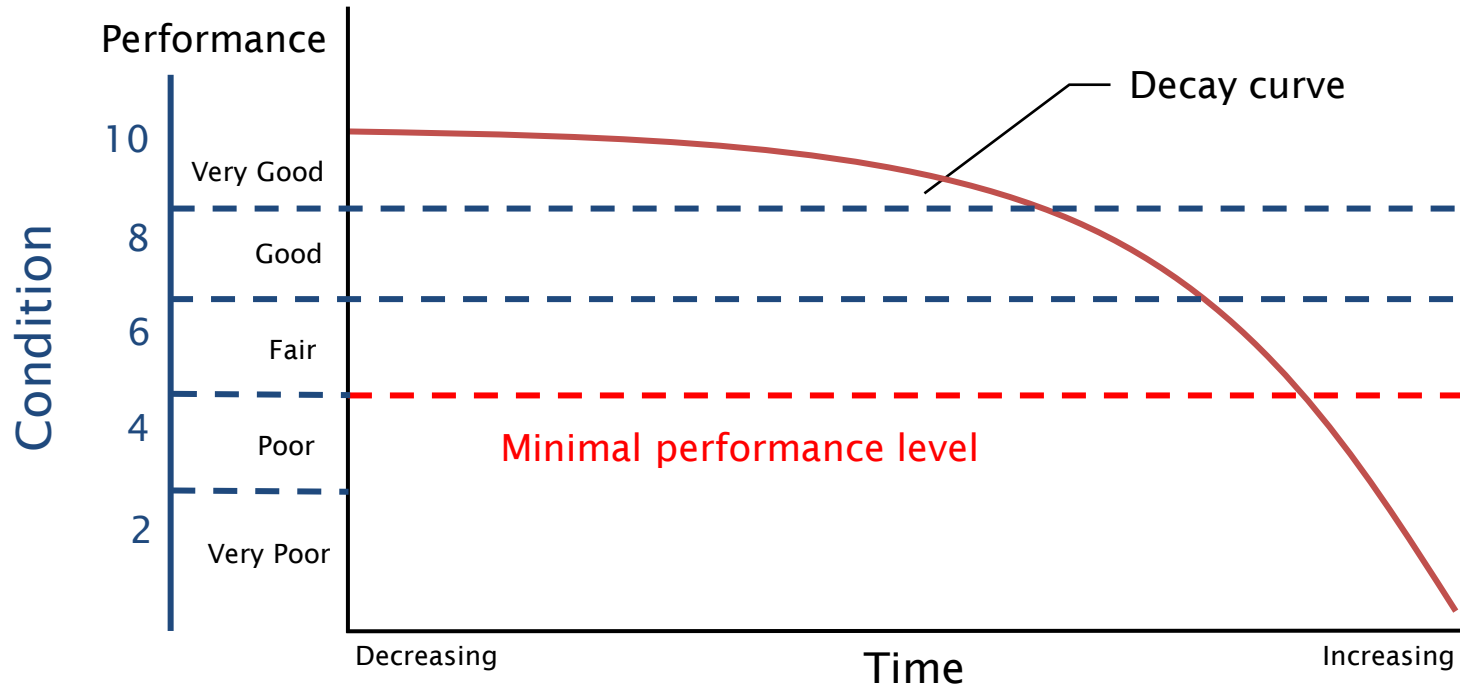
- Regulation requires Report to follow Ontario Building Together Guide, plus:
 - Additional Information on Levels of Service
 - Information on Infrastructure Implications due to Climate Change
- Components of information and analysis that are required to be included in a municipality's asset management plan
 1. Executive Summary
 2. Introduction
 3. State of Local Infrastructure
 4. Expected Levels of Service
 5. Asset Management Strategy
 6. Financing Strategy



State of Local Infrastructure

- Good data is key
- Asset inventory based on Municipality's data
- Asset conditions were obtained from the following:
 - Road Need Study (2021)
 - Bridge Inspections (2021)
 - Water installation documents
 - Wastewater (septic system information)
 - Storm Water – Manager of Public Works

Asset Condition



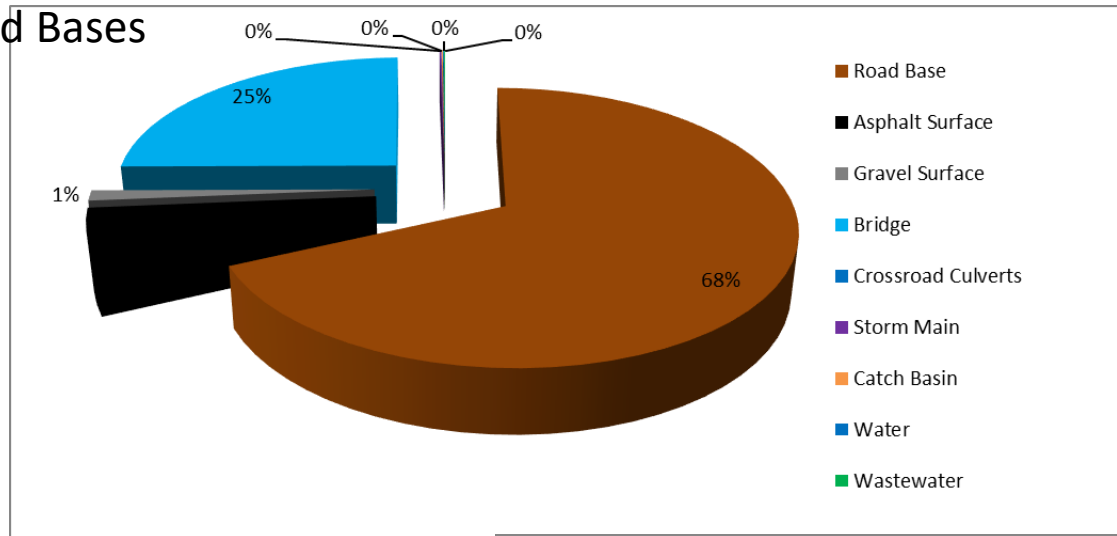
- To gain better understanding of Remaining Service Life

Core Assets

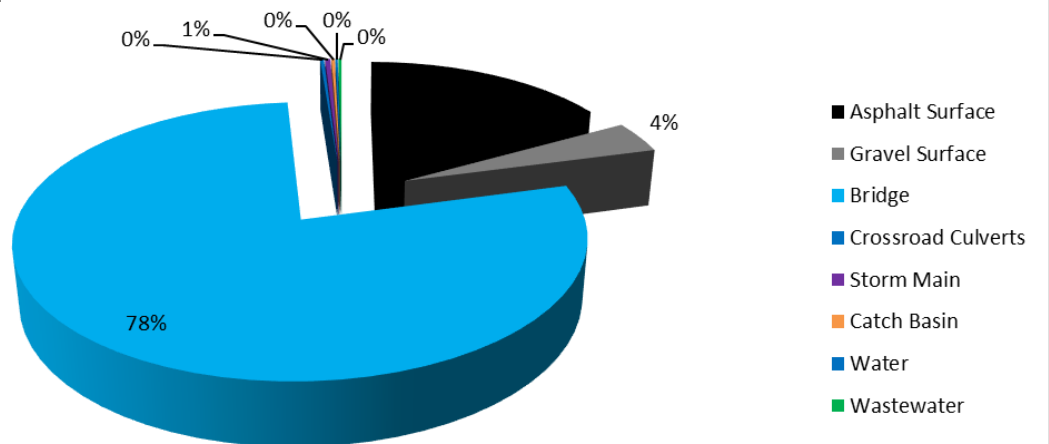
Asset Type	Asset Sub-Type	Historic Cost	2021 Accumulated Amortization	2021 Net Book Value	2021 Replacement Cost	Condition (weighted average)		Useful Life (years)	Age (weighted average)	Remaining Life (weighted average)	Risk (weighted average)	
						Value	Text				Value	Text
Road Base	Base	\$4,156,356	\$2,528,968	\$1,627,388	\$105,612,068			75	127	12		Low
Road Surface	Asphalt	\$4,248,291	\$2,090,103	\$2,158,188	\$8,333,556	8.4	Good	25	21	9	1.5	Moderate
	Gravel	\$1,981,199	\$1,195,618	\$785,581	\$1,919,140	N/A	Average	3	1.5	1.5	2	Moderate
Bridges & Culverts	Bridges & Culverts	\$7,365,646	\$2,778,232	\$4,587,414	\$38,367,000	7.0	Good	75 / 50	37	33	2	Moderate
	Crossroad Culverts	\$112,261	\$6,496	\$105,766	\$131,164	10.0	Excellent	50	3	47	1	Low
Storm Water	Storm Mains	\$86,104	\$15,681	\$70,422	\$182,590	8.0	Good	100	26	74	1	Low
	Catch Basins	\$47,368	\$13,539	\$33,829	\$110,000	7.6	Good	50	25.8	24.2	1	Low
Water		\$21,765	\$18,671	\$3,094	\$77,000	7.0	Good	15, 20, 25, 30	39	1	2	Moderate
Wastewater		\$23,493	\$22,983	\$510	\$106,500	8.9	Good	25	40	0	1	Moderate
	Total	\$18,042,483	\$8,670,291	\$9,372,192	\$154,839,018	6.0	Average		45	22	1	Low
	Total without Road Base Replacement Costs				\$49,226,950	7	Average		33	26	2	Moderate

Replacement Cost Distribution

With Road Bases



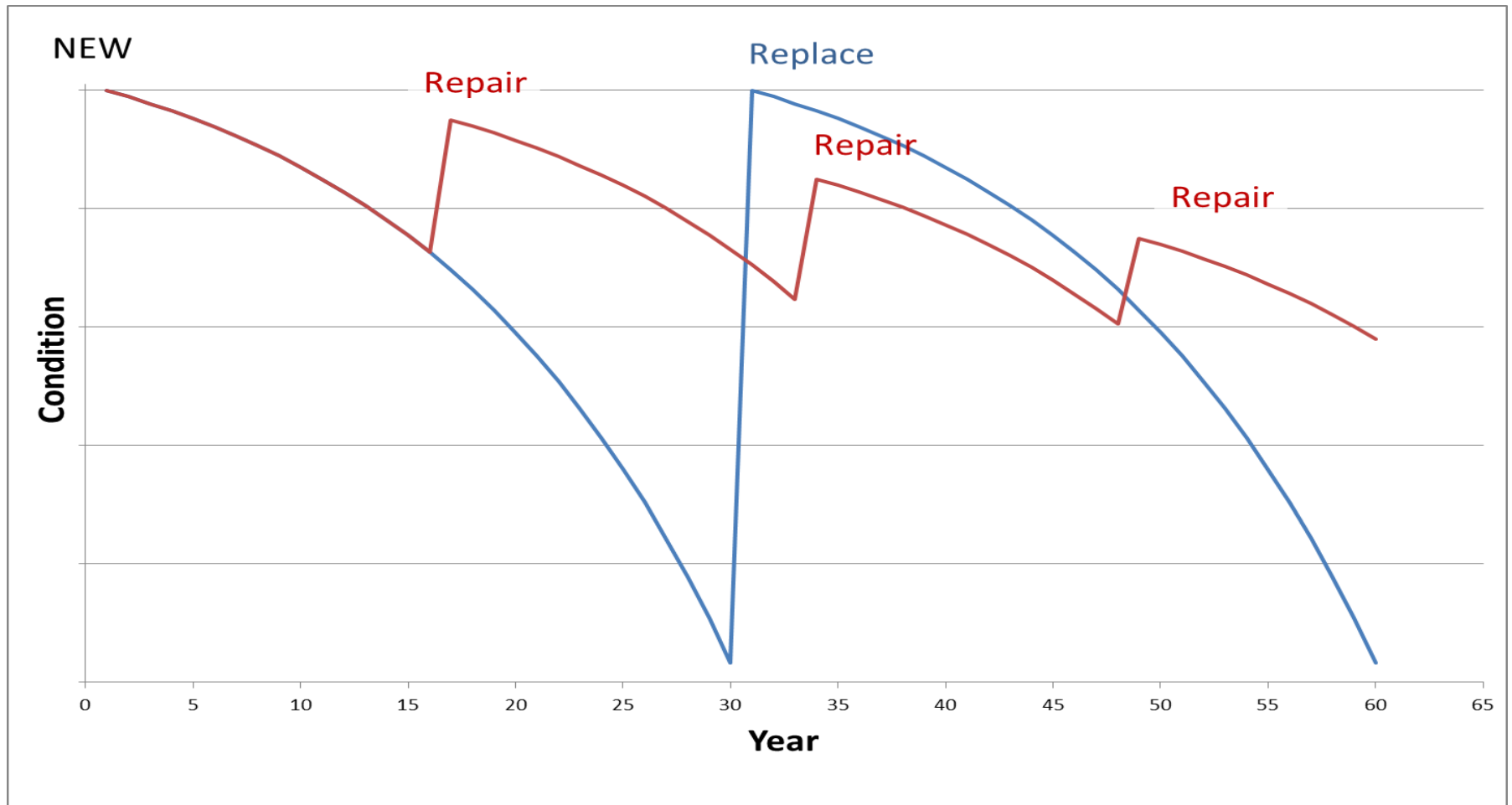
Without Road Bases



Levels of Service

- Levels of Service (LOS) Requirements:
 - Performance measures, targets and timeframes illustrating defined levels of service;
 - External trends or issues that may affect desired levels of service or the municipality's ability to meet them; and
 - Show current performance relative to established targets
- Compare: Current LOS to Expected LOS
- Typically describes
 - How much effort to maintain service levels
 - Minimum acceptable service levels
 - What are the risks of not maintaining service levels
 - How frequently action needs to be taken to maintain service levels

Levels of Service



Asset Management Strategy

- Recommended actions (i.e. long term forecast) to move towards a sustainable position while delivering expected levels of service in a cost effective manner
 - Non-infrastructure solutions & Maintenance activities
 - Renewal/rehabilitation activities
 - Replacement activities
 - Expansion activities
- Strategy Analysis
- Risk Assessment

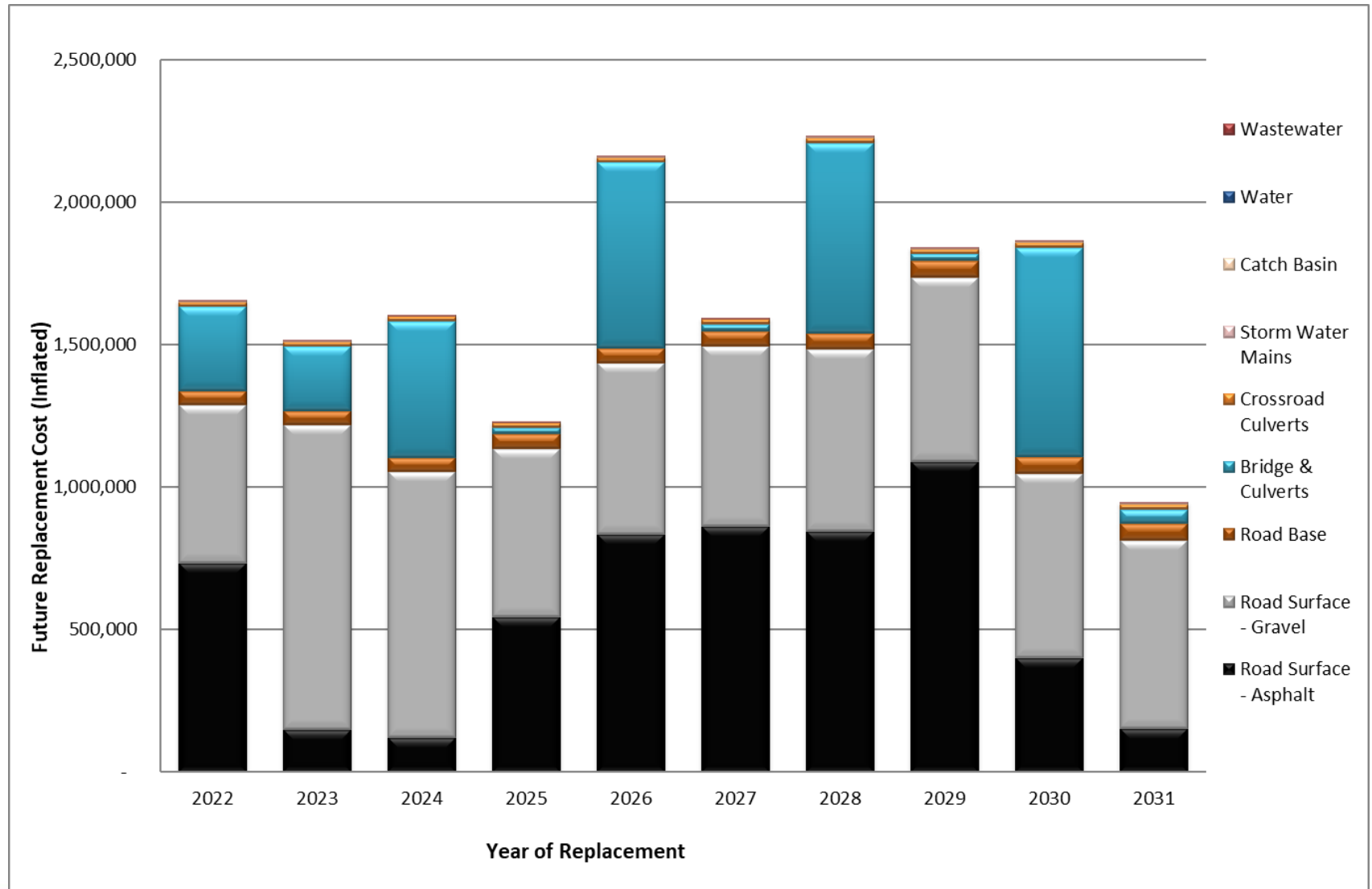
Risk / Criticality Ratings

Risk of Asset Failure = Probability of Failure X Consequence of Failure

	Cost	Social	Environmental	Service Delivery
Significant	Significant Cost – Difficult to Recover	Death, Serious Injury	Long-term Impact – Permanent	Major Interruptions
Major	Substantial Cost – Multi-year Budget Impacts	Major Injury	Long-term Impact – Fixable	Significant Interruptions
Moderate	Considerable Cost – Requires Revisions to Budget	Moderate Injury	Medium-term Impact – Fixable	Moderate Interruptions
Minor	Small/Minor Cost – within Budget Allocations	Minor Injury	Short-term/Minor Impact – Fixable	Minor Interruptions
Insignificant	Negligible or Insignificant Cost	No Injury	No Impact	No Interruptions

Probability of Failure	Consequence of Failure				
	Significant	Major	Moderate	Minor	Insignificant
Almost Certain	E	E	H	H	M
Likely	E	H	H	M	M
Possible	H	H	M	M	L
Unlikely	H	M	M	L	L
Rare	M	M	L	L	L

Asset Management Strategy



Financing Strategy

- Historical Asset Capital Investment

Funding Type (Core Infrastructure)	2020	2021	2022
Canada Community Building Fund (Gas Tax)	91,251	95,399	95,399
OCIF Funding	50,000	50,000	108,537
Transfer from Operating / Working Capital	694,459	588,669	371,963
Contribution to Environmental Rehabilitation Reserve	10,000	10,000	10,000
Total 2021 Asset Investment - Capital (Sustainable)	845,710	744,068	585,899

* Excludes the Safe Restart and OMPF grants as they are operating in nature. Excludes ICIP grants and any other one-time contributions

** OCIF Funding Formula for 2023 is under review, however a province wide sustainable increase in funding has been announced.

Financing Strategy

- Optimal Investment

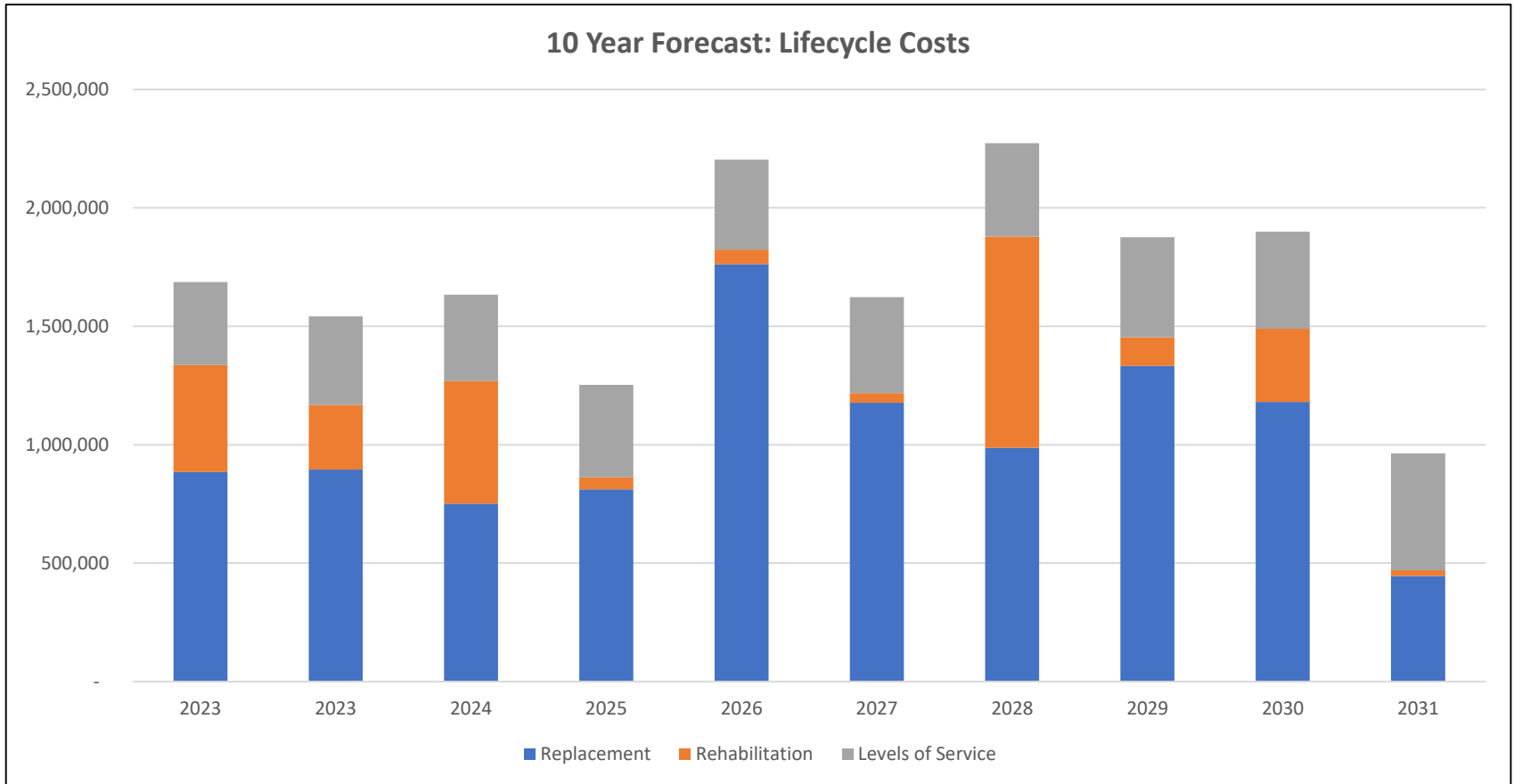
Core Infrastructure	Replacement Cost (2022 \$)	Weighted Average Useful Life	Annual Replacement Investment (2022 \$)
Road Surface	10,252,696	20	512,600
Road Base	105,612,068	75	50,000
Bridge & Culverts	38,367,000	70	548,100
Crossroad Culverts	131,164	50	2,600
Storm Water Mains	182,590	100	1,800
Catch Basins	110,000	50	2,200
Water	77,000	28	2,800
Wastewater	106,500	25	4,300
Total	154,839,018		1,124,400

* excludes non-core assets

** Road Base annual investment for maintenance/rehabilitation only

Financing Strategy

- Forecast



Financing Strategy

- Contributions to Reserves and Use of Grants

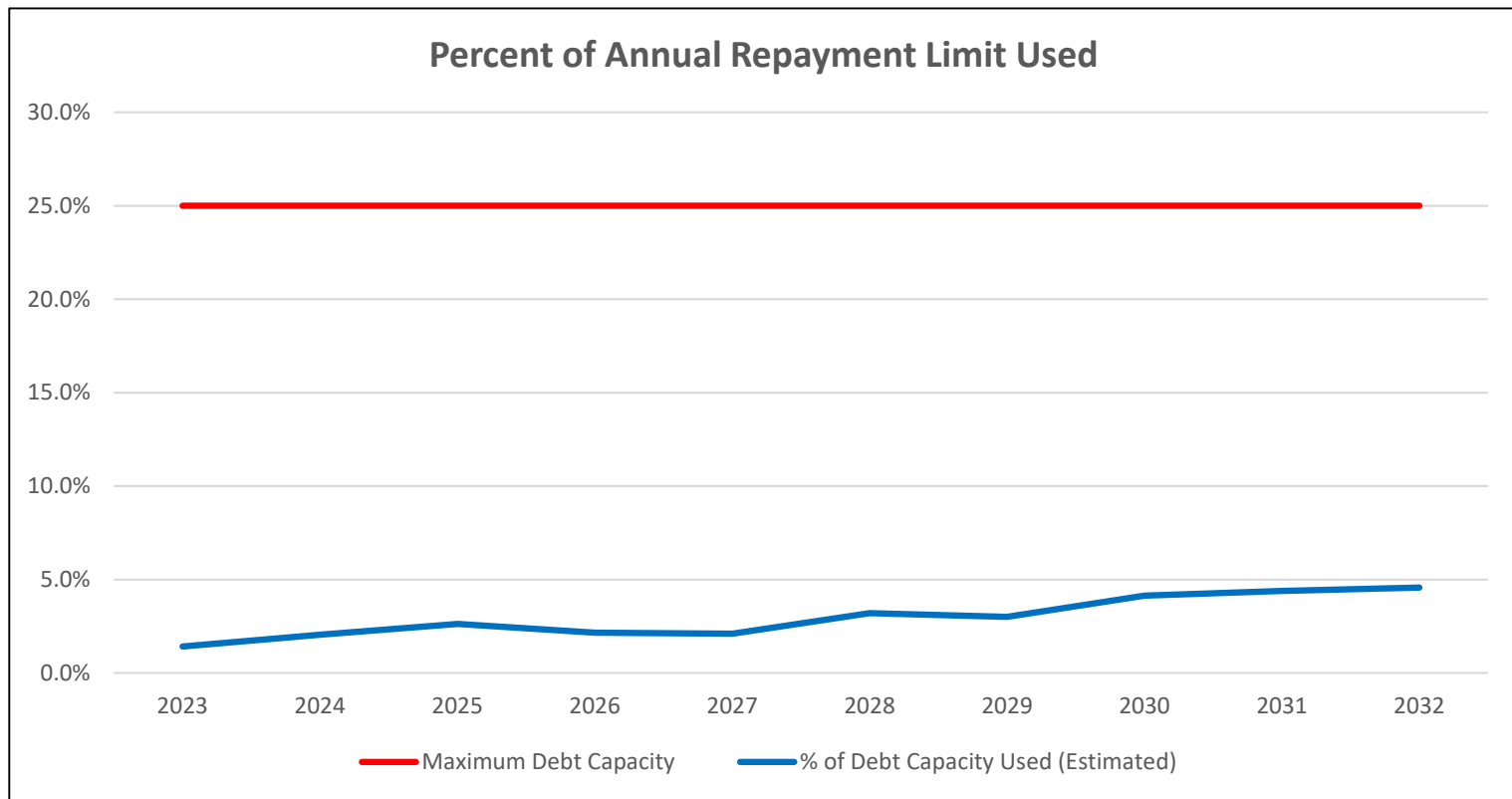
Funding Type (Core Infrastructure)	Actual	Forecast									
	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Contribution to Road Reserve	-	58,300	117,763	178,414	240,279	303,381	367,746	433,397	500,362	568,666	638,336
Contribution to Enviro. Rehabilitation Reserve	10,000	-	-	-	-	-	-	-	-	-	-
Total	10,000	58,300	117,763	178,414	240,279	303,381	367,746	433,397	500,362	568,666	638,336
Transfer from Operations (Core Infrastructure)	371,963	551,700	551,700	551,700	551,700	551,700	551,700	551,700	551,700	551,700	551,700
Canada Community Building Fund (Gas Tax)	95,399	99,547	99,547	99,547	99,547	99,547	99,547	99,547	99,547	99,547	99,547
OCIF Funding	108,537	108,537	108,537	108,537	108,537	108,537	108,537	108,537	108,537	108,537	108,537
Total Asset Investment	585,899	818,084	877,547	938,198	1,000,063	1,063,165	1,127,530	1,193,181	1,260,146	1,328,450	1,398,120

- Increase in Funding Summary:

Increase in Funding	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Increase (Decrease) in Transfers to Reserves	48,300	59,463	60,652	61,865	63,102	64,364	65,652	66,965	68,304	69,670
Increase (Decrease) in Operating - LOS	40,370	7,007	7,147	7,292	7,435	7,586	7,737	7,890	8,051	8,209
Increase (Decrease) in Operating - Debt	-	25,750	23,910	(16,998)	-	47,830	(5,697)	51,510	14,720	12,140
Total Impact on Annual Tax Supported Budget	88,670	92,220	91,708	52,159	70,538	119,780	67,692	126,365	91,074	90,019
Estimated Taxation Impact (1% in 2023 = \$29,148)	3.04%	3.10%	3.02%	1.69%	2.24%	3.72%	2.06%	3.77%	2.67%	2.58%

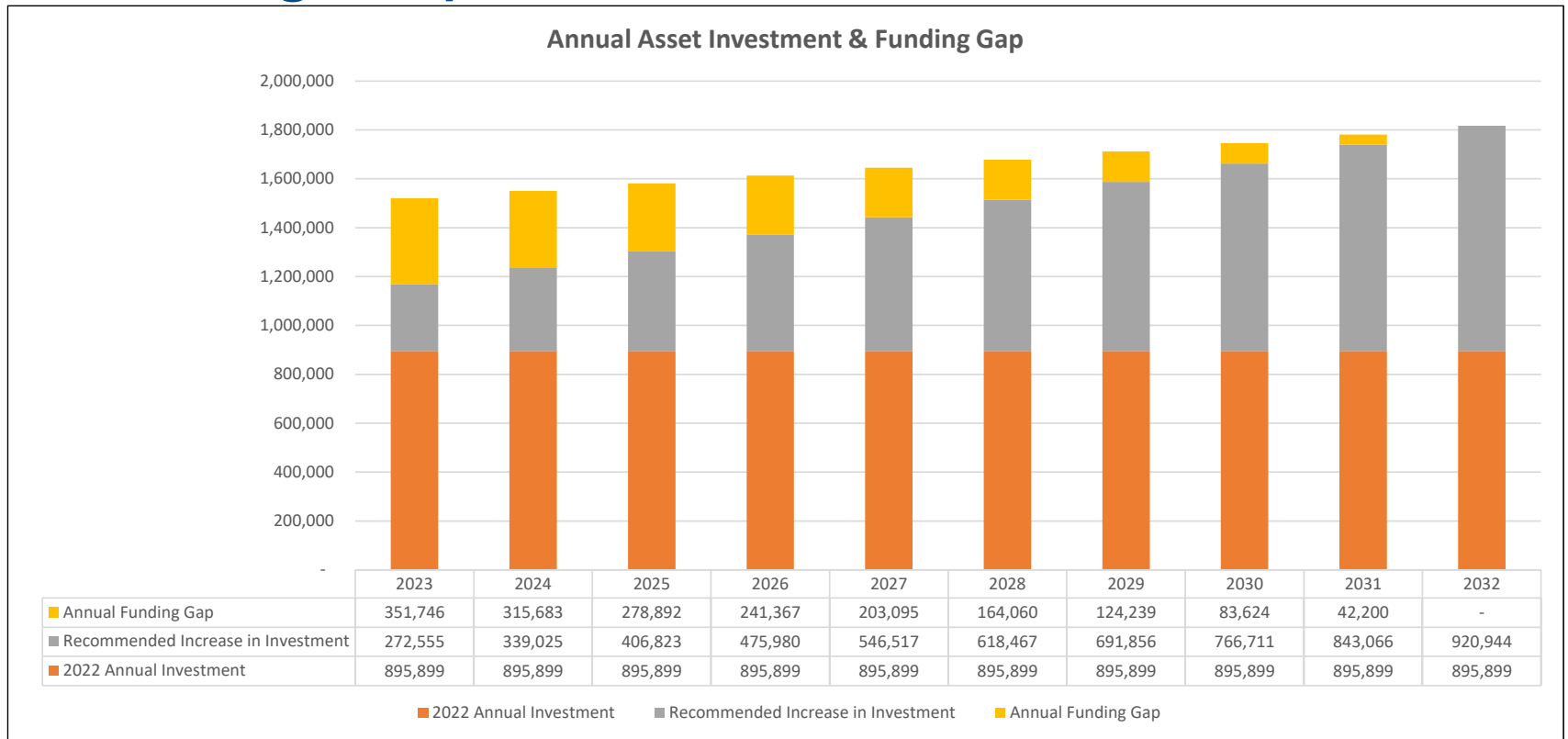
Financing Strategy

- Debt Capacity



Financing Strategy

- Funding Gap



Financing Strategy

- Best practices to consider:
 - Use RoadsReserve to fund core infrastructure
 - Annual surpluses to capital reserves
 - Budget savings from debt elimination to capital
 - Update financing strategy for other non-core assets
 - Fund your financing strategy annually through the budget process
 - “The journey of a thousand miles begins with a single step”
 - Lao Tzu

Recommendations

- That Council receive and approve the 2021 Township of Melancthon Asset Management Plan for **Core Assets**;
- That Council consider the 2021 Asset Management Plan during annual budget deliberations;
- That the Plan be updated as required and as Township's priorities change.

Questions



For more information please contact:

Arunas.Kalinauskas@rjburnside.com

Business Manager – Asset Management / GIS

R.J. Burnside & Associates Limited

519-941-5331



BURNSIDE

2022 Asset Management Plan (Core Assets)

Township of Melancthon

**R.J. Burnside & Associates Limited
15 Townline
Orangeville ON L9W 3R4 CANADA**

**July 7, 2022
300052972.0000**

Record of Revisions

Revision	Date	Description
1	July 7, 2022	Final Report

R.J. Burnside & Associates Limited

Report Prepared By:

Arunas Kalinauskas
Business Manager – Asset Management / GIS
AK:sd

Executive Summary

This report contains the Asset Management Plan for the Township of Melancthon (Township) core assets. The report has been organized as follows:

- Section 1: Introduction;
- Section 2: State of Local Infrastructure;
- Section 3: Expected Levels of Service;
- Section 4: Asset Management Strategy;
- Section 5: Financing Strategy; and,
- Section 6: Recommendations.

The “state of local infrastructure” section provides an overview of the core capital assets owned by the Township. This includes detailed information on asset inventory, including asset attributes, accounting valuations, replacement costs, useful life, age, and asset condition. This information provides the foundation for other sections of the asset management plan.

Based on data provided by the Township and discussions with Township Staff, it is believed that the Township’s core assets including Water, Wastewater, Storm Water, Roads, and Bridges have a Good weighted average condition (with the weighting based on asset replacement cost) as outlined in the following assets table. Please note that weighted average conditions do not fully reflect the many assets that need to have capital improvement investments but provide an overall high-level perspective of all the assets found in that asset grouping/network.

Asset Type	Asset Sub-Type	Condition (Weighted Average)	Risk (Weighted Average)	Useful Life (UL) - Weighted Average	Remaining Service Life (RSL) - Weighted Average	RSL as a % of UL
Road Base	Base		Low			
Road Surface	Asphalt	Good	Moderate	25	9	36%
	Gravel	Average	Moderate	3	1.5	50%
Bridge & Culverts	Bridges & Culverts	Good	Moderate	70	33	47%
	Crossroad Culverts	Excellent	Low	50	47	94%

Asset Type	Asset Sub-Type	Condition (Weighted Average)	Risk (Weighted Average)	Useful Life (UL) - Weighted Average	Remaining Service Life (RSL) - Weighted Average	RSL as a % of UL
Storm Water	Storm Mains	Good	Low	100	74	74%
	Catch Basins	Good	Low	50	47	94%
Water		Good	Moderate	28	1	4%
Wastewater		Good	Moderate	25	0	0%

Looking at the remaining life as a percentage of useful life one may quickly identify the most used up asset value is Wastewater assets, and yet the few wastewater assets the Township owns work very well and are not expected to be replaced within the ten-year asset management project vision window. So, it is important to view these percentages not as absolutes but as triggers to seek more information about an asset type. For example, when looking at the Bridge & Culvert assets there are zero of 50 bridges/culverts that the inspection report indicate "Poor" condition, yet the Remaining Service Life as a percentage of Useful Life calculates to 47%. This percentage may lead one to believe that the Township bridges are moving towards the end of their lifecycle, which is incorrect. In fact, the Township has invested well in their bridges/culverts and have one culvert which will require a rehabilitation and two others recommended for replacement over the ten year asset management vision period.

"Expected levels of service" compares the current level of service provided by the Township, and the recommended levels of service that will help extend the life of the above-mentioned asset types as well as help accommodate for growth of the Township. The Township of McKellar takes great care in the service levels they offer their constituents and public. This report has made a few additional Levels of Service (LOS) recommendations that can extend the life of the Township's core tangible capital assets and therefore reduce the total lifecycle costs of these assets.

The "asset management strategy" for core assets provides a long-term operating and capital forecast for these asset related capital costs, indicating the requirements for maintaining, rehabilitating, replacing/disposing, and expanding the Township's assets, while moving towards the specified expected levels of service identified above. The goal of the asset management strategy is to have the Township moving towards a more sustainable asset management position over the 10 year forecast period. We have also taken into consideration the potential risk of each asset by identifying the asset consequence of failure and probability of failure.

Asset risk was assessed based on the asset's age, condition, consequence of failure, and probability of failure. The following have been identified based on Township data as assets that need to be replaced or major improvement over the next few years:

Roads

- 2nd Line South West from Highway 89 to 300 Sideroad – Top coat of asphalt (recommended improvement in 2022, approximate cost \$217,000)
- 2nd Line South West from 250 Sideroad to Southgate – Top coat of asphalt (recommended improvement in 2022, approximate cost \$283,500)
- 5th Line OS from County Road 17 to 280 Sideroad – Asphalt Surface with additional geogrid road base support (recommended improvement in 2023, approximate cost \$401,300)
- 5th Line OS from 280 Sideroad to 4th Line North East – Asphalt Surface (recommended improvement in 2023, approximate cost \$24,750)
- 5th Line OS from 4th Line North East to 15 Sideroad – Asphalt Surface (recommended improvement in 2023, approximate cost \$68,750)
- 5th Line OS from 15 Sideroad to 270 Sideroad – Asphalt Surface (recommended improvement in 2024, approximate cost \$232,750)
- 5th Line OS from 270 Sideroad to 6th Line North East – Asphalt Surface with additional geogrid road base support (recommended improvement in 2024, approximate cost \$109,500)

Bridges

- Bridge 11 (G. Anderson Bridge – 8th Line SW 3.4km North of Highway 89) – Rehabilitation of concrete that is showing signs of deterioration on the deck top and moisture through the deck joints (recommended improvement in 2022, approximate cost \$255,000).
- Culvert 2023 (4th Line North East south of 260 Sideroad) – Rehabilitate the concrete and remove the vegetation and fill over top of the culvert ends (recommended improvement 2023, approximate cost \$200,000).
- Bridge 7 (Gray Bridge – 1.5 km South of 270 Sideroad) – Rehabilitation with concrete repairs, waterproofing and paving, and barrier replacement (recommended improvement in 2024, approximate cost \$215,000).
- Bridge 18 (Fluney Bridge – 2nd Line North East 750 m South of County Road) – Concrete repairs, waterproofing and paving, barrier replacement, and erosion protection should be included in the rehabilitation (recommended improvement in 2024, approximate cost \$240,000).

Storm Water

- The Township continues to collect crossroad culvert information as they are replaced. Ideally a project not only collecting information both on size and material but also assessing the crossroad culvert condition will help the Township to understand if the Township Road assets can withstand some more regular extreme

2022 Asset Management Plan (Core Assets)
July 7, 2022

weather events. Federation of Canadian Municipalities provides asset management project 80% funding up to \$50,000. It is recommended that the Township seek funding for this Storm Water asset project which may only cost the Township \$12,500.

Wastewater

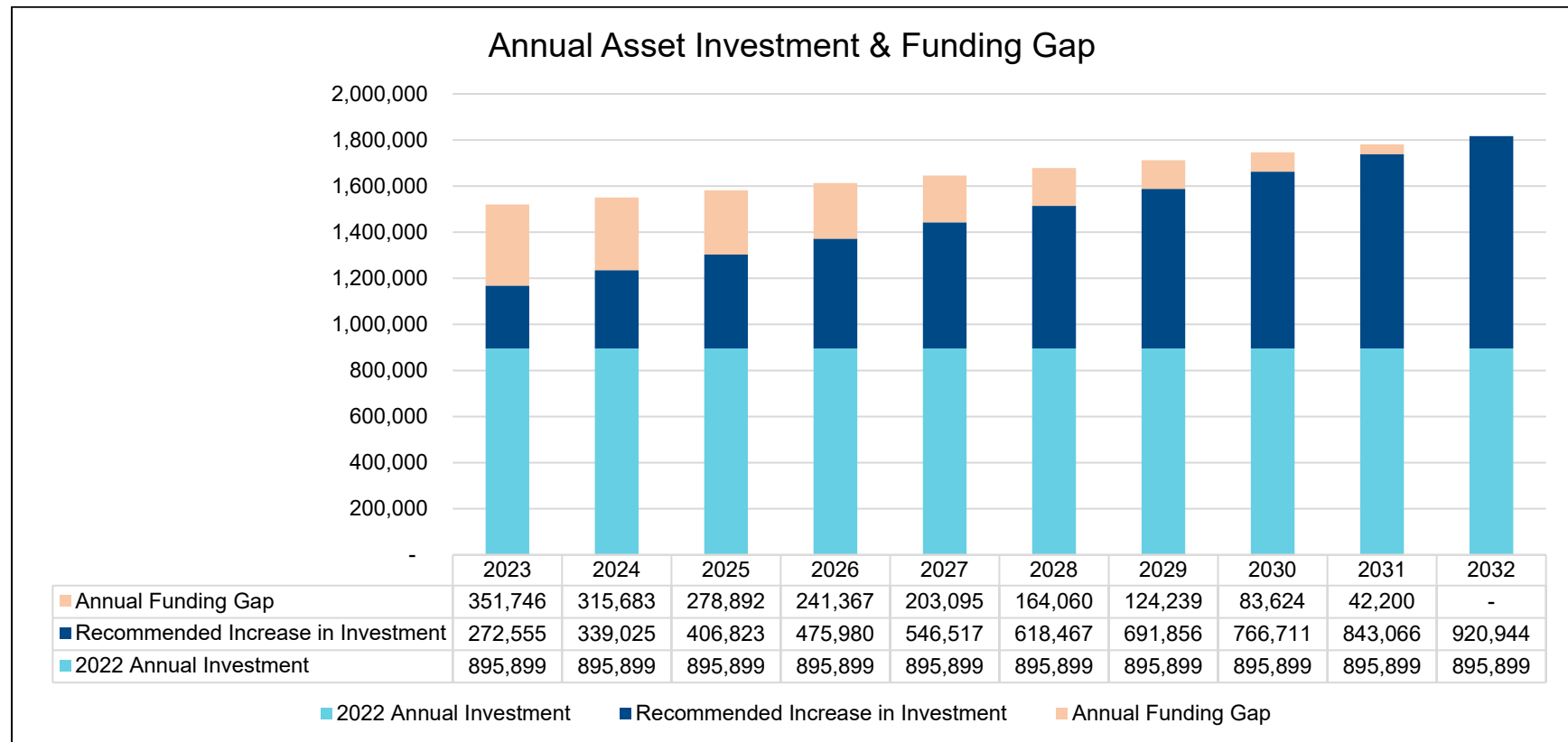
- The Township owns three septic systems. Two of these systems (Administration Office and Public Works Yard Office) are connected. It is the pump for the Public Works Office that is recommended to be replaced in 2022 (approximate cost \$2,000)

The above listed projects summarise the most current core assets improvement needs for the Township. Adding up the total costs of these projects and comparing this to the Township's past capital funding investments shows a growing gap in infrastructure funding, which is found not only in the Township of Melancthon but throughout Ontario, and across Canada. See the graphic representation below that identifies the Township's funding gap. The Township has been making steps to close this funding gap and working hard to seek available funding grants to help close the gap. However, more needs to be done to ensure that the Township can offer appropriate levels of service to the public now and into the future.

We have recommended that detailed inspections of the Township's crossroad culverts are undertaken to provide an inventory and asset condition, remaining life, potential risk of failure, and future levels of service requirements.

The "financing strategy" described in Section 5 of this report identifies a funding plan for the recommended asset management strategy, including a review of historical results and recommendations with respect to the required amounts and types of funding (revenue) annually over the forecast period. Also, any infrastructure funding gaps are identified, and recommendations are made regarding potential approaches to reduce and mitigate these gaps over the 10 year forecast period.

Annual Asset Investment & Funding Gap



2022 Asset Management Plan (Core Assets)
July 7, 2022

Overall, this asset management plan is a tool to be used by the Township for capital and financial decision making. It can be tied to various existing reports (such as budget, official plan, and strategic planning reports) to ensure the asset management plan can be updated to reflect any changes in the Township of Melancthon's priorities.

Please note that this study only focused on the Township's core assets (Water, Wastewater, Storm Water, Roads, and Bridges). The identified gap in infrastructure funding is expected to change when incorporating all of the remaining Township's asset types of which Facilities, and Vehicles are the major contributors.

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July 7, 2022

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Appendix A Municipality Asset Inventory & Asset Management Plan Assumptions
Appendix B Draft Data Verification and Condition Assessment Policy
Appendix C 10 Year Detailed Asset Management Strategy & Financing Strategy

2022 Asset Management Plan (Core Assets)
July 7, 2022

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1.0 Introduction

1.1 Overview

R.J. Burnside & Associates Limited (Burnside) was retained by the Township of Melancthon (Township) to prepare an asset management plan for core assets. This plan is intended to be a tool for the Township to use during various decision-making processes, including the annual budget process and Provincial/Federal capital grant application processes. This plan will serve as a road map for sustainable infrastructure planning going forward.

Assets included in this asset management plan are the following:

- Water (Mains, Wells, Equipment);
- Wastewater (Septic Systems);
- Storm Water (Gravity Mains, Catch Basins);
- Roads (Bases and Surfaces - Asphalt, Gravel); and,
- Bridges/Culverts.

It is recommended that this plan be updated on an annual basis to ensure that it is kept up to date. All assets listed above are tax supported and are discussed more thoroughly in this report.

1.2 Plan Objectives

The Township's goals and objectives with respect to their core capital assets relate to the level of service being provided to the Township's residents and visitors. Services should continue to be provided at expected levels, as defined within this asset management plan. The Township's infrastructure and other capital assets are anticipated to be maintained at condition levels that provide for a safe and functional environment for its residents and visitors. Therefore, the asset management plan and its implementation will be evaluated based on the Township's ability to meet these goals and objectives.

1.3 Plan Development

The development of the Township's asset management plan was based on the steps summarized below:

1. Develop a complete listing of core capital assets to be included in the plan, including attributes such as useful life, age, accounting valuation and current replacement valuation. Update the replacement cost of assets to 2021 dollars, and where required, using applicable inflationary indices.

2. Assess current condition of the assets, based on a combination of the following:
 - Existing reports;
 - Burnside desktop assessments;
 - Staff assessments; and,
 - Asset age analysis.
3. Assess the risk of asset failure for each asset, based on determining the probability of each asset failing, as well as the consequence of the asset failing. This risk analysis is one of the components used to identify priority projects for inclusion in the asset management plan, as well as asset risk levels that require mitigation.
4. Determine current levels of service, based on standard practices and discussions with Township staff and discussions with Burnside Engineering staff. Further analysis of the maintenance practices and identification of additional measures that can be applied to the assets to extend their lifecycle and potentially provide a lower asset total lifecycle cost.
5. Prepare an asset management strategy (i.e., operating and capital forecast) based on the core asset inventory, identified priorities, forecast scenarios and level of service analysis discussed above.
6. Determine a financial strategy to support the asset management strategy, thus determining how the operating and capital related expenditure forecast will be funded over the plan period.
7. Prepare a final report, summarizing the process, strategy, and results of the asset management plan.

1.4 Maintaining the Asset Management Plan

The asset management plan should be updated as the capital needs and priorities of the Township changes. This can be accomplished in conjunction with the Township's budget process. With the delivery of this project spreadsheet file, the Township will have the tools available to perform updates to the plan when needed.

When updating the asset management plan, note that the state of local infrastructure, expected levels of service, asset management strategy and financing strategy are integrated and impact each other. Looking at these components in reverse order, one can see the financing strategy outlines how the asset management strategy will be funded. The asset management strategy illustrates the costs required to maintain expected levels of service at a sustainable level. The expected levels of service component summarizes and links each service area to specific assets contained in the state of local infrastructure section and thus determines how these assets will be used to provide expected service levels.

This report covers a forecast period of 10 years; however, it is suggested that more focus and attention be put on the first 5 years of the asset management plan, to ensure accurate capital planning in the short term. It is also recommended that the Township start moving towards 50 year forecasts. This longer-term vision will ensure that future infrastructure investments are not lost in the shorter 10 year forecast window.

1.5 Plan Integration

The municipal environment is continually changing and demanding when it comes to legislation and other responsibilities. Integrating the asset management plan with the Township's budget process, as well as Public Standards Accounting Board Handbook Section 3150 (tangible capital asset) requirements can make updates in all three areas more efficient.

With respect to integrating the Township's budget process with asset management planning, requires a projection of capital and operating costs over a future period. The budget outlines total operating and capital requirements for the Township, while the asset management plan focuses in on specific asset related requirements. With this link to the annual budget, the budget update process can also become an asset management plan update process.

Both asset management and PSAB 3150 require a complete and accurate asset inventory. The significant difference between the two lies in valuation approaches (PSAB 3150 requires historical cost valuation, while asset management requires future replacement cost valuation). Using a single asset inventory as developed in the asset management spreadsheets for the core assets contain both historic and current replacement valuation methods as an effective approach to maintaining the Township's asset data (digital spreadsheets of these assets are provided in Appendix A).

2.0 State of Local Infrastructure

2.1 Scope and Process

This section of the plan provides an opportunity to develop a greater understanding of the core capital assets owned by the Township. The state of local infrastructure analysis includes:

- An asset inventory documenting asset types, sub-types including quantities, materials, and other similar asset attributes (where available);
- Financial accounting valuation (where available);
- Replacement cost valuation;
- Asset age distribution analysis and asset age as a proportion of expected useful life;
- Asset condition information (mostly based on report and/or staff assessment as well as the age of the asset);
- Draft Data Verification and Asset Condition policies; and,
- Documentation of assumptions made in creating the asset inventory.

Burnside developed a detailed asset inventory listing for the Township which was used as a starting point in fulfilling the requirements for this report. This inventory provides current financial accounting valuations (i.e., historical cost, accumulated amortization, and net book value), as well as attributes such as replacement cost, useful life, and age). With respect to replacement cost, the Township provided various recent valuations, which were inflated in order to estimate current 2021 replacement costs. Other valuations were made for assets that were not part of the PSAB 3150 asset listing using a current 2021 replacement cost and deflating the value to the year or estimated year that the asset was constructed and/or acquired.

The following data and reports were used to develop the Township's asset inventory during this project:

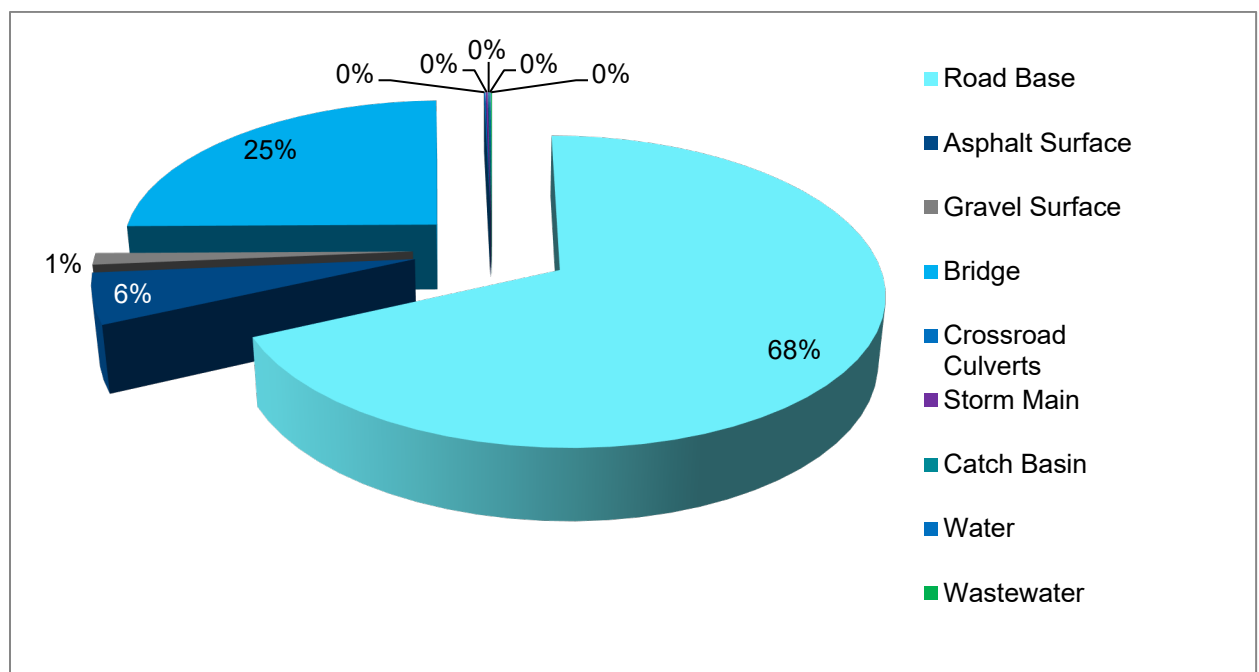
- Township PSAB 3150 asset inventory;
- Township reports (such as spreadsheets; septic system documents; well records; and notes from staff);
- Township 2020 Road Needs Study spreadsheets;
- Township 2021 Bridge Inspection Report;
- Recent purchase information from the Township; and,
- Discussions with Township staff.

Some adjustments to asset useful lives have been made but further analysis may reveal that the Township will want to update some useful life values in the tangible capital asset financial reporting so that they better reflect the lifecycle and remaining life of the Township's assets. Burnside engineers have reviewed the useful lives of the core assets identified in this project and believe they now better reflect the conditions, maintenance practices and management of the Township's assets.

2.2 Capital Asset Overview

The Township presently owns core capital assets with a 2021 replacement value of approximately \$154.8 million. All of the assets studied in this project are tax supported assets. Over 2/3 of the total replacement value is contained in Road Base assets (\$105.6 million) which then results in the remaining replacement asset value of \$49.2 million. Table 2.2, Figure 2.1, and Figure 2.2 outline the breakdown of these totals into the Township's asset categories.

Figure 2.1: Tax Supported Asset Distribution Replacement Costs (2021)



The capital asset inventory was organized in a Microsoft Excel spreadsheet and delivered to the Township in digital form shown in Appendix A. Each of the asset types were assessed for their age, condition (where available) and for data accuracy and completeness.

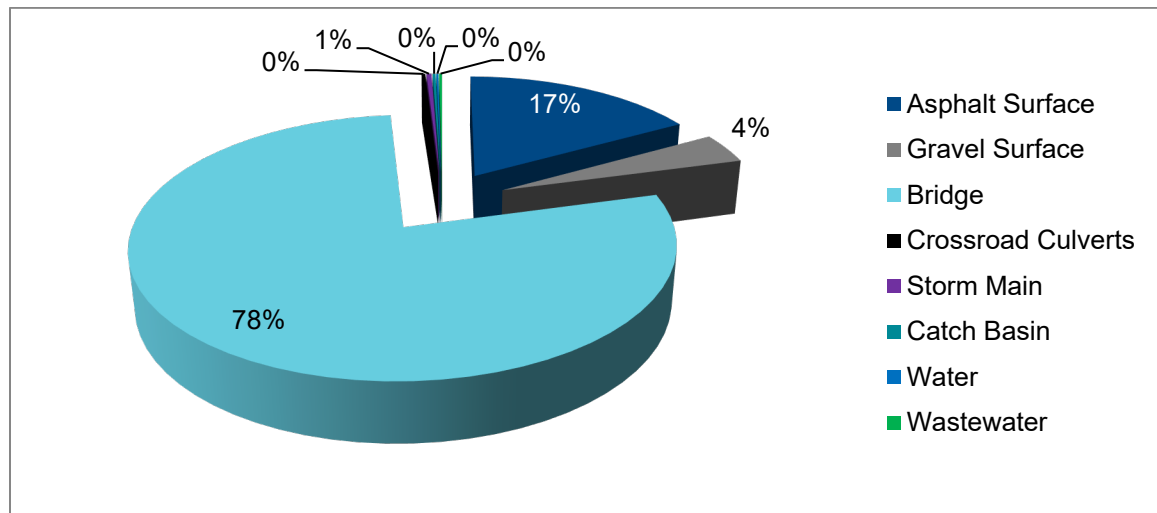
Table 2.1 and Figure 2.2 show the Township's financial accounting valuation summary by asset type for tax supported assets. Since 2009, municipalities have been required under the Public Sector Accounting Board Handbook Section 3150 (PSAB 3150) to maintain asset listings complete with historical cost (i.e., the original cost to purchase or construct an asset), accumulated amortization and net book value. These values were to be reported on the Township's audited financial statements each year. Burnside has done the additional work of developing the 2021 Cost for assets that have been added to the Township's asset inventory. If the Township chooses to use the asset inventory developed in this project to report the PSAB 3150 values, the data/information is found in Appendix A.

Including all the Township's assets studied in this project, the total tangible capital asset historical cost is approximately \$18 million. This is approximately 11.7% of the total replacement cost, or 28.2% excluding road base historic/replacement costs. It is expected that historical cost totals are less than replacement cost totals, given inflationary adjustments that would occur between the original asset purchase/construction date and 2021. Total accumulated amortization for the Township's project assets is approximately \$8.7 million or 48% of the total asset historical cost and \$6.1 million or 44.2% without road base costs included. This represents the proportion of tangible capital assets that have been amortized (i.e., used up) to date from a financial valuation perspective.

Clearly the Township's owned road assets have the greatest percentage tax supported replacement cost if the road base values were included in the calculation (see Table 2.1). Road bases are considered assets that will never be totally replaced but will from time to time be improved and in spot locations reconstructed on an as needed basis. Therefore, by excluding road base asset values (see Figure 2.2), the Township's bridges percentage replacement costs are 77.9% of the asset types studied in this project. Other asset types studied are Road Surfaces with 20.8% (made up of Asphalt 16.9%, and Gravel 3.9%), Storm Water with 0.9% (made up of Crossroad Culverts 0.3%, Storm Mains 0.4% and Catch Basins 0.2%) Water with 0.2%, and Wastewater with 0.2%. Please note that the Township does not have a complete inventory of crossroad culverts. The crossroad culvert value documented in this project are those that the Township has replaced over the past 10 years. It is assumed that the value of the crossroad culverts has been incorporated in the approximate costs of the road sections. More in depth discussion of these asset types follows below.

Table 2.1: Municipality Tax Supported Asset Summary

Asset Type	Asset Sub-Type	Historic Cost	2021 Accumulated Amortization	2021 Net Book Value	2021 Replacement Cost	Condition (Weighted Average)		Useful Life (Years)	Age (Weighted Average)	Remaining Life (Weighted Average)	Risk (Weighted Average)	
						Value	Text				Value	Text
Road Base	Base	\$4,156,356	\$2,528,968	\$1,627,388	\$105,612,068			75	127	12		Low
Road Surface	Asphalt	\$4,248,291	\$2,090,103	\$2,158,188	\$8,333,556	8.4	Good	25	21	9	1.5	Moderate
	Gravel	\$1,981,199	\$1,195,618	\$785,581	\$1,919,140	N/A	Average	3	1.5	1.5	2	Moderate
Bridges & Culverts	Bridges & Culverts	\$7,365,646	\$2,778,232	\$4,587,414	\$38,367,000	7.0	Good	75 / 50	37	33	2	Moderate
	Crossroad Culverts	\$112,261	\$6,496	\$105,766	\$131,164	10.0	Excellent	50	3	47	1	Low
Storm Water	Storm Mains	\$86,104	\$15,681	\$70,422	\$182,590	8.0	Good	100	26	74	1	Low
	Catch Basins	\$47,368	\$13,539	\$33,829	\$110,000	7.6	Good	50	25.8	24.2	1	Low
Water		\$21,765	\$18,671	\$3,094	\$77,000	7.0	Good	15, 20, 25, 30	39	1	2	Moderate
Wastewater		\$23,493	\$22,983	\$510	\$106,500	8.9	Good	25	40	0	1	Moderate
	Total	\$18,042,483	\$8,670,291	\$9,372,192	\$154,839,018	6.0	Average		45	22	1	Low
	Total without Road Base Replacement Costs				\$49,226,950	7	Average		33	26	2	Moderate

Figure 2.2: Tax Supported Asset Distribution Replacement Costs, Without Road Bases (2021)

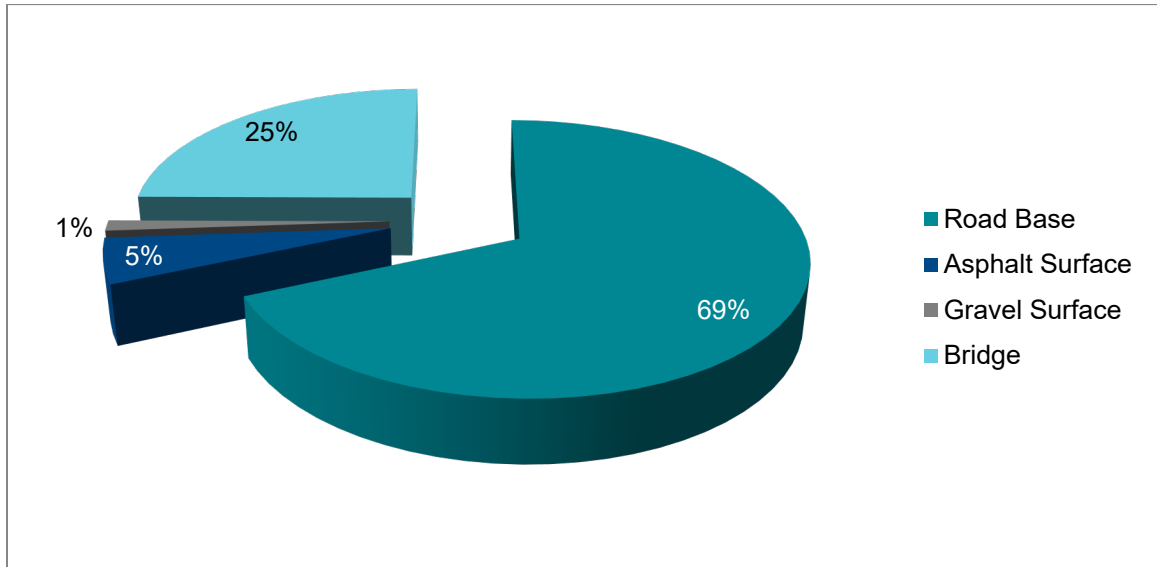
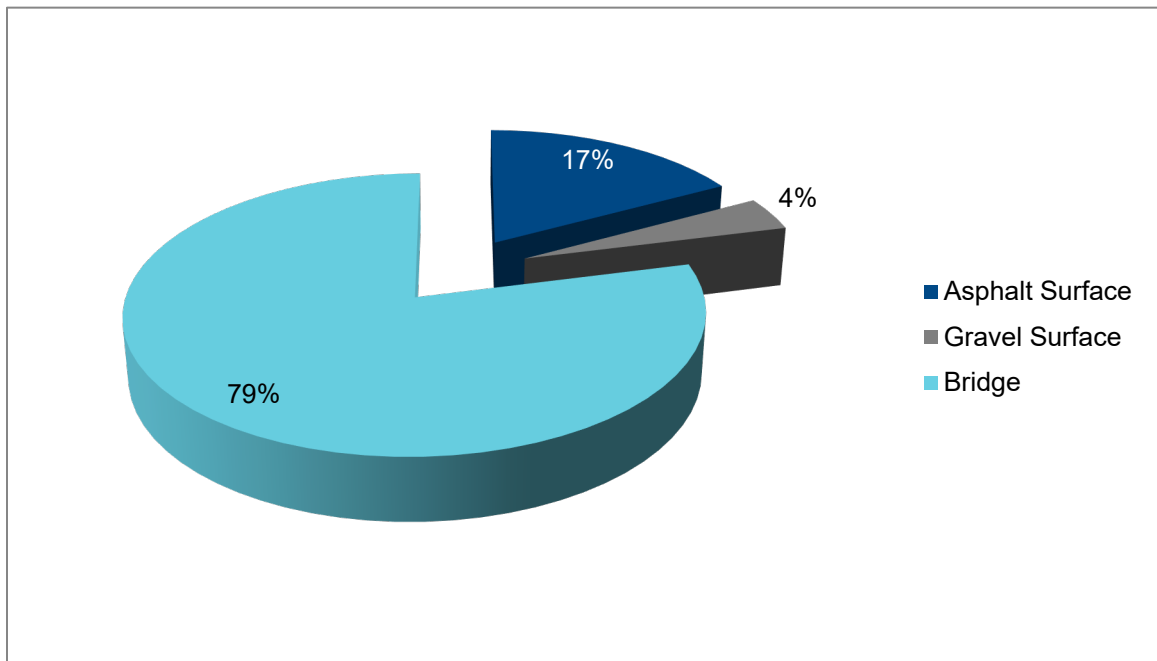
It is important to note that the identified Township's Water and Wastewater assets in this project are all tax supported as these assets are related to Township buildings. These assets are separated out to ensure that the Township can best maintain and prepare for future asset replacements.

2.3 Road Environment Assets

The Township's Road assets make up a key service that reflects the economic and social development of the community. The road environment assets are 99.6% of the assets studied in this project and are made up of the following asset types:

- Road Surface Asphalt – 5.4% of the total Township's asset replacement costs;
- Road Surface Gravel – 1.2% of the total Township's asset replacement costs;
- Road Bases – 68.2% of the total Township's asset replacement costs;
- Bridges – 24.8% of the total Township's asset replacement costs; and

Figure 2.3 and Figure 2.4 outline the replacement cost distribution of Road assets with and without Road Base values included.

Figure 2.3: Road Environment Asset Distribution Replacement Costs (2021)**Figure 2.4: Road Environment Asset Distribution Replacement Costs (2021) without Road Bases**

Below we provide more detail on the two key asset groups in the Road Environment group of assets, Roads, and Bridges.

2.3.1 Roads

At the current replacement cost the road assets account for \$115.9 million dollars and without Road Bases included \$10.3 million or 74.8% of the assets studied in this project. The composition of the road surfaces is outlined in Table 2.2.

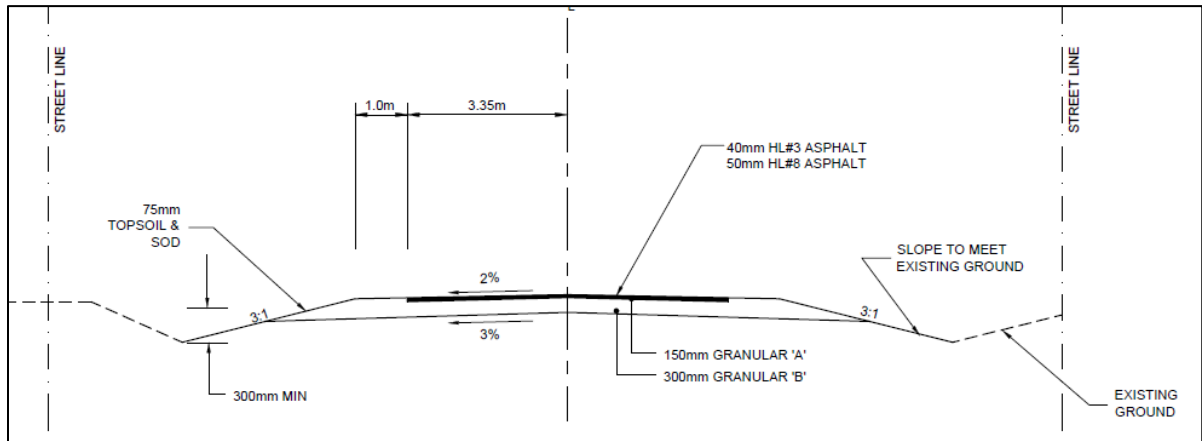
Table 2.2: Road Surface Assets

Road Surface	Surface Length (m)	Condition (Weighted Average)	Condition (Text)	Replacement Cost		
				Surface	Base	Total
Asphalt	69,446	8.4	Good	\$8,333,556	\$31,882,244	\$40,215,800
Gravel	180,141	N/A	Average	\$1,919,140	\$73,729,824	\$75,648,964
Total	249,587		Average	\$10,252,696	\$105,612,068	\$115,864,764

The Township had completed a Road Management Plan study in 2019 and established the prioritization of both capital and operational maintenance programs for the Township. The results of the road study project are included in the asset strategy component of this project.

Key to all roads is the road base on which they are built. These road bases in most cases have been established many years ago. Hard top (asphalt, and surface treated) road surface roads provide the longest life cycle with best level of service when constructed on excellent road bases. Once the road base becomes soft it cannot economically support a hardtop road surface and it can be best to convert it to a gravel road until funding is made available and the base has been reinforced. Figure 2.5 provides a typical road cross-section diagram. This can be applied for all surface types as asphalt (shown in figure), and without asphalt for gravel road surfaces. Please note that the Township has some roads located in challenging wet areas, which require more specific localized engineering design.

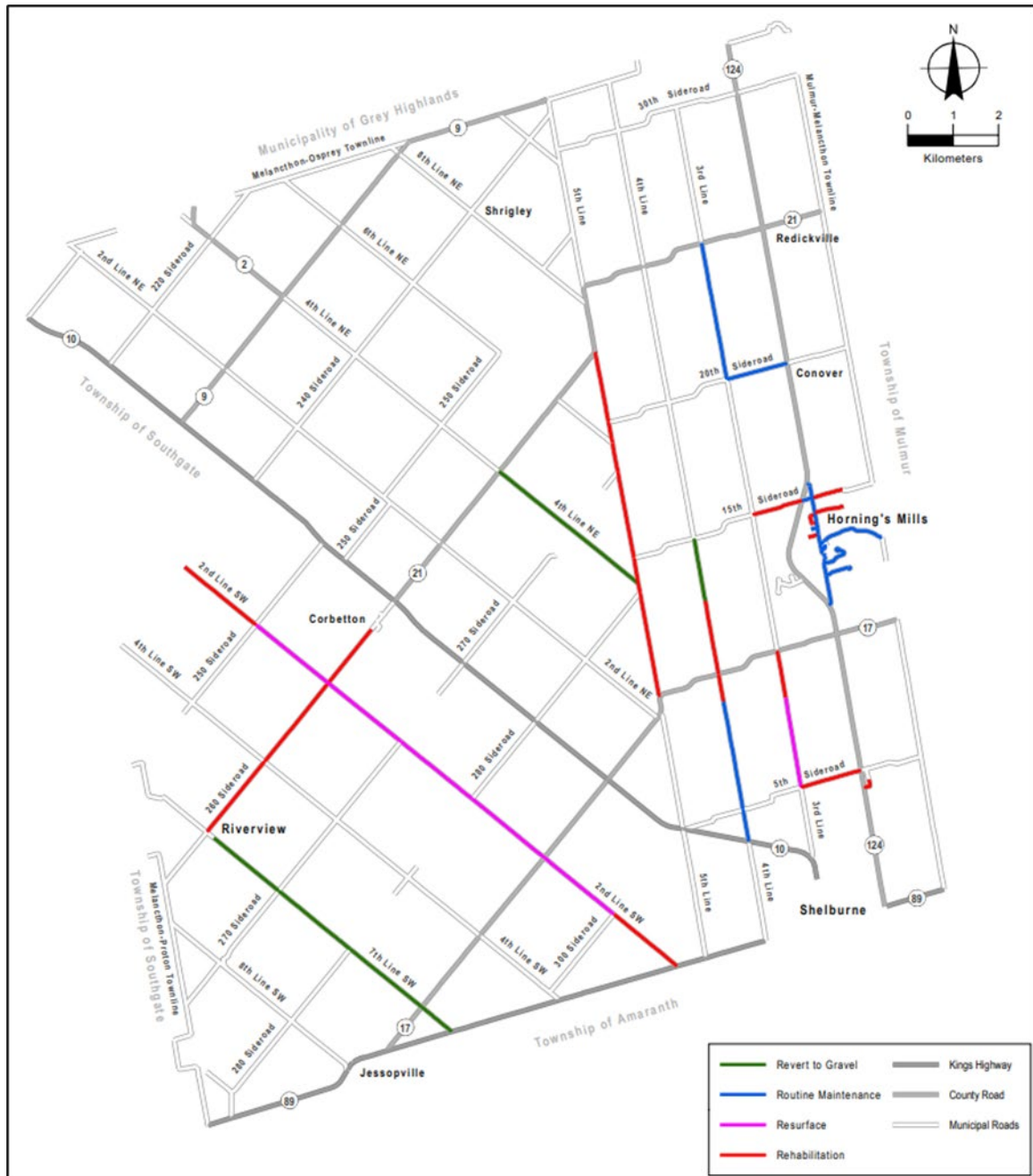
Figure 2.5: Typical Asphalt Road Surface Cross-Section



The Township's gravel surface roads are upgraded approximately every three to four years or as required with surface gravel replacement/top-up. In some locations additional gravel is at times required to help reinforce the road base.

The Road Management Plan study report provides detailed explanations of the Township's Road conditions and related deficiencies that impact longevity or operations of the roads, including road widths, drainage, surface type, alignment, and brushing maintenance where required. Results of the road study were incorporated into this asset management plan.

Figure 2.6: Ten Year Road Improvement Plan



2.3.2 Bridges & Culverts

The Township has fifty bridges and culverts structures over the span of 3.0 m inspected in 2021. The inspection report was reviewed, and information used in this asset management analysis. Visual inspections are required to be carried out every two years in accordance with the Ministry of Transportation – Ontario Structure Inspection Manual

(OSIM). The inspections are to be completed under the direction of a Professional Engineer to assess their condition and identify any material defects, performance deficiencies, maintenance needs, additional studies and/or repairs/rehabilitation work required on a structure-by-structure basis.

The Township has a total of just over \$38.3 million replacement cost of bridge, and culvert assets. Table 2.3 provides the distribution of the types of bridges that the Township owns.

Table 2.3: Structure Types

Bridge Type	Number	Replacement Cost
Rigid Frame	22	\$16,531,000
Box Girder	2	\$2,719,000
I-Beam Steel Girder (Concrete Deck)	2	\$3,225,000
I-Beam Steel Girder (Timber Deck)	1	\$1,078,500
CIP Box Culvert	5	\$2,910,500
Precast Box Culvert	4	\$2,154,000
Precast Concrete I-Girders	1	\$1,621,500
Open Bottom Culvert	1	\$478,500
CSP Multi-Plate Arch Culvert	10	\$6,313,000
Twin Circular CSP Culvert	1	\$598,500
Multi-Plate Culvert	1	\$737,500
Total	50	\$38,367,000

Load postings may be recommended for structures based on age, condition, noted performance deficiencies or based on the findings of a structural evaluation. There are currently no structures in the Township's inventory that have load postings.

Structure 004 previously had a load posting of 5 Tonnes but was closed to through traffic in 2020 and has been removed from the Township's biennial bridge inspection inventory while closed.

The Bridge Condition Index (BCI) for each structure was determined based on the Ministry of Transportation Ontario (MTO) methodology followed in the MTO Document, MTO Bridge Condition index and Overall Measure of Bridge Condition, July 2009.

It was identified that the Township's defined PSAB 3150 Useful Life for some of the structures was not representative of true nature of the lifecycle of these assets. The useful life was adjusted and highlighted in red in the asset tables found in Appendix A.

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The capital works needs include any repair, rehabilitation or replacement work which would typically be completed by the Township's hired Contractor, to assist in extending the service life of a structure and increasing the Bridge Condition Index (BCI). In accordance with the OSIM, the capital and maintenance works required are based on a priority of 6 to 10 years, 1 to 5 years, within 1 year, and urgent now needs have been estimated and presented in Table 2-4.

Table 2.4: Bridge Capital Works Costs and Timeframes (OSIM Report)

Time Frame	Capital and Maintenance Cost
< 1 year	\$292,000
1 – 5 years	\$1,253,500
6 – 10 years	\$1,232,500
Total	\$2,778,000

It should be noted that the Capital Works costs include recommended replacement or rehabilitation costs for structures in need.

Taking into consideration the structures estimated condition index, eleven structures have been identified for some form of replacement/rehabilitation.

Based on the biennial inspection of each structure, the estimated Structure Condition Index Distribution graph, shown in Figure 2.6 and Figure 2.7 below, provides a summary of the current state of the Township's structures.

Figure 2.7: Estimated Structure Condition Distribution

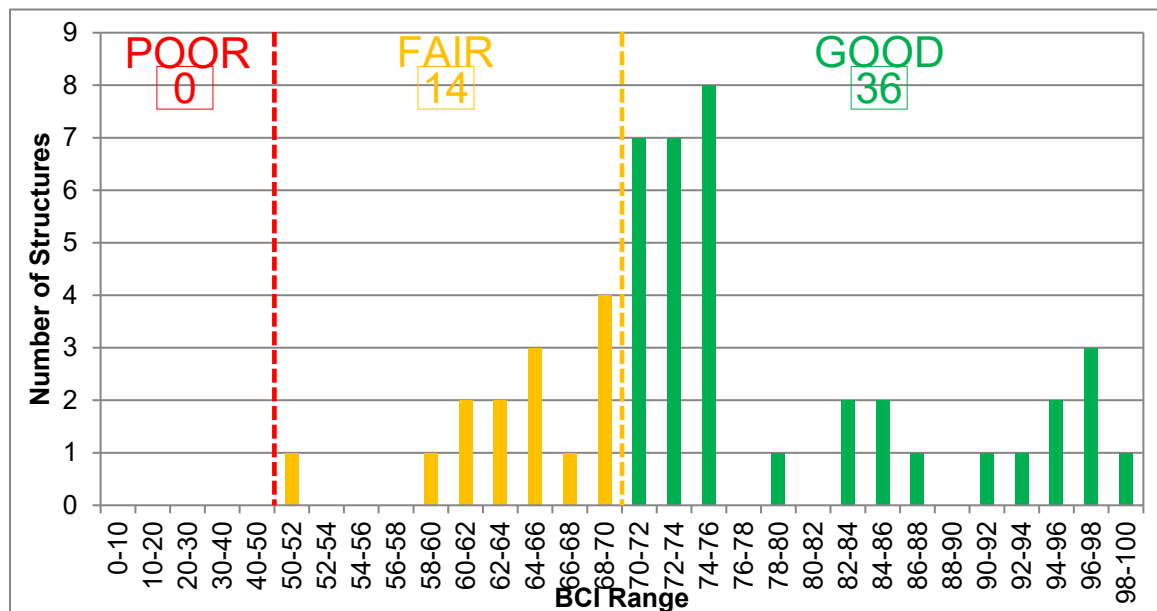
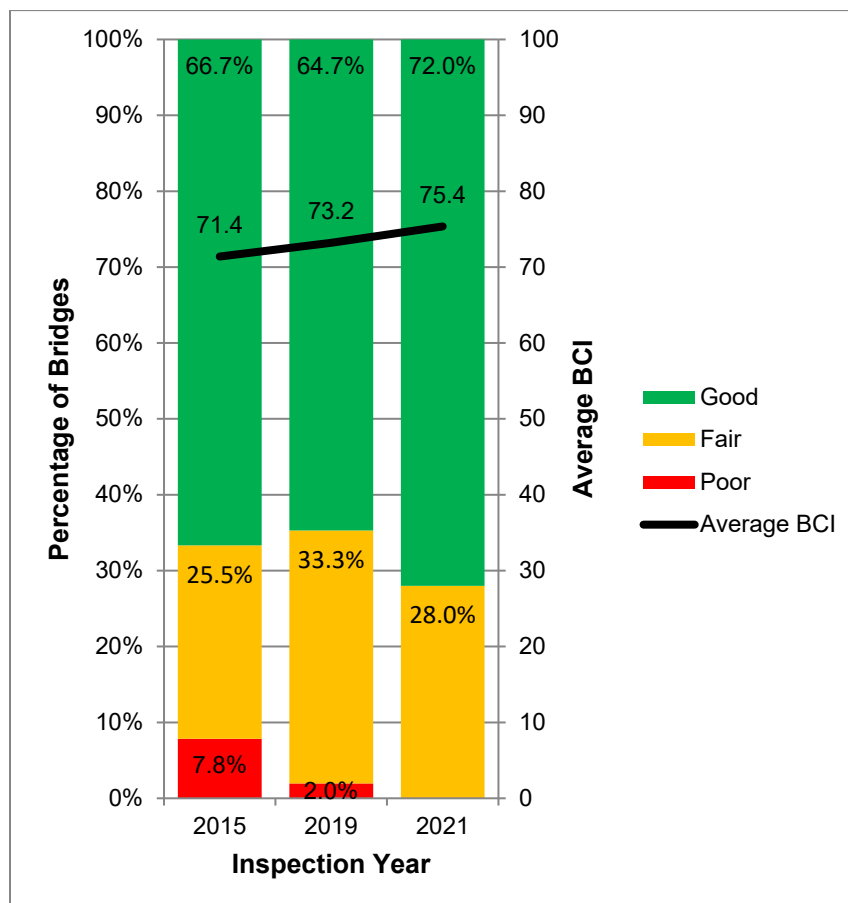


Figure 2.8: Bridge Condition Index Historical Trend

*Note: Structure 004 historical data included in 2015 & 2019 however removed for 2021 since structure is closed to traffic

Currently, 72% of the Township's structures are within the "good" range, with 28% of the structures classified as "fair" and 0% classified as "poor", as illustrated in Figure 2.6 above. Of interest, the Ministry of Transportation Ontario (MTO) has established a goal to have 85% of their structures in "good" condition by the year 2021, and to maintain that condition moving forward by addressing rehabilitations and replacements as necessary. Burnside recognizes that the above goal was not established by the Township. It should be noted that based on the current state of the inspected structures and the recent improvements made, the Township is only slightly underperforming on the management of their bridge assets when compared to the MTO's established goal.

The trend in Figure 2.7 identifies that the overall average BCI of the Township's inventory has generally increased over the last 6 years due to recently completed capital works projects completed since the 2015 inspections, which include the following:

- Structure No. 2028 – Main Street Replacement (2015);
- Structure No. 2010, 2020 & 2024 – Replacement (2016);
- Structure No. 15 – 2nd Line SW Rehabilitation (2017);

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- Structure No. 10 – 280 Sideroad Rehabilitation (2018);
- Structure No. 2003 – 3rd Line Rehabilitation (2019);
- Structure No. 2021 – 2nd Line NE Temporary Repair (2019);
- Structure No. 2013 – 30th Sideroad Replacement (2020); and
- Structure No. 13 – 260 Sideroad Rehabilitation (2021)

Projects currently in design stage include:

- Structure No. 11 – 8th Line SW

Continued maintenance and completion of rehabilitative or replacement works as recommended in the Bridge Study Report will help to continue this trend of overall improvement of the Township's bridge assets.

2.4 Storm Water Assets

The Township has only since 2012 started to identify and classify their crossroad culverts as Storm Water assets. These crossroad culverts are key to ensuring that water stays away from the Township's Road base. This is particularly important during extreme weather events which produce large volumes of rain over a short period of time.

It is recommended that the Township undertake an inventory to locate all the crossroad culverts and any other municipal drainage network assets that are not recorded along with their attributes (material, length, diameter, year of construction etc.). These assets are best incorporated, if possible, in the Township's GIS or Asset Management dataset.

The Federation of Canadian Municipalities (FCM) has Asset Management funding that has provided funding for the above noted work up to \$50,000 or 80% of the cost of the project.

Other Storm Water assets as catch basins and storm sewer pipes etc. in the Hornings Mills area are relatively new and are performing well. However, it has been noted that the Corbetton storm water assets were added to the asset inventory. These assets are performing well as identified by Township staff. Resurfacing of the Corbetton Main Street provided the required improvements to these storm water assets. It is recommended that the storm water assets in the Corbetton village be inspected in five to ten years to assess their condition.

2.5 Water Assets

The Township does not have a formal water distribution network however the Township owns water assets implemented for each of the Township's facilities. These assets include wells and filtration systems. Water quality testing is completed as required to ensure potable water is provided to staff and public at each facility.

In general, the condition of the water assets are “good”.

2.6 Wastewater Assets

The Township wastewater assets provide an environmentally acceptable safe process of returning back to nature used water supplies. These septic systems are located at Township owned facilities. The Township’s wastewater assets are in good condition, except for a septic pump located at the Public Works Yard. This septic pump is recommended for replacement to prevent any back-up issues. The septic tanks are cleaned out on a regular basis or as required.

2.7 Asset Condition

Each asset was tracked based on estimated total useful life and remaining service life. Using this data, along with staff information, and age analysis of the Township’s assets assisted in identifying potential areas of focus where inspected asset condition was not available. We want to state that asset condition is always best defined via engineering best practices. Engineering based condition assessments can provide more realistic estimates of an asset’s remaining service life, which can then be used to establish asset rehabilitation and/or replacement schedules. Age related condition values can be problematic if the asset’s useful life is not appropriately defined. For example, if a useful life of an asset is defined shorter than the assets true performance, this will result in a lower/poorer age assessed condition rating. This method of condition approximation was only used when inspected or staff commented conditions were not available.

A rating out of 10 was established for all assets and was based on a combination of past reported physical inspections, current inspections, staff assessment, and asset age analysis. This rating was then converted to a condition description of “Very Good” to “Very Poor” as shown in Table 2.5.

Table 2.5: Asset Condition Format for all Assets

Condition (Value 0-10)	Condition
9 – 10	Very Good
7 – 8	Good
5 – 6	Average
3 – 4	Poor
1 – 2	Very Poor

The condition of the assets is an important element of any lifecycle assessment process. This process also identifies maintenance and operating practices that can be applied to ensure appropriate service levels, as well as extending the life of the asset to its maximum service life.

A draft policy has been proposed that will ensure the Township's core assets are reviewed using established engineering methods and practices. Appendix B contains the draft Data Verification and Condition Assessment Policy, which identifies how often the Township's assets are recommended to be assessed.

A high-level summary of the average conditions for the Township's assets are shown in Table 2.1. The conditions listed in Table 2.1 were calculated using weighted average conditions. The weighting factor used was the asset replacement costs so that the greater the cost the greater the weighting of that asset's condition used to determine the average. Using this method provides more emphasis on the more expensive to replace assets. However please note that averages are a composition of many assets in a group. Averages can be misleading with respect to immediate needs as the new assets offset the old assets requiring urgent replacement.

2.8 Data Accuracy and Completeness

An important element of this asset management plan is ensuring that tools and procedures are in place to maintain accuracy and completeness of the asset data and calculations moving forward. As time passes, assets are used, maintained, improved, disposed of, and replaced.

All of these lifecycle events can trigger changes to the asset database used within the asset management plan. Therefore, tools and procedures are essential to ensure the asset data remains accurate and complete. Please refer to Appendix B of this report for the draft "Data Verification and Condition Assessment Policy" for the Township. This policy illustrates how the asset data can be updated and verified going forward. This includes the timing of condition assessments for each asset type and what should be included within the condition assessment procedures.

3.0 Expected Levels of Service

The Township has been offering and maintaining for its residents and visitors, good service levels, during challenging economic times. The Province has demanded via Ontario Regulation 588/17 that municipalities complete asset management plans on a regular basis to ensure that appropriate investments are being made in municipal infrastructure. Reviewing past records has shown that investments were being made into maintaining and replacing the Township's infrastructure. The last few years have seen much improvement with greater investments in Township infrastructure. It is important to note that the long term objective of the Township needs to be infrastructure sustainability. In general, the Township is performing maintenance activities when required.

3.1 Scope and Process

A levels of service (LOS) analysis gives the Township an opportunity to document the levels of service that are currently being provided and compare it to the levels of service that will ensure the assets achieve their full lifecycle potential. This can be done through a review of current practices and procedures, an examination of trends or issues facing the Township and/or through an analysis of performance measures and targets that staff can use to measure performance.

Expected LOS can be impacted by a number of factors, including:

- Legislative requirements (e.g., minimum maintenance standards for roads, water guidelines, etc.);
- Strategic planning goals and objectives;
- Resident expectations;
- Visitor expectations;
- Council expectations; and,
- Financial or resource constraints.

The previous task of determining the state of the Township's local infrastructure establishes the asset inventory and condition, as well as asset management policies and principles to guide the refinement and upkeep of asset infrastructure. The LOS analysis utilizes this information and factors in the impact of asset service level targets. It is important to document an expected LOS that is realistic to the community. It is common to strive for the highest LOS; however, these service levels usually come at a cost. It is also helpful to consider the risk associated with a certain LOS. Therefore, expected LOS should be determined in a way that balances both level of investment and associated risk to the Township.

Burnside received verbal confirmation of maintenance practices that the Township undertakes. We recommend that the Township revisit and update the Road Needs

Study every 10 years and continue the biannual bridge inspections and analysis utilizing the most up to date MTO bridge/culvert degradation models. These practices will provide historic condition information as well as information related to any changes to asset maintenance. This will also help better determine the remaining life of the municipality's assets.

This information will help not only identify the current needs but also future requirements due to Levels of Service changes. Ensuring that appropriate levels of service are determined and recorded will help when additional growth occurs across the Township.

Figure 3.1 illustrates an example of a recommended strategy of investing more often in smaller amounts which provides higher levels of service and better asset condition with over all lower total cost over the lifecycle of the asset.

The Township's Road Management Plan Study recommended that all of the asphalt road surface improvements will be completed with the following methodology when they reach a rehabilitation point of their lifecycle requiring pulverization of the current surface and adding some gravel to reinforce the base structure and then adding the surface material. This is a practice that many rural communities are using to maintain their level of service of their hard top roads.

3.2 Current Levels of Service versus Expected Levels of Service

The Township's current LOS has resulted in the current state of infrastructure as discussed in the previous section of the report. The current LOS also relates to the risk assessment discussed in later report sections. Regarding the cost of this LOS, the Township has established an operating and capital budget for the current year that includes the cost of providing this LOS. The Township is doing well with delivering levels of service as only under \$30,000 per year was identified as additional cost to deliver identified expected levels of service.

Table 3-1 outlines broad LOS descriptions (both current and enhanced LOS). This analysis was noted through discussions with the Township's staff and engineering best practices. Based on the information provided there are a few enhanced maintenance related LOS identified. The Levels of Service cost impact analysis was factored into the financial strategy discussed in Section 5 of this report.

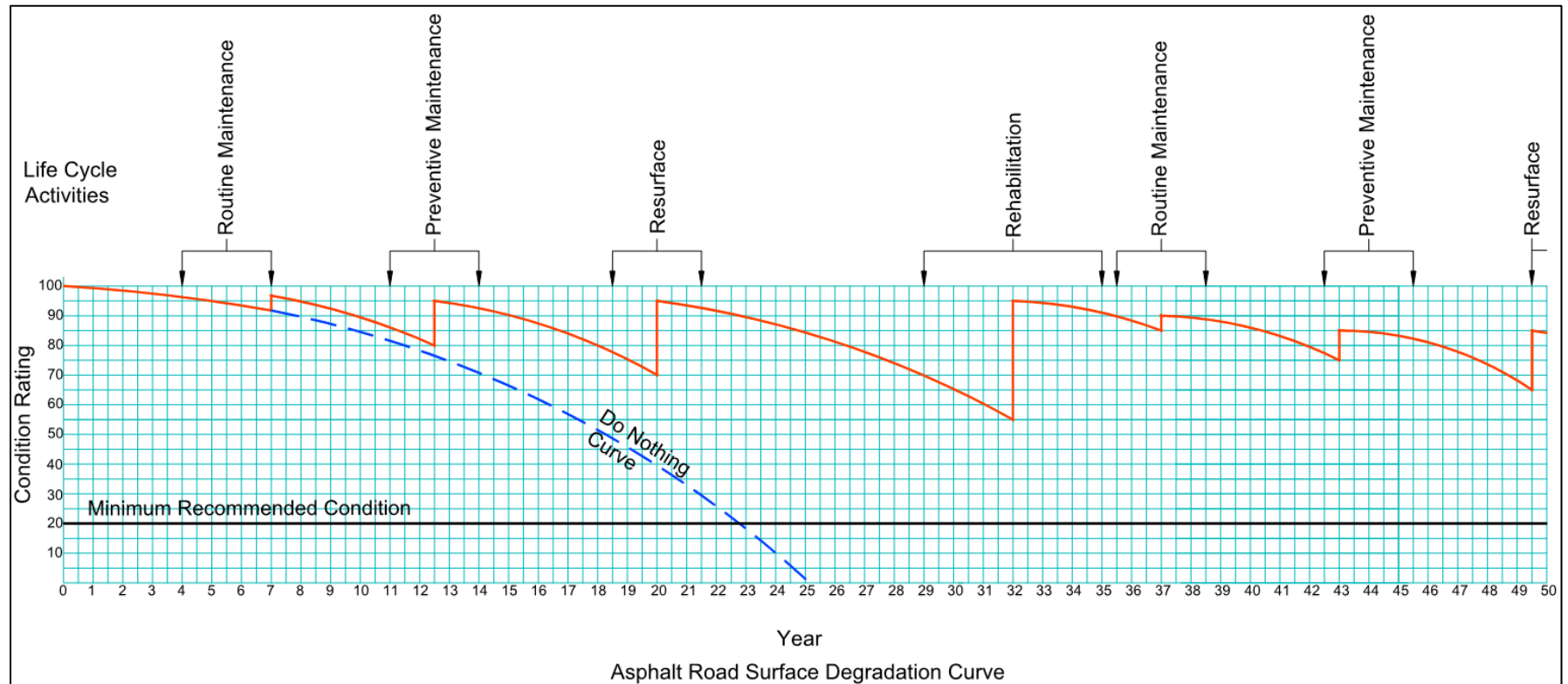
Figure 3.1: Benefit of Applying Preventative Maintenance – Asphalt Road Surface Service Life

Table 3.1: Expected Levels of Service

Roads and Road Related Assets

Expected Strategic LOS	Level of Service (LOS) Analysis					
	Current LOS	Expected LOS	Benchmark (if Applicable)	Current Cost of LOS	Estimated Cost of Expected LOS	Cost Description
Safe Roads	Meet "Minimum Maintenance Standards" as defined by Ontario Regulation 239/02 and Amendments.	Meet "Minimum Maintenance Standards" as defined by Ontario Regulation 239/02 and Amendments.	Regulation Standard	\$6,000	\$10,000	Municipality has an AVL system in all vehicles recording Roads Patrolled. Cost represent annual pothole patching.
Fix Public Identified Issues Quickly	Track complaints and resolve them as quickly as possible	Track complaints by road segment so that history can be recorded.	Respond to Public Inquiry within 7 days			Municipality delivers this Level of Service well
Maintain Road System Network Condition for Safe Use	Road Maintenance is completed regularly and when required	Maintain adequate road network condition index to ensure safe roads	Assess Road Conditions every 10 years with Internal assessment annually	\$45,000 every 10 years	\$45,000 every 10 years	Roads Needs Study every 10 years to include Network Condition analysis (next proposed for 2029). Municipality completing crack seal, and slurry seal program well.
Asphalt Roads are Clean and Clear	Street sweeping and flushing are completed annually	Roads are swept and flushed to ensure they are clear of debris and safe.		\$5,500	\$6,000	Municipality has minimal Asphalt roads. Debris is collected as per Minimum Maintenance Standards.
Follow Best Practice for Asphalt Roads	Completing a regular Crack Seal program.	Completing a regular crack seal program.			\$10,000	Municipality is looking to start a Crack Seal Program with some of the newly paved roads. The older asphalt roads are beyond this type of maintenance.
Gravel Roads are Well Maintained and Dust Inhibited	Gravel roads are smoothed when required, and Calcium Chloride applied to control dust	Gravel roads are smoothed when required, and Calcium Chloride applied to control dust		\$165,000	\$175,000	Municipality delivers this Level of Service well
Safe and Well Maintained Roadsides	Municipality provides brushing, ditching, grass mowing, and shoulder maintenance to ensure roadsides are safe and well maintained	Roadsides are clear of obstructions and well maintained for safe road travel.		\$50,000	\$50,000	Municipality delivers this Level of Service well
Winter Road Maintenance	Winter roads are cleared and safe.	Roads are maintained and meet "Minimum Maintenance Standards" as defined by Ontario Regulation 239/02 and Amendments.		\$35,000	\$40,000	Municipality can use more material to deliver an improved Level of Service
Weather Forecast Information	Municipal staff check weather forecasts minimum 3 times per day in the Winter months (October 1 - April 30)	Weather forecasts are reviewed three times per day during the Winter Maintenance months.				Municipality delivers this Level of Service well
Signs can be Seen Clearly	Signs: Visual inspections done in the evening. Replaced when required/needed.	Signs: Visual inspections. Replace when needed.	Reflectivity Standard			Municipality delivers this Level of Service well
Safe Well-lit Urban and Semi-Urban Street Areas	Maintenance activated by Winter Staff evening Patrols and Public Notice for Street Lights	Maintenance activated by Public Notice for Street Lights	Correction of Issues within MMS			Municipality delivers this Level of Service well

Bridge and Culvert Assets

Expected Strategic LOS	Level of Service (LOS) Analysis					
	Current LOS	Expected LOS	Benchmark (if Applicable)	Current Cost of LOS	Estimated Cost of Expected LOS	Cost Description
Safe Bridges	Maintain good bridge condition and no bridges with load limits.	Maintain good condition and no load limits.	MTO bridge guides			Municipality delivers this Level of Service well
Bridges Maintained	Follow Bridge Inspection Report recommendations for Bridge and Culvert maintenance.	Proactive Bridge and Culvert maintenance (based on bridge inspection report).			\$4,000 annually over 10 years	OSIM Report has recommended that the municipality complete the safety related improvements over the next 5 years. As this relates to risk tolerance of the municipality the recommendation is to improve safety annually starting with the greatest risk potential structures.
Proper Bridge Spring Maintenance	Bridge washing is completed in Spring	Blowing out Expansion Joints & Washing of Bridges in Spring				Municipality delivers this Level of Service well.
Bridge Inspections	Bridge inspections (i.e., using OSIM forms) required every 2 years.	Bridge inspections (i.e., using current OSIM forms) required every 2 years.	Completed every 2 years	\$16,600 every two years	\$16,600 every two years	Municipality delivers this Level of Service well.

Storm Water Assets

Expected Strategic LOS	Level of Service (LOS) Analysis					
	Current LOS	Expected LOS	Benchmark (if Applicable)	Current Cost of LOS	Estimated Cost to Move to Expected LOS	Cost Description
Effective Storm Water Management	Investigate and respond based on public complaints/concerns.	Proper flows and clear system with little to no inhibitors.	No storm water back-up incidents			Municipality delivers this Level of Service well
Crossroad Culverts are Appropriately Sized and Maintained	Cross Road Culverts are replaced when required.	Climate Change and/or Extreme Weather events do not cause adverse issues with the Municipal road network.		\$15,000	\$15,000	Cross road culverts are replaced when required. It is recommended that assessment of the size of the cross road culverts can withstand extreme weather events to ensure Road Bases are secure.
Catch Basins are clear and well Maintained	Catch Basin cleaning annually.	Annual Catch Basin cleaning.		\$2,500	\$2,500	Municipality delivers this Level of Service most of the time
Storm Water Mains are clear and well Maintained	No identified issues.	Regular inspection for condition and no physical obstructions.				Municipality delivers this Level of Service well

Water Assets

Expected Strategic LOS	Level of Service (LOS) Analysis					
	Current LOS	Expected LOS	Benchmark (if Applicable)	Current Cost of LOS	Estimated Cost of Expected LOS	Cost Description
Source Water is well Protected	Maintaining appropriate Zoning and Planning to ensure Source Water Protection	Maintaining appropriate Zoning and Planning to ensure Source Water Protection.				Municipality delivers this Level of Service well.
Production Wells are well Maintained	Appropriate maintenance is undertaken when required	Appropriate maintenance is undertaken when required				Municipality has not had any issues with their wells
Treatment Processes Meet Legislative Requirements	Meet all legislative requirements.	Meet all Provincial legislative requirements.	Provincial Guidelines			Municipality is completing this LOS, with water testing 3 times per week.
Appropriate Water Storage for Distribution Network	Water Storage is sufficient for currently approved systems.	Water Storage meets the needs of the Water Distribution Network				Municipality is completing this LOS.
Efficient Water Distribution System	Water losses are tracked and at a minimized.	Water Losses are tracked and minimized.				Municipality delivers this Level of Service well.

Wastewater Assets

Expected Strategic LOS	Level of Service (LOS) Analysis					
	Current LOS	Expected LOS	Benchmark (if Applicable)	Current Cost of LOS	Estimated Cost of Expected LOS	Cost Description
Treatment Processes Meet Legislative Requirements	Meet all legislative requirements.	Meet all Provincial legislative requirements.	Provincial Guidelines			Municipality delivers this Level of Service well
Safe Treatment Structures (Tanks and Septic Beds)	Meet legislative requirement (Building Code, Fire Code, Health & Safety, etc.)	Meet legislative requirement (Building Code, Fire Code, Health & Safety, etc.)	Provincial Guidelines	\$1,000	\$1,000	Septic tanks clean out every other year.
Wastewater Pipes are clear and well Maintained	Ensuring Obstruction and/or Infiltration into Wastewater system.	Review of flows to be completed when septic tanks are cleaned out.		staff		No additional costs but good practice staff can perform when septic tanks are cleaned out.

4.0 Asset Management Strategy

4.1 Scope and Process

The asset management strategy provides the recommended course of actions required to maintain (or move towards) a sustainable asset position while delivering the levels of service discussed in the previous section. The course of actions, when combined together, form a long-term operating and capital forecast that includes:

- **Non-infrastructure solutions:** Reduce costs and/or extend expected useful life estimates;
- **Maintenance activities:** Regularly scheduled activities to maintain existing levels of service levels, or repairs needed due to unplanned events;
- **Renewal/Rehabilitation:** Significant repairs or maintenance planned to maintain the levels of service and increase the remaining life of assets; and,
- **Replacement/Disposal:** Complete disposal and replacement of assets when renewal or rehabilitation is no longer an option.

Priority identification becomes a critical process during the development of an asset management strategy. Priorities have been determined based on assessment of the overall risk of asset failure, which is determined by looking at both the probability of an asset failing, as well as the consequences of asset failure. The consequences of the municipality not meeting desired levels of service must also be considered in determining risk. As discussed in Section 3.0, adding enhanced levels of service results in both operating and capital budget impacts over the 10 year forecast period. This has to be taken into consideration, with the overall objective of reaching sustainable levels while mitigating risk.

4.2 Risk Assessment

The risk of an asset failing is defined by the following calculation:

Risk of Asset Failure = Probability of Failure X Consequence of Failure

Probability of failure has been linked to the condition assessment for each asset, assuming that an asset in “very good” condition has a “rare” probability of failure. The following table outlines the probability factor tied to each condition rating:

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Table 4.1: Probability of Failure Matrix

Condition (Value)	Condition	Probability of Failure
9 – 10	Very Good	Rare
7 – 8	Good	Unlikely
5 – 6	Average	Possible
3 – 4	Poor	Likely
1 – 2	Very Poor	Almost Certain

Consequence of failure has been determined by examining each asset type separately. Consequence refers to the impact on the municipality if a particular asset were to fail.

Types of impacts include the following:

- **Cost Impacts:** the cost of failure to the Township (i.e., capital replacement, rehabilitation, fines and penalties, damages, etc.);
- **Social impacts:** potential injury or death to residents/public;
- **Environmental impacts:** the impact of the asset failure on the environment; and,
- **Service delivery impacts:** the impact of the asset failure on the Township's ability to provide services at desired levels.

Each type of impact was reviewed and consequence of failure for each asset type was determined by using the information contained in Table 4.2 as a guide to assess the level of impact. Levels of impact were documented as ranging from "significant" to "insignificant".

Table 4.2: Consequence of Failure Matrix

	Cost	Social	Environmental	Service Delivery
Significant	Significant Cost – Difficult to Recover	Death, Serious Injury	Long-term Impact – Permanent	Major Interruptions
Major	Substantial Cost – Multi-year Budget Impacts	Major Injury	Long-term Impact – Fixable	Significant Interruptions
Moderate	Considerable Cost – Requires Revisions to Budget	Moderate Injury	Medium-term Impact – Fixable	Moderate Interruptions
Minor	Small/Minor Cost – within Budget Allocations	Minor Injury	Short-term/Minor Impact – Fixable	Minor Interruptions
Insignificant	Negligible or Insignificant Cost	No Injury	No Impact	No Interruptions

With both probability of failure and consequence of failure documented, total risk of asset failure was determined using the matrix contained in Table 4-3. Total risk has been classified under the following categories:

- **Extreme Risk (E):** Risk beyond acceptable levels;
- **High Risk (H):** Risk slightly beyond acceptable levels;
- **Medium/Moderate Risk (M):** Risk at acceptable levels, monitoring required to ensure risk does not become high; and,
- **Low Risk (L):** Very little risk.

Table 4.3: Total Risk of Asset Failure Matrix

Probability of Failure	Consequence of Failure				
	Significant	Major	Moderate	Minor	Insignificant
Almost Certain	E	E	H	H	M
Likely	E	H	H	M	M
Possible	H	H	M	M	L
Unlikely	H	M	M	L	L
Rare	M	M	L	L	L

Risk levels can be reduced or mitigated through planned maintenance, rehabilitation and/or replacement of an asset. An objective of this asset management plan is to reduce risk levels where they are deemed to be too high, as well as ensure assets are maintained in a way that keeps risk at acceptable levels.

4.3 Priority Identification

Through a review of the asset risk of failure assessment, the assets/categories listed below were identified as being priorities of the Township for over the next few years.

4.3.1 Roads

- 2nd Line South West from Highway 89 to 300 Sideroad – Top coat of asphalt (recommended improvement in 2022, approximate cost \$217,000).
- 2nd Line South West from 250 Sideroad to Southgate – Top coat of asphalt (recommended improvement in 2022, approximate cost \$283,500).
- 5th Line OS from County Road 17 to 280 Sideroad – Asphalt Surface with additional geogrid road base support (recommended improvement in 2023, approximate cost \$401,300).
- 5th Line OS from 280 Sideroad to 4th Line North East – Asphalt Surface (recommended improvement in 2023, approximate cost \$24,750).
- 5th Line OS from 4th Line North East to 15 Sideroad – Asphalt Surface (recommended improvement in 2023, approximate cost \$68,750).
- 5th Line OS from 15 Sideroad to 270 Sideroad – Asphalt Surface (recommended improvement in 2024, approximate cost \$232,750).
- 5th Line OS from 270 Sideroad to 6th Line North East – Asphalt Surface with additional geogrid road base support (recommended improvement in 2024, approximate cost \$109,500).

4.3.2 Bridges

All bridges and large culverts (over 3 m diameter) are a concern to the Township as a failure of this type of asset can result in a major consequence of failure.

- Bridge 11 (G. Anderson Bridge – 8th Line SW 3.4km North of Highway 89) – Rehabilitation of concrete that is showing signs of deterioration on the deck top and moisture through the deck joints (recommended improvement in 2022, approximate cost \$255,000).
- Culvert 2023 (4th Line North East south of 260 Sideroad) – Rehabilitate the concrete and remove the vegetation and fill over top of the culvert ends (recommended improvement 2023, approximate cost \$200,000).
- Bridge 7 (Gray Bridge – 1.5km South of 270 Sideroad) – Rehabilitation with concrete repairs, waterproofing and paving, and barrier replacement (recommended improvement in 2024, approximate cost \$215,000).
- Bridge 18 (Fluney Bridge – 2nd Line North East 750 m South of County Road) – Concrete repairs, waterproofing and paving, barrier replacement, and erosion protection should be included in the rehabilitation (recommended improvement in 2024, approximate cost \$240,000).

4.3.3 Storm Water

The Township continues to collect crossroad culvert information as they are replaced. Ideally a project not only collecting information both on size and material but also assessing the crossroad culvert condition will help the Township to understand if the Township Road assets can withstand some more regular extreme weather events. Federation of Canadian Municipalities provides asset management project 80% funding up to \$50,000. It is recommended that the Township seek funding for this Storm Water asset project which may only cost the Township \$12,500.

Wastewater

The Township owns three septic systems. Two of these systems (Administration Office and Public Works Yard Office) are connected. It is the pump for the Public Works Office that is recommended to be replaced in 2022 (approximate cost \$2,000)

This list of capital asset improvements/replacements is only for the next few years, and do not limit the needs that the Township requires to become fully sustainable. The Finance Strategy will further outline the needs for investing in assets annually via reserves to ensure that funds are available for future asset replacements.

4.4 Climate Change

Over the past decade there has been increased numbers of extreme weather events which are putting greater stress on municipal infrastructure, and pressure to ensure levels of service are maintained. Climate change poses a real risk management question which needs to be addressed within the context of municipal decision making.

Some climate change projections (Federation of Canadian Municipalities):

- Warmer summer temperatures;
- Warmer winter temperatures;
- More intense storms;
- Longer droughts;
- Increased frequency and amount of ice;
- Summers stretching longer; and,
- Sea level rising.

The Township of Melancthon has witnessed some of these climate change projections already causing potential challenges with road washouts from an extreme weather events, or quick winter thaw runoff. Many roads have not been designed for such intense high-volume rainstorms.

Identifying areas of concern will help the Township to design road and storm water assets to improve resiliency to extreme weather events. This type of investment will

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reduce risk of failure of infrastructure and ensure appropriate levels of service are maintained for the public.

Another factor to climate change issues is the materials used in asset construction. The focus is to reduce the total carbon footprint on the construction of infrastructure assets. Investing in infrastructure with a long-term view provides both better levels of service as well as reducing the total carbon footprint.

As recommended above for the Township to start collecting crossroad culvert data which will be a start to identifying if the culverts can withstand potential extreme weather. Then focusing on concern areas and upgrading them over a 10 year period will make good progress to becoming a more climate change resilient municipality.

4.5 Long-term Forecast

For many years, lifecycle costing has been used in the field of engineering to evaluate the advantages of using alternative materials in construction or production design. The method has gained wider acceptance and use recently in the management of capital assets. By definition, lifecycle costs are **all** the costs which are incurred during the lifecycle of a capital asset, from the time it is purchased or constructed, to the time it is taken out of service for disposal/replacement.

In defining the long-term forecast for the Township's asset management strategy, costs incurred through an asset's lifecycle, the asset's condition, expected LOS, and risk were considered and documented. Asset replacement analysis in forecasting the Township's asset replacement needs are summarized in Figure 4-1, which we are calling Asset Strategy based on expected levels of service.

The asset strategy incorporated all of the information discussed above in this report and based on the information provided by the Township, past reports, staff input, and understanding of the asset's reaction in their current environment as well as the expected asset maintenance levels, and the current asset condition, which is expected to produce a reduced asset potential risk of failure. The outcome of this scenario approach was to provide appropriate asset service levels, and the assets were expected to meet or exceed their useful life which reduces expected infrastructure deficits. In total (all core assets), \$16.9 million in assets (inflated to appropriate year) are shown as maintenance, improvement, rehabilitation and replacement needs over the 10 year forecast. This is the recommended asset strategy for the Township of Melancthon.

Assets like Bridges, and major culverts, are not expected to be replaced for usually over 50 years. It needs to be stated, to ensure that these assets have reserve funding for their rehabilitation/replacement schedule in the future. The Financial Strategy provides the Township with an investment plan into their reserve accounts.

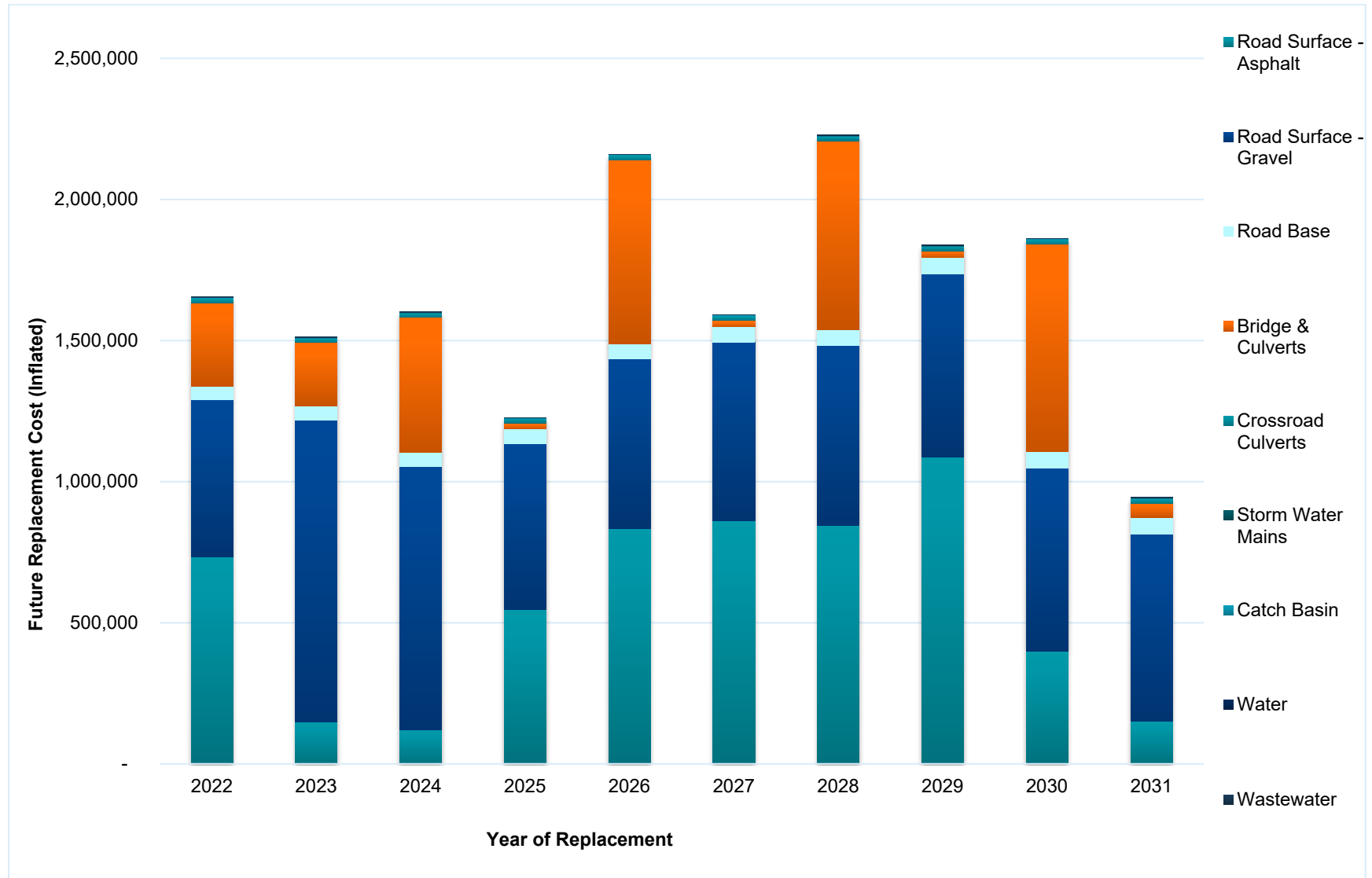
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For the recommended scenario to be feasible, the expected level of service adjustments discussed in Section 3 are needed in conjunction with the current level of service amounts in order to effectively maintain and rehabilitate the assets as required.

The financing strategy discussed in the next section will incorporate the level of service adjustments into the recommended financing analysis.

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Figure 4.1: Proposed Asset Strategy Based on Expected Levels of Service



5.0 Financing Strategy

5.1 Scope and Process

The financing strategy provides the recommended use of various funding sources to finance the asset management strategy and levels of service recommendations discussed in Sections 3.0 and 4.0. The financing strategy also provides recommendations to increase annual investments in assets that will be used beyond this report's 10 year forecast period.

5.2 Funding Sources

The following funding sources have been used within the financing strategy:

Grant Funding: It has been assumed that Gas Tax Funding (now called the Canada Community Building Fund) will continue throughout the forecast period. The Township's allocation is expected to reach \$99,547 by 2023 and it has been assumed that funding will remain constant at this amount moving forward.

It has also been assumed that Ontario Community Infrastructure Fund (OCIF) annual amounts will increase to 2022 levels and remain constant at this amount, \$108,537 per year, over the forecast period. The province is currently reviewing the formula for OCIF funding and has dedicated additional funding to this program.

Operating Budget: The Township includes annual amounts in the operating budget to fund capital. This is either funding directly from annual revenues or from Working Capital. It has been assumed that \$551,700 of this funding will be dedicated to core infrastructure annually throughout the forecast period. This is equivalent to the annual amount invested in core infrastructure capital from operations, on average, over the 2020 to 2022 period.

Given that there are levels of service recommendations that are operating in nature, it has been assumed that these costs will be funded from the annual operating budget. This could be through existing funding or proposed increases each year.

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Reserves: The Township's existing "Road Reserve" has been utilized as a funding source for core infrastructure capital needs over the forecast period. This reserve becomes the primary source of capital funding over the forecast period. It is recommended that increases in annual asset investment for core infrastructure be allocated to this reserve for capital use. The Township also has an "Environmental Rehabilitation Reserve" that relates to core infrastructure.

Debt: If all other funding sources fall short in funding recommended lifecycle needs each year, debt financing is recommended. Debt financing is anticipated within the forecast period for core infrastructure (see the analysis provided below).

Historic Asset Investment

The following table outlines the Township's historic capital investment in assets. As shown, the annual investment has fluctuated over the last three years.

Table 5.1: Historic Asset Investment - Capital

Funding Type (Core Infrastructure)	2020	2021	2022
Canada Community Building Fund (Gas Tax)	91,251	95,399	95,399
OCIF Funding	50,000	50,000	108,537
Transfer from Operating / Working Capital	694,459	588,669	371,963
Contribution to Environmental Rehabilitation Reserve	10,000	10,000	10,000
Total 2021 Asset Investment - Capital (Sustainable)	845,710	744,068	585,899

* Excludes the Safe Restart and OMPF grants as they are operating in nature. Excludes ICIP grants and any other one-time contributions.

** OCIF Funding Formula for 2023 is under review, however a province wide sustainable increase in funding has been announced.

Therefore, a capital asset investment in 2022 of \$585,899 becomes the starting point for recommending increases in annual asset investments over the forecast period.

5.3 Optimal Asset Investment

Based on an analysis of the Township's capital assets in terms of replacement cost and useful life, the following summary of optimal annual asset investment has been created.

Table 5.2: Optimal Asset Investment Summary

Core Infrastructure	Replacement Cost (2022 \$)	Weighted Average Useful Life	Annual Replacement Investment (2022 \$)
Road Surface	10,252,696	20	512,600
Road Base	105,612,068	75	50,000
Bridge & Culverts	38,367,000	70	548,100
Crossroad Culverts	131,164	50	2,600
Storm Water Mains	182,590	100	1,800
Catch Basins	110,000	50	2,200
Water	77,000	28	2,800
Wastewater	106,500	25	4,300
Total	154,839,018		1,124,400

In summary, an annual asset investment of \$1,124,400 is needed to fund long-term asset management planning needs for core infrastructure. This does not include other non-core assets that have been excluded from this asset management plan. In addition, annual asset investments for road base assets are based on level of service costs identified in this asset management plan and not full replacement.

This \$1,124,400 annual asset investment becomes the funding target over the forecast period. However, this target increases over time as inflation increases this amount annually. Assuming 2% annual inflation, the target annual capital asset investment amount becomes \$1,398,120 by the year 2032.

5.4 Financing Strategy

The detailed 10 year financing strategy is provided in Appendix C to this report.

As the 2022 Budget has already been developed and passed by the Township, all recommendations provided in Section 4 have been shifted by one year. For example, all 2022 recommendations from Section 4 are shown as 2023 funding requirements in this section. Also, like Section 4, a 2% inflation factor has been applied annually to all costs.

The following table provides a high-level summary of the 10 year forecast by cost type (i.e., asset replacement needs, asset rehabilitation needs, and levels of service recommendations).

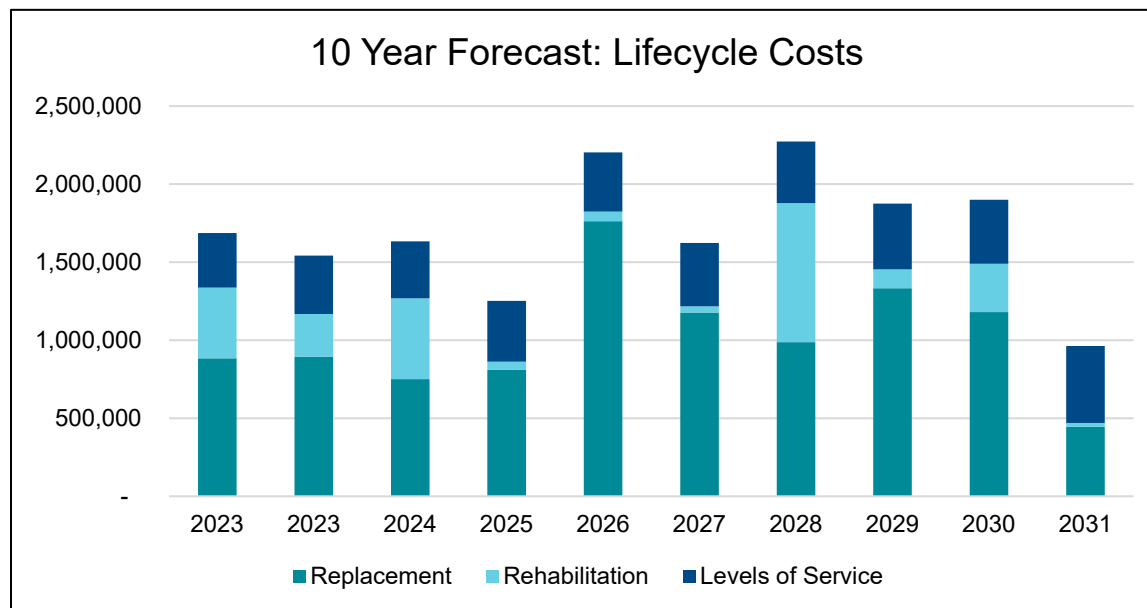
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Table 5.3: Forecast Summary

Forecast	2023	2023	2024	2025	2026	2027	2028	2029	2030	2031
Replacement	884,330	894,473	750,595	811,641	1,762,270	1,177,442	987,085	1,333,070	1,180,153	444,933
Rehabilitation	452,457	273,194	518,243	50,782	61,770	40,196	891,682	120,749	309,265	24,380
Levels of Service	350,370	374,648	364,524	389,784	379,251	405,531	394,574	421,914	410,515	493,814
Total	1,687,157	1,542,315	1,633,362	1,252,207	2,203,291	1,623,169	2,273,341	1,875,733	1,899,933	963,127

Figure 5.1 shows the same forecast in graph form. As illustrated, there are minor fluctuations in annual lifecycle needs throughout the forecast.

Figure 5.1: Forecast Summary



As shown in Appendix C, the 10-year forecast has a recommended funding plan as follows:

Table 5.4: Capital Forecast with Funding Sources

Asset Class	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	Total
Totals by Asset Class (Replacement, Rehabilitation and Levels of Service)											
Road Surface - Asphalt	748,961	150,635	122,624	556,312	851,014	880,021	860,284	1,109,643	407,502	155,056	5,842,052
Road Surface - Gravel	564,876	1,090,901	950,951	599,451	611,440	642,808	652,052	661,695	661,842	675,079	7,111,095
Road Base	51,000	52,020	53,060	54,122	55,204	56,308	57,434	58,583	59,755	60,950	558,436
Bridge & Culverts	301,920	229,512	487,095	22,298	665,208	23,199	682,320	24,136	748,725	49,491	3,233,904
Crossroad Culverts	15,300	15,606	15,918	16,236	16,561	16,892	17,230	17,575	17,926	18,285	167,529
Storm Water Mains	-	-	-	-	-	-	-	-	-	-	-
Catch Basin	2,550	2,601	2,653	2,706	2,760	2,815	2,872	2,929	2,988	3,047	27,921
Water	-	-	-	-	-	-	-	-	-	-	-
Wastewater	2,550	1,040	1,061	1,082	1,104	1,126	1,149	1,172	1,195	1,219	12,698
Total	1,687,157	1,542,315	1,633,362	1,252,207	2,203,291	1,623,169	2,273,341	1,875,733	1,899,933	963,127	16,953,635

Funding Analysis	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	Total
Total Funding by Source											
Canada Community Building Fund (Gas Tax)	99,547	99,547	99,547	99,547	99,547	99,547	99,547	99,547	99,547	99,547	995,470
OCIF Funding (estimate)	108,537	108,537	108,537	108,537	108,537	108,537	108,537	108,537	108,537	108,537	1,085,370
Transfer from Operations (for Core Infrastructure capital)	551,700	551,700	551,700	551,700	551,700	551,700	551,700	551,700	551,700	551,700	5,517,000
Transfer from/(to) Capital Reserves	227,003	100,154	184,054	120,607	414,256	376,548	418,983	513,485	564,634	(215,381)	2,704,343
Operating Funding (LOS Impacts)	350,370	357,377	364,524	371,816	379,251	386,837	394,574	402,464	410,515	418,724	3,836,452
Debt Funding (see section 2)	350,000	325,000	325,000	-	650,000	100,000	700,000	200,000	165,000	-	2,815,000
Total	1,687,157	1,542,315	1,633,362	1,252,207	2,203,291	1,623,169	2,273,341	1,875,733	1,899,933	963,127	16,953,635

As noted in Section 5.2 above, Gas Tax and OCIF funding is shown as a funding source in each year of the forecast period, reserves are used as the primary funding source, operating budget funding is used for a fixed \$551,700 in capital funding annually as well as for levels of service recommendations that are considered operating in nature, and debt funding is used to finance the remaining funding needs each year, if applicable.

Debt Funding

Debt funding is anticipated within the forecast period for core infrastructure. As shown above in Table 5.4, debt principal amounts of \$2,815,000 is required in total from 2023 to 2032 to fund recommended asset lifecycle needs for core infrastructure. This assessment should be reviewed when other assets are added to the asset management plan. Given that the Township's ability to use debt funding is restricted based on the province's debt capacity (annual repayment limit) calculations, an analysis of all current and proposed debt was completed (see Table 5.2 and Table 5.3).

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Figure 5.2: Summary of Current and Proposed Debt Payments

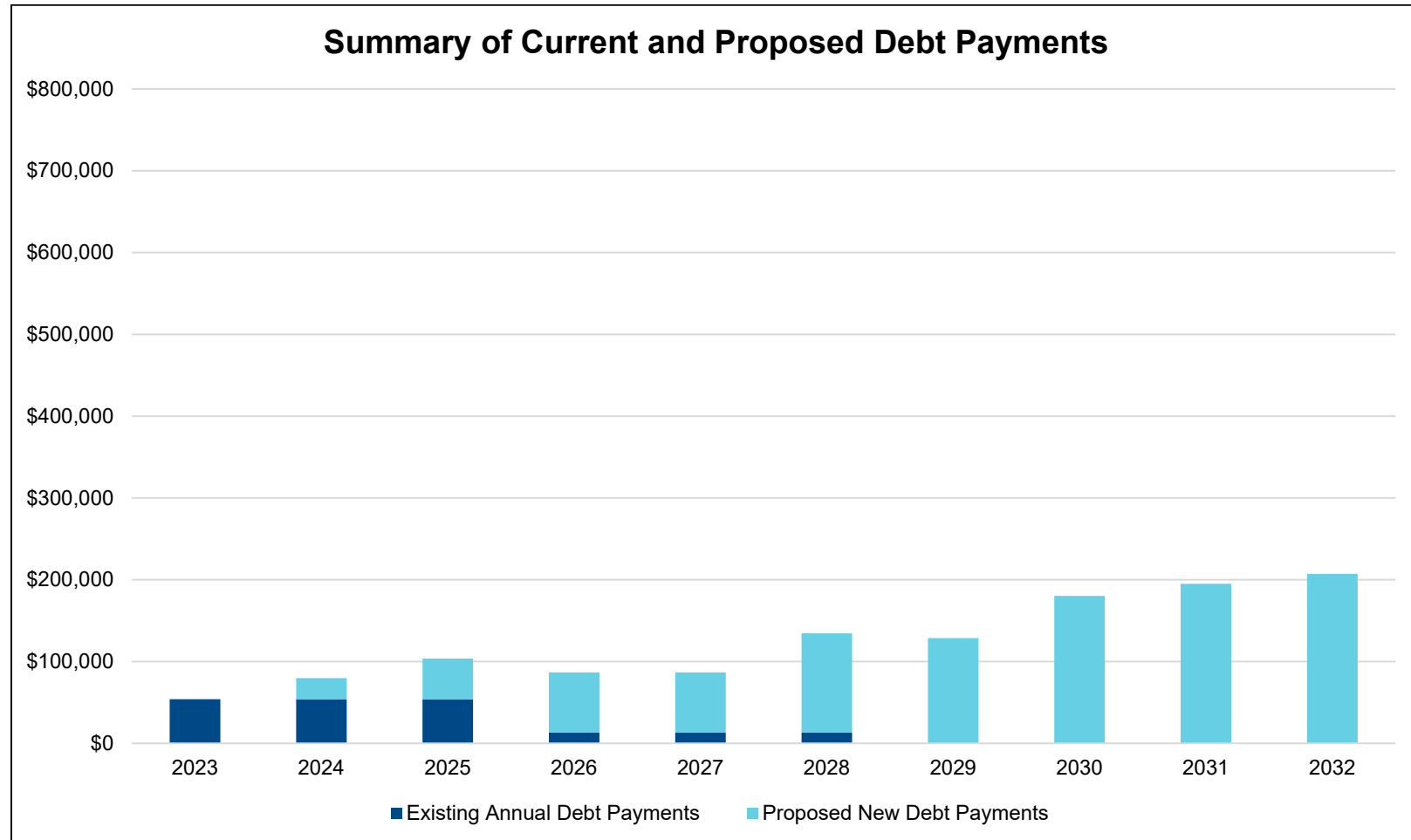


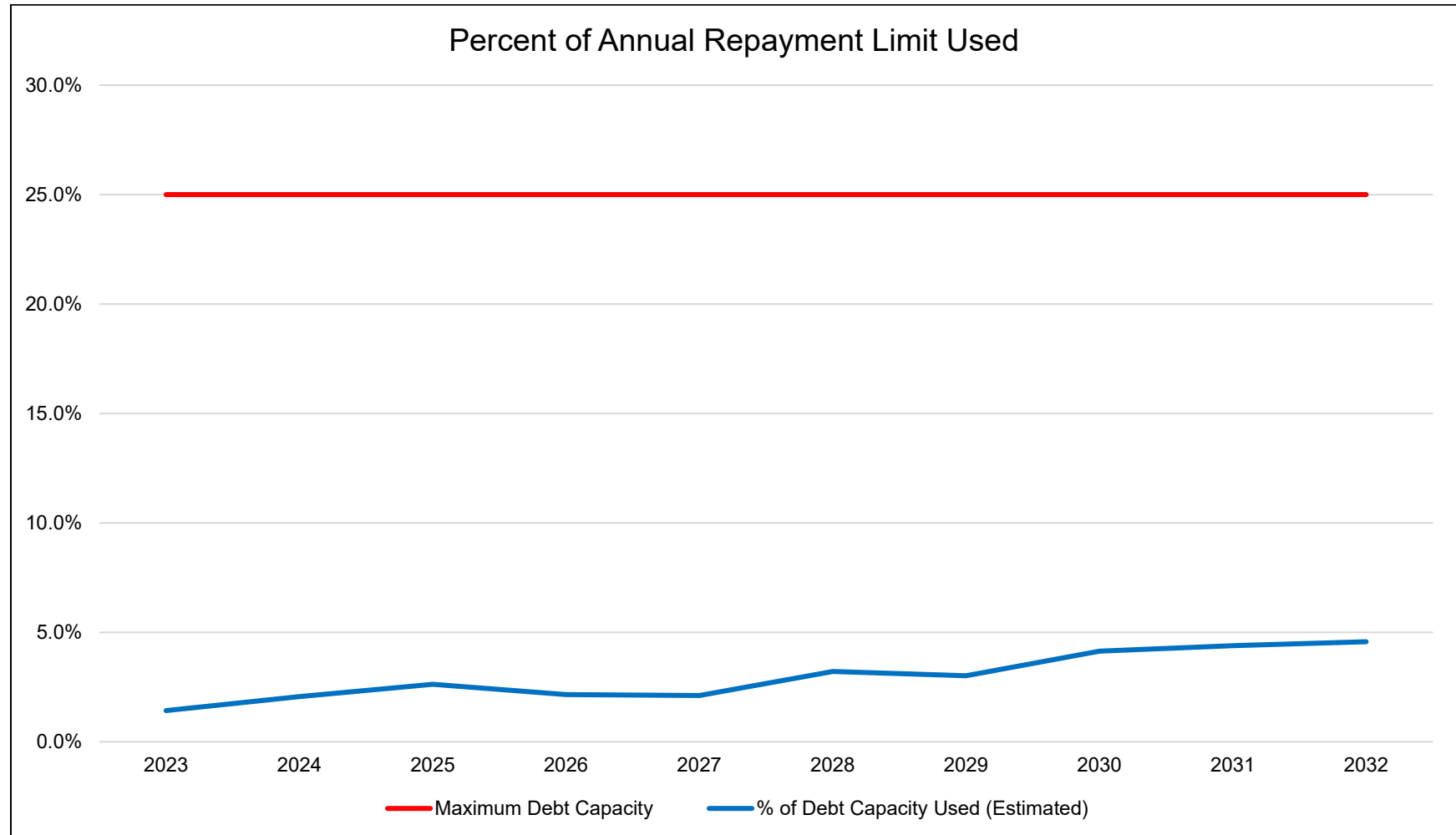
Figure 5.3: Percent of Annual Repayment Limit Used

Figure 5.2 and Figure 5.3 above show that current and projected debt requirements are well within the annual debt capacity limits of 25% of Township revenues, reaching a maximum level of 4.6% of revenues in 2032. Future debt payments have been estimated assuming an interest rate of 4.0% over a 20 year term.

Reserve Funding (Core Infrastructure Only)

With reserve funding becoming a primary source of funding within this financing strategy, a recommended phased-in approach to increasing contributions to reserves is provided. Table 5.5 below outlines the actual transfer amounts for 2022 (totalling \$10,000) with a recommended plan to increase those transfers to reach \$638,336 by 2032. This combined with anticipated grant funding and transfers from operations allows the Township to reach an annual asset capital investment amount of \$1,398,120 by 2032. This represents 100% of the optimal annual asset investment amount in 2032.

This analysis will have to be updated once other non-core assets have been included in this asset management plan.

It is recommended that the existing "Road Reserve" be used to fund core infrastructure capital needs.

Operating Budget Funding

As discussed earlier in this chapter, the recommended financing strategy assumes that \$551,700 will be available annually from the operating budget to fund core infrastructure capital needs.

From a levels of service perspective, many recommendations outlined in Section 3.0 are already implemented by the Township. Section 4 of Appendix C to this report outlines that minor adjustments are needed to the Township's operating budget to account for any further levels of service impacts that are not currently funded.

If debt financing was needed to fund the recommended financing strategy, this would also have an impact on the Township's operating budget going forward. It has also been assumed that when existing debt payments are complete, the budget space created will be used to either fund new debt or to increase transfers to reserves. This is outlined in Appendix C and summarized below in Table 5.6.

Table 5.5: Contributions to Reserves

Funding Type (Core Infrastructure)	Actual	Forecast									
	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Contribution to Road Reserve	-	58,300	117,763	178,414	240,279	303,381	367,746	433,397	500,362	568,666	638,336
Contribution to Enviro. Rehabilitation Reserve	10,000	-	-	-	-	-	-	-	-	-	-
Total	10,000	58,300	117,763	178,414	240,279	303,381	367,746	433,397	500,362	568,666	638,336
Transfer from Operations (Core Infrastructure)	371,963	551,700	551,700	551,700	551,700	551,700	551,700	551,700	551,700	551,700	551,700
Canada Community Building Fund (Gas Tax)	95,399	99,547	99,547	99,547	99,547	99,547	99,547	99,547	99,547	99,547	99,547
OCIF Funding	108,537	108,537	108,537	108,537	108,537	108,537	108,537	108,537	108,537	108,537	108,537
Total Asset Investment	585,899	818,084	877,547	938,198	1,000,063	1,063,165	1,127,530	1,193,181	1,260,146	1,328,450	1,398,120

Table 5.6: Increase in Funding Summary

Increase in Funding	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Increase (Decrease) in Transfers to Reserves	48,300	59,463	60,652	61,865	63,102	64,364	65,652	66,965	68,304	69,670
Increase (Decrease) in Operating - LOS	40,370	7,007	7,147	7,292	7,435	7,586	7,737	7,890	8,051	8,209
Increase (Decrease) in Operating - Debt	-	25,750	3,910	(16,998)	-	47,830	(5,697)	51,510	14,720	12,140
Total Impact on Annual Tax Supported Budget	88,670	92,220	91,708	52,159	70,538	119,780	67,692	126,365	91,074	90,019
Estimated Taxation Impact (1% in 2023 = \$29,148)	3.04%	3.10%	3.02%	1.69%	2.24%	3.72%	2.06%	3.77%	2.67%	2.58%

Table 5.6 above outlines the total annual increase in funding recommended from 2023 to 2032. These increases can be incorporated through:

- a) Finding efficiencies in the annual budget.
- b) Increase in external funding (i.e., grants or third party contributions).
- c) Allocations of annual surpluses to capital reserves (if available).
- d) Recommending budget (taxation) increases.

As shown in Table 5.6, if taxation increases are required each year to allow for the total recommended increases in funding (i.e., items a, b, and c above are not available), an increase in taxation would be required annually, ranging from 3.77% to 1.69%.

Funding Gap

Figure 5.4 below provides an overall summary of the recommended annual investment levels (shown in orange and gray) as well as the funding gap (shown in yellow). The funding recommendations outlined in this chapter ensure the funding gap is eliminated (for core infrastructure only) by 2032.

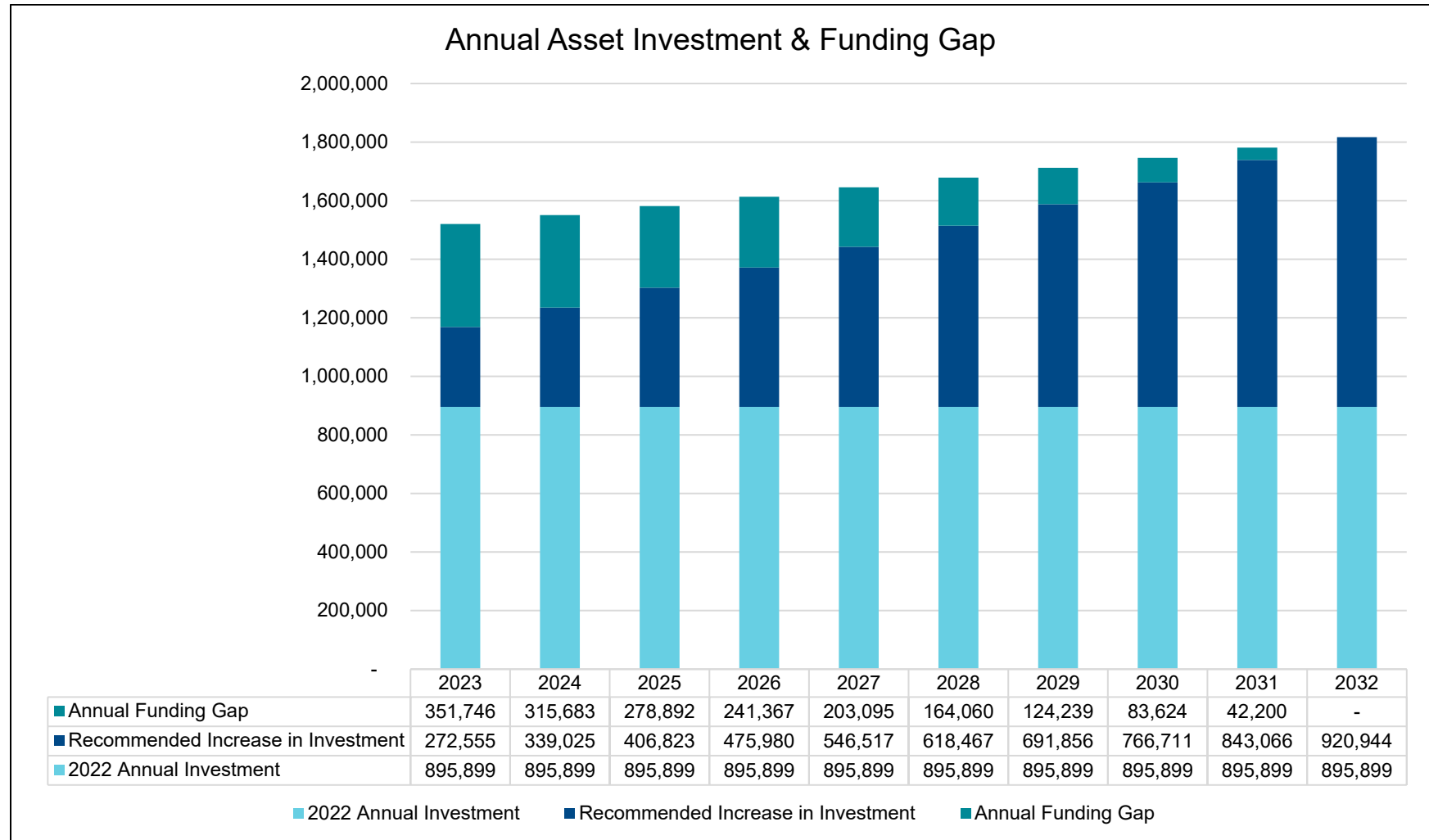
Figure 5.4: Annual Asset Investment & Funding Gap

Figure 5.4 is also provided in Appendix C to this report, along with detailed figures to support the calculations.

5.5 Summary of Financing Strategy Recommendations

The following represents a list of financing strategy recommendations:

1. Use the “Roads Reserve” to fund core infrastructure capital needs.
2. Use capital reserves as the primary source of asset investment annually. Funds should flow from the operating budget to these reserves, which are then used to fund capital projects.
3. Ensure a minimum of \$551,700 is available from the annual operating budget to fund core-infrastructure capital needs.
4. Increase asset management funding annually as outlined in Table 5.6: Increase in Funding Summary
5. Transfer any annual Township surpluses to capital reserves annually.
6. Dedicate any budget savings from the elimination of debt payments to funding asset management needs (i.e., either new debt or transfers to reserves).
7. Update this financing strategy to account for other non-core infrastructure assets.

6.0 Recommendations

The following recommendations have been provided for the Township of Melancthon's consideration:

- that this Asset Management Plan be received and approved by the Township of Melancthon Council; and,
- that consideration of this Asset Management Plan be given as part of the annual budgeting process to ensure sufficient capital funds are available to fund capital requirements over the 10-year period.

The current level of funding for asset replacement and renewal at the Township will not sufficiently fund required capital needs or close the infrastructure funding gap. As such, it is recommended that the following be considered:

- That the "levels of service" strategies discussed in this report be approved;
- The Township use the "Roads Reserve" to fund core infrastructure capital needs;
- The Township use capital reserves as the primary source of asset investment annually. Funds should flow from the operating budget to these reserves, which are then used to fund capital projects;
- The Township ensure a minimum of \$551,700 is available from the annual operating budget to fund core-infrastructure capital needs;
- The Township increase asset management funding as outlined in Table 5.6;
- The Township transfer annual surpluses to capital reserves;
- The Township dedicate any budget savings from the elimination of debt payments to funding asset management needs (i.e., Either new debt or transfers to reserves);
- The Township update the financing strategy to account for other non-core as well as any road base replacement needs in the future;
- That this Asset Management Plan be updated as per the Municipality's Asset Management Strategy Policy; and,
- The Township consider the capital priorities identified within this report when applying for future grants or deciding on how to utilize Gas Tax, OCIF funding, and/or other funding that becomes available.

2022 Asset Management Plan (Core Assets)
July 7, 2022

Substantial investment in asset capital needs will be required over the 10 year forecast period and beyond. Through the recommendations provided above, proactive steps will be made to increase capital investment, as well as reduce the annual infrastructure funding gap for the Township's core assets. Enhanced maintenance plans will assist in maintaining adequate asset conditions, mitigate asset risk as well as potentially defer capital needs within the forecast period. In addition, the Township of Melancthon is recommended to pursue all available capital grants wherever possible to further reduce the infrastructure funding gap.

Through the creation of this plan, the Township has been provided with Excel spreadsheets in which amendments and revisions can be made as needed by the Township. It is anticipated that this plan adopted by the Township of Melancthon Council will be monitored and updated frequently as part of the budget process, with refinements and specific recommendations being provided with respect to the priority of each individual project.



BURNSIDE

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Appendix A

Municipality Asset Inventory & Asset Management Plan Assumptions

APPENDIX A: Asset Management Plan Assumptions

The following assumptions were made and applied during the creation of the Township of Melancthon's asset management plan.

1. State of Local Infrastructure

- a) All replacement costs were estimates based on current 2020/21 pricing;
- b) Historic Costs of assets that were added to the Township's asset inventory and did not have a historic cost identified made use of deflation tables from estimated current 2021 costs back to the installation date of the asset. Indexes were using Non-Residential Building Construction Price Index (NRBCPI);
- c) Amortization of assets was using the Township's PSAB 1350 data tables where possible but assets that were added to the Township's asset inventory a straight line amortization was used;
- d) Useful life of an asset was provided by the Township, or reports provided to the Township by engineering consultants;
- e) Condition was extracted from Township reports, from staff's understanding of the asset's relative condition, and finally via estimation from the asset's age; and
- f) Condition values were used to provide estimated remaining life to the assets.

2. Asset Management Strategy

- a) Capital inflation rate was assumed to be 2.0% annually.
- b) Operating budget inflation rate was assumed to be 2.0% annually.
- c) Regarding operating expenses included in the Township's current budget, it is assumed that they will increase at an operating inflation rate annually.

3. Financing Strategy

- a) Gas Tax and OCIF Formula Based Funding revenue have been identified as a funding source for the purposes of this analysis (i.e., for asset replacement purposes), and has been assumed to continue throughout the forecast period.
- b) Interest rate earned on a Capital Replacement Reserve Funds will be 1.0% annually.

Agency ID	Road Name	From	To	Classification	Surface Material	Boundary Rd	Length (m)	Width (m)	Road Area (m2)	Install Year	Useful Life based on Road Study	Remaining Useful Life (calculation)	Age
							249,587		1,639,493		20	8	17
1491	15th Side Road	Main Street (Hornings Mills)	End of Asphalt	Rural	Asphalt	0	691	6.7	4,630	2013	25	17	8
176	15TH SIDEROAD	3RD LINE OS	CTY RD 124	Rural	Asphalt	0	1,142	6.7	7,649	1986	25	0	35
194	15TH SIDEROAD	CTY RD 124	MAIN ST	Rural	Asphalt	0	227	6.7	1,523	1983	25	0	38
1345	20TH SIDEROAD	3RD LINE OS	CTY RD 124	Rural	Asphalt	0	1,378	6.7	9,231	2010	25	14	11
31	260 SIDEROAD	7TH LINE SW	4TH LINE SW	Rural	Asphalt	0	2,013	6.7	13,486	1983	25	0	38
32	260 SIDEROAD	4TH LINE SW	2ND LINE SW	Rural	Asphalt	0	2,228	6.7	14,928	1983	25	0	38
1662	260 SR	2nd Line SW	Gierson St	Rural	Asphalt	0	1,526	6.7	10,224	2021	25	25	0
81	2ND LINE SW	260 SDRD	250 SDRD	Rural	Asphalt	0	2,054	6.7	13,764	1983	25	0	38
117	2ND LINE SW	280 Sideroad	270 Sideroad	Rural	Asphalt	0	1,611	6.7	10,790	2006	25	10	15
1278	2ND LINE SW	CTY RD 17	280 SDRD	Rural	Asphalt	0	2,051	6.7	13,744	2009	25	13	12
1279	2ND LINE SW	280 Sideroad	270 Sideroad	Rural	Asphalt	0	418	6.7	2,802	2009	25	13	12
1351	2ND LINE SW	300 SDRD	County Rd 17	Rural	Asphalt	0	1,981	6.7	13,273	2011	25	15	10
1509	2nd Line SW	270 SR	260 SR	Rural	Asphalt	0	2,045	6.7	13,698	2014	25	18	7
1633	2nd Line SW	Hwy 89	300 SR	Rural	Asphalt	0	1,800	6.7	12,060	2020	25	24	1
1634	2nd Line SW	250 SR	Proton W Back Line	Rural	Asphalt	0	2,350	6.7	15,745	2020	25	24	1
93	3RD LINE	5 SR	2 KM N OF 5TH SIDEROAD	Rural	Asphalt	0	2,011	6.7	13,470	2007	25	11	14
96	3RD LINE	CTY RD 17	15 SR	Rural	Asphalt	0	3,052	6.7	20,448	2008	25	12	13
102	3RD LINE	1.5 KM SOUTH OF 20TH SIDEROAD	20TH SIDEROAD	Rural	Asphalt	0	3,045	6.7	20,401	1983	25	0	38
544	3RD LINE	2 KM N OF 5TH SIDEROAD	CTY RD 17	Rural	Asphalt	0	1,048	6.7	7,025	2008	25	12	13
1467	3rd Line	15th Sideroad	1.5km S of 20th Sideroad	Rural	Asphalt	0	1,523	6.7	10,201	1983	25	0	38
1490	3rd Line Old Survey	20th Side Road	County Road 21	Rural	Asphalt	0	3,055	6.7	20,469	2013	25	17	8
1507	3rd Line OS	Highway 10	5th SR	Rural	Asphalt	0	1,650	6.7	11,058	2014	25	18	7
65	4TH LINE NE	5TH LINE OS	CTY RD 21	Rural	Asphalt	0	3,937	6.7	26,379	2007	25	11	14
72	4TH LINE NE	240 SDRD	RD 9 AND CTY RD 2	Rural	Asphalt	0	2,048	6.7	13,720	1983	25	0	38
95	4TH LINE OS	CTY RD 17	North Strada Entrance	Rural	Asphalt	0	1,584	6.7	10,613	1983	25	0	38
1274	4TH LINE OS	Railway Tracks	HWY 10	Rural	Asphalt	0	956	6.7	6,406	2009	25	13	12
1494	4th Line OS	5th Side Road	County Road 17	Rural	Asphalt	0	3,038	6.7	20,355	2013	25	17	8
1495	4th Line OS	Highway 10	5th Side Road	Rural	Asphalt	0	713	6.7	4,777	2013	25	17	8
206	5TH SIDEROAD	CTY RD 124	TL	Rural	Asphalt	0	1,250	8	9,998	1983	25	0	38
207	5TH SIDEROAD	3RD LINE OS	CTY RD 124	Rural	Asphalt	0	1,488	6.7	9,968	1983	25	0	38
1489	7th Line South West	270 Side Road	260 Side Road	Rural	Asphalt	0	2,048	6.7	13,722	2013	25	17	8
111	7TH LINE SW	280 SDRD	270 SDRD	Rural	Asphalt	0	2,033	6.7	13,624	1983	25	0	38
142	7TH LINE SW	CTY RD 17	280 SDRD	Rural	Asphalt	0	2,040	6.7	13,666	1983	25	0	38
143	7TH LINE SW	HWY 89	CTY RD 17	Rural	Asphalt	0	853	6.7	5,714	1983	25	0	38
186	ADDESON	GEORGE	LLOYD	Semi-Urban	Asphalt	0	155	5	775	1983	25	0	38
201	CHARLES ST W	MAIN	END OF ROAD	Semi-Urban	Asphalt	0	141	6.7	947	1983	25	0	38

Agency ID	Road Name	From	To	Classification	Surface Material	Boundary Rd	Length (m)	Width (m)	Road Area (m2)	Install Year	Useful Life based on Road Study	Remaining Useful Life (calculation)	Age
1667	Church St	Main St Horning's Mills	End	Semi-Urban	Asphalt	0	242	6.7	1,621	2021	25	25	0
182	FIELDWAY	MAIN	END OF ROAD	Semi-Urban	Asphalt	0	800	6.7	5,363	1983	25	0	38
188	GEORGE	ADDESON	MAIN	Semi-Urban	Asphalt	0	114	5	568	1983	25	0	38
185	HIGH	MAIN	William	Semi-Urban	Asphalt	0	170	6.7	1,141	1983	25	0	38
205	HUNTER	CTY ROAD 124	END OF ROAD	Semi-Urban	Asphalt	0	291	6.7	1,947	1983	25	0	38
187	LLOYD	ADDESON	MAIN	Semi-Urban	Asphalt	0	110	5	551	1983	25	0	38
1663	Main St Corbetton	Grierson St	Manitoba St	Urban	Asphalt	0	159	6.7	1,065	2021	25	25	0
1664	Main St Corbetton	Manitoba St	Cedar St	Urban	Asphalt	0	74	6.7	496	2021	25	25	0
1665	Main St Corbetton	Cedar St	Shook St	Urban	Asphalt	0	153	6.7	1,025	2021	25	25	0
1666	Main St Corbetton	Shook St	Highway 10	Rural	Asphalt	0	418	6.7	2,801	2021	25	25	0
183	MAIN St Hornings Mills	15 SR	CTY RD 124	Rural	Asphalt	0	366	6.7	2,449	1983	25	0	38
193	MAIN St Hornings Mills	MILL LANE	15 SR	Rural	Asphalt	0	335	6.7	2,246	1983	25	0	38
1310	MAIN St Hornings Mills	MILL ST	CHURCH ST	Urban	Asphalt	0	214	6.7	1,434	2009	25	13	12
1311	MAIN St Hornings Mills	HIGH ST	MILL ST	Urban	Asphalt	0	120	6.7	803	2009	25	13	12
1312	MAIN St Hornings Mills	CHURCH ST	CHARLES ST W	Urban	Asphalt	0	153	6.7	1,024	2009	25	13	12
1313	MAIN St Hornings Mills	CHARLES ST W	GEORGE	Urban	Asphalt	0	126	6.7	847	2009	25	13	12
1314	MAIN St Hornings Mills	GEORGE ST	TO LLOYD ST	Urban	Asphalt	0	212	6.7	1,419	2009	25	13	12
1315	MAIN St Hornings Mills	FIELDWAY CRT	HIGH ST	Semi-Urban	Asphalt	0	323	6.7	2,166	2009	25	13	12
1346	MAIN St Hornings Mills	OLDFIELD CRT	FIELDWAY CRT	Semi-Urban	Asphalt	0	277	6.7	1,855	2010	25	14	11
1347	MAIN St Hornings Mills	CTY RD 124	OLDFIELD CRT	Semi-Urban	Asphalt	0	692	6.7	4,639	2010	25	14	11
195	MILL Lane	MAIN	END OF ROAD	Rural	Asphalt	0	655	6.7	4,387	1983	25	0	38
196	MILL St	MAIN	WILLIAM	Semi-Urban	Asphalt	0	95	6.7	637	1983	25	0	38
184	OLDFIELD	MAIN	END OF ROAD	Semi-Urban	Asphalt	0	643	6.7	4,310	1983	25	0	38
189	RIVER	Mulmur-Melancthon Townline	WILLIAM	Rural	Asphalt	0	1,401	6.7	9,390	1983	25	0	38
181	WILLIAM	HIGH	MILL St. / River Road	Semi-Urban	Asphalt	0	120	6.7	803	1983	25	0	38
1485	10 Line North East	240 Side Road	Osprey / Melancthon Townline	Rural	Gravel	0	856	7	5,992				
1625	10th Line NE	5th Line OS	240 SR	Rural	Gravel	0	859	7	6,013				
1448	10TH LINE SW	280 SDRD	RD ALLOW	Rural	Gravel	0	706	5	3,528				
1577	15TH SIDEROAD	Bridge 2009 east	Townline	Rural	Gravel	0	684	8	5,472				
1621	15TH SIDEROAD	5TH LINE OS	4TH LINE OS	Rural	Gravel	0	1,422	7.5	10,665				
1622	15th Sideroad	4th Line OS	3rd Line OS	Rural	Gravel	0	1,451	7.5	10,883				
1619	20TH SIDEROAD	5TH LINE OS	4TH LINE OS	Rural	Gravel	0	1,431	8	11,448				
1620	20TH SIDEROAD	County Rd 124	Townline	Rural	Gravel	0	1,368	7.5	10,260				
1618	20TH SR	4TH LINE OS	3RD LINE OS	Rural	Gravel	0	1,426	8	11,407				
1542	220 SIDEROAD	HWY 10	2ND LINE NE	Rural	Gravel	0	1,527	6	9,162				
1626	220 SR	2nd Line NE	Cty Rd 2	Rural	Gravel	0	2,046	6	12,276				
1647	220 SR	County Rd 2	Melancthon / Osprey TL	Rural	Gravel	0	1,366	6	8,196				
1458	240 SIDEROAD	8TH LINE NE	10TH LINE NE	Rural	Gravel	0	2,050	6.5	13,326				

Agency ID	Road Name	From	To	Classification	Surface Material	Boundary Rd	Length (m)	Width (m)	Road Area (m2)	Install Year	Useful Life based on Road Study	Remaining Useful Life (calculation)	Age
1543	240 SIDEROAD	HWY 10	2ND LINE NE	Rural	Gravel	0	1,521	6.5	9,887				
1544	240 SIDEROAD	4TH LINE NE	6TH LINE NE	Rural	Gravel	0	2,030	6.5	13,195				
1602	240 SIDEROAD	2ND LINE NE	4TH LINE NE	Rural	Gravel	0	2,046	6.5	13,299				
1523	240 SR	6th Line NE	8th Line NE	Rural	Gravel	0	2,039	6.5	13,254				
1627	240 SR	10th Line NE	5th Line OS	Rural	Gravel	0	739	6.5	4,804				
55	250 SIDEROAD	8TH LINE NE	5TH LINE OS	Rural	Gravel	0	1,042	3	3,127				
1204	250 SIDEROAD	2ND LINE NE	1.7 KM NE OF 2nd LINE NE	Rural	Gravel	0	1,718	7	12,029				
1228	250 SIDEROAD	4TH LINE SW	END OF ROAD	Rural	Gravel	0	303	5.7	1,727				
1233	250 SIDEROAD	HWY 10	2ND LINE NE	Rural	Gravel	0	1,629	4	6,518				
1459	250 SIDEROAD	4TH LINE NE	1.7 KM NE of 2nd LINE NE	Rural	Gravel	0	325	6	1,950				
1460	250 SIDEROAD	4TH LINE SW	2ND LINE SW	Rural	Gravel	0	2,223	6.7	14,897				
1461	250 SIDEROAD	2ND LINE SW	HWY 10	Rural	Gravel	0	2,340	5.7	13,336				
1514	250th SR	4th Line NE	6th Line NE	Rural	Gravel	0	2,022	7	14,154				
1611	260 SIDEROAD	MELANCTHON-PROTON TL	7TH LINE SW	Rural	Gravel	0	1,477	5.7	8,421				
86	270 SIDEROAD	5th LINE	END	Rural	Gravel	0	477	6.5	3,098				
134	270 SIDEROAD	MELANCTHON-PROTON TL	8TH LINE SW	Rural	Gravel	0	1,179	3.5	4,127				
1216	270 SIDEROAD	4TH LINE SW	2ND LINE SW	Rural	Gravel	0	2,235	5	11,176				
1251	270 SIDEROAD	7TH LINE SW	4TH LINE SW	Rural	Gravel	0	2,023	5	10,117				
1462	270 SIDEROAD	RD ALLOW W OF HWY 10	HWY 10	Rural	Gravel	0	883	6.5	5,741				
1545	270 SIDEROAD	HWY 10	2ND LINE NE	Rural	Gravel	0	1,746	7	12,222				
1546	270 SIDEROAD	2ND LINE NE	RD ALLOWANCE	Rural	Gravel	0	1,417	10	14,170				
1644	270 SR	8th Line SW	7th Line SW	Rural	Gravel	0	2,116	4.5	9,522				
1215	280 SIDEROAD	2ND LINE SW	HWY 10	Rural	Gravel	0	2,203	4	8,812				
1272	280 SIDEROAD	END	4TH LINE SW	Rural	Gravel	0	480	3.8	1,824				
1273	280 SIDEROAD	4TH LINE SW	END	Rural	Gravel	0	310	3.88	1,203				
1463	280 SIDEROAD	HWY 89	10TH LINE SW	Rural	Gravel	0	573	5	2,867				
1464	280 SIDEROAD	.76 KM NE OF 10TH LINE	8TH LINE SW	Rural	Gravel	0	1,302	5	6,510				
1465	280 SIDEROAD	10TH LINE SW	.76 KM NE OF 10TH LINE	Rural	Gravel	0	761	5	3,804				
1612	280 SR	Highway 10	2nd Line NE	Rural	Gravel	0	1,753	8	14,024				
1648	280 SR	2nd Line NE	5th Line OS	Rural	Gravel	0	1,913	8	15,304				
1435	2ND LINE NE	250 SR SW	250 SR NE	Rural	Gravel	0	202	8	1,618				
1436	2ND LINE NE	CTY RD 21	250 SDRD	Rural	Gravel	0	1,429	8	11,436				
1437	2ND LINE NE	250 SR NE	240 SR NE	Rural	Gravel	0	2,448	8	19,581				
1438	2ND LINE NE	240 SR NE	CTY RD 9	Rural	Gravel	0	2,041	8	16,328				
1516	2nd Line NE	280 SR	270 SR	Rural	Gravel	0	2,051	8	16,408				
1517	2nd Line NE	270 SR	County Rd 21	Rural	Gravel	0	2,042	8	16,336				
1650	2nd Line NE	County Rd 9	220 SR	Rural	Gravel	0	2,054	6.7	13,762				
1651	2nd Line NE	220 SR	Melancthon / Osprey TL	Rural	Gravel	0	2,337	6.7	15,658				

Agency ID	Road Name	From	To	Classification	Surface Material	Boundary Rd	Length (m)	Width (m)	Road Area (m2)	Install Year	Useful Life based on Road Study	Remaining Useful Life (calculation)	Age
1653	2nd Line NE	County Rd 17	280 SR	Rural	Gravel	0	2,046	8.2	16,777				
1248	300 SIDEROAD	4TH LINE NE	1.8 KM NE OF 4TH LINE SW	Rural	Gravel	0	1,787	4	7,147				
1476	30th Side Road	3rd Line Old Survey	4th Line Old Survey	Rural	Gravel	0	1,457	6.5	9,471				
1477	30th Side Road	County Road 124	3rd Line Old Survey	Rural	Gravel	0	1,384	6.5	8,996				
1478	30th Side Road	Mulmur / Melancthon Townline	County Road 124	Rural	Gravel	0	1,384	7	9,688				
1328	30TH SIDEROAD	5TH LINE OS	4TH LINE OS	Rural	Gravel	0	1,434	6.5	9,320				
1607	30th SR	3rd Line OS	4th Line OS	Rural	Gravel	0	1,457	6.5	9,471				
1617	3rd Line OS	County Rd 21	30th SR	Rural	Gravel	0	3,065	8	24,520				
1585	4th Line NE	County Rd 21	Townline	Rural	Gravel	0	331	4	1,324				
1594	4TH LINE NE	250 SR	240 SR	Rural	Gravel	0	2,447	6.7	16,394				
1595	4TH LINE NE	CTY RD 21	250 SR	Rural	Gravel	0	1,634	6.7	10,948				
1596	4TH LINE NE	240 SR	1 KM north of 240 SR	Rural	Gravel	0	1,000	6.7	6,700				
1449	4TH LINE OS	15 SR	20 SR	Rural	Gravel	0	3,050	8	24,403				
1580	4TH LINE OS	Highway 89	Railway tracks	Rural	Gravel	Yes	1,265	6.7	8,476				
1581	4th Line OS	30th SR	County Rd 21	Rural	Gravel	0	3,054	6.5	19,851				
1582	4th Line OS	Townline	30th SR	Rural	Gravel	0	1,105	6.5	7,183				
1628	4th Line OS	Cty Rd 21	20 SR	Rural	Gravel	0	3,055	6.5	19,858				
1652	4th Line OS	Strada North Entrance	15 SR	Rural	Gravel	0	1,406	6.7	9,420				
1442	4TH LINE SW	CTY RD 17	280 SR	Rural	Gravel	0	2,042	5.7	11,639				
1499	4th Line SW	Highway 89	280 Side Road	Rural	Gravel	0	270	5.7	1,539				
1547	4TH LINE SW	260 SDRD	250 SDRD	Rural	Gravel	0	2,058	5.7	11,731				
1548	4TH LINE SW	250 SDRD	PROTON W BASE LINE	Rural	Gravel	0	3,268	5.7	18,628				
1578	4th Line SW	280 SR	270 SR	Rural	Gravel	0	2,026	5.7	11,548				
1616	4TH LINE SW	270 SDRD	260 SDRD	Rural	Gravel	0	2,046	5.7	11,660				
1641	4th Line SW	300 SR	CTY RD 17	Rural	Gravel	0	1,980	7.5	14,850				
1482	5th Line Old Survey	Highway 89	Highway 10	Rural	Gravel	0	2,892	4.5	13,014				
1452	5TH LINE OS	30th SR	County Rd 21	Rural	Gravel	0	3,102	8	24,816				
1519	5th Line OS	30th SR OS	240 SR NE	Rural	Gravel	0	816	8	6,528				
1520	5th Line OS	240 SR NE	County Rd 9	Rural	Gravel	0	351	8	2,808				
1629	5th Line OS	Highway 10	Cty Rd 17	Rural	Gravel	0	2,603	7	18,221				
1655	5th Line OS	County Rd 17	280 SR	Rural	Gravel	0	2,293	7	16,051				
1656	5th Line OS	280 SR	4th Line NE	Rural	Gravel	0	205	6.7	1,374				
1657	5th Line OS	4th Line NE	15 SR	Rural	Gravel	0	570	6.7	3,819				
1658	5th Line OS	15 SR	270 SR	Rural	Gravel	0	1,930	6.7	12,931				
1659	5th Line OS	270 SR	6th Line NE	Rural	Gravel	0	654	6.7	4,382				
1660	5th Line OS	6th Line NE	20 SR	Rural	Gravel	0	466	6.7	3,122				
1661	5th Line OS	20 SR	County Rd 21	Rural	Gravel	0	1,577	6.7	10,566				

Agency ID	Road Name	From	To	Classification	Surface Material	Boundary Rd	Length (m)	Width (m)	Road Area (m2)	Install Year	Useful Life based on Road Study	Remaining Useful Life (calculation)	Age
154	5TH SIDEROAD	.47 KM HIGHWAY 10	4TH LINE OS	Rural	Gravel	0	880	4.5	3,961				
1269	5TH SIDEROAD	HIGHWAY 10	END	Rural	Gravel	0	476	6	2,855				
1606	5TH SIDEROAD	4TH LINE OS	3RD LINE OS	Rural	Gravel	0	1,455	6.5	9,458				
1615	6TH LINE NE	CTY RD 9 T	MELANCTHON-OSPREY TL	Rural	Gravel	0	1,604	6.5	10,428				
1630	6th Line NE	5th Line OS	Cty Rd 21	Rural	Gravel	0	1,552	6.5	10,088				
1645	6th Line NE	240 SR	County Rd 9	Rural	Gravel	0	2,049	6.5	13,319				
1646	6th Line NE	250 SR	240 SR	Rural	Gravel	0	2,449	6.5	15,919				
1642	7th Line SW	260 SR	Southgate TL	Rural	Gravel	0	1,461	5.7	8,328				
1511	8th Line NE	240 SR NE	County Rd 9	Rural	Gravel	0	2,040	6	12,240				
1603	8TH LINE NE	CTY RD 9 T	MELANCTHON-OSPREY TL	Rural	Gravel	0	228	6.5	1,482				
1613	8TH LINE NE	CTY RD 21 5TH LINE JO	250 SR NE	Rural	Gravel	0	1,219	6	7,315				
1614	8TH LINE NE	250 SDRD	240 SR	Rural	Gravel	0	2,033	6	12,197				
1446	8TH LINE SW	280 SDRD	270 SDRD	Rural	Gravel	0	1,906	5.7	10,864				
1512	8th Line SW	Highway 89	280 SR SW	Rural	Gravel	0	1,665	5.7	9,491				
1605	8TH LINE SW	270 SR (south)	MELANCTHON-PROTON TL	Rural	Gravel	0	1,520	6.7	10,184				
536	CEDAR	MAIN	END	Rural	Gravel	0	54	5	272				
543	HUNTER	CTY ROAD 124	END OF ROAD	Rural	Gravel	0	232	8	1,859				
1207	MANITOBA ST & Argyle St	MAIN ST	END	Rural	Gravel	0	220	6.7	1,476				
1624	MELANCTHON - Mulmur TL	15 SR	20 SR	Rural	Gravel	Yes	3,051	7	21,357				
1631	Melancthon / Mulmur TL	20 SR	Cty Rd 21	Rural	Gravel	Yes	3,052	8	24,416				
1480	Melancthon / Mulmur Townline	County Road 21	30th Side Road	Rural	Gravel	Yes	3,061	7.5	22,958				
1649	Melancthon / Osprey TL	6th Line NE	8th Line NE	Rural	Gravel	Yes	2,455	7	17,185				
1522	Melancthon / Southgate TL	8th Line SW	260 SR	Rural	Gravel	Yes	877	7	6,139				
1643	Melancthon / Southgate TL	Southgate 8 SR	8th Line SW	Rural	Gravel	Yes	476	7	3,332				
169	MELANCTHON-NOTTAWASAGA TL	CTY RD 124	1 KM E OF CTY RD 124	Rural	Gravel	Yes	1,037	5	5,183				
546	MELANCTHON-NOTTAWASAGA TL	1 KM E OF CTY RD 124	TL	Rural	Gravel	Yes	582	4	2,329				
1264	MELANCTHON-OSPREY TL	8TH LINE NE	CTY RD 9	Rural	Gravel	Yes	428	5	2,138				
1623	MELANCTHON-OSPREY TOWNLINE	220 SR	6TH LINE NE	Rural	Gravel	Yes	814	5	4,070				
1197	MELANCTHON-PROTON TL	270 SDRD	8th Line SW	Rural	Gravel	Yes	1,818	7	12,726				
1271	MELANCTHON-PROTON TL	CONCESSION ROAD 2	270 SDRD	Rural	Gravel	Yes	681	4.5	3,065				
179	MULMUR-MELANCTHON TL	RIVER ROAD	END OF ROAD	Rural	Gravel	Yes	536	3.5	1,875				
109	SHOOK	MAIN	END	Rural	Gravel	0	96	7	673				

Agency ID	Road Name	From	To	Historic Cost	2021 Accumulated Amortization System	2021 Net Book Value System	2022 Replacement Cost/Section	Cost per Linear m	Condition Based On Age	Condition from Study 2020	Condition Used for Analysis
				\$ 6,229,489	\$ 3,285,721	\$2,943,769	\$10,252,696				7.8
1491	15th Side Road	Main Street (Hornings Mills)	End of Asphalt	\$ 2,877	\$ 2,302	\$575	\$82,920	\$120	0	6	6
176	15TH SIDEROAD	3RD LINE OS	CTY RD 124	\$ 32,893	\$ 32,893	\$0	\$136,990	\$120	0	8	8
194	15TH SIDEROAD	CTY RD 124	MAIN ST	\$ 5,704	\$ 5,704	\$0	\$27,269	\$120	0	10	10
1345	20TH SIDEROAD	3RD LINE OS	CTY RD 124	\$ 108,016	\$ 47,527	\$60,489	\$165,326	\$120	6	10	10
31	260 SIDEROAD	7TH LINE SW	4TH LINE SW	\$ 50,526	\$ 50,526	\$0	\$241,539	\$120	0	6	6
32	260 SIDEROAD	4TH LINE SW	2ND LINE SW	\$ 59,389	\$ 59,389	\$0	\$267,367	\$120	0	6	6
1662	260 SR	2nd Line SW	Gierson St	\$ 185,375	\$ -	\$185,375	\$183,120	\$120	10	6	6
81	2ND LINE SW	260 SDRD	250 SDRD	\$ 232,980	\$ 168,997	\$63,983	\$246,518	\$120	0	10	10
117	2ND LINE SW	280 Sideroad	270 Sideroad	\$ 218,774	\$ 77,719	\$141,056	\$193,261	\$120	4	10	10
1278	2ND LINE SW	CTY RD 17	280 SDRD	\$ 102,282	\$ 49,095	\$53,187	\$246,166	\$120	5	9	9
1279	2ND LINE SW	280 Sideroad	270 Sideroad	\$ 42,126	\$ 15,015	\$27,112	\$50,185	\$120	5	10	10
1351	2ND LINE SW	300 SDRD	County Rd 17	\$ 124,686	\$ 41,091	\$83,595	\$237,722	\$120	6	10	10
1509	2nd Line SW	270 SR	260 SR	\$ 106,576	\$ 14,921	\$91,655	\$245,340	\$120	7	10	10
1633	2nd Line SW	Hwy 89	300 SR	\$ 168,718	\$ 6,749	\$161,969	\$216,000	\$120	10	10	10
1634	2nd Line SW	250 SR	Proton W Back Line	\$ 192,994	\$ 7,720	\$185,274	\$282,000	\$120	10	10	10
93	3RD LINE	5 SR	2 KM N OF 5TH SIDEROAD	\$ 129,596	\$ 72,144	\$57,452	\$241,260	\$120	4	9	9
96	3RD LINE	CTY RD 17	15 SR	\$ 185,357	\$ 96,386	\$88,971	\$366,240	\$120	5	8	8
102	3RD LINE	1.5 KM SOUTH OF 20TH SIDEROAD	20TH SIDEROAD	\$ 38,218	\$ 38,218	\$0	\$365,397	\$120	0	8	8
544	3RD LINE	2 KM N OF 5TH SIDEROAD	CTY RD 17	\$ 72,286	\$ 37,589	\$34,697	\$125,819	\$120	5	9	9
1467	3rd Line	15th Sideroad	1.5km S of 20th Sideroad	\$ 38,218	\$ 38,218	\$0	\$182,700	\$120	0	8	8
1490	3rd Line Old Survey	20th Side Road	County Road 21	\$ 250,465	\$ 129,009	\$121,456	\$366,600	\$120	0	10	10
1507	3rd Line OS	Highway 10	5th SR	\$ 88,675	\$ 12,415	\$76,261	\$198,048	\$120	7	10	10
65	4TH LINE NE	5TH LINE OS	CTY RD 21	\$ 247,729	\$ 138,728	\$109,001	\$472,459	\$120	4	7	7
72	4TH LINE NE	240 SDRD	RD 9 AND CTY RD 2	\$ 103,240	\$ 103,240	\$0	\$245,730	\$120	0	10	10
95	4TH LINE OS	CTY RD 17	North Strada Entrance	\$ 76,595	\$ 76,595	\$0	\$190,080	\$120	0	8	8
1274	4TH LINE OS	Railway Tracks	HWY 10	\$ 35,440	\$ 17,011	\$18,429	\$114,742	\$120	5	9	9
1494	4th Line OS	5th Side Road	County Road 17	\$ 56,532	\$ 28,516	\$28,016	\$364,560	\$120	7	8	8
1495	4th Line OS	Highway 10	5th Side Road	\$ 70,911	\$ 33,038	\$37,873	\$85,560	\$120	7	10	10
206	5TH SIDEROAD	CTY RD 124	TL	\$ 40,965	\$ 40,965	\$0	\$149,969	\$120	0	6	6
207	5TH SIDEROAD	3RD LINE OS	CTY RD 124	\$ 57,602	\$ 52,963	\$4,638	\$178,537	\$120	0	9	9
1489	7th Line South West	270 Side Road	260 Side Road	\$ 5,395	\$ 4,316	\$1,079	\$245,760	\$120	0	6	6
111	7TH LINE SW	280 SDRD	270 SDRD	\$ 51,042	\$ 51,042	\$0	\$244,006	\$120	0	6	6
142	7TH LINE SW	CTY RD 17	280 SDRD	\$ 51,201	\$ 51,201	\$0	\$244,763	\$120	0	6	6
143	7TH LINE SW	HWY 89	CTY RD 17	\$ 21,408	\$ 21,408	\$0	\$102,340	\$120	0	6	6
186	ADDESON	GEORGE	LLOYD	\$ 2,904	\$ 2,904	\$0	\$18,603	\$120	0	8	8
201	CHARLES ST W	MAIN	END OF ROAD	\$ 3,549	\$ 3,549	\$0	\$16,964	\$120	0	10	10

Agency ID	Road Name	From	To	Historic Cost	2021 Accumulated Amortization System	2021 Net Book Value System	2022 Replacement Cost/Section	Cost per Linear m	Condition Based On Age	Condition from Study 2020	Condition Used for Analysis
1667	Church St	Main St Horning's Mills	End	\$ 69,098	\$ -	\$69,098	\$29,040	\$120	10	5	5
182	FIELDWAY	MAIN	END OF ROAD	\$ 20,094	\$ 20,094	\$0	\$96,058	\$120	0	9	9
188	GEORGE	ADDESON	MAIN	\$ 2,127	\$ 2,127	\$0	\$13,626	\$120	0	8	8
185	HIGH	MAIN	William	\$ 45,950	\$ 14,695	\$31,255	\$20,443	\$120	0	10	10
205	HUNTER	CTY ROAD 124	END OF ROAD	\$ 7,294	\$ 7,294	\$0	\$34,868	\$120	0	8	8
187	LLOYD	ADDESON	MAIN	\$ 2,066	\$ 2,066	\$0	\$13,236	\$120	0	8	8
1663	Main St Corbetton	Grierson St	Manitoba St	\$ 31,021	\$ -	\$31,021	\$19,080	\$120	10	9	9
1664	Main St Corbetton	Manitoba St	Cedar St	\$ 14,437	\$ -	\$14,437	\$8,880	\$120	10	9	9
1665	Main St Corbetton	Cedar St	Shook St	\$ 29,850	\$ -	\$29,850	\$18,360	\$120	10	9	9
1666	Main St Corbetton	Shook St	Highway 10	\$ 50,778	\$ -	\$50,778	\$50,160	\$120	10	9	9
183	MAIN St Hornings Mills	15 SR	CTY RD 124	\$ 9,175	\$ 9,175	\$0	\$43,863	\$120	0	10	10
193	MAIN St Hornings Mills	MILL LANE	15 SR	\$ 21,945	\$ 21,945	\$0	\$40,232	\$120	0	10	10
1310	MAIN St Hornings Mills	MILL ST	CHURCH ST	\$ 74,006	\$ 29,602	\$44,404	\$25,692	\$120	5	10	10
1311	MAIN St Hornings Mills	HIGH ST	MILL ST	\$ 41,449	\$ 16,580	\$24,869	\$14,390	\$120	5	10	10
1312	MAIN St Hornings Mills	CHURCH ST	CHARLES ST W	\$ 58,990	\$ 22,248	\$36,742	\$18,334	\$120	5	10	10
1313	MAIN St Hornings Mills	CHARLES ST W	GEORGE	\$ 48,785	\$ 18,404	\$30,381	\$15,170	\$120	5	10	10
1314	MAIN St Hornings Mills	GEORGE ST	TO LLOYD ST	\$ 81,750	\$ 30,832	\$50,918	\$25,408	\$120	5	10	10
1315	MAIN St Hornings Mills	FIELDWAY CRT	HIGH ST	\$ 124,805	\$ 47,076	\$77,729	\$38,799	\$120	5	10	10
1346	MAIN St Hornings Mills	OLDFIELD CRT	FIELDWAY CRT	\$ 17,632	\$ 7,758	\$9,874	\$33,229	\$120	6	10	10
1347	MAIN St Hornings Mills	CTY RD 124	OLDFIELD CRT	\$ 44,089	\$ 19,399	\$24,690	\$83,091	\$120	6	10	10
195	MILL Lane	MAIN	END OF ROAD	\$ 16,436	\$ 16,436	\$0	\$78,573	\$120	0	7	7
196	MILL St	MAIN	WILLIAM	\$ 2,388	\$ 2,388	\$0	\$11,414	\$120	0	10	10
184	OLDFIELD	MAIN	END OF ROAD	\$ 16,147	\$ 16,147	\$0	\$77,191	\$120	0	8	8
189	RIVER	Mulmur-Melancthon Townline	WILLIAM	\$ 153,729	\$ 153,729	\$0	\$168,177	\$120	0	10	10
181	WILLIAM	HIGH	MILL St. / River Road	\$ 3,008	\$ 3,008	\$0	\$14,381	\$120	0	10	10
1485	10 Line North East	240 Side Road	Osprey / Melancthon Townline	\$ 8,195	\$ 8,195	\$0	\$7,276	\$8.5	0	5	5
1625	10th Line NE	5th Line OS	240 SR	\$ 5,768	\$ 1,923	\$3,845	\$7,302	\$8.5	0	5	5
1448	10TH LINE SW	280 SDRD	RD ALLOW	\$ 4,667	\$ 4,667	\$0	\$5,998	\$8.5	0	5	5
1577	15TH SIDEROAD	Bridge 2009 east	Townline	\$ 9,682	\$ 6,721	\$2,961	\$5,814	\$8.5	0	5	5
1621	15TH SIDEROAD	5TH LINE OS	4TH LINE OS	\$ 11,177	\$ 7,451	\$3,726	\$12,087	\$8.5	0	5	5
1622	15th Sideroad	4th Line OS	3rd Line OS	\$ 10,809	\$ 7,206	\$3,603	\$12,334	\$8.5	0	5	5
1619	20TH SIDEROAD	5TH LINE OS	4TH LINE OS	\$ 10,060	\$ 6,707	\$3,353	\$12,164	\$8.5	0	5	5
1620	20TH SIDEROAD	County Rd 124	Townline	\$ 22,470	\$ 8,442	\$14,027	\$11,628	\$8.5	0	5	5
1618	20TH SR	4TH LINE OS	3RD LINE OS	\$ 11,545	\$ 7,697	\$3,848	\$12,120	\$8.5	0	5	5
1542	220 SIDEROAD	HWY 10	2ND LINE NE	\$ 26,010	\$ 26,010	\$0	\$12,980	\$8.5	0	5	5
1626	220 SR	2nd Line NE	Cty Rd 2	\$ 10,006	\$ 3,335	\$6,671	\$17,391	\$8.5	0	5	5
1647	220 SR	County Rd 2	Melancthon / Osprey TL	\$ 6,822	\$ -	\$6,822	\$11,611	\$8.5	0	5	5
1458	240 SIDEROAD	8TH LINE NE	10TH LINE NE	\$ 30,450	\$ 22,767	\$7,683	\$17,427	\$8.5	0	5	5

Agency ID	Road Name	From	To	Historic Cost	2021 Accumulated Amortization System	2021 Net Book Value System	2022 Replacement Cost/Section	Cost per Linear m	Condition Based On Age	Condition from Study 2020	Condition Used for Analysis
1543	240 SIDEROAD	HWY 10	2ND LINE NE	\$ 22,143	\$ 18,902	\$3,241	\$12,929	\$8.5	0	5	5
1544	240 SIDEROAD	4TH LINE NE	6TH LINE NE	\$ 37,014	\$ 27,141	\$9,873	\$17,255	\$8.5	0	5	5
1602	240 SIDEROAD	2ND LINE NE	4TH LINE NE	\$ 18,999	\$ 11,152	\$7,847	\$17,391	\$8.5	0	5	5
1523	240 SR	6th Line NE	8th Line NE	\$ 35,291	\$ 26,086	\$9,205	\$17,332	\$8.5	0	5	5
1627	240 SR	10th Line NE	5th Line OS	\$ 2,887	\$ 962	\$1,925	\$6,282	\$8.5	0	5	5
55	250 SIDEROAD	8TH LINE NE	5TH LINE OS	\$ 4,641	\$ 3,861	\$779	\$8,860	\$8.5	0	5	5
1204	250 SIDEROAD	2ND LINE NE	1.7 KM NE OF 2nd LINE NE	\$ 2,749	\$ 2,749	\$0	\$14,606	\$8.5	0	5	5
1228	250 SIDEROAD	4TH LINE SW	END OF ROAD	\$ 485	\$ 485	\$0	\$2,576	\$8.5	0	5	5
1233	250 SIDEROAD	HWY 10	2ND LINE NE	\$ 2,607	\$ 2,607	\$0	\$13,850	\$8.5	0	5	5
1459	250 SIDEROAD	4TH LINE NE	1.7 KM NE of 2nd LINE NE	\$ 3,459	\$ 3,459	\$0	\$2,763	\$8.5	0	5	5
1460	250 SIDEROAD	4TH LINE SW	2ND LINE SW	\$ 39,010	\$ 35,029	\$3,981	\$18,899	\$8.5	0	5	5
1461	250 SIDEROAD	2ND LINE SW	HWY 10	\$ 38,067	\$ 33,607	\$4,460	\$19,887	\$8.5	0	5	5
1514	250th SR	4th Line NE	6th Line NE	\$ 28,401	\$ 18,396	\$10,005	\$17,187	\$8.5	0	5	5
1611	260 SIDEROAD	MELANCTHON-PROTON TL	7TH LINE SW	\$ 20,987	\$ 8,228	\$12,760	\$12,558	\$8.5	0	5	5
86	270 SIDEROAD	5th LINE	END	\$ 1,759	\$ 1,759	\$0	\$4,051	\$8.5	0	5	5
134	270 SIDEROAD	MELANCTHON-PROTON TL	8TH LINE SW	\$ 7,770	\$ 7,770	\$0	\$10,022	\$8.5	0	5	5
1216	270 SIDEROAD	4TH LINE SW	2ND LINE SW	\$ 3,576	\$ 3,576	\$0	\$18,999	\$8.5	0	5	5
1251	270 SIDEROAD	7TH LINE SW	4TH LINE SW	\$ 3,238	\$ 3,238	\$0	\$17,199	\$8.5	0	5	5
1462	270 SIDEROAD	RD ALLOW W OF HWY 10	HWY 10	\$ 6,866	\$ 6,866	\$0	\$7,507	\$8.5	0	5	5
1545	270 SIDEROAD	HWY 10	2ND LINE NE	\$ 4,840	\$ 4,840	\$0	\$14,841	\$8.5	0	5	5
1546	270 SIDEROAD	2ND LINE NE	RD ALLOWANCE	\$ 9,316	\$ 9,316	\$0	\$12,045	\$8.5	0	5	5
1644	270 SR	8th Line SW	7th Line SW	\$ 10,480	\$ -	\$10,480	\$17,986	\$8.5	0	5	5
1215	280 SIDEROAD	2ND LINE SW	HWY 10	\$ 6,416	\$ 4,971	\$1,446	\$18,726	\$8.5	0	5	5
1272	280 SIDEROAD	END	4TH LINE SW	\$ 768	\$ 768	\$0	\$4,079	\$8.5	0	5	5
1273	280 SIDEROAD	4TH LINE SW	END	\$ 496	\$ 496	\$0	\$2,636	\$8.5	0	5	5
1463	280 SIDEROAD	HWY 89	10TH LINE SW	\$ 2,217	\$ 2,217	\$0	\$4,874	\$8.5	0	5	5
1464	280 SIDEROAD	.76 KM NE OF 10TH LINE	8TH LINE SW	\$ 3,886	\$ 3,886	\$0	\$11,066	\$8.5	0	5	5
1465	280 SIDEROAD	10TH LINE SW	.76 KM NE OF 10TH LINE	\$ 2,271	\$ 2,271	\$0	\$6,467	\$8.5	0	5	5
1612	280 SR	Highway 10	2nd Line NE	\$ 14,901	\$ 9,934	\$4,967	\$14,901	\$8.5	0	5	5
1648	280 SR	2nd Line NE	5th Line OS	\$ 10,446	\$ -	\$10,446	\$16,261	\$8.5	0	5	5
1435	2ND LINE NE	250 SR SW	250 SR NE	\$ 5,066	\$ 5,066	\$0	\$1,719	\$8.5	0	5	5
1436	2ND LINE NE	CTY RD 21	250 SDRD	\$ 23,685	\$ 20,090	\$3,594	\$12,151	\$8.5	0	5	5
1437	2ND LINE NE	250 SR NE	240 SR NE	\$ 40,071	\$ 30,558	\$9,514	\$20,805	\$8.5	0	5	5
1438	2ND LINE NE	240 SR NE	CTY RD 9	\$ 42,821	\$ 32,796	\$10,026	\$17,349	\$8.5	0	5	5
1516	2nd Line NE	280 SR	270 SR	\$ 33,669	\$ 28,466	\$5,203	\$17,434	\$8.5	0	5	5
1517	2nd Line NE	270 SR	County Rd 21	\$ 30,356	\$ 25,320	\$5,036	\$17,357	\$8.5	0	5	5
1650	2nd Line NE	County Rd 9	220 SR	\$ 16,070	\$ -	\$16,070	\$17,459	\$8.5	0	5	5
1651	2nd Line NE	220 SR	Melancthon / Osprey TL	\$ 14,415	\$ -	\$14,415	\$19,865	\$8.5	0	5	5

Agency ID	Road Name	From	To	Historic Cost	2021 Accumulated Amortization System	2021 Net Book Value System	2022 Replacement Cost/Section	Cost per Linear m	Condition Based On Age	Condition from Study 2020	Condition Used for Analysis
1653	2nd Line NE	County Rd 17	280 SR	\$ 17,041	\$ -	\$17,041	\$17,391	\$8.5	0	5	5
1248	300 SIDEROAD	4TH LINE NE	1.8 KM NE OF 4TH LINE SW	\$ 7,845	\$ 5,352	\$2,493	\$15,187	\$8.5	0	5	5
1476	30th Side Road	3rd Line Old Survey	4th Line Old Survey	\$ 13,436	\$ 13,436	\$0	\$12,385	\$8.5	0	5	5
1477	30th Side Road	County Road 124	3rd Line Old Survey	\$ 14,457	\$ 14,457	\$0	\$11,764	\$8.5	0	5	5
1478	30th Side Road	Mulmur / Melancthon Townline	County Road 124	\$ 32,415	\$ 27,527	\$4,888	\$11,764	\$8.5	0	5	5
1328	30TH SIDEROAD	5TH LINE OS	4TH LINE OS	\$ 13,173	\$ 13,173	\$0	\$12,187	\$8.5	0	5	5
1607	30th SR	3rd Line OS	4th Line OS	\$ 7,519	\$ 7,519	\$0	\$12,385	\$8.5	0	5	5
1617	3rd Line OS	County Rd 21	30th SR	\$ 23,848	\$ 15,899	\$7,949	\$26,053	\$8.5	0	5	5
1585	4th Line NE	County Rd 21	Townline	\$ 1,024	\$ 1,024	\$0	\$2,814	\$8.5	0	5	5
1594	4TH LINE NE	250 SR	240 SR	\$ 57,774	\$ 21,726	\$36,049	\$20,798	\$8.5	0	5	5
1595	4TH LINE NE	CTY RD 21	250 SR	\$ 25,513	\$ 15,061	\$10,451	\$13,889	\$8.5	0	5	5
1596	4TH LINE NE	240 SR	1 KM north of 240 SR	\$ 29,333	\$ 10,640	\$18,693	\$8,500	\$8.5	0	5	5
1449	4TH LINE OS	15 SR	20 SR	\$ 76,753	\$ 55,106	\$21,647	\$25,928	\$8.5	0	5	5
1580	4TH LINE OS	Highway 89	Railway tracks	\$ 16,966	\$ 13,061	\$3,905	\$10,753	\$8.5	0	5	5
1581	4th Line OS	30th SR	County Rd 21	\$ 20,964	\$ 17,743	\$3,222	\$25,959	\$8.5	0	5	5
1582	4th Line OS	Townline	30th SR	\$ 8,551	\$ 8,551	\$0	\$9,393	\$8.5	0	5	5
1628	4th Line OS	Cty Rd 21	20 SR	\$ 18,507	\$ 6,169	\$12,338	\$25,968	\$8.5	0	5	5
1652	4th Line OS	Strada North Entrance	15 SR	\$ 11,678	\$ -	\$11,678	\$11,951	\$8.5	0	5	5
1442	4TH LINE SW	CTY RD 17	280 SR	\$ 77,634	\$ 52,810	\$24,824	\$17,357	\$8.5	0	5	5
1499	4th Line SW	Highway 89	280 Side Road	\$ 3,026	\$ 2,124	\$902	\$2,295	\$8.5	0	5	5
1547	4TH LINE SW	260 SDRD	250 SDRD	\$ 35,677	\$ 26,871	\$8,807	\$17,493	\$8.5	0	5	5
1548	4TH LINE SW	250 SDRD	PROTON W BASE LINE	\$ 21,888	\$ 15,856	\$6,032	\$27,778	\$8.5	0	5	5
1578	4th Line SW	280 SR	270 SR	\$ 37,753	\$ 18,086	\$19,667	\$17,221	\$8.5	0	5	5
1616	4TH LINE SW	270 SDRD	260 SDRD	\$ 23,534	\$ 8,703	\$14,831	\$17,388	\$8.5	0	5	5
1641	4th Line SW	300 SR	CTY RD 17	\$ 10,815	\$ -	\$10,815	\$16,830	\$8.5	0	5	5
1482	5th Line Old Survey	Highway 89	Highway 10	\$ 5,675	\$ 5,675	\$0	\$24,582	\$8.5	0	5	5
1452	5TH LINE OS	30th SR	County Rd 21	\$ 70,563	\$ 55,275	\$15,287	\$26,367	\$8.5	0	5	5
1519	5th Line OS	30th SR OS	240 SR NE	\$ 19,269	\$ 14,229	\$5,039	\$6,936	\$8.5	0	5	5
1520	5th Line OS	240 SR NE	County Rd 9	\$ 7,916	\$ 5,795	\$2,121	\$2,984	\$8.5	0	5	5
1629	5th Line OS	Highway 10	Cty Rd 17	\$ 13,595	\$ 4,532	\$9,063	\$22,126	\$8.5	0	5	5
1655	5th Line OS	County Rd 17	280 SR	\$ 45,692	\$ -	\$45,692	\$321,020	\$140.0	0	5	5
1656	5th Line OS	280 SR	4th Line NE	\$ 4,085	\$ -	\$4,085	\$24,600	\$120.0	0	5	5
1657	5th Line OS	4th Line NE	15 SR	\$ 11,358	\$ -	\$11,358	\$68,400	\$120.0	0	5	5
1658	5th Line OS	15 SR	270 SR	\$ 38,459	\$ -	\$38,459	\$16,405	\$8.5	0	5	5
1659	5th Line OS	270 SR	6th Line NE	\$ 13,032	\$ -	\$13,032	\$5,559	\$8.5	0	5	5
1660	5th Line OS	6th Line NE	20 SR	\$ 9,286	\$ -	\$9,286	\$3,961	\$8.5	0	5	5
1661	5th Line OS	20 SR	County Rd 21	\$ 31,425	\$ -	\$31,425	\$13,405	\$8.5	0	5	5

Agency ID	Road Name	From	To	Historic Cost	2021 Accumulated Amortization System	2021 Net Book Value System	2022 Replacement Cost/Section	Cost per Linear m	Condition Based On Age	Condition from Study 2020	Condition Used for Analysis
154	5TH SIDEROAD	.47 KM HIGHWAY 10	4TH LINE OS	\$ 2,603	\$ 2,603	\$0	\$7,482	\$8.5	0	5	5
1269	5TH SIDEROAD	HIGHWAY 10	END	\$ 995	\$ 995	\$0	\$4,044	\$8.5	0	5	5
1606	5TH SIDEROAD	4TH LINE OS	3RD LINE OS	\$ 15,208	\$ 8,683	\$6,525	\$12,368	\$8.5	0	5	5
1615	6TH LINE NE	CTY RD 9 T	MELANCTHON-OSPREY TL	\$ 20,049	\$ 7,071	\$12,978	\$13,637	\$8.5	0	5	5
1630	6th Line NE	5th Line OS	Cty Rd 21	\$ 8,968	\$ 2,989	\$5,979	\$13,192	\$8.5	0	5	5
1645	6th Line NE	240 SR	County Rd 9	\$ 14,079	\$ -	\$14,079	\$17,417	\$8.5	0	5	5
1646	6th Line NE	250 SR	240 SR	\$ 14,544	\$ -	\$14,544	\$20,817	\$8.5	0	5	5
1642	7th Line SW	260 SR	Southgate TL	\$ 8,183	\$ -	\$8,183	\$12,419	\$8.5	0	5	5
1511	8th Line NE	240 SR NE	County Rd 9	\$ 44,514	\$ 37,617	\$6,897	\$17,340	\$8.5	0	5	5
1603	8TH LINE NE	CTY RD 9 T	MELANCTHON-OSPREY TL	\$ 4,777	\$ 4,777	\$0	\$1,938	\$8.5	0	5	5
1613	8TH LINE NE	CTY RD 21 5TH LINE JO	250 SR NE	\$ 9,341	\$ 6,227	\$3,114	\$10,362	\$8.5	0	5	5
1614	8TH LINE NE	250 SDRD	240 SR	\$ 11,950	\$ 7,967	\$3,983	\$17,279	\$8.5	0	5	5
1446	8TH LINE SW	280 SDRD	270 SDRD	\$ 44,623	\$ 35,876	\$8,747	\$16,201	\$8.5	0	5	5
1512	8th Line SW	Highway 89	280 SR SW	\$ 27,470	\$ 19,780	\$7,691	\$14,153	\$8.5	0	5	5
1605	8TH LINE SW	270 SR (south)	MELANCTHON-PROTON TL	\$ 16,012	\$ 7,613	\$8,399	\$12,920	\$8.5	0	5	5
536	CEDAR	MAIN	END	\$ 161	\$ 161	\$0	\$462	\$8.5	0	5	5
543	HUNTER	CTY ROAD 124	END OF ROAD	\$ 783	\$ 783	\$0	\$1,975	\$8.5	0	5	5
1207	MANITOBA ST & Argyle St	MAIN ST	END	\$ 353	\$ 353	\$0	\$1,873	\$8.5	0	5	5
1624	MELANCTHON - Mulmur TL	15 SR	20 SR	\$ 17,791	\$ 11,861	\$5,930	\$25,934	\$8.5	0	5	5
1631	Melancthon / Mulmur TL	20 SR	Cty Rd 21	\$ 16,924	\$ 5,641	\$11,282	\$25,942	\$8.5	0	5	5
1480	Melancthon / Mulmur Townline	County Road 21	30th Side Road	\$ 51,666	\$ 45,892	\$5,774	\$26,019	\$8.5	0	5	5
1649	Melancthon / Osprey TL	6th Line NE	8th Line NE	\$ 12,709	\$ -	\$12,709	\$20,868	\$8.5	0	5	5
1522	Melancthon / Southgate TL	8th Line SW	260 SR	\$ 15,120	\$ 10,277	\$4,843	\$7,455	\$8.5	0	5	5
1643	Melancthon / Southgate TL	Southgate 8 SR	8th Line SW	\$ 3,174	\$ -	\$3,174	\$4,046	\$8.5	0	5	5
169	MELANCTHON-NOTTAWASAGA TL	CTY RD 124	1 KM E OF CTY RD 124	\$ 1,532	\$ 1,532	\$0	\$8,811	\$8.5	0	5	5
546	MELANCTHON-NOTTAWASAGA TL	1 KM E OF CTY RD 124	TL	\$ 861	\$ 861	\$0	\$4,949	\$8.5	0	5	5
1264	MELANCTHON-OSPREY TL	8TH LINE NE	CTY RD 9	\$ 684	\$ 684	\$0	\$3,634	\$8.5	0	5	5
1623	MELANCTHON-OSPREY TOWNLINE	220 SR	6TH LINE NE	\$ 11,850	\$ 3,991	\$7,859	\$6,919	\$8.5	0	5	5
1197	MELANCTHON-PROTON TL	270 SDRD	8th Line SW	\$ 4,036	\$ 4,036	\$0	\$15,453	\$8.5	0	5	5
1271	MELANCTHON-PROTON TL	CONCESSION ROAD 2	270 SDRD	\$ 1,090	\$ 1,090	\$0	\$5,790	\$8.5	0	5	5
179	MULMUR-MELANCTHON TL	RIVER ROAD	END OF ROAD	\$ 1,584	\$ 1,584	\$0	\$4,555	\$8.5	0	5	5
109	SHOOK	MAIN	END	\$ 284	\$ 284	\$0	\$817	\$8.5	0	5	5

Agency ID	Road Name	From	To	Asset Condition (As per Priority Rating)	Probability of Failure (Based on Condition or Expected Condition)	Consequence of Failure	Risk of Failure	Numerical Value of Risk of Failure	Rehabilitation		
									Rehabilitation Year	Rehabilitation Unit Cost/m^2	Proposed Rehabilitation Cost (2022)
								1.6			\$529,815
1491	15th Side Road	Main Street (Hornings Mills)	End of Asphalt	Average	Possible	Minor	M	2	2022	\$0.80	\$3,704
176	15TH SIDEROAD	3RD LINE OS	CTY RD 124	Good	Unlikely	Moderate	M	2	2022	\$0.80	\$6,119
194	15TH SIDEROAD	CTY RD 124	MAIN ST	Very Good	Rare	Moderate	L	1	2022	\$0.80	\$1,218
1345	20TH SIDEROAD	3RD LINE OS	CTY RD 124	Very Good	Rare	Moderate	L	1	2027	\$0.80	\$7,385
31	260 SIDEROAD	7TH LINE SW	4TH LINE SW	Average	Possible	Moderate	M	2	2022	\$0.80	\$10,789
32	260 SIDEROAD	4TH LINE SW	2ND LINE SW	Average	Possible	Moderate	M	2	2024	\$0.80	\$11,942
1662	260 SR	2nd Line SW	Gierson St	Average	Possible	Moderate	M	2	2022	\$0.80	\$8,179
81	2ND LINE SW	260 SDRD	250 SDRD	Very Good	Rare	Moderate	L	1	2023	\$0.80	\$11,011
117	2ND LINE SW	280 Sideroad	270 Sideroad	Very Good	Rare	Moderate	L	1	2022	\$0.80	\$8,632
1278	2ND LINE SW	CTY RD 17	280 SDRD	Very Good	Rare	Moderate	L	1	2022	\$4.50	\$61,849
1279	2ND LINE SW	280 Sideroad	270 Sideroad	Very Good	Rare	Moderate	L	1			\$0
1351	2ND LINE SW	300 SDRD	County Rd 17	Very Good	Rare	Moderate	L	1	2022	\$0.80	\$10,618
1509	2nd Line SW	270 SR	260 SR	Very Good	Rare	Moderate	L	1	2023	\$0.80	\$10,959
1633	2nd Line SW	Hwy 89	300 SR	Very Good	Rare	Moderate	L	1			
1634	2nd Line SW	250 SR	Proton W Back Line	Very Good	Rare	Moderate	L	1			
93	3RD LINE	5 SR	2 KM N OF 5TH SIDEROAD	Very Good	Rare	Moderate	L	1	2022	\$0.80	\$10,776
96	3RD LINE	CTY RD 17	15 SR	Good	Unlikely	Moderate	M	2	2026	\$0.80	\$16,359
102	3RD LINE	1.5 KM SOUTH OF 20TH SIDEROAD	20TH SIDEROAD	Good	Unlikely	Moderate	M	2	2026	\$0.80	\$16,321
544	3RD LINE	2 KM N OF 5TH SIDEROAD	CTY RD 17	Very Good	Rare	Moderate	L	1	2022	\$0.80	\$5,620
1467	3rd Line	15th Sideroad	1.5km S of 20th Sideroad	Good	Unlikely	Moderate	M	2	2026	\$0.80	\$8,161
1490	3rd Line Old Survey	20th Side Road	County Road 21	Very Good	Rare	Minor	L	1	2023	\$0.80	\$16,375
1507	3rd Line OS	Highway 10	5th SR	Very Good	Rare	Moderate	L	1	2022	\$0.80	\$8,846
65	4TH LINE NE	5TH LINE OS	CTY RD 21	Good	Unlikely	Moderate	M	2	2030	\$6.00	\$158,274
72	4TH LINE NE	240 SDRD	RD 9 AND CTY RD 2	Very Good	Rare	Moderate	L	1			
95	4TH LINE OS	CTY RD 17	North Strada Entrance	Good	Unlikely	Moderate	M	2	2023	\$0.00	\$0
1274	4TH LINE OS	Railway Tracks	HWY 10	Very Good	Rare	Moderate	L	1	2024	\$0.80	\$5,125
1494	4th Line OS	5th Side Road	County Road 17	Good	Unlikely	Moderate	M	2	2024	\$0.80	\$16,284
1495	4th Line OS	Highway 10	5th Side Road	Very Good	Rare	Moderate	L	1	2025	\$0.80	\$3,822
206	5TH SIDEROAD	CTY RD 124	TL	Average	Possible	Moderate	M	2	2025	\$0.80	\$7,998
207	5TH SIDEROAD	3RD LINE OS	CTY RD 124	Very Good	Rare	Moderate	L	1	2022	\$0.80	\$7,975
1489	7th Line South West	270 Side Road	260 Side Road	Average	Possible	Minor	M	2			
111	7TH LINE SW	280 SDRD	270 SDRD	Average	Possible	Moderate	M	2			
142	7TH LINE SW	CTY RD 17	280 SDRD	Average	Possible	Moderate	M	2			
143	7TH LINE SW	HWY 89	CTY RD 17	Average	Possible	Moderate	M	2			
186	ADDESON	GEORGE	LLOYD	Good	Unlikely	Moderate	M	2			
201	CHARLES ST W	MAIN	END OF ROAD	Very Good	Rare	Moderate	L	1	2027	\$0.80	\$758

Agency ID	Road Name	From	To	Asset Condition (As per Priority Rating)	Probability of Failure (Based on Condition or Expected Condition)	Consequence of Failure	Risk of Failure	Numerical Value of Risk of Failure		Rehabilitation		
										Rehabilitation Year	Rehabilitation Unit Cost/m^2	Proposed Rehabilitation Cost (2022)
1667	Church St	Main St Horning's Mills	End	Average	Possible	Moderate	M	2		2022	\$0.80	\$1,297
182	FIELDWAY	MAIN	END OF ROAD	Very Good	Rare	Moderate	L	1		2025	\$4.50	\$24,135
188	GEORGE	ADDESON	MAIN	Good	Unlikely	Moderate	M	2		2022	\$0.80	\$454
185	HIGH	MAIN	William	Very Good	Rare	Moderate	L	1		2027	\$0.80	\$913
205	HUNTER	CTY ROAD 124	END OF ROAD	Good	Unlikely	Moderate	M	2		2022	\$0.80	\$1,557
187	LLOYD	ADDESON	MAIN	Good	Unlikely	Moderate	M	2		2022	\$0.80	\$441
1663	Main St Corbetton	Grierson St	Manitoba St	Very Good	Rare	Moderate	L	1		2023	\$4.50	\$4,794
1664	Main St Corbetton	Manitoba St	Cedar St	Very Good	Rare	Moderate	L	1		2023	\$4.50	\$2,231
1665	Main St Corbetton	Cedar St	Shook St	Very Good	Rare	Moderate	L	1		2023	\$4.50	\$4,613
1666	Main St Corbetton	Shook St	Highway 10	Very Good	Rare	Moderate	L	1		2023	\$4.50	\$12,603
183	MAIN St Hornings Mills	15 SR	CTY RD 124	Very Good	Rare	Moderate	L	1		2026	\$0.80	\$1,959
193	MAIN St Hornings Mills	MILL LANE	15 SR	Very Good	Rare	Moderate	L	1		2026	\$0.80	\$1,797
1310	MAIN St Hornings Mills	MILL ST	CHURCH ST	Very Good	Rare	Moderate	L	1		2026	\$0.80	\$1,148
1311	MAIN St Hornings Mills	HIGH ST	MILL ST	Very Good	Rare	Moderate	L	1		2026	\$0.80	\$643
1312	MAIN St Hornings Mills	CHURCH ST	CHARLES ST W	Very Good	Rare	Moderate	L	1		2026	\$0.80	\$819
1313	MAIN St Hornings Mills	CHARLES ST W	GEORGE	Very Good	Rare	Moderate	L	1		2026	\$0.80	\$678
1314	MAIN St Hornings Mills	GEORGE ST	TO LLOYD ST	Very Good	Rare	Moderate	L	1		2026	\$0.80	\$1,135
1315	MAIN St Hornings Mills	FIELDWAY CRT	HIGH ST	Very Good	Rare	Moderate	L	1		2026	\$0.80	\$1,733
1346	MAIN St Hornings Mills	OLDFIELD CRT	FIELDWAY CRT	Very Good	Rare	Moderate	L	1		2026	\$0.80	\$1,484
1347	MAIN St Hornings Mills	CTY RD 124	OLDFIELD CRT	Very Good	Rare	Moderate	L	1		2026	\$0.80	\$3,711
195	MILL Lane	MAIN	END OF ROAD	Good	Unlikely	Moderate	M	2		2022	\$0.80	\$3,510
196	MILL St	MAIN	WILLIAM	Very Good	Rare	Moderate	L	1		2027	\$0.80	\$510
184	OLDFIELD	MAIN	END OF ROAD	Good	Unlikely	Moderate	M	2		2025	\$0.80	\$3,448
189	RIVER	Mulmur-Melancthon Townline	WILLIAM	Very Good	Rare	Moderate	L	1		2025	\$0.80	\$7,512
181	WILLIAM	HIGH	MILL St. / River Road	Very Good	Rare	Moderate	L	1		2027	\$0.80	\$642
1485	10 Line North East	240 Side Road	Osprey / Melancthon Townline	Average	Possible	Minor	M	2				
1625	10th Line NE	5th Line OS	240 SR	Average	Possible	Minor	M	2				
1448	10TH LINE SW	280 SDRD	RD ALLOW	Average	Possible	Minor	M	2				
1577	15TH SIDEROAD	Bridge 2009 east	Townline	Average	Possible	Minor	M	2				
1621	15TH SIDEROAD	5TH LINE OS	4TH LINE OS	Average	Possible	Minor	M	2				
1622	15th Sideroad	4th Line OS	3rd Line OS	Average	Possible	Minor	M	2				
1619	20TH SIDEROAD	5TH LINE OS	4TH LINE OS	Average	Possible	Minor	M	2				
1620	20TH SIDEROAD	County Rd 124	Townline	Average	Possible	Minor	M	2				
1618	20TH SR	4TH LINE OS	3RD LINE OS	Average	Possible	Minor	M	2				
1542	220 SIDEROAD	HWY 10	2ND LINE NE	Average	Possible	Minor	M	2				
1626	220 SR	2nd Line NE	Cty Rd 2	Average	Possible	Minor	M	2				
1647	220 SR	County Rd 2	Melancthon / Osprey TL	Average	Possible	Minor	M	2				
1458	240 SIDEROAD	8TH LINE NE	10TH LINE NE	Average	Possible	Minor	M	2				

Agency ID	Road Name	From	To	Asset Condition (As per Priority Rating)	Probability of Failure (Based on Condition or Expected Condition)	Consequence of Failure	Risk of Failure	Numerical Value of Risk of Failure		Rehabilitation		
										Rehabilitation Year	Rehabilitation Unit Cost/m^2	Proposed Rehabilitation Cost (2022)
1543	240 SIDEROAD	HWY 10	2ND LINE NE	Average	Possible	Minor	M	2				
1544	240 SIDEROAD	4TH LINE NE	6TH LINE NE	Average	Possible	Minor	M	2				
1602	240 SIDEROAD	2ND LINE NE	4TH LINE NE	Average	Possible	Minor	M	2				
1523	240 SR	6th Line NE	8th Line NE	Average	Possible	Minor	M	2				
1627	240 SR	10th Line NE	5th Line OS	Average	Possible	Minor	M	2				
55	250 SIDEROAD	8TH LINE NE	5TH LINE OS	Average	Possible	Minor	M	2				
1204	250 SIDEROAD	2ND LINE NE	1.7 KM NE OF 2nd LINE NE	Average	Possible	Minor	M	2				
1228	250 SIDEROAD	4TH LINE SW	END OF ROAD	Average	Possible	Minor	M	2				
1233	250 SIDEROAD	HWY 10	2ND LINE NE	Average	Possible	Minor	M	2				
1459	250 SIDEROAD	4TH LINE NE	1.7 KM NE of 2nd LINE NE	Average	Possible	Minor	M	2				
1460	250 SIDEROAD	4TH LINE SW	2ND LINE SW	Average	Possible	Minor	M	2				
1461	250 SIDEROAD	2ND LINE SW	HWY 10	Average	Possible	Minor	M	2				
1514	250th SR	4th Line NE	6th Line NE	Average	Possible	Minor	M	2				
1611	260 SIDEROAD	MELANCTHON-PROTON TL	7TH LINE SW	Average	Possible	Minor	M	2				
86	270 SIDEROAD	5th LINE	END	Average	Possible	Minor	M	2				
134	270 SIDEROAD	MELANCTHON-PROTON TL	8TH LINE SW	Average	Possible	Minor	M	2				
1216	270 SIDEROAD	4TH LINE SW	2ND LINE SW	Average	Possible	Minor	M	2				
1251	270 SIDEROAD	7TH LINE SW	4TH LINE SW	Average	Possible	Minor	M	2				
1462	270 SIDEROAD	RD ALLOW W OF HWY 10	HWY 10	Average	Possible	Minor	M	2				
1545	270 SIDEROAD	HWY 10	2ND LINE NE	Average	Possible	Minor	M	2				
1546	270 SIDEROAD	2ND LINE NE	RD ALLOWANCE	Average	Possible	Minor	M	2				
1644	270 SR	8th Line SW	7th Line SW	Average	Possible	Minor	M	2				
1215	280 SIDEROAD	2ND LINE SW	HWY 10	Average	Possible	Minor	M	2				
1272	280 SIDEROAD	END	4TH LINE SW	Average	Possible	Minor	M	2				
1273	280 SIDEROAD	4TH LINE SW	END	Average	Possible	Minor	M	2				
1463	280 SIDEROAD	HWY 89	10TH LINE SW	Average	Possible	Minor	M	2				
1464	280 SIDEROAD	.76 KM NE OF 10TH LINE	8TH LINE SW	Average	Possible	Minor	M	2				
1465	280 SIDEROAD	10TH LINE SW	.76 KM NE OF 10TH LINE	Average	Possible	Minor	M	2				
1612	280 SR	Highway 10	2nd Line NE	Average	Possible	Minor	M	2				
1648	280 SR	2nd Line NE	5th Line OS	Average	Possible	Minor	M	2				
1435	2ND LINE NE	250 SR SW	250 SR NE	Average	Possible	Minor	M	2				
1436	2ND LINE NE	CTY RD 21	250 SDRD	Average	Possible	Minor	M	2				
1437	2ND LINE NE	250 SR NE	240 SR NE	Average	Possible	Minor	M	2				
1438	2ND LINE NE	240 SR NE	CTY RD 9	Average	Possible	Minor	M	2				
1516	2nd Line NE	280 SR	270 SR	Average	Possible	Minor	M	2				
1517	2nd Line NE	270 SR	County Rd 21	Average	Possible	Minor	M	2				
1650	2nd Line NE	County Rd 9	220 SR	Average	Possible	Minor	M	2				
1651	2nd Line NE	220 SR	Melancthon / Osprey TL	Average	Possible	Minor	M	2				

Agency ID	Road Name	From	To	Asset Condition (As per Priority Rating)	Probability of Failure (Based on Condition or Expected Condition)	Consequence of Failure	Risk of Failure	Numerical Value of Risk of Failure		Rehabilitation		
										Rehabilitation Year	Rehabilitation Unit Cost/m^2	Proposed Rehabilitation Cost (2022)
1653	2nd Line NE	County Rd 17	280 SR	Average	Possible	Minor	M	2				
1248	300 SIDEROAD	4TH LINE NE	1.8 KM NE OF 4TH LINE SW	Average	Possible	Minor	M	2				
1476	30th Side Road	3rd Line Old Survey	4th Line Old Survey	Average	Possible	Minor	M	2				
1477	30th Side Road	County Road 124	3rd Line Old Survey	Average	Possible	Minor	M	2				
1478	30th Side Road	Mulmur / Melancthon Townline	County Road 124	Average	Possible	Minor	M	2				
1328	30TH SIDEROAD	5TH LINE OS	4TH LINE OS	Average	Possible	Minor	M	2				
1607	30th SR	3rd Line OS	4th Line OS	Average	Possible	Minor	M	2				
1617	3rd Line OS	County Rd 21	30th SR	Average	Possible	Minor	M	2				
1585	4th Line NE	County Rd 21	Townline	Average	Possible	Minor	M	2				
1594	4TH LINE NE	250 SR	240 SR	Average	Possible	Minor	M	2				
1595	4TH LINE NE	CTY RD 21	250 SR	Average	Possible	Minor	M	2				
1596	4TH LINE NE	240 SR	1 KM north of 240 SR	Average	Possible	Minor	M	2				
1449	4TH LINE OS	15 SR	20 SR	Average	Possible	Minor	M	2				
1580	4TH LINE OS	Highway 89	Railway tracks	Average	Possible	Minor	M	2				
1581	4th Line OS	30th SR	County Rd 21	Average	Possible	Minor	M	2				
1582	4th Line OS	Townline	30th SR	Average	Possible	Minor	M	2				
1628	4th Line OS	Cty Rd 21	20 SR	Average	Possible	Minor	M	2				
1652	4th Line OS	Strada North Entrance	15 SR	Average	Possible	Minor	M	2				
1442	4TH LINE SW	CTY RD 17	280 SR	Average	Possible	Minor	M	2				
1499	4th Line SW	Highway 89	280 Side Road	Average	Possible	Minor	M	2				
1547	4TH LINE SW	260 SDRD	250 SDRD	Average	Possible	Minor	M	2				
1548	4TH LINE SW	250 SDRD	PROTON W BASE LINE	Average	Possible	Minor	M	2				
1578	4th Line SW	280 SR	270 SR	Average	Possible	Minor	M	2				
1616	4TH LINE SW	270 SDRD	260 SDRD	Average	Possible	Minor	M	2				
1641	4th Line SW	300 SR	CTY RD 17	Average	Possible	Minor	M	2				
1482	5th Line Old Survey	Highway 89	Highway 10	Average	Possible	Minor	M	2				
1452	5TH LINE OS	30th SR	County Rd 21	Average	Possible	Minor	M	2				
1519	5th Line OS	30th SR OS	240 SR NE	Average	Possible	Minor	M	2				
1520	5th Line OS	240 SR NE	County Rd 9	Average	Possible	Minor	M	2				
1629	5th Line OS	Highway 10	Cty Rd 17	Average	Possible	Minor	M	2				
1655	5th Line OS	County Rd 17	280 SR	Average	Possible	Minor	M	2				
1656	5th Line OS	280 SR	4th Line NE	Average	Possible	Minor	M	2				
1657	5th Line OS	4th Line NE	15 SR	Average	Possible	Minor	M	2				
1658	5th Line OS	15 SR	270 SR	Average	Possible	Minor	M	2				
1659	5th Line OS	270 SR	6th Line NE	Average	Possible	Minor	M	2				
1660	5th Line OS	6th Line NE	20 SR	Average	Possible	Minor	M	2		2029	\$0.80	\$2,498
1661	5th Line OS	20 SR	County Rd 21	Average	Possible	Minor	M	2		2029	\$0.80	\$8,453

Agency ID	Road Name	From	To	Asset Condition (As per Priority Rating)	Probability of Failure (Based on Condition or Expected Condition)	Consequence of Failure	Risk of Failure	Numerical Value of Risk of Failure		Rehabilitation		
										Rehabilitation Year	Rehabilitation Unit Cost/m^2	Proposed Rehabilitation Cost (2022)
154	5TH SIDEROAD	.47 KM HIGHWAY 10	4TH LINE OS	Average	Possible	Minor	M	2				
1269	5TH SIDEROAD	HIGHWAY 10	END	Average	Possible	Minor	M	2				
1606	5TH SIDEROAD	4TH LINE OS	3RD LINE OS	Average	Possible	Minor	M	2				
1615	6TH LINE NE	CTY RD 9 T	MELANCTHON-OSPREY TL	Average	Possible	Minor	M	2				
1630	6th Line NE	5th Line OS	Cty Rd 21	Average	Possible	Minor	M	2				
1645	6th Line NE	240 SR	County Rd 9	Average	Possible	Minor	M	2				
1646	6th Line NE	250 SR	240 SR	Average	Possible	Minor	M	2				
1642	7th Line SW	260 SR	Southgate TL	Average	Possible	Minor	M	2				
1511	8th Line NE	240 SR NE	County Rd 9	Average	Possible	Minor	M	2				
1603	8TH LINE NE	CTY RD 9 T	MELANCTHON-OSPREY TL	Average	Possible	Minor	M	2				
1613	8TH LINE NE	CTY RD 21 5TH LINE JO	250 SR NE	Average	Possible	Minor	M	2				
1614	8TH LINE NE	250 SDRD	240 SR	Average	Possible	Minor	M	2				
1446	8TH LINE SW	280 SDRD	270 SDRD	Average	Possible	Minor	M	2				
1512	8th Line SW	Highway 89	280 SR SW	Average	Possible	Minor	M	2				
1605	8TH LINE SW	270 SR (south)	MELANCTHON-PROTON TL	Average	Possible	Minor	M	2				
536	CEDAR	MAIN	END	Average	Possible	Minor	M	2				
543	HUNTER	CTY ROAD 124	END OF ROAD	Average	Possible	Minor	M	2				
1207	MANITOBA ST & Argyle St	MAIN ST	END	Average	Possible	Minor	M	2				
1624	MELANCTHON - Mulmur TL	15 SR	20 SR	Average	Possible	Minor	M	2				
1631	Melancthon / Mulmur TL	20 SR	Cty Rd 21	Average	Possible	Minor	M	2				
1480	Melancthon / Mulmur Townline	County Road 21	30th Side Road	Average	Possible	Minor	M	2				
1649	Melancthon / Osprey TL	6th Line NE	8th Line NE	Average	Possible	Minor	M	2				
1522	Melancthon / Southgate TL	8th Line SW	260 SR	Average	Possible	Minor	M	2				
1643	Melancthon / Southgate TL	Southgate 8 SR	8th Line SW	Average	Possible	Minor	M	2				
169	MELANCTHON-NOTTAWASAGA TL	CTY RD 124	1 KM E OF CTY RD 124	Average	Possible	Minor	M	2				
546	MELANCTHON-NOTTAWASAGA TL	1 KM E OF CTY RD 124	TL	Average	Possible	Minor	M	2				
1264	MELANCTHON-OSPREY TL	8TH LINE NE	CTY RD 9	Average	Possible	Minor	M	2				
1623	MELANCTHON-OSPREY TOWNLINE	220 SR	6TH LINE NE	Average	Possible	Minor	M	2				
1197	MELANCTHON-PROTON TL	270 SDRD	8th Line SW	Average	Possible	Minor	M	2				
1271	MELANCTHON-PROTON TL	CONCESSION ROAD 2	270 SDRD	Average	Possible	Minor	M	2				
179	MULMUR-MELANCTHON TL	RIVER ROAD	END OF ROAD	Average	Possible	Minor	M	2				
109	SHOOK	MAIN	END	Average	Possible	Minor	M	2				

Agency ID	Road Name	From	To	Capital Improvements			Rehabilitation		
				Subsequent Improvement Year (2)	Rehabilitation Unit Cost/m^2	Subsequent Improvement Cost (2022)	Subsequent Improvement Year (3)	Rehabilitation Unit Cost/m^2	Subsequent Improvement Cost (2022)
						\$4,302,622			\$404,361
1491	15th Side Road	Main Street (Hornings Mills)	End of Asphalt						
176	15TH SIDEROAD	3RD LINE OS	CTY RD 124	2025	\$18.00	\$137,675	2030	\$0.80	\$6,119
194	15TH SIDEROAD	CTY RD 124	MAIN ST	2025	\$20.50	\$31,211	2028	\$3.75	\$5,709
1345	20TH SIDEROAD	3RD LINE OS	CTY RD 124						
31	260 SIDEROAD	7TH LINE SW	4TH LINE SW	2029	\$20.00	\$269,718			
32	260 SIDEROAD	4TH LINE SW	2ND LINE SW	2029	\$20.00	\$298,560			
1662	260 SR	2nd Line SW	Gierson St	2029	\$20.00	\$204,484			
81	2ND LINE SW	260 SDRD	250 SDRD	2028	\$18.00	\$247,751			
117	2ND LINE SW	280 Sideroad	270 Sideroad	2027	\$18.00	\$194,227			
1278	2ND LINE SW	CTY RD 17	280 SDRD	2027	\$18.00	\$247,397			
1279	2ND LINE SW	280 Sideroad	270 Sideroad						
1351	2ND LINE SW	300 SDRD	County Rd 17	2027	\$18.00	\$238,911			
1509	2nd Line SW	270 SR	260 SR	2028	\$18.00	\$246,567			
1633	2nd Line SW	Hwy 89	300 SR	2022	\$18.00	\$217,080	2028	\$0.80	\$9,648
1634	2nd Line SW	250 SR	Proton W Back Line	2022	\$18.00	\$283,410	2028	\$0.80	\$12,596
93	3RD LINE	5 SR	2 KM N OF 5TH SIDEROAD	2026	\$18.00	\$242,467			
96	3RD LINE	CTY RD 17	15 SR						
102	3RD LINE	1.5 KM SOUTH OF 20TH SIDEROAD	20TH SIDEROAD						
544	3RD LINE	2 KM N OF 5TH SIDEROAD	CTY RD 17	2026	\$30.00	\$210,747			
1467	3rd Line	15th Sideroad	1.5km S of 20th Sideroad						
1490	3rd Line Old Survey	20th Side Road	County Road 21				2029	\$4.50	\$92,108
1507	3rd Line OS	Highway 10	5th SR				2028	\$4.50	\$49,760
65	4TH LINE NE	5TH LINE OS	CTY RD 21						
72	4TH LINE NE	240 SDRD	RD 9 AND CTY RD 2						
95	4TH LINE OS	CTY RD 17	North Strada Entrance				2027	\$0.80	\$8,490
1274	4TH LINE OS	Railway Tracks	HWY 10						
1494	4th Line OS	5th Side Road	County Road 17				2030	\$4.25	\$86,507
1495	4th Line OS	Highway 10	5th Side Road						
206	5TH SIDEROAD	CTY RD 124	TL						
207	5TH SIDEROAD	3RD LINE OS	CTY RD 124	2026	\$18.00	\$179,429	2028	\$9.50	\$94,699
1489	7th Line South West	270 Side Road	260 Side Road						
111	7TH LINE SW	280 SDRD	270 SDRD						
142	7TH LINE SW	CTY RD 17	280 SDRD						
143	7TH LINE SW	HWY 89	CTY RD 17						
186	ADDESON	GEORGE	LLOYD	2025	\$25.00	\$19,378	2030	\$0.80	\$620
201	CHARLES ST W	MAIN	END OF ROAD						

Agency ID	Road Name	From	To	Capital Improvements			Rehabilitation		
				Subsequent Improvement Year (2)	Rehabilitation Unit Cost/m^2	Subsequent Improvement Cost (2022)	Subsequent Improvement Year (3)	Rehabilitation Unit Cost/m^2	Subsequent Improvement Cost (2022)
1667	Church St	Main St Horning's Mills	End	2025	\$30.00	\$48,642	2030	\$0.80	\$1,297
182	FIELDWAY	MAIN	END OF ROAD						\$0
188	GEORGE	ADDESON	MAIN	2025	\$20.00	\$11,355	2030	\$0.80	\$454
185	HIGH	MAIN	William						\$0
205	HUNTER	CTY ROAD 124	END OF ROAD	2025	\$18.00	\$35,043	2030	\$0.80	\$1,557
187	LLOYD	ADDESON	MAIN	2025	\$25.00	\$13,787	2030	\$0.80	\$441
1663	Main St Corbetton	Grierson St	Manitoba St						
1664	Main St Corbetton	Manitoba St	Cedar St						
1665	Main St Corbetton	Cedar St	Shook St						
1666	Main St Corbetton	Shook St	Highway 10						
183	MAIN St Hornings Mills	15 SR	CTY RD 124						
193	MAIN St Hornings Mills	MILL LANE	15 SR						
1310	MAIN St Hornings Mills	MILL ST	CHURCH ST						
1311	MAIN St Hornings Mills	HIGH ST	MILL ST						
1312	MAIN St Hornings Mills	CHURCH ST	CHARLES ST W						
1313	MAIN St Hornings Mills	CHARLES ST W	GEORGE						
1314	MAIN St Hornings Mills	GEORGE ST	TO LLOYD ST						
1315	MAIN St Hornings Mills	FIELDWAY CRT	HIGH ST						
1346	MAIN St Hornings Mills	OLDFIELD CRT	FIELDWAY CRT						
1347	MAIN St Hornings Mills	CTY RD 124	OLDFIELD CRT						
195	MILL Lane	MAIN	END OF ROAD	2025	\$20.00	\$87,740	2030	\$0.80	\$3,510
196	MILL St	MAIN	WILLIAM						
184	OLDFIELD	MAIN	END OF ROAD						
189	RIVER	Mulmur-Melancthon Townline	WILLIAM						
181	WILLIAM	HIGH	MILL St. / River Road						
1485	10 Line North East	240 Side Road	Osprey / Melancthon Townline						
1625	10th Line NE	5th Line OS	240 SR						
1448	10TH LINE SW	280 SDRD	RD ALLOW						
1577	15TH SIDEROAD	Bridge 2009 east	Townline						
1621	15TH SIDEROAD	5TH LINE OS	4TH LINE OS						
1622	15th Sideroad	4th Line OS	3rd Line OS						
1619	20TH SIDEROAD	5TH LINE OS	4TH LINE OS						
1620	20TH SIDEROAD	County Rd 124	Townline						
1618	20TH SR	4TH LINE OS	3RD LINE OS						
1542	220 SIDEROAD	HWY 10	2ND LINE NE						
1626	220 SR	2nd Line NE	Cty Rd 2						
1647	220 SR	County Rd 2	Melancthon / Osprey TL						
1458	240 SIDEROAD	8TH LINE NE	10TH LINE NE						

Agency ID	Road Name	From	To	Capital Improvements			Rehabilitation		
				Subsequent Improvement Year (2)	Rehabilitation Unit Cost/m^2	Subsequent Improvement Cost (2022)	Subsequent Improvement Year (3)	Rehabilitation Unit Cost/m^2	Subsequent Improvement Cost (2022)
1543	240 SIDEROAD	HWY 10	2ND LINE NE						
1544	240 SIDEROAD	4TH LINE NE	6TH LINE NE						
1602	240 SIDEROAD	2ND LINE NE	4TH LINE NE						
1523	240 SR	6th Line NE	8th Line NE						
1627	240 SR	10th Line NE	5th Line OS						
55	250 SIDEROAD	8TH LINE NE	5TH LINE OS						
1204	250 SIDEROAD	2ND LINE NE	1.7 KM NE OF 2nd LINE NE						
1228	250 SIDEROAD	4TH LINE SW	END OF ROAD						
1233	250 SIDEROAD	HWY 10	2ND LINE NE						
1459	250 SIDEROAD	4TH LINE NE	1.7 KM NE of 2nd LINE NE						
1460	250 SIDEROAD	4TH LINE SW	2ND LINE SW						
1461	250 SIDEROAD	2ND LINE SW	HWY 10						
1514	250th SR	4th Line NE	6th Line NE						
1611	260 SIDEROAD	MELANCTHON-PROTON TL	7TH LINE SW						
86	270 SIDEROAD	5th LINE	END						
134	270 SIDEROAD	MELANCTHON-PROTON TL	8TH LINE SW						
1216	270 SIDEROAD	4TH LINE SW	2ND LINE SW						
1251	270 SIDEROAD	7TH LINE SW	4TH LINE SW						
1462	270 SIDEROAD	RD ALLOW W OF HWY 10	HWY 10						
1545	270 SIDEROAD	HWY 10	2ND LINE NE						
1546	270 SIDEROAD	2ND LINE NE	RD ALLOWANCE						
1644	270 SR	8th Line SW	7th Line SW						
1215	280 SIDEROAD	2ND LINE SW	HWY 10						
1272	280 SIDEROAD	END	4TH LINE SW						
1273	280 SIDEROAD	4TH LINE SW	END						
1463	280 SIDEROAD	HWY 89	10TH LINE SW						
1464	280 SIDEROAD	.76 KM NE OF 10TH LINE	8TH LINE SW						
1465	280 SIDEROAD	10TH LINE SW	.76 KM NE OF 10TH LINE						
1612	280 SR	Highway 10	2nd Line NE						
1648	280 SR	2nd Line NE	5th Line OS						
1435	2ND LINE NE	250 SR SW	250 SR NE						
1436	2ND LINE NE	CTY RD 21	250 SDRD						
1437	2ND LINE NE	250 SR NE	240 SR NE						
1438	2ND LINE NE	240 SR NE	CTY RD 9						
1516	2nd Line NE	280 SR	270 SR						
1517	2nd Line NE	270 SR	County Rd 21						
1650	2nd Line NE	County Rd 9	220 SR						
1651	2nd Line NE	220 SR	Melancthon / Osprey TL						

Agency ID	Road Name	From	To	Capital Improvements			Rehabilitation		
				Subsequent Improvement Year (2)	Rehabilitation Unit Cost/m^2	Subsequent Improvement Cost (2022)	Subsequent Improvement Year (3)	Rehabilitation Unit Cost/m^2	Subsequent Improvement Cost (2022)
1653	2nd Line NE	County Rd 17	280 SR						
1248	300 SIDEROAD	4TH LINE NE	1.8 KM NE OF 4TH LINE SW						
1476	30th Side Road	3rd Line Old Survey	4th Line Old Survey						
1477	30th Side Road	County Road 124	3rd Line Old Survey						
1478	30th Side Road	Mulmur / Melancthon Townline	County Road 124						
1328	30TH SIDEROAD	5TH LINE OS	4TH LINE OS						
1607	30th SR	3rd Line OS	4th Line OS						
1617	3rd Line OS	County Rd 21	30th SR						
1585	4th Line NE	County Rd 21	Townline						
1594	4TH LINE NE	250 SR	240 SR						
1595	4TH LINE NE	CTY RD 21	250 SR						
1596	4TH LINE NE	240 SR	1 KM north of 240 SR						
1449	4TH LINE OS	15 SR	20 SR						
1580	4TH LINE OS	Highway 89	Railway tracks						
1581	4th Line OS	30th SR	County Rd 21						
1582	4th Line OS	Townline	30th SR						
1628	4th Line OS	Cty Rd 21	20 SR						
1652	4th Line OS	Strada North Entrance	15 SR						
1442	4TH LINE SW	CTY RD 17	280 SR						
1499	4th Line SW	Highway 89	280 Side Road						
1547	4TH LINE SW	260 SDRD	250 SDRD						
1548	4TH LINE SW	250 SDRD	PROTON W BASE LINE						
1578	4th Line SW	280 SR	270 SR						
1616	4TH LINE SW	270 SDRD	260 SDRD						
1641	4th Line SW	300 SR	CTY RD 17						
1482	5th Line Old Survey	Highway 89	Highway 10						
1452	5TH LINE OS	30th SR	County Rd 21						
1519	5th Line OS	30th SR OS	240 SR NE						
1520	5th Line OS	240 SR NE	County Rd 9						
1629	5th Line OS	Highway 10	Cty Rd 17						
1655	5th Line OS	County Rd 17	280 SR	2023	\$25.00	\$401,275	2027	\$0.80	\$12,841
1656	5th Line OS	280 SR	4th Line NE	2023	\$18.00	\$24,723	2027	\$0.80	\$1,099
1657	5th Line OS	4th Line NE	15 SR	2023	\$18.00	\$68,742	2027	\$0.80	\$3,055
1658	5th Line OS	15 SR	270 SR	2024	\$18.00	\$232,758	2028	\$0.80	\$10,345
1659	5th Line OS	270 SR	6th Line NE	2024	\$25.00	\$109,545	2028	\$0.80	\$3,505
1660	5th Line OS	6th Line NE	20 SR						
1661	5th Line OS	20 SR	County Rd 21						

Agency ID	Road Name	From	To	Capital Improvements			Rehabilitation		
				Subsequent Improvement Year (2)	Rehabilitation Unit Cost/m^2	Subsequent Improvement Cost (2022)	Subsequent Improvement Year (3)	Rehabilitation Unit Cost/m^2	Subsequent Improvement Cost (2022)
154	5TH SIDEROAD	.47 KM HIGHWAY 10	4TH LINE OS						
1269	5TH SIDEROAD	HIGHWAY 10	END						
1606	5TH SIDEROAD	4TH LINE OS	3RD LINE OS						
1615	6TH LINE NE	CTY RD 9 T	MELANCTHON-OSPREY TL						
1630	6th Line NE	5th Line OS	Cty Rd 21						
1645	6th Line NE	240 SR	County Rd 9						
1646	6th Line NE	250 SR	240 SR						
1642	7th Line SW	260 SR	Southgate TL						
1511	8th Line NE	240 SR NE	County Rd 9						
1603	8TH LINE NE	CTY RD 9 T	MELANCTHON-OSPREY TL						
1613	8TH LINE NE	CTY RD 21 5TH LINE JO	250 SR NE						
1614	8TH LINE NE	250 SDRD	240 SR						
1446	8TH LINE SW	280 SDRD	270 SDRD						
1512	8th Line SW	Highway 89	280 SR SW						
1605	8TH LINE SW	270 SR (south)	MELANCTHON-PROTON TL						
536	CEDAR	MAIN	END						
543	HUNTER	CTY ROAD 124	END OF ROAD						
1207	MANITOBA ST & Argyle St	MAIN ST	END						
1624	MELANCTHON - Mulmur TL	15 SR	20 SR						
1631	Melancthon / Mulmur TL	20 SR	Cty Rd 21						
1480	Melancthon / Mulmur Townline	County Road 21	30th Side Road						
1649	Melancthon / Osprey TL	6th Line NE	8th Line NE						
1522	Melancthon / Southgate TL	8th Line SW	260 SR						
1643	Melancthon / Southgate TL	Southgate 8 SR	8th Line SW						
169	MELANCTHON-NOTTAWASAGA TL	CTY RD 124	1 KM E OF CTY RD 124						
546	MELANCTHON-NOTTAWASAGA TL	1 KM E OF CTY RD 124	TL						
1264	MELANCTHON-OSPREY TL	8TH LINE NE	CTY RD 9						
1623	MELANCTHON-OSPREY TOWNLINE	220 SR	6TH LINE NE						
1197	MELANCTHON-PROTON TL	270 SDRD	8th Line SW						
1271	MELANCTHON-PROTON TL	CONCESSION ROAD 2	270 SDRD						
179	MULMUR-MELANCTHON TL	RIVER ROAD	END OF ROAD						
109	SHOOK	MAIN	END						

Road Base Inventory

Road Needs ID	Agency ID	GIS Map Link	Asset Name	From	To	Surface Material	Length (m)	Install Year	Useful Life	Remaining Useful Life	Road Needs Remaining Life	Age	Historic Cost	2021 Accumulated Amortization System	2021 Net Book Value System	2021 Replacement Cost/Section
							264,030		75	12	12	127	\$4,156,356	\$2,528,968	\$1,627,388	\$105,612,068
	701	176	Municipal Road Base - 15TH SIDEROAD	3RD LINE OS	CTY RD 124	Asphalt	1,142	1983	75	37	37	38	\$45,634	\$28,902	\$16,733	\$ 456,632
	718	194	Municipal Road Base - 15TH SIDEROAD	CTY RD 124	MAIN ST	Asphalt	227	1983	75	37	37	38	\$9,084	\$5,753	\$3,331	\$ 90,896
	702	177	Municipal Road Base - 15TH SIDEROAD	MAIN ST.	END OF ASPHALT (Bridge 2009)	Asphalt	691	1983	75	37	37	38	\$27,611	\$17,487	\$10,124	\$ 276,284
	699	1345	Municipal Road Base - 20TH SIDEROAD	3RD LINE OS	CTY RD 124	Asphalt	1,378	1983	75	37	37	38	\$55,074	\$34,880	\$20,194	\$ 551,088
	567	29	Municipal Road Base - 260 SIDEROAD	2ND LINE SW	ARGYLE ST	Asphalt	1,526	1983	75	37	37	38	\$60,996	\$38,630	\$22,365	\$ 610,344
	570	32	Municipal Road Base - 260 SIDEROAD	4TH LINE SW	2ND LINE SW	Asphalt	2,228	1983	75	37	37	38	\$89,066	\$56,408	\$32,657	\$ 891,224
	569	31	Municipal Road Base - 260 SIDEROAD	7TH LINE SW	4TH LINE SW	Asphalt	2,013	1983	75	37	37	38	\$80,462	\$50,959	\$29,503	\$ 805,128
	625	82	Municipal Road Base - 2ND LINE SW	250 SDRD	Melancthon / Southgate Boundary Line	Asphalt	2,350	1853	75	0	0	168	\$1,526	\$1,526	\$0	\$ 939,836
	624	81	Municipal Road Base - 2ND LINE SW	260 SDRD	250 SDRD	Asphalt	2,054	1983	75	37	37	38	\$165,287	\$63,202	\$102,086	\$ 821,728
	623	118	Municipal Road Base - 2ND LINE SW	270 SDRD	260 SDRD	Asphalt	2,045	1983	75	37	37	38	\$82,120	\$52,010	\$30,111	\$ 817,872
	622	117	Municipal Road Base - 2ND LINE SW	280 Sideroad	270 Sideroad	Asphalt	2,029	1983	75	37	37	38	\$81,735	\$51,766	\$29,970	\$ 811,484
	621	1278	Municipal Road Base - 2ND LINE SW	CTY RD 17	280 SDRD	Asphalt	2,051	1986	75	40	40	35	\$93,087	\$54,300	\$38,786	\$ 820,556
	673	147	Municipal Road Base - 2ND LINE SW	HWY 89	300 SDRD	Asphalt	1,799	1983	75	37	37	38	\$224,417	\$51,399	\$173,018	\$ 719,788
	645	102	Municipal Road Base - 3RD LINE	1.5 KM SOUTH OF 20TH SIDEROAD	20TH SIDEROAD	Asphalt	3,045	1853	75	0	0	168	\$133	\$133	\$0	\$ 1,217,988
	900	544	Municipal Road Base - 3RD LINE	2 KM N OF 5TH SIDEROAD	CTY RD 17	Asphalt	1,048	1988	75	42	42	33	\$57,618	\$31,690	\$25,928	\$ 419,396
	690	165	Municipal Road Base - 3RD LINE	20 SR	RD 21	Asphalt	3,055	1983	75	37	37	38	\$122,109	\$77,336	\$44,773	\$ 1,221,868
	636	93	Municipal Road Base - 3RD LINE	5 SR	2 KM N OF 5TH SIDEROAD	Asphalt	2,011	1983	75	37	37	38	\$91,659	\$58,051	\$33,608	\$ 804,200
	639	96	Municipal Road Base - 3RD LINE	CTY RD 17	15 SR	Asphalt	2,689	1983	75	37	37	38	\$22,797	\$14,438	\$8,359	\$ 1,075,420
	901	545	Municipal Road Base - 3RD LINE	CTY RD 17	15 SR	Asphalt	363	1983	75	37	37	38	\$14,495	\$9,180	\$5,315	\$ 145,044
	635	92	Municipal Road Base - 3RD LINE	HWY 10	5 SR	Asphalt	1,650	1987	75	41	41	34	\$102,464	\$58,063	\$44,401	\$ 660,148
	678	153	Municipal Road Base - 4TH LINE	5TH SR	CTY RD 17	Asphalt	3,038	1983	75	37	37	38	\$121,461	\$76,926	\$44,536	\$ 1,215,388
	638	95	Municipal Road Base - 4TH LINE	CTY RD 17	1.591 km North of Cty Rd 17	Asphalt	1,591	1988	75	42	42	33	\$147,745	\$81,260	\$66,485	\$ 636,400
	677	152	Municipal Road Base - 4TH LINE	HWY 10	5TH SDRD	Asphalt	713	1983	75	37	37	38	\$31,383	\$31,383	\$0	\$ 285,352
	609	72	Municipal Road Base - 4TH LINE NE	240 SDRD	RD 9 AND CTY RD 2	Asphalt	2,048	1853	75	0	0	168	\$985	\$985	\$0	\$ 819,100
	600	63	Municipal Road Base - 4TH LINE NE	250 SDRD	240 SDRD	Asphalt	2,447	1984	75	38	38	37	\$69,649	\$41,822	\$27,827	\$ 978,704
	602	65	Municipal Road Base - 4TH LINE NE	5TH LINE OS	CTY RD 21	Asphalt	3,937	1853	75	0	0	168	\$109	\$109	\$0	\$ 1,574,864
	601	64	Municipal Road Base - 4TH LINE NE	CTY RD 21	250 SDRD	Asphalt	1,634	1987	75	41	41	34	\$200,655	\$113,705	\$86,951	\$ 653,592
	897	1274	Municipal Road Base - 4TH LINE OS	Railway Tracks	HWY 10	Asphalt	956	1983	75	37	37	38	\$22,950	\$14,535	\$8,415	\$ 382,400
	686	161	Municipal Road Base - 5TH LINE	20 SR	RD 21 5TH LINE JOG	Asphalt	1,577	1983	75	37	37	38	\$63,045	\$39,929	\$23,117	\$ 630,856
	644	101	Municipal Road Base - 5TH LINE	280 SDRD	4TH LINE NE	Asphalt	205	1983	75	37	37	38	\$121,721	\$77,090	\$44,631	\$ 82,196
	640	97	Municipal Road Base - 5TH LINE	4TH LINE NE	15 SIDEROAD	Asphalt	570	1853	75	0	0	168	\$1,999	\$1,999	\$0	\$ 228,120
	685	160	Municipal Road Base - 5TH LINE	6TH LINE NE	20th SIDEROAD	Asphalt	466	1983	75	37	37	38	\$18,617	\$11,791	\$6,826	\$ 186,292
	637	94	Municipal Road Base - 5TH LINE	CTY RD 17 5TH LINE JOG	280 SR	Asphalt	2,293	1983	75	37	37	38	\$121,975	\$77,251	\$44,724	\$ 917,176
	684	159	Municipal Road Base - 5th Line OS - 15th SR - 270 SR	15TH SIDEROAD	270 SIDEROAD	Asphalt	1,930	1983	75	37	37	38	\$77,165	\$48,871	\$28,294	\$ 772,140
	683	158	Municipal Road Base - 5th Line OS - 270 SR - 6th Line NE	270 SIDEROAD	6th LINE NE	Asphalt	654	1983	75	37	37	38	\$26,145	\$16,558	\$9,586	\$ 261,616
	730	207	Municipal Road Base - 5TH SIDEROAD	3RD LINE OS	CTY RD 124	Asphalt	1,488	1983	75	37	37	38	\$54,797	\$34,705	\$20,092	\$ 595,124
	729	206	Municipal Road Base - 5TH SIDEROAD	CTY RD 124	TL	Asphalt	1,250	1983	75	37	37	38	\$65,236	\$41,316	\$23,920	\$ 499,896
	559	1489	Municipal Road Base - 7TH LINE SW	270 SR	260 SR	Asphalt	2,048	1983	75	37	37	38	\$81,856	\$51,842	\$30,014	\$ 819,084
	654	111	Municipal Road Base - 7TH LINE SW	280 SDRD	270 SDRD	Asphalt	2,033	1853	75	0	0	168	\$777	\$777	\$0	\$ 813,352
	668	142	Municipal Road Base - 7TH LINE SW	CTY RD 17	280 SDRD	Asphalt	2,040	1983	75	37	37	38	\$81,536	\$51,639	\$29,896	\$ 815,876
	669	143	Municipal Road Base - 7TH LINE SW	HWY 89	CTY RD 17	Asphalt	853	1983	75	37	37	38	\$34,092	\$21,591	\$12,500	\$ 341,136
	710	186	Municipal Road Base - ADDESON	GEORGE	LLOYD	Asphalt	155	1983	75	37	37	38	\$4,625	\$2,929	\$1,696	\$ 62,008
	725	201	Municipal Road Base - CHARLES ST W	MAIN	END OF ROAD	Asphalt	141	1983	75	37	37	38	\$5,651	\$3,579	\$2,072	\$ 56,548
	724	200	Municipal Road Base - CHURCH	MAIN	END OF ROAD	Asphalt	242	1983	75	37	37	38	\$9,676	\$6,128	\$3,548	\$ 96,820
	706	182	Municipal Road Base - FIELDWAY	MAIN	END OF ROAD	Asphalt	800	1983	75	37	37	38	\$31,999	\$20,266	\$11,733	\$ 320,192
	712	188	Municipal Road Base - GEORGE	ADDESON	MAIN	Asphalt	114	1983	75	37	37	38	\$3,387	\$2,145	\$1,242	\$ 45,420
	709	185	Municipal Road Base - HIGH	MAIN	70 M E OF MAIN	Asphalt	170	1983	75	37	37	38	\$6,810	\$4,313	\$2,497	\$ 68,144
	728	205	Municipal Road Base - HUNTER	CTY ROAD 124	END OF ROAD	Asphalt	291	1983	75	37	37	38	\$11,615	\$7,356	\$4,259	\$ 116,228
	711	187	Municipal Road Base - LLOYD	ADDESON	MAIN	Asphalt	110	1983	75	37	37	38	\$3,290	\$2,084	\$1,206	\$ 44,120
	707	183	Municipal Road Base - MAIN	15 SR	CTY RD 124	Asphalt	366	1983	75	37	37	38	\$14,612	\$9,254	\$5,358	\$ 146,208
	566	26	Municipal Road Base - MAIN	CEDAR ST	SHOOK ST	Asphalt	153	1978	75	32	32	43	\$14,271	\$8,182	\$6,089	\$ 61,300

Road Base Inventory

Road Needs ID	Agency ID	GIS Map Link	Asset Name	From	To	Surface Material	Length (m)	Install Year	Useful Life	Remaining Useful Life	Road Needs Remaining Life	Age	Historic Cost	2021 Accumulated Amortization System	2021 Net Book Value System	2021 Replacement Cost/Section
	726	1313	Municipal Road Base - MAIN	CHARLES ST W	GEORGE	Asphalt	126	1978	75	32	32	43	\$35,074	\$13,481	\$21,593	\$ 50,564
	723	1312	Municipal Road Base - MAIN	CHURCH ST	CHARLES ST W	Asphalt	153	1978	75	32	32	43	\$42,391	\$16,293	\$26,097	\$ 61,112
	716	1347	Municipal Road Base - MAIN	CTY RD 124	OLDFIELD CRT	Asphalt	692	1983	75	37	37	38	\$27,679	\$17,530	\$10,149	\$ 276,972
	715	1315	Municipal Road Base - MAIN	FIELDWAY CRT	HIGH ST	Asphalt	323	1983	75	37	37	38	\$12,925	\$8,186	\$4,739	\$ 129,328
	727	1314	Municipal Road Base - MAIN	GEORGE ST	TO LLOYD ST	Asphalt	212	1978	75	32	32	43	\$58,746	\$22,580	\$36,167	\$ 84,692
	564	24	Municipal Road Base - MAIN	GRIERSON ST	MANITOBA ST	Asphalt	159	1978	75	32	32	43	\$14,770	\$8,468	\$6,302	\$ 63,444
	722	1311	Municipal Road Base - MAIN	HIGH ST	MILL ST	Asphalt	120	1978	75	32	32	43	\$11,167	\$6,402	\$4,764	\$ 47,964
	565	25	Municipal Road Base - MAIN	MANITOBA ST	CEDAR ST	Asphalt	74	1978	75	32	32	43	\$6,897	\$3,954	\$2,943	\$ 29,624
	717	193	Municipal Road Base - MAIN	MILL LANE	15 SR	Asphalt	335	1983	75	37	37	38	\$13,402	\$8,488	\$4,914	\$ 134,108
	721	1310	Municipal Road Base - MAIN	MILL ST	CHURCH ST	Asphalt	214	1978	75	32	32	43	\$19,938	\$11,431	\$8,507	\$ 85,640
	714	1346	Municipal Road Base - MAIN	OLDFIELD CRT	FIELDWAY CRT	Asphalt	277	1983	75	37	37	38	\$11,069	\$7,011	\$4,059	\$ 110,764
	650	107	Municipal Road Base - MAIN	VICTORIA ST RD ALLOW	HWY 10	Asphalt	418	1853	75	0	0	168	\$829	\$829	\$0	\$ 167,268
	719	195	Municipal Road Base - MILL LN	MAIN	END OF ROAD	Asphalt	655	1983	75	37	37	38	\$26,174	\$16,577	\$9,597	\$ 261,912
	720	196	Municipal Road Base - MILL ST	MAIN	WILLIAM	Asphalt	95	1983	75	37	37	38	\$3,802	\$2,408	\$1,394	\$ 38,048
	708	184	Municipal Road Base - OLDFIELD	MAIN	END OF ROAD	Asphalt	643	1983	75	37	37	38	\$25,714	\$16,286	\$9,428	\$ 257,304
	713	189	Municipal Road Base - RIVER	Mulmur-Melancthon Townline	WILLIAM	Asphalt	1,401	1983	75	37	37	38	\$56,023	\$35,481	\$20,542	\$ 560,588
	705	181	Municipal Road Base - WILLIAM	HIGH	MILL	Asphalt	120	1983	75	37	37	38	\$4,791	\$3,034	\$1,757	\$ 47,936
	1352	1351	Municipal Road Base 2nd Line SW	300 SDRD	CTY RD 17	Asphalt	1,981	2011	75	65	65	10	\$71,745	\$11,958	\$59,788	\$ 792,400
	592	56	Municipal Road Base - 10TH LINE NE	240 SDRD	Grey Road 9	Gravel	856	1853	75	0	0	168	\$491	\$491	\$0	\$ 342,456
	633	1238	Municipal Road Base - 10TH LINE NE	5TH LINE OS	240 SDRD	Gravel	859	1853	75	0	0	168	\$775	\$775	\$0	\$ 343,420
	666	1448	Municipal Road Base - 10TH LINE SW	280 SDRD north	RD ALLOW	Gravel	706	1853	75	0	0	168	\$289	\$289	\$0	\$ 282,260
	643	1455	Municipal Road Base - 15TH SIDEROAD	4TH LINE OS	3RD LINE OS	Gravel	1,451	1983	75	37	37	38	\$8,215	\$5,203	\$3,012	\$ 580,544
	642	1454	Municipal Road Base - 15TH SIDEROAD	5TH LINE OS	4TH LINE OS	Gravel	1,422	1853	75	0	0	168	\$892	\$892	\$0	\$ 568,668
	903	1270	Municipal Road Base - 15TH SIDEROAD	Bridge 2009	Mulmur-Melancthon Townline	Gravel	684	1853	75	0	0	168	\$448	\$448	\$0	\$ 273,488
	689	1456	Municipal Road Base - 20TH SIDEROAD	4TH LINE OS	3RD LINE OS	Gravel	1,426	1853	75	0	0	168	\$934	\$934	\$0	\$ 570,368
	582	44	Municipal Road Base - 20TH SIDEROAD	5TH LINE OS	4TH LINE OS	Gravel	1,431	1853	75	0	0	168	\$938	\$938	\$0	\$ 572,404
	698	1414	Municipal Road Base - 20TH SIDEROAD	CTY RD 124	TL	Gravel	1,368	1853	75	0	0	168	\$841	\$841	\$0	\$ 547,288
	579	1242	Municipal Road Base - 220 SIDEROAD	2ND LINE NE	COUNTY ROAD 2	Gravel	2,046	1853	75	0	0	168	\$1,005	\$1,005	\$0	\$ 818,324
	578	1241	Municipal Road Base - 220 SIDEROAD	COUNTY ROAD 2	MELANCTHON-OSPREY TL	Gravel	1,366	1853	75	0	0	168	\$671	\$671	\$0	\$ 546,304
	649	1235	Municipal Road Base - 220 SIDEROAD	HWY 10	2ND LINE NE	Gravel	1,527	1983	75	37	37	38	\$16,716	\$10,587	\$6,129	\$ 610,676
	606	1198	Municipal Road Base - 240 SIDEROAD	10TH LINE NE	5TH LINE OS	Gravel	739	1853	75	0	0	168	\$121	\$121	\$0	\$ 295,624
	575	1423	Municipal Road Base - 240 SIDEROAD	2ND LINE NE	4TH LINE NE	Gravel	2,046	1853	75	0	0	168	\$1,089	\$1,089	\$0	\$ 818,212
	608	1415	Municipal Road Base - 240 SIDEROAD	4TH LINE NE	6TH LINE NE	Gravel	2,030	1983	75	37	37	38	\$83,984	\$52,170	\$31,814	\$ 812,084
	576	1326	Municipal Road Base - 240 SIDEROAD	6TH LINE NE	8TH LINE NE	Gravel	2,039	1853	75	0	0	168	\$1,086	\$1,086	\$0	\$ 815,676
	577	1458	Municipal Road Base - 240 SIDEROAD	8TH LINE NE	10TH LINE NE	Gravel	2,050	1853	75	0	0	168	\$1,092	\$1,092	\$0	\$ 820,092
	648	1234	Municipal Road Base - 240 SIDEROAD	HWY 10	2ND LINE NE	Gravel	1,521	1853	75	0	0	168	\$750	\$750	\$0	\$ 608,240
	610	1204	Municipal Road Base - 250 SIDEROAD	2ND LINE NE	1.7 KM NE OF 2nd LINE NE	Gravel	1,718	1853	75	0	0	168	\$1,254	\$1,254	\$0	\$ 687,360
	574	1461	Municipal Road Base - 250 SIDEROAD	2ND LINE SW	HWY 10	Gravel	2,340	1853	75	0	0	168	\$1,092	\$1,092	\$0	\$ 935,876
	571	33	Municipal Road Base - 250 SIDEROAD	4TH LINE NE	6TH LINE NE	Gravel	2,022	1853	75	0	0	168	\$1,159	\$1,159	\$0	\$ 808,888
	890	1459	Municipal Road Base - 250 SIDEROAD	4TH LINE NE	1.7 KM NE of 2nd LINE NE	Gravel	325	1853	75	0	0	168	\$160	\$160	\$0	\$ 130,012
	573	1460	Municipal Road Base - 250 SIDEROAD	4TH LINE SW	2ND LINE SW	Gravel	2,223	1853	75	0	0	168	\$1,220	\$1,220	\$0	\$ 889,380
	591	55	Municipal Road Base - 250 SIDEROAD	8TH LINE NE	5TH LINE OS	Gravel	1,042	1853	75	0	0	168	\$256	\$256	\$0	\$ 416,920
	647	1233	Municipal Road Base - 250 SIDEROAD	HWY 10	2ND LINE NE	Gravel	1,629	1853	75	0	0	168	\$810	\$810	\$0	\$ 651,776
	572	1228	Municipal Road Base - 250 SIDEROAD	W OF 4TH LINE SW	END OF ROAD	Gravel	303	1853	75	0	0	168	\$141	\$141	\$0	\$ 121,212
	568	1419	Municipal Road Base - 260 SIDEROAD	MELANCTHON-Southgate TL	7TH LINE SW	Gravel	1,477	1853	75	0	0	168	\$690	\$690	\$0	\$ 590,952
	665	1220	Municipal Road Base - 270 SIDEROAD	.7 KM E OF 8TH LINE	7TH LINE SW	Gravel	1,392	1853	75	0	0	168	\$513	\$513	\$0	\$ 556,612
	682	1203	Municipal Road Base - 270 SIDEROAD	2ND LINE NE	RD ALLOW	Gravel	1,417	1853	75	0	0	168	\$1,160	\$1,160	\$0	\$ 566,728
	562	1216	Municipal Road Base - 270 SIDEROAD	4TH LINE SW	2ND LINE SW	Gravel	2,235	1853	75	0	0	168	\$915	\$915	\$0	\$ 894,076
	629	86	Municipal Road Base - 270 SIDEROAD	5th LINE	END	Gravel	477	1853	75	0	0	168	\$799	\$799	\$0	\$ 190,656
	651	1251	Municipal Road Base - 270 SIDEROAD	7TH LINE SW	4TH LINE SW	Gravel	2,023	1853	75	0	0	168	\$55	\$55	\$0	\$ 809,376
	893	1220	Municipal Road Base - 270 SIDEROAD	8TH LINE SW	.7 KM E OF 8TH LINE	Gravel	725	1853	75	0	0	168	\$267	\$267	\$0	\$ 289,924
	613	76	Municipal Road Base - 270 SIDEROAD	HWY 10	2ND LINE NE	Gravel	1,746	1853	75	0	0	168	\$1,374	\$1,374	\$0	\$ 698,552

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	660	134	Municipal Road Base - 270 SIDEROAD	MELANCTHON-Southgate TL	8TH LINE SW	Gravel	1,179	1853	75	0	0	168	\$338	\$338	\$0	\$ 471,624
	557	1462	Municipal Road Base - 270 SIDEROAD	RD ALLOW W OF HWY 10	HWY 10	Gravel	883	1853	75	0	0	168	\$470	\$470	\$0	\$ 353,292
	658	1464	Municipal Road Base - 280 SIDEROAD	.76 KM NE OF 10TH LINE	8TH LINE SW	Gravel	1,302	1853	75	0	0	168	\$533	\$533	\$0	\$ 520,772
	891	1465	Municipal Road Base - 280 SIDEROAD	10TH LINE SW	.76 KM NE OF 10TH LINE	Gravel	761	1853	75	0	0	168	\$312	\$312	\$0	\$ 304,352
	561	1205	Municipal Road Base - 280 SIDEROAD	2ND LINE NE	HWY 10	Gravel	2,203	1853	75	0	0	168	\$722	\$722	\$0	\$ 881,232
	611	1331	Municipal Road Base - 280 SIDEROAD	2ND LINE NE	5TH LINE OS	Gravel	1,913	1853	75	0	0	168	\$1,148	\$1,148	\$0	\$ 765,344
	1115	1273	Municipal Road Base - 280 SIDEROAD	4TH LINE SW east	END	Gravel	310	1853	75	0	0	168	\$97	\$97	\$0	\$ 124,032
	659	1226	Municipal Road Base - 280 SIDEROAD	8TH LINE SW	7TH LINE SW	Gravel	2,046	1853	75	0	0	168	\$838	\$838	\$0	\$ 818,332
	1116	1272	Municipal Road Base - 280 SIDEROAD	END	4TH LINE SW west	Gravel	480	1853	75	0	0	168	\$151	\$151	\$0	\$ 191,948
	612	1205	Municipal Road Base - 280 SIDEROAD	HWY 10	2ND LINE NE	Gravel	1,753	1853	75	0	0	168	\$1,001	\$1,001	\$0	\$ 701,008
	667	1463	Municipal Road Base - 280 SIDEROAD	HWY 89	10TH LINE SW	Gravel	573	1853	75	0	0	168	\$235	\$235	\$0	\$ 229,348
	619	1355	Municipal Road Base - 2ND LINE NE	220 SDRD	MELANCTHON-ARTMESIA TL	Gravel	2,048	1983	75	37	37	38	\$79,190	\$50,154	\$29,036	\$ 819,060
	617	1438	Municipal Road Base - 2ND LINE NE	240 SR	County Rd 9	Gravel	2,041	1996	75	50	50	25	\$140,152	\$140,152	\$0	\$ 816,412
	616	1437	Municipal Road Base - 2ND LINE NE	250 SR	240 SR	Gravel	2,448	1853	75	0	0	168	\$1,337	\$1,337	\$0	\$ 979,072
	615	1410	Municipal Road Base - 2ND LINE NE	270 SDRD	CTY RD 21	Gravel	2,042	1853	75	0	0	168	\$1,604	\$1,604	\$0	\$ 816,968
	605	1405	Municipal Road Base - 2ND LINE NE	280 SDRD	270 SDRD	Gravel	2,051	1853	75	0	0	168	\$393	\$393	\$0	\$ 820,568
	614	1412	Municipal Road Base - 2ND LINE NE	CTY RD 17	280 SDRD	Gravel	2,046	1853	75	0	0	168	\$1,338	\$1,338	\$0	\$ 818,528
	604	1436	Municipal Road Base - 2ND LINE NE	CTY RD 21	250 SDRD	Gravel	1,430	1853	75	0	0	168	\$1,344	\$1,344	\$0	\$ 571,800
	618	113	Municipal Road Base - 2ND LINE NE	CTY RD 9	220 SDRD	Gravel	2,054	1996	75	50	50	25	\$139,709	\$139,709	\$0	\$ 821,656
	646	1435	Municipal Road Base - 2ND LINE NE	JOG OF 250 SDRD	250 SIDEROAD	Gravel	202	1853	75	0	0	168	\$534	\$534	\$0	\$ 80,888
	552	1354	Municipal Road Base - 2ND LINE NE	MELANCTHON-ARTEMESIA TL	MELANCTHON-OSPREY TL	Gravel	290	1996	75	50	50	25	\$19,771	\$19,771	\$0	\$ 115,908
	894	1268	Municipal Road Base - 300 SIDEROAD	1.8 KM NE OF 4TH LINE SW	2ND LINE SW	Gravel	439	1853	75	0	0	168	\$144	\$144	\$0	\$ 175,552
	672	1248	Municipal Road Base - 300 SIDEROAD	4TH LINE NE	1.8 KM NE OF 4TH LINE SW	Gravel	1,787	1853	75	0	0	168	\$585	\$585	\$0	\$ 714,684
	692	1227	Municipal Road Base - 30TH SIDEROAD	3RD LINE	CTY RD 124	Gravel	1,384	1853	75	0	0	168	\$737	\$737	\$0	\$ 553,448
	584	1259	Municipal Road Base - 30TH SIDEROAD	4TH LINE OS	3RD LINE OS	Gravel	1,457	1853	75	0	0	168	\$776	\$776	\$0	\$ 582,892
	583	1328	Municipal Road Base - 30TH SIDEROAD	5TH LINE OS	4TH LINE OS	Gravel	1,434	1853	75	0	0	168	\$763	\$763	\$0	\$ 573,520
	693	168	Municipal Road Base - 30TH SIDEROAD	CTY RD 124	TL	Gravel	1,384	1853	75	0	0	168	\$794	\$794	\$0	\$ 553,792
	691	1411	Municipal Road Base - 3RD LINE	CTY RD 21	30 SR	Gravel	3,065	1853	75	0	0	168	\$2,008	\$2,008	\$0	\$ 1,225,972
	641	1449	Municipal Road Base - 4TH LINE	15 SR	20 SR	Gravel	3,050	1853	75	0	0	168	\$873	\$873	\$0	\$ 1,220,156
	688	1450	Municipal Road Base - 4TH LINE	20 SR	RD 21	Gravel	3,055	1853	75	0	0	168	\$1,626	\$1,626	\$0	\$ 1,221,808
	555	1417	Municipal Road Base - 4TH LINE	30 SR	MELANCTHON-OSPREY TL	Gravel	1,105	1853	75	0	0	168	\$588	\$588	\$0	\$ 441,852
	556	1418	Municipal Road Base - 4TH LINE	CTY RD 21	30 SR	Gravel	3,054	1853	75	0	0	168	\$5,919	\$2,914	\$3,005	\$ 1,221,640
	1100	1099	Municipal Road Base - 4TH LINE	HWY 89	Railway Tracks	Gravel	1,265	1983	75	37	37	38	\$14,796	\$9,709	\$5,087	\$ 505,852
	603	1231	Municipal Road Base - 4TH LINE NE	CTY RD 2	OSPREY E BACK LINE	Gravel	331	1853	75	0	0	168	\$937	\$937	\$0	\$ 132,464
	1632		Municipal Road Base - 4th Line OS	15 SR	1.46 km South of 15 SR	Gravel	1,460	2020	75	74	74	1	\$4,940	\$62	\$4,879	\$ 584,000
	626	1426	Municipal Road Base - 4TH LINE SW	250 SDRD	Melancthon / Southgate Boundary Line	Gravel	3,268	1853	75	0	0	168	\$961	\$961	\$0	\$ 1,307,320
	627	1422	Municipal Road Base - 4TH LINE SW	260 SDRD	250 SDRD	Gravel	2,058	1853	75	0	0	168	\$955	\$955	\$0	\$ 823,020
	628	1443	Municipal Road Base - 4TH LINE SW	270 SDRD	260 SDRD	Gravel	2,046	1853	75	0	0	168	\$254	\$254	\$0	\$ 818,248
	558	1442 & 1496	Municipal Road Base - 4TH LINE SW	CTY RD 17	270 SR	Gravel	4,068	1853	75	0	0	168	\$1,899	\$1,899	\$0	\$ 1,627,216
	671	1421	Municipal Road Base - 4TH LINE SW	Highway 89	CTY RD 17	Gravel	2,250	1853	75	0	0	168	\$1,216	\$1,216	\$0	\$ 900,000
	554	1209	Municipal Road Base - 5TH LINE	240 SDRD	County Road 9	Gravel	351	1853	75	0	0	168	\$196	\$196	\$0	\$ 140,400
	631	1201	Municipal Road Base - 5TH LINE	30 SR	240 SR	Gravel	816	1853	75	0	0	168	\$208	\$208	\$0	\$ 326,228
	553	1452	Municipal Road Base - 5TH LINE	County road 21	30th Sideroad	Gravel	3,102	1853	75	0	0	168	\$1,013	\$1,013	\$0	\$ 1,240,800
	674	1482	Municipal Road Base - 5TH LINE	Highway 89	Highway 10	Gravel	2,892	1853	75	0	0	168	\$853	\$853	\$0	\$ 1,156,800
	676	1340	Municipal Road Base - 5TH LINE	HWY 10	CTY RD 17	Gravel	2,603	1853	75	0	0	168	\$1,492	\$1,492	\$0	\$ 1,041,356
	679	154	Municipal Road Base - 5TH SIDEROAD	.47 KM HIGHWAY 10	4TH LINE OS	Gravel	880	1853	75	0	0	168	\$324	\$324	\$0	\$ 352,108
	634	91	Municipal Road Base - 5TH SIDEROAD	4TH LINE OS	3RD LINE OS	Gravel	1,455	1983	75	37	37	38	\$65,973	\$41,783	\$24,190	\$ 582,100
	898	1269	Municipal Road Base - 5TH SIDEROAD	HIGHWAY 10	Bridge 4	Gravel	476	1853	75	0	0	168	\$234	\$234	\$0	\$ 190,304
	598	1407	Municipal Road Base - 6TH LINE NE	240 SDRD	CTY RD 9	Gravel	2,049	1853	75	0	0	168	\$854	\$854	\$0	\$ 819,592
	596	1488	Municipal Road Base - 6th Line NE	250 Sideroad	240 Sideroad	Gravel	2,449	1853	75	0	0	168	\$826	\$826	\$0	\$ 979,656
	597	1439	Municipal Road Base - 6TH LINE NE	5TH LINE OS	END	Gravel	1,552	1853	75	0	0	168	\$1,091	\$1,091	\$0	\$ 620,868

Road Base Inventory

Road Needs ID	Agency ID	GIS Map Link	Asset Name	From	To	Surface Material	Length (m)	Install Year	Useful Life	Remaining Useful Life	Road Needs Remaining Life	Age	Historic Cost	2021 Accumulated Amortization System	2021 Net Book Value System	2021 Replacement Cost/Section
	599	1408	Municipal Road Base - 6TH LINE NE	CTY RD 9 T	MELANCTHON-OSPREY TL	Gravel	1,604	1983	75	37	37	38	\$101,415	\$62,500	\$38,915	\$ 641,720
	560	1444	Municipal Road Base - 7TH LINE SW	260 SR	MELANCTHON-Southgate TL	Gravel	1,582	1853	75	0	0	168	\$738	\$738	\$0	\$ 632,696
	594	1413	Municipal Road Base - 8TH LINE NE	240 SDRD	CTY RD 9	Gravel	2,040	1853	75	0	0	168	\$1,337	\$1,337	\$0	\$ 815,948
	593	1441	Municipal Road Base - 8TH LINE NE	250 SDRD	240 SR	Gravel	2,033	1853	75	0	0	168	\$1,332	\$1,332	\$0	\$ 813,124
	630	1440	Municipal Road Base - 8TH LINE NE	CTY RD 21 5TH LINE JO	250 SR	Gravel	1,219	1853	75	0	0	168	\$534	\$534	\$0	\$ 487,660
	607	1199	Municipal Road Base - 8TH LINE NE	CTY RD 9 T	MELANCTHON-OSPREY TL	Gravel	228	1853	75	0	0	168	\$1,081	\$1,081	\$0	\$ 91,260
	657	1447	Municipal Road Base - 8TH LINE SW	270 SDRD	MELANCTHON-Southgate TL	Gravel	1,390	1853	75	0	0	168	\$649	\$649	\$0	\$ 556,188
	656	1446	Municipal Road Base - 8TH LINE SW	280 SDRD	270 SDRD	Gravel	2,036	1853	75	0	0	168	\$61	\$61	\$0	\$ 814,400
	655	1425	Municipal Road Base - 8TH LINE SW	HWY 89	280 SDRD	Gravel	1,665	1853	75	0	0	168	\$890	\$890	\$0	\$ 665,836
	895	536	Municipal Road Base - CEDAR	MAIN	END	Gravel	54	1853	75	0	0	168	\$22	\$22	\$0	\$ 21,736
	899	543	Municipal Road Base - HUNTER	CTY ROAD 124	END OF ROAD	Gravel	232	1853	75	0	0	168	\$152	\$152	\$0	\$ 92,948
	551	9	Municipal Road Base - MANITOBA & Argyle ST	MAIN ST	END	Gravel	220	1853	75	0	0	168	\$124	\$124	\$0	\$ 88,132
	580	1243	Municipal Road Base - MELANCTHON-ARTMESIA TL	HWY 10	2ND LINE NE	Gravel	1,843	1853	75	0	0	168	\$491	\$491	\$0	\$ 737,224
	902	546	Municipal Road Base - MELANCTHON-NOTTAWASAGA TL	1 KM E OF CTY RD 124	TL	Gravel	582	1853	75	0	0	168	\$95	\$95	\$0	\$ 232,912
	694	169	Municipal Road Base - MELANCTHON-NOTTAWASAGA TL	CTY RD 124	1 KM E OF CTY RD 124	Gravel	1,037	1853	75	0	0	168	\$212	\$212	\$0	\$ 414,640
	581	1224	Municipal Road Base - MELANCTHON-OSPREY TL	2ND LINE NE	ARTEMSEA E BACK LINE	Gravel	812	1853	75	0	0	168	\$233	\$233	\$0	\$ 324,908
	585	1260	Municipal Road Base - MELANCTHON-OSPREY TL	4TH LINE NE	RD ALLOW	Gravel	701	1853	75	0	0	168	\$201	\$201	\$0	\$ 280,200
	588	1256	Municipal Road Base - MELANCTHON-OSPREY TL	5TH LINE OS	4TH LINE OS	Gravel	1,387	1853	75	0	0	168	\$397	\$397	\$0	\$ 554,620
	586	49	Municipal Road Base - MELANCTHON-OSPREY TL	6TH LINE NE	OSPREY S VIEW LN	Gravel	2,455	1853	75	0	0	168	\$704	\$704	\$0	\$ 981,988
	889	1264	Municipal Road Base - MELANCTHON-OSPREY TL	8TH LINE NE	CTY RD 9	Gravel	428	1853	75	0	0	168	\$88	\$88	\$0	\$ 171,028
	681	1406	Municipal Road Base - MELANCTHON-OSPREY TOWNLINE	220 SR	6TH LINE NE	Gravel	814	1853	75	0	0	168	\$167	\$167	\$0	\$ 325,692
	680	1424	Municipal Road Base - MELANCTHON-OSPREY TOWNLINE	RD ALLOW	220 SR	Gravel	330	1853	75	0	0	168	\$68	\$68	\$0	\$ 131,984
	1104	1247	Municipal Road Base - MELANCTHON-Southgate TL	260 SDRD	PROTON CON 4	Gravel	657	1853	75	0	0	168	\$188	\$188	\$0	\$ 262,888
	662	1197	Municipal Road Base - MELANCTHON-Southgate TL	270 SDRD	8th Line SW	Gravel	1,818	1853	75	0	0	168	\$247	\$247	\$0	\$ 727,200
	1103	1257	Municipal Road Base - MELANCTHON-Southgate TL	7TH LINE SW	PROTON CON 8	Gravel	706	1853	75	0	0	168	\$165	\$165	\$0	\$ 282,340
	664	1420	Municipal Road Base - MELANCTHON-Southgate TL	8TH LINE SW	260 SDRD	Gravel	877	1853	75	0	0	168	\$251	\$251	\$0	\$ 350,700
	1102	1196	Municipal Road Base - MELANCTHON-Southgate TL	Highway 89	270 SR	Gravel	2,786	1853	75	0	0	168	\$513	\$513	\$0	\$ 1,114,576
	661	1271	Municipal Road Base - MELANCTHON-Southgate TL	HWY 89	270 SDRD	Gravel	681	1853	75	0	0	168	\$126	\$126	\$0	\$ 272,484
	700	1261	Municipal Road Base - MULMUR-MELANCHTON TL	15 SR	20 SR	Gravel	3,051	1853	75	0	0	168	\$875	\$875	\$0	\$ 1,220,484
	697	1343	Municipal Road Base - MULMUR-MELANCTHON TL	20 SR	RD 21	Gravel	3,052	1853	75	0	0	168	\$1,000	\$1,000	\$0	\$ 1,220,872
	696	171	Municipal Road Base - MULMUR-MELANCTHON TL	30 SR	TL	Gravel	962	1853	75	0	0	168	\$236	\$236	\$0	\$ 384,692
	703	1262	Municipal Road Base - MULMUR-MELANCTHON TL	5 SR	CTY RD 17	Gravel	3,073	1853	75	0	0	168	\$944	\$944	\$0	\$ 1,229,076
	695	170	Municipal Road Base - MULMUR-MELANCTHON TL	CTY RD 21	30 SR	Gravel	3,061	1853	75	0	0	168	\$940	\$940	\$0	\$ 1,224,468
	731	1263	Municipal Road Base - MULMUR-MELANCTHON TL	HWY 89	5TH SR	Gravel	2,975	1853	75	0	0	168	\$914	\$914	\$0	\$ 1,190,184
	704	179	Municipal Road Base - MULMUR-MELANCTHON TL	RIVER ROAD	END OF ROAD	Gravel	536	1853	75	0	0	168	\$77	\$77	\$0	\$ 214,340
	653	109	Municipal Road Base - SHOOK	MAIN	END	Gravel	96	1983	75	37	37	38	\$81,284	\$51,480	\$29,804	\$ 38,456

Bridge Inventory - tax funded

						Load Posting																			
FIXED ASSET ID	Link ID	OSIM Bridge No	Asset Name	Location	Structure Type	L3t	L2t	L1t	No of Spans	Deck Length (m)	Deck Width (m)	Install Year	TCA Useful Life	Remaining Life 2021	Age	Historic Cost	2021 Accumulated Amortization	2021 Net Book Value	Replacement Cost 2021	Condition by Age	Condition Based On OSIM 2021	Asset Condition (As per Priority Rating)	Probability of Failure (Based on Condition or Expected Condition)	Consequence of Failure	
													70	33	37	\$7,365,646	\$ 2,778,232	\$ 4,587,414	\$ 38,367,000		7.0				
942	942	1	BRIDGE 1 - 4th Line SW - 1 km North of Hwy 89		rigid frame, vertical legs	0	0	0	1	7.5	6.8	1960	75	14	61	\$15,662	\$12,738	\$2,924	\$502,500	2	7	Good	Unlikely	Major	
940	940	3	Lyons Bridge 3 - 5 SR - 100m West of 4th Line OS		rigid frame, vertical legs	0	0	0	1	8	3.9	1993	75	47	28	209,440	\$78,191	\$131,249	\$557,500	6	7	Good	Unlikely	Major	
939	939	4	Curphey Bridge			0	0	0	0	10.8	5.5	1930	75	0	91	\$128,153	\$61,303	\$66,850	Bridge Closed						
938	938	5	Leader Bridge 5 - 2nd Line SW - 1.4 km North of County Rd 17		rigid frame, vertical legs	0	0	0	1	8.7	7.9	1975	75	29	46	\$98,546	\$60,441	\$38,104	\$977,500	4	7	Good	Unlikely	Major	
937	937	6	Held Bridge 6 - 4th Line SW - 1.7 km North of County Rd 17		rigid frame, vertical legs	0	0	0	1	7.9	6.7	2003	75	57	18	146,733	\$35,216	\$111,517	\$1,018,500	8	8	Good	Unlikely	Major	
936	936	7	Gray Bridge 7 - 7th Line SW - 1.5 km South of 270 SR		rigid frame, vertical legs	0	0	0	1	8.6	7.4	1960	75	14	61	43,815	\$35,636	\$8,179	\$1,037,500	2	7	Good	Unlikely	Major	
935	935	8	Bridge 8 - 7th Line SW - 1.5 km South of 270 SR		rigid frame, vertical legs	0	0	0	1	18.2	6.9	1980	75	34	41	165,010	\$90,205	\$74,804	\$737,500	5	7	Good	Unlikely	Major	
934	934	9	Anderson Bridge 9 - 8th Line SW - 2.5 km North of Hwy 89		Box Girder	0	0	0	1	8.8	7.8	1980	75	34	41	149,123	\$81,521	\$67,602	\$1,097,500	5	7	Good	Unlikely	Major	
933	933	10	Hutchinson Bridge 10 - 280 SR - east of 8th Line SW		I-beam Steel Girders (Timber Deck)	0	0	0	1	5.5	4.9	2000	75	54	21	316,844	\$32,532	\$284,313	\$1,078,500	7	9	Very Good	Rare	Major	
932	932	11	G. Anderson Bridge - 8th Line SW - 3.4km North of Hwy 89		rigid frame, vertical legs	0	0	0	1	8.5	7.3	1960	75	14	61	120,285	\$71,313	\$48,972	\$1,976,000	2	7	Good	Unlikely	Major	
931	931	12	Riverview South Bridge 12 - 7th Line SW -		I-beam Steel Girders (Concrete Deck)	0	0	0	1	8.7	7	2008	75	62	13	583,234	\$101,094	\$482,140	\$1,833,500	8	9	Very Good	Rare	Major	
930	930	13	Riverview East Bridge 13 - 260 SR - 200m east of 7th Line SW		Precast Concrete I-Girders	0	0	0	1	10.7	8.6	1980	75	34	41	\$506,455	\$171,039	\$335,416	\$1,621,500	5	7	Good	Unlikely	Major	
929	929	14	Witowski Bridge 14 - 4th Line SW - 500m North of 250 SR		Box Girder	0	0	0	1	8.6	7.7	1977	75	31	44	164,283	\$96,380	\$67,904	\$1,621,500	4	7	Good	Unlikely	Major	
928	928	15	Oldfield Bridge 15 - 2nd Line SW - 70m North of 250 SR		rigid frame, vertical legs	0	0	0	1	7.5	6.2	1960	75	14	61	309,156	\$96,126	\$213,030	\$1,603,500	2	7	Good	Unlikely	Major	
927	927	16	Jack Bridge - 16 - 250 SR - 2km west of Hwy 10		I-beam Steel Girders (Concrete Deck)	0	0	0	1	6.3	5.3	1998	75	52	23	94,128	\$28,866	\$65,262	\$1,391,500	7	7	Good	Unlikely	Major	
958	958	17	Isaac Bridge 17 - 250 SR - 370m west of Hwt 10		CSP Multi-Plate Arch Culvert	0	0	0	2	12.8	7.3	2003	50	32	18	193,629	\$46,471	\$147,158	\$1,488,500	6	7	Good	Unlikely	Major	
957	957	18	Fluney Bridge 18 - 2nd Line NE - 750m South of County Rd 21		rigid frame, vertical legs	0	0	0	1	8.7	7.5	1960	75	14	61	\$24,455	\$19,890	\$4,565	\$802,500	2	7	Good	Unlikely	Major	
956	956	2001	Silk Bridge - 3rd Line - 2.5 km South of County Rd 17		CSP Multi-Plate Arch Culvert	0	0	0	1	15.8	7.9	1989	50	18	32	\$78,000	\$33,280	\$44,720	\$538,500	4	7	Good	Unlikely	Major	
955	955	2002	Clark Bridge - 5 SR - 200m East of 4th Line OS		CSP Multi-Plate Arch Culvert	0	0	0	1	22.5	6.5	1988	50	17	33	43,332	\$19,066	\$24,266	\$598,500	3	8	Good	Unlikely	Major	
954	954	2003	Culvert - 3rd Line - 1km South of 5 SR		Multi-Plate Culverts	0	0	0	1	26	7	1970	50	0	51	228,787	\$58,488	\$170,299	\$737,500	0	8	Good	Unlikely	Major	
953	953	2004	Culvert 2004 - 5 SR 300m west of County Rd 124		rigid frame, vertical legs	0	0	0	1	8	7.4	1990	75	44	31	502,936	\$311,821	\$191,116	\$737,500	6	7	Good	Unlikely	Major	
1432	1432	2005	Culvert 2005 - 3rd Line - 1.1km south of County Rd 17		CSP Multi-Plate Arch Culvert	0	0	0	1	17	8.4	2013	50	42	8	143,756	\$22,934	\$120,822	\$478,500	8	9	Very Good	Rare	Major	
951	951	2006	Culvert - 3rd Line - South of 15 SR		rigid frame, vertical legs	0	0	0	1	8	7.4	1990	75	44	31	191,881	\$118,966	\$72,915	\$478,500	6	7	Good	Unlikely	Major	
972	972	2007	Culvert - 15 SR East of 3rd Line OS		rigid frame, vertical legs	0	0	0	1	8	7	1980	75	34	41	\$86,424	\$70,867	\$15,556	\$497,500	5	7	Good	Unlikely	Major	
950	950	2008	Culvert - 15 SR - 600m East of County Rd 124		rigid frame, vertical legs	0	0	0	1	9.3	6.2	1970	75	24	51	25,929	\$25,929	\$0	\$557,500	3	7	Good	Unlikely	Major	
949	949	2009	Culvert - 15 SR - 1km East of County Rd 124		CIP Box Culvert	0	0	0	1	9.1	8	2008	75	62	13	254,233	\$66,101	\$188,133	\$778,500	8	9	Very Good	Rare	Major	
1564	948	2010	Multi-Plate Culvert - 3rd Line OS, south of 20th SR		CSP Multi-Plate Arch Culvert	0	0	0	1	19.6	6.7	2016	50	45	5	102,090	\$10,209	\$91,881	\$538,500	9	10	Very Good	Rare	Major	
947	947	2011	Culvert - 20th SR - 2km East of 5th Line		rigid frame, vertical legs	0	0	0	1	12.7	6.5	1985	75	39	36	121,272	\$87,316	\$33,956	\$622,500	5	6	Average	Possible	Major	
946	946	2012	Culvert - 30th SR - 250m east of County Rd 124		rigid frame, vertical legs	0	0	0	1	7.5	5.6	1960	75	14	61	15,662	\$15,662	\$0	\$658,500	2	7	Good	Unlikely	Major	
1608	945	2013	Culvert 2013 30th SR 500m west of 3rd Line		Precast Box Culvert	0	0	0	1	14.6	8	2020	75	74	1	263,127	\$5,263	\$257,865	\$538,500	10	10	Very Good	Rare	Major	
944	944	2014	Culvert - 4th Line SW - north of 250 SR		rigid frame, vertical legs	0	0	0	1	8	5	1950	75	4	71	28,198	\$28,198	\$0	\$725,500	1	7	Good	Unlikely	Major	
943	943	2015	Culvert - 10th Line NE		Precast Box Culvert	0	0	0	1	9.5	6	2008	75	62	13	194,843	\$50,659	\$144,184	\$598,500	8	8	Good	Unlikely	Major	
971	971	2016	Culvert - 4th Line NE South of County Rd 9		rigid frame, vertical legs	0	0	0	1	14.9	6.6	1980	75	34	41	63,547	\$52,108	\$11,438	\$478,500	5	7	Good	Unlikely	Major	
970	970	2017	Culvert - 2nd Line NE North of 240 SR		CSP Multi-Plate Arch Culvert	0	0	0	1	17.3	6.3	1980	50	9	41	64,606	\$52,977	\$11,629	\$497,500	2	6	Average	Possible	Major	
963	963	2018	Culvert - 2nd Line NE South of 260 SR		CIP Box Culvert	0	0	0	1	12.3	6.3	1960	75	14	61	\$21,853	\$21,853	\$0	\$497,500	2	7	Good	Unlikely	Major	
967	967	2019	Culvert - 4th Line NE North of 250 SR		rigid frame, vertical legs	0	0	0	1	18.4	6.5	1985	75	39	36	64,914	\$46,738	\$18,176	\$718,500	5	7	Good	Unlikely	Major	
1563	968	2020	Rectangular Culvert - 4th Line NE, south of 240 SR and just north of Bridge 2019		CIP Box Culvert	0	0	0	1	16.8	6.5	2016	75	70	5	125,433	\$8,362	\$117,071	\$538,500	9	10	Very Good	Rare	Major	
966	966	2021	Culvert - 2nd Line NE		CSP Multi-Plate Arch Culvert	0	0	0	1	19.8	6.3	1980	50	9	41	154,263	\$120,422	\$33,841	\$598,500	2	5	Average	Possible	Major	
965	965	2022	Culvert - 4th Line NE North of 260 SR		CIP Box Culvert	0	0	0	1	18.5	6.5	1980	75	34	41	117,538	\$90,668	\$26,870	\$478,500	5	7	Good	Unlikely	Major	
964	964	2023	Culvert - 4th Line NE South of 260 SR		CIP Box Culvert	0	0	0	1	14	6.5	1960	75	14	61	27,317	\$27,317	\$0	\$617,500	2	6	Average	Possible	Major	
1562	963	2024	Rectangular Culvert - 2nd Line NE, south of 240 SR and south of Bridge 2018		Open Bottom Culvert	0	0	0	1	17	6.3	2016	75	70	5	127,361	\$8,491	\$118,870	\$478,500	9	10	Very Good	Rare	Major	
962	962	2025	Culvert - 260 Sideroad West of 2nd Line SW		CSP Multi-Plate Arch Culvert	0	0	0	1	19.1	8.5	1970	50	0	51	45,346	\$45,346	\$0	\$538,500	0	7	Good	Unlikely	Major	
961	961	2026	Culvert - 8th Line SW North of Highway 89		CSP Multi-Plate Arch Culvert	0	0	0	1	17	8	2008	50	37	13	74,755	\$19,436	\$55,319	\$497,500	7	8	Good	Unlikely	Major	
1559	960	2027	Precast Box Culvert 2027 - 15 SR 2km West of County Road 124 (Lot 15 & 16, Conc. 2 OS)		Precast Box Culvert	0	0	0	1	10	8.5	2015													

Bridge Inventory - tax funded

Current Levels of Service Replacement/Improvement Year Based on Current Levels Service										Expected Levels of Service Replacement/Improvement Year Based on Expected Levels Service						
FIXED ASSE T ID	Link ID	OSIM Bridge No	Asset Name	Risk of Failure	Numerical Value of Risk of Failure	Year Replacement due to minimal maintenance practices	Current Levels of Service % benefit	Revised Levels Service Replacement Year	Year Replacement Applying Risk Score	Proposed Rehabilitation Cost (2021 \$)	Year for Rehabilitation	Extended Life (Years) due to Betterment	OSIM Inspection Replacement Year	Expected LOS % Benefit based on Condition at Age	Calculated based on Condition and Risk	Revised Remaining Useful Life
					2					\$ 1,557,000						
942	942	1	BRIDGE 1 - 4th Line SW - 1 km North of Hwy 89	M	2	2028	10	2036	2036					40	2066	45
940	940	3	Lyons Bridge 3 - 5 SR - 100m West of 4th Line OS	M	2	2061	10	2069	2069					5	2073	52
939	939	4	Curphey Bridge													
938	938	5	Leader Bridge 5 - 2nd Line SW - 1.4 km North of County Rd 17	M	2	2043	10	2051	2051					20	2066	45
937	937	6	Held Bridge 6 - 4th Line SW - 1.7 km North of County Rd 17	M	2	2071	10	2079	2079	\$37,000	2022	5		0	2079	58
936	936	7	Gray Bridge 7 - 7th Line SW - 1.5 km South of 270 SR	M	2	2028	10	2036	2036	\$215,000	2024	30		40	2066	45
935	935	8	Bridge 8 - 7th Line SW - 1.5 km South of 270 SR	M	2	2048	10	2056	2056					10	2064	43
934	934	9	Anderson Bridge 9 - 8th Line SW - 2.5 km North of Hwy 89	M	2	2048	10	2056	2056	\$275,000	2028	30		10	2058	37
933	933	10	Hutchinson Bridge 10 - 280 SR - east of 8th Line SW	M	2	2068	10	2076	2076					10	2084	63
932	932	11	G. Anderson Bridge - 8th Line SW - 3.4km North of Hwy 89	M	2	2028	10	2036	2036	\$255,000	2022	30		40	2066	45
931	931	12	Riverview South Bridge 12 - 7th Line SW -	M	2	2076	10	2084	2084					5	2088	67
930	930	13	Riverview East Bridge 13 - 260 SR - 200m east of 7th Line SW	M	2	2048	10	2056	2056					10	2064	43
929	929	14	Witowski Bridge 14 - 4th Line SW - 500m North of 250 SR	M	2	2045	10	2053	2053	\$315,000	2028	30		20	2058	37
928	928	15	Oldfield Bridge 15 - 2nd Line SW - 70m North of 250 SR	M	2	2028	10	2036	2036					40	2066	45
927	927	16	Jack Bridge - 16 - 250 SR - 2km west of Hwy 10	M	2	2066	10	2074	2074					0	2074	53
958	958	17	Isaac Bridge 17 - 250 SR - 370m west of Hwt 10	M	2	2048	10	2053	2053					5	2056	35
957	957	18	Fluney Bridge 18 - 2nd Line NE - 750m South of County Rd 21	M	2	2028	10	2036	2036	\$240,000	2024	30		40	2066	45
956	956	2001	Silk Bridge - 3rd Line - 2.5 km South of County Rd 17	M	2	2034	10	2039	2039					20	2049	28
955	955	2002	Clark Bridge - 5 SR - 200m East of 4th Line OS	M	2	2033	10	2038	2038					40	2058	37
954	954	2003	Culvert - 3rd Line - 1km South of 5 SR	M	2	2015	10	2020	2021					70	2056	35
953	953	2004	Culvert 2004 - 5 SR 300m west of County Rd 124	M	2	2058	10	2066	2066					5	2070	49
1432	1432	2005	Culvert 2005 - 3rd Line - 1.1km south of County Rd 17	M	2	2058	10	2063	2063					5	2066	45
951	951	2006	Culvert - 3rd Line - South of 15 SR	M	2	2058	10	2066	2066					5	2070	49
972	972	2007	Culvert - 15 SR East of 3rd Line OS	M	2	2048	10	2056	2056					10	2064	43
950	950	2008	Culvert - 15 SR - 600m East of County Rd 124	M	2	2038	10	2046	2046					30	2069	48
949	949	2009	Culvert - 15 SR - 1km East of County Rd 124	M	2	2076	10	2084	2084					5	2088	67
1564	948	2010	Multi-Plate Culvert - 3rd Line OS, south of 20th SR	M	2	2061	10	2066	2066					5	2069	48
947	947	2011	Culvert - 20th SR - 2km East of 5th Line	H	3	2053	10	2061	2053				2030			9
946	946	2012	Culvert - 30th SR - 250m east of County Rd 124	M	2	2028	10	2036	2036					40	2066	45
1608	945	2013	Culvert 2013 30th SR 500m west of 3rd Line	M	2	2088	10	2096	2096					0	2096	75
944	944	2014	Culvert - 4th Line SW - north of 250 SR	M	2	2018	10	2026	2026					50	2064	43
943	943	2015	Culvert - 10th Line NE	M	2	2076	10	2084	2084					0	2084	63
971	971	2016	Culvert - 4th Line NE South of County Rd 9	M	2	2048	10	2056	2056					10	2064	43
970	970	2017	Culvert - 2nd Line NE North of 240 SR	H	3	2025	10	2030	2025	\$10,000	2031	0		30	2040	19
963	963	2018	Culvert - 2nd Line NE South of 260 SR	M	2	2028	10	2036	2036					40	2066	45
967	967	2019	Culvert - 4th Line NE North of 250 SR	M	2	2053	10	2061	2061					10	2069	48
1563	968	2020	Rectangular Culvert - 4th Line NE, south of 240 SR and just north of B	M	2	2084	10	2092	2092					5	2096	75
966	966	2021	Culvert - 2nd Line NE	H	3	2025	10	2030	2025				2026			5
965	965	2022	Culvert - 4th Line NE North of 260 SR	M	2	2048	10	2056	2056					10	2064	43
964	964	2023	Culvert - 4th Line NE South of 260 SR	H	3	2028	10	2036	2028	\$200,000	2023	30		30	2053	32
1562	963	2024	Rectangular Culvert - 2nd Line NE, south of 240 SR and south of Brid	M	2	2084	10	2092	2092					5	2096	75
962	962	2025	Culvert - 260 Sideroad West of 2nd Line SW	M	2	2015	10	2020	2021					60	2051	30
961	961	2026	Culvert - 8th Line SW North of Highway 89	M	2	2053	10	2058	2058					5	2061	40
1559	960	2027	Precast Box Culvert 2027 - 15 SR 2km West of County Road 124 (Lot	M	2	2083	10	2091	2091					5	2095	74
1471	1117	2028	Bridge 2028 - Horning's Mills	M	2	2081	10	2089	2089					0	2089	68
1434	2029	2029	Bridge 2029 220 SR - 0.5km East of County Rd 2	M	2	2028	10	2036	2036					40	2066	45
1492	1492	2030	Bridge 2030 240 SR West of 6th Line NE	H	3	2023	10	2031	2023					40	2053	32
959	959	2031	Culvert 2031 - 240 SR - 0.5km East of Highway 10	M	2	2050	10	2055	2055					10	2060	39
	1493	2032	2nd Line NE north of 280 SR	H	3	2020	10	2025	2020	\$10,000	2031	0		40	2040	19
	1491	2033	7th Line SW South of 260 SR	M	2	2028	10	2036	2036					40	2066	45
	1494	2034	Melancthon / Mulmur Townline between 15th and 20th	M	2	2046	10	2054	2054					20	2069	48

Bridge Inventory - tax funded

FIXED ASSET ID	Link ID	Asset Name	Location	Structure Type	Install Year	TCA Useful Life	Remaining Life 2021	Age	Historic Cost	2021 Accumulated Amortization	2021 Net Book Value	Replacement Cost 2022	Condition Based On Age	Asset Condition (As per Priority Rating)	Probability of Failure (Based on Condition or Expected Condition)	Consequence of Failure	Risk of Failure	Numerical Value of Risk of Failure
						50	47	3	\$ 112,261	\$ 6,496	\$ 105,766	\$ 131,164	10.0					1
1433		Culvert - 250 Sideroad & 4th Line NE			2012	50	41	9	5,900	\$1,062	\$4,838	\$6,000	8	Good	Unlikely	Moderate	M	2
1551		CPS Culvert 6th Line NE between 5th Line OS and County Rd 21			2015	50	44	6	1,786	\$214	\$1,572	\$2,985	9	Very Good	Rare	Moderate	L	1
1552		CPS Culvert 6th Line NE between 5th Line OS and County Rd 21			2015	50	44	6	2,200	\$264	\$1,936	\$2,627	9	Very Good	Rare	Moderate	L	1
1553		CSP Culvert 4th Line OS north of County Rd 21			2015	50	44	6	\$2,225	\$267	\$1,958	\$2,985	9	Very Good	Rare	Moderate	L	1
1554		CSP Culvert 270 SR west of Highway 10			2015	50	44	6	2,361	\$283	\$2,078	\$2,985	9	Very Good	Rare	Moderate	L	1
1555		CSP Culvert 2nd Line SW just North of 280 SR			2015	50	44	6	\$2,935	\$352	\$2,583	\$3,582	9	Very Good	Rare	Moderate	L	1
1561		Culvert Melancthon / Mulmur Townline from 5SR to County Rd 17			2015	50	44	6	18,910	\$2,269	\$16,640	\$25,000	9	Very Good	Rare	Moderate	L	1
1636		Cross-road Culvert - 30 SR between 4th Line and 5th Line OS			2020	50	49	1	53,516	\$1,784	\$51,732	\$60,000	10	Very Good	Rare	Moderate	L	1
1654		2021 Crossroad Culverts (5th Line OS between Cty RD 17 and 21; 240 SR at 2nd Line NE; 20 SR at 5th Line OS			2021	50	50	0	22,429	\$0	\$22,429	\$25,000	10	Very Good	Rare	Moderate	L	1

Bridge Inventory - tax funded

Current Levels of Service Replacement/Improvement Year Based on Current Levels														Expected Levels of Service Replacement/Improvement Year Based on Expected	
FIXED ASSET ID	Link ID	Asset Name	Year Replacement due to minimal maintenance practices	Current Levels of Service % benefit	Revised Levels Service Replacement Year	Year Replacement Applying Risk Score		Proposed Rehabilitation Cost (2022 \$)	Priority (based on OSIM Inspections)	Year for Rehabilitation	Extended Life (Years) due to Betterment	Expected Levels of Service % benefit over Current + Condition better then expected for age	Revised Levels Service With Risk Replacement Year	Revised Remaining Useful Life	
								\$ -							
1433		Culvert - 250 Sideroad & 4th Line NE	2057	10	2062	2062							2062	41	
1551		CPS Culvert 6th Line NE between 5th Line OS and County Rd 21	2060	10	2065	2065							2065	44	
1552		CPS Culvert 6th Line NE between 5th Line OS and County Rd 21	2060	10	2065	2065							2065	44	
1553		CSP Culvert 4th Line OS north of County Rd 21	2060	10	2065	2065							2065	44	
1554		CSP Culvert 270 SR west of Highway 10	2060	10	2065	2065							2065	44	
1555		CSP Culvert 2nd Line SW just North of 280 SR	2060	10	2065	2065							2065	44	
1561		Culvert Melancthon / Mulmur Townline from 5SR to County Rd 17	2060	10	2065	2065							2065	44	
1636		Cross-road Culvert - 30 SR between 4th Line and 5th Line OS	2065	10	2070	2070							2070	49	
1654		2021 Crossroad Culverts (5th Line OS between Cty RD 17 and 21; 240 SR at 2nd Line NE; 20 SR at 5th Line OS	2066	10	2071	2071							2071	50	

Storm/Sanitary - Catch Basin Inventory

Fixed Asset #	Subtype	Road Name	Asset Name	Access diameter	Note	Install Year	Useful Life	Remaining Useful Life	Age	Historic Cost	2021 Accumulated Amortization System	2021 Net Book Value System	Replacement Cost	Condition Based On Useful Life	Assessed Condition	Condition Used for Analysis	Asset Condition (As per Priority Rating)	Probability of Failure (Based on Condition or Expected Condition)	Consequence of Failure	Risk of Failure	Numerical Value of Risk of Failure
							50	24.2	25.8	\$ 47,368	\$ 13,539	\$ 33,829	\$ 110,000			7.6					1.4
1282	CatchBasin - Catch Basin	Main Street Hornings Mills	Main Street Catchbasin	0		2009	50	38	12	\$1,500	\$360	\$1,140	\$2,500	8		8	Very Good	Rare	Moderate	L	1
1283	CatchBasin - Catch Basin	Main Street Hornings Mills	Main Street Catchbasin	0		2009	50	38	12	\$1,500	\$360	\$1,140	\$2,500	8		8	Very Good	Rare	Moderate	L	1
1284	CatchBasin - Manhole Catch Basin	Main Street Hornings Mills	Main Street Manhole Catchbasin	1200		2009	50	38	12	\$3,300	\$792	\$2,508	\$5,500	8		8	Very Good	Rare	Moderate	L	1
1285	CatchBasin - Manhole Catch Basin	Main Street Hornings Mills	Main Street Manhole Catchbasin	1200		2009	50	38	12	\$3,300	\$792	\$2,508	\$5,500	8		8	Very Good	Rare	Moderate	L	1
1286	CatchBasin - Manhole Catch Basin	Main Street Hornings Mills	Main Street Manhole Catchbasin	0		2009	50	38	12	\$3,300	\$792	\$2,508	\$5,500	8		8	Very Good	Rare	Moderate	L	1
1287	CatchBasin - Manhole Catch Basin	Main Street Hornings Mills	Main Street Manhole Catchbasin	1200		2009	50	38	12	\$3,300	\$792	\$2,508	\$5,500	8		8	Very Good	Rare	Moderate	L	1
1288	CatchBasin - Catch Basin	Main Street Hornings Mills	Main Street Catchbasin	0		2009	50	38	12	\$1,500	\$360	\$1,140	\$2,500	8		8	Very Good	Rare	Moderate	L	1
1289	CatchBasin - Manhole Catch Basin	Main Street Hornings Mills	Storm Water Collector	1200		2009	50	38	12	\$3,300	\$792	\$2,508	\$5,500	8		8	Very Good	Rare	Moderate	L	1
1290	CatchBasin - Manhole Catch Basin	Main Street Hornings Mills	Main Street Manhole Catchbasin	1200		2009	50	38	12	\$3,300	\$792	\$2,508	\$5,500	8		8	Very Good	Rare	Moderate	L	1
1291	CatchBasin - Ditch Inlet Catch Basin	Main Street Hornings Mills	Llyod Street Ditch Inlet Catchbasin	600		2009	50	38	12	\$1,500	\$360	\$1,140	\$2,500	8		8	Very Good	Rare	Moderate	L	1
1292	CatchBasin - Manhole Catch Basin	Main Street Hornings Mills	Main Street Manhole Catchbasin	1200		2009	50	38	12	\$3,300	\$792	\$2,508	\$5,500	8		8	Very Good	Rare	Moderate	L	1
1293	CatchBasin - Manhole Catch Basin	Main Street Hornings Mills	Main Street Manhole Catchbasin	1200		2009	50	38	12	\$3,300	\$792	\$2,508	\$5,500	8		8	Very Good	Rare	Moderate	L	1
1294	CatchBasin - Double Catch Basin	Main Street Hornings Mills	Main Street Double Catchbasin	600		2009	50	38	12	\$2,300	\$552	\$1,748	\$3,500	8		8	Very Good	Rare	Moderate	L	1
1295	CatchBasin - Double Catch Basin	Main Street Hornings Mills	Main Street Double Catchbasin	600		2009	50	38	12	\$2,300	\$552	\$1,748	\$3,500	8		8	Very Good	Rare	Moderate	L	1
	CatchBasin - Catch Basin	Main Street Corbetton	8 Single Catch Basins Main St. Corbetton	600		1978	50	7	43	\$4,232	\$516	\$3,716	\$20,000	1	7	7	Good	Unlikely	Moderate	M	2
	CatchBasin - Double Catch Basin	Main Street Corbetton	2 Double Catch Basins	600		1978	50	7	43	\$1,481	\$516	\$965	\$7,000	1	7	7	Good	Unlikely	Moderate	M	2
	CatchBasin - Manhole Catch Basin	Main Street Corbetton	4 Storm Manholes	1200		1978	50	7	43	\$4,655	\$3,627	\$1,028	\$22,000	1	7	7	Good	Unlikely	Moderate	M	2

Storm/Sanitary - Catch Basin Inventory

			Current Leveles of Service							Expected Levels of Service							
			Replacement/Improvement Year Based on Current Levels Service							Replacement/Improvement Year Based on Expected Levels Service							
Fixed Asset #	Subtype	Road Name	Year Replacement due to minimal maintenance practices	Current Levels of Service % benefit	Revised Levels Service Replacement Year	Year Replacement Applying Risk Score	Subsequent Replacement Year	Revised Remaining Useful Life	Rehabilitation Year	Rehabilitation Cost (2021)	Year for Rehabilitation	Extended Life (Years) due to Betterment	Expected Levels of Service % benefit over Current	Revised Levels Service Replacement Year	Year Replacement Applying Risk Score - or Staff Override	Subsequent Replacement Year	Revised Remaining Useful Life
										\$ -							
1282	CatchBasin - Catch Basin	Main Street Hornings Mills	2054	10	2059	2059	2109	38					0	2059	2059	2109	38
1283	CatchBasin - Catch Basin	Main Street Hornings Mills	2054	10	2059	2059	2109	38					0	2059	2059	2109	38
1284	CatchBasin - Manhole Catch Basin	Main Street Hornings Mills	2054	10	2059	2059	2109	38					0	2059	2059	2109	38
1285	CatchBasin - Manhole Catch Basin	Main Street Hornings Mills	2054	10	2059	2059	2109	38					0	2059	2059	2109	38
1286	CatchBasin - Manhole Catch Basin	Main Street Hornings Mills	2054	10	2059	2059	2109	38					0	2059	2059	2109	38
1287	CatchBasin - Manhole Catch Basin	Main Street Hornings Mills	2054	10	2059	2059	2109	38					0	2059	2059	2109	38
1288	CatchBasin - Catch Basin	Main Street Hornings Mills	2054	10	2059	2059	2109	38					0	2059	2059	2109	38
1289	CatchBasin - Manhole Catch Basin	Main Street Hornings Mills	2054	10	2059	2059	2109	38					0	2059	2059	2109	38
1290	CatchBasin - Manhole Catch Basin	Main Street Hornings Mills	2054	10	2059	2059	2109	38					0	2059	2059	2109	38
1291	CatchBasin - Ditch Inlet Catch Basin	Main Street Hornings Mills	2054	10	2059	2059	2109	38					0	2059	2059	2109	38
1292	CatchBasin - Manhole Catch Basin	Main Street Hornings Mills	2054	10	2059	2059	2109	38					0	2059	2059	2109	38
1293	CatchBasin - Manhole Catch Basin	Main Street Hornings Mills	2054	10	2059	2059	2109	38					0	2059	2059	2109	38
1294	CatchBasin - Double Catch Basin	Main Street Hornings Mills	2054	10	2059	2059	2109	38					0	2059	2059	2109	38
1295	CatchBasin - Double Catch Basin	Main Street Hornings Mills	2054	10	2059	2059	2109	38					0	2059	2059	2109	38
	CatchBasin - Catch Basin	Main Street Corbetton	2023	10	2028	2028	2078	7					30	2043	2043	2093	22
	CatchBasin - Double Catch Basin	Main Street Corbetton	2023	10	2028	2028	2078	7					30	2043	2043	2093	22
	CatchBasin - Manhole Catch Basin	Main Street Corbetton	2023	10	2028	2028	2078	7					30	2043	2043	2093	22

Storm - Gravity Main Inventory - tax funded

Fixed Asset #	Subtype	Street ID	Street Name	Asset Name	Diameter (mm)	Length (m)	Material	Install Year	Useful Life	Remaining Useful Life	Age	Historic Cost	2021 Accumulated Amortization System	2021 Net Book Value System	Replacement Cost (2021)	Condition Based On Useful Life	Condition from Municipality	Condition Used for Analysis	Asset Condition (As per Priority Rating)	Probability of Failure (Based on Condition or Expected Condition)	Consequence of Failure	Risk of Failure
						701			100	74	26	\$86,104	\$15,681	\$70,422	\$182,590			8.0				
1296	DischargePoint - Outfall w/		Main Street Hornings Mills	Hornings Mills North He	450		PVC	2009	100	88	12	\$4,000	\$480	\$3,520	\$7,500	9		9	Very Good	Rare	Moderate	L
1297	Catch Basin Lead	199	Main Street Hornings Mills	Catchbasin Lead	300	6	PVC	2009	100	88	12	\$1,019	\$122	\$897	\$1,453	9		9	Very Good	Rare	Moderate	L
1298	Catch Basin Lead	202	Main Street Hornings Mills	Catchbasin Lead	300	6	PVC	2009	100	88	12	\$954	\$115	\$840	\$1,361	9		9	Very Good	Rare	Moderate	L
1299	Catch Basin Lead	202	Main Street Hornings Mills	Catchbasin Lead	300	6	PVC	2009	100	88	12	\$980	\$118	\$862	\$1,397	9		9	Very Good	Rare	Moderate	L
1300	Collector	199	Main Street Hornings Mills	Storm Water Collector	375	30	PVC	2009	100	88	12	\$5,100	\$612	\$4,488	\$7,271	9		9	Very Good	Rare	Moderate	L
1301	Collector	199	Main Street Hornings Mills	Storm Water Collector	375	57	PVC	2009	100	88	12	\$9,520	\$1,142	\$8,378	\$13,573	9		9	Very Good	Rare	Moderate	L
1302	Collector	202	Main Street Hornings Mills	Storm Water Collector	375	60	PVC	2009	100	88	12	\$10,200	\$1,224	\$8,976	\$14,543	9		9	Very Good	Rare	Moderate	L
1303	Collector	187	Main Street Hornings Mills	Storm Water Collector	300	9	PVC	2009	100	88	12	\$1,460	\$175	\$1,285	\$2,082	9		9	Very Good	Rare	Moderate	L
1304	Collector	193	Main Street Hornings Mills	Storm Water Collector	450	25	PVC	2009	100	88	12	\$4,750	\$570	\$4,180	\$6,772	9		9	Very Good	Rare	Moderate	L
1305	Collector	193	Main Street Hornings Mills	Storm Water Collector	450	43	PVC	2009	100	88	12	\$8,170	\$980	\$7,190	\$11,648	9		9	Very Good	Rare	Moderate	L
1306	Collector	193	Main Street Hornings Mills	Storm Sewer Collector	450	84	PVC	2009	100	88	12	\$15,960	\$1,915	\$14,045	\$22,755	9		9	Very Good	Rare	Moderate	L
1307	Collector	203	Main Street Hornings Mills	Storm Water Collector	375	28	PVC	2009	100	88	12	\$4,760	\$571	\$4,189	\$6,787	9		9	Very Good	Rare	Moderate	L
1308	Catch Basin Lead	203	Main Street Hornings Mills	Catchbasin Lead	300	4	PVC	2009	100	88	12	\$699	\$84	\$615	\$997	9		9	Very Good	Rare	Moderate	L
1309	Catch Basin Lead	203	Main Street Hornings Mills	Catchbasin Lead	300	6	PVC	2009	100	88	12	\$947	\$114	\$833	\$1,350	9		9	Very Good	Rare	Moderate	L
	Collector		Main St. Corbetton	Storm Water Collector	300	84		1978	100	57	43	\$2,666	\$1,131	\$1,535	\$12,600	6		6	Average	Possible	Moderate	M
	Collector		Main St. Corbetton	Storm Water Collector	375	84		1978	100	57	43	\$3,555	\$1,508	\$2,047	\$16,800	6		6	Average	Possible	Moderate	M
	Collector		Main St. Corbetton	Storm Water Collector	450	84		1978	100	57	43	\$4,444	\$1,885	\$2,559	\$21,000	6		6	Average	Possible	Moderate	M
	Collector		Main St. Corbetton	Storm Water Collector	600	84		1978	100	57	43	\$5,332	\$2,262	\$3,070	\$25,200	6		6	Average	Possible	Moderate	M
	Discharge Point		Main St. Corbetton	Corbetton Head Wall				1978	100	57	43	\$1,587	\$673	\$914	\$7,500	6		6	Average	Possible	Moderate	M

Storm - Gravity Main Inventory - tax funded

Current Levels of Service Replacement/Improvement Year Based on Current Levels																
Expected Levels of Service + Town Input Replacement/Improvement Year Based on Expected Levels Service																
Fixed Asset #	Subtype	Street ID	Street Name	Asset Name	Numerical Value of Risk of Failure	Year Replacement due to minimal maintenance practices	Current Levels of Service % benefit	Revised Levels Service Replacement Year	Year Replacement Applying Risk Score	Proposed Rehabilitation Cost (2021 \$)	Year for Rehabilitation	Extended Life (Years) due to Betterment	Expected Levels of Service % benefit over Current + Condition better then expected for age	Revised Levels Service Plus Risk Replacement Year	Subsequent Replacement Year	Revised Remaining Useful Life
					1											
1296	DischargePoint - Outfall w		Main Street Hornings Mills	Hornings Mills North He	1	2099	10	2109	2109				0	2109	2209	88
1297	Catch Basin Lead	199	Main Street Hornings Mills	Catchbasin Lead	1	2099	10	2109	2109				0	2109	2209	88
1298	Catch Basin Lead	202	Main Street Hornings Mills	Catchbasin Lead	1	2099	10	2109	2109				0	2109	2209	88
1299	Catch Basin Lead	202	Main Street Hornings Mills	Catchbasin Lead	1	2099	10	2109	2109				0	2109	2209	88
1300	Collector	199	Main Street Hornings Mills	Storm Water Collector	1	2099	10	2109	2109				0	2109	2209	88
1301	Collector	199	Main Street Hornings Mills	Storm Water Collector	1	2099	10	2109	2109				0	2109	2209	88
1302	Collector	202	Main Street Hornings Mills	Storm Water Collector	1	2099	10	2109	2109				0	2109	2209	88
1303	Collector	187	Main Street Hornings Mills	Storm Water Collector	1	2099	10	2109	2109				0	2109	2209	88
1304	Collector	193	Main Street Hornings Mills	Storm Water Collector	1	2099	10	2109	2109				0	2109	2209	88
1305	Collector	193	Main Street Hornings Mills	Storm Water Collector	1	2099	10	2109	2109				0	2109	2209	88
1306	Collector	193	Main Street Hornings Mills	Storm Sewer Collector	1	2099	10	2109	2109				0	2109	2209	88
1307	Collector	203	Main Street Hornings Mills	Storm Water Collector	1	2099	10	2109	2109				0	2109	2209	88
1308	Catch Basin Lead	203	Main Street Hornings Mills	Catchbasin Lead	1	2099	10	2109	2109				0	2109	2209	88
1309	Catch Basin Lead	203	Main Street Hornings Mills	Catchbasin Lead	1	2099	10	2109	2109				0	2109	2209	88
	Collector		Main St. Corbetton	Storm Water Collector	2	2068	10	2078	2078				0	2078	2178	57
	Collector		Main St. Corbetton	Storm Water Collector	2	2068	10	2078	2078				0	2078	2178	57
	Collector		Main St. Corbetton	Storm Water Collector	2	2068	10	2078	2078				0	2078	2178	57
	Collector		Main St. Corbetton	Storm Water Collector	2	2068	10	2078	2078				0	2078	2178	57
	Discharge Point		Main St. Corbetton	Corbetton Head Wall	2	2068	10	2078	2078				0	2078	2178	57

Grand Valley
Water - Well Inventory

FIXED ASSET ID	Subtype	Asset Name	Asset Type	Make	Model	Install Year	Useful Life	Remaining Useful Life 2021	Age	Historic Cost	2021 Accumulated Amortization System	2021 Net Book Value System	Replacement Cost	Condition Based On Age	Condition (from Staff Assessment)	Condition Used for Analysis	Asset Condition (As per Priority Rating)
							28	1	39	\$ 21,765	\$ 18,671	\$ 3,094	\$ 77,000			7	
1111	Production Well	Public Works Garage Production Well	Production Well			1965	30	0	56	\$1,503	\$1,503	\$0	\$25,000	0	7	7	Good
1112	Equipment - Motor	Public Works Garage - Well Pump	Public Works Garage Well Pump -			1965	25	0	56	\$ 2,601	\$ 2,601	\$0	\$ 5,000	0	7	7	Good
1025	Other Equipment	Water Depot	Water Cooler			2018	15	12	3	\$ 262	\$ 262	\$0	\$ 500	0	7	7	Good
978	Production Well	Administration Building - Production Well -	Production Well			1992	30	1	29	\$5,201	\$5,022	\$179	\$15,000	0	7	7	Good
979	Equipment - Motor	Admin Office - Well Pump	Administration Building Well Pump -			1992	25	0	29	\$2,601	\$2,601	\$0	\$5,000	0	7	7	Good
	Reverse Osmosis	Admin Office - Purification System	Reverse Osmosis System & Pressure Tank			2019	20	18	2	\$2,466	\$130	\$2,336	\$3,500	9	7	7	Good
	Production Well	Hornings Mills Hall - Well	Hornings Mills - Well			1986	30	0	35	\$3,838	\$3,838	\$0	\$15,000	0	7	7	Good
	Equipment - Motor	Hornings Mills Hall - Well Pump	Hornings Mills Well Pump			1986	25	0	35	\$1,919	\$1,919	\$0	\$5,000	0	7	7	Good
	UV System	Hornings Mills Hall - Water Purification System	UV System			2009	20	8	12	\$1,375	\$796	\$579	\$3,000	4	7	7	Good

Current Leveles of Service
Replacement/Improvement Year Based on Current Levels
Service

Expected Levels of Service
Replacement/Improvement Year Based on Expected Levels
Service

Probability of Failure (Based on Condition or Expected Condition)	Consequence of Failure	Risk of Failure	Numerical Value of Risk of Failure	Year Replacement due to minimal maintenance practices	Current Levels of Service % benefit	Revised Levels Service Replacement Year	Year Replacement Applying Risk Score	Subsequent Replacement Year	Revised Remaining Useful Life	Proposed Rehabilitation Cost (2021 \$)	Year for Rehabilitation	Extended Life (Years) due to Betterment	Expected Levels of Service % benefit over Current	Revised Levels Service Replacement Year	Year Replacement Applying Risk Score - or Staff Override	Subsequent Replacement Year	Revised Remaining Useful Life
			2							\$ -							
Unlikely	Major	M	2	1992	10	1995	2021	2077	0				60	2039	2039	2069	18
Unlikely	Major	M	2	1988	10	1991	2021	2077	5				60	2036	2036	2061	15
Unlikely	Minor	L	1	2032	10	2034	2034	2050	18				60	2043	2043	2058	22
Unlikely	Major	M	2	2019	10	2022	2022	2052	1				60	2040	2040	2070	19
Unlikely	Major	M	2	2015	10	2018	2021	2050	5				60	2036	2036	2061	15
Unlikely	Major	M	2	2037	10	2039	2039	2059	23				0	2039	2039	2059	18
Unlikely	Major	M	2	2013	10	2016	2021	2056	5				60	2039	2039	2069	18
Unlikely	Moderate	M	2	2009	10	2012	2021	2056	5				60	2036	2036	2061	15
Unlikely	Major	M	2	2027	10	2029	2029	2049	13				20	2033	2033	2053	12

Wastewater Systems (Tax Funded)

FIXED ASSET ID	Asset Type	Asset Name	Tank Size / Length	Install Year	Useful Life	Remaining Useful Life 2021	Age	Historic Cost	2021 Accumulated Amortization	2021 Net Book Value	Replacement Cost	Condition Based On Useful Life	Staff Assessed Condition	Condition Used for Analysis	Asset Condition (As per Priority Rating)	Probability of Failure (Based on Condition or Expected Condition)	Consequence of Failure	Risk of Failure
					25	0	40	\$ 23,493	\$ 22,983	\$ 510	\$ 106,500			8.9				
1107	Septic System	Administration Septic System -		1992	25	0	29	\$10,403	\$10,403	\$0	\$35,000	0	7	9	Very Good	Rare	Major	M
1108	Septic System	Public Works Septic System -		1965	25	0	56	\$2,004	\$2,004	\$0	\$35,000	0	7	9	Very Good	Rare	Moderate	L
1110	Septic System	Septic System - Hornings Mills - Mill		1986	25	0	35	\$10,448	\$10,448	\$0	\$35,000	0	7	9	Very Good	Rare	Minor	L
1566	Septic System	Septic Pump - at Public Works Garage		2016	25	20	5	\$638	\$128	\$510	\$1,500	8	2	2	Very Poor	Almost Certain	Moderate	H

Wastewater Systems (Tax Funded)

Current Levels of Service Replacement/Improvement Year Based on Current Levels Service												Expected Levels of Service Replacement/Improvement Year Based on Expected Levels Service				
FIXED ASSET ID	Asset Type	Asset Name	Numerical Value of Risk of Failure	Year Replacement due to minimal maintenance practices	Current Levels of Service % benefit	Revised Levels Service Replacement Year	Year Replacement Applying Risk Score		Proposed Rehabilitation Cost (2021 \$)	Year for Rehabilitation	Extended Life (Years) due to Betterment	Expected Levels of Service % benefit over Current + Condition better then expected for age	Revised Levels Service Replacement Year	Year Replacement Applying Risk Score - or Staff Override	Subsequent Replacement Year	Revised Remaining Useful Life
			1						\$ -							
1107	Septic System	Administration Septic System -	2	2015	10	2018	2021					80	2038	2038	2063	17
1108	Septic System	Public Works Septic System -	1	1988	10	1991	2021					80	2033	2033	2058	12
1110	Septic System	Septic System - Hornings Mills - Mill	1	2009	10	2012	2021					80	2032	2032	2057	11
1566	Septic System	Septic Pump - at Public Works Garage	3	2039	10	2042	2039					0	2022	2022	2047	1



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Appendix B

Draft Data Verification and Condition Assessment Policy

APPENDIX B: Draft Data Verification and Condition Assessment Policy

Data Verification

1. The main source of asset data updating, and editing will be through the Township of Melancthon's asset inventory that aligns with PSAB 3150 compliance procedures and/or annual reporting process.
2. Asset additions, disposals, betterments, and write-offs will be recorded based on the Municipality's PSAB 3150 Compliance Policies and/or general updates to the Asset Management Spreadsheets.
3. Verification of the correct treatment of asset revisions will be completed through frequent annual reviews by the Township's staff, as well as an annual review by the Township's auditor.
4. During years which condition assessments are not being performed, asset replacement cost will be determined based on a combination of inflating previous values or through the use of the current year's historical invoice data. Where indices are being used, the Non-Residential Building Construction Price Index (NRBCP) shall be used for construction related assets (i.e., infrastructure) and Consumer Price Index (CPI) shall be used for all other assets (i.e., furniture, interior finishes, appliances, etc.)

Condition Assessment

1. Condition assessments shall be performed as outlined in Table B-1 below.
2. Condition assessments shall be performed by qualified individuals (or companies) and shall include a review of the following:
 - a. Current asset condition (consistent with the rating format used within this report, unless the Township stipulates a new format, or regulatory body required format);
 - i. Identify any unusual wear from asset use that may hinder asset performance and eventually reduce useful life.
 - ii. Assess asset performance and identify (if any) capital improvements that can be applied to extend the asset's useful life and/or bring the asset back to appropriate service levels.
 - b. Current asset replacement cost. This is to be based on replacing the asset under current legislation/requirements using the Township's specification; and
 - c. Remaining service life, assuming current identified maintenance and usage levels.

Table B.1: Condition Assessment Timetable

Asset Type	Frequency of Condition Assessment	Comments
Bridges	Every two years	As per Provincial Regulation using OSIM Inspection format
Equipment (Office, Other)		As identified by Staff, so Equipment is safe and in good working order
Facilities	Every ten - fifteen years	Complete detailed assessment every ten years but annual staff and specialized inspection/cleaning of some components (e.g., HVAC, Fans, Pumps, etc.)
Land Improvements (Playing Surfaces, Parking Lots, Parks, Landscaping)	Annually	Staff assessment annually
Roads	Every five - ten years	Complete Roads Needs study every five years but internal staff review annually
Road Signs		As per Regulation 239 Minimum Maintenance Standards
Sidewalks		As per Regulation 239 Minimum Maintenance Standards
Software & Hardware		As identified by Staff, so software and hardware operating well
Storm Water Mains	Every fifteen years	CCTV scans and review of Storm Water system
Storm Water (Catch Basins, Manholes, Stormceptors)	Annually	To be assessed while doing a clean out
Vehicles		As per Manufacturer's Warranty and Maintenance Program
Generators	Every season	Minimum four times per year



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Appendix C

10 Year Detailed Asset Management Strategy & Financing Strategy

Township of Melancthon
2022 Asset Management Plan
Financing Strategy

Table of Contents:

Section 1: Capital Forecast and Funding Analysis

Section 2: Future Debt

Section 3: Reserve Schedules

Section 4: Budget Impacts & Funding Gap

Section 1: Capital Forecast and Funding Analysis

Asset Class	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	Total
Capital Replacement											
Road Surface - Asphalt	510,500	-	-	416,554	698,489	766,393	567,815	905,414	-	-	3,865,165
Road Surface - Gravel	357,000	878,867	734,677	378,851	386,428	394,157	402,040	410,081	418,282	426,648	4,787,031
Road Base	-	-	-	-	-	-	-	-	-	-	-
Bridge & Culverts	-	-	-	-	660,792	-	-	-	743,945	-	1,404,737
Crossroad Culverts	15,300	15,606	15,918	16,236	16,561	16,892	17,230	17,575	17,926	18,285	167,529
Storm Water Mains	-	-	-	-	-	-	-	-	-	-	-
Catch Basin	-	-	-	-	-	-	-	-	-	-	-
Water	-	-	-	-	-	-	-	-	-	-	-
Wastewater	1,530	-	-	-	-	-	-	-	-	-	1,530
Subtotal - Capital Replacement	884,330	894,473	750,595	811,641	1,762,270	1,177,442	987,085	1,333,070	1,180,153	444,933	10,225,992
Capital Rehabilitation											
Road Surface - Asphalt	154,617	65,114	35,393	50,782	61,770	21,057	198,047	107,919	309,265	-	1,003,964
Road Surface - Gravel	-	-	-	-	-	19,139	15,910	12,830	-	-	47,879
Road Base	-	-	-	-	-	-	-	-	-	-	-
Bridge & Culverts	297,840	208,080	482,850	-	-	-	677,725	-	-	24,380	1,690,875
Crossroad Culverts	-	-	-	-	-	-	-	-	-	-	-
Storm Water Mains	-	-	-	-	-	-	-	-	-	-	-
Catch Basin	-	-	-	-	-	-	-	-	-	-	-
Water	-	-	-	-	-	-	-	-	-	-	-
Wastewater	-	-	-	-	-	-	-	-	-	-	-
Subtotal - Capital Rehabilitation	452,457	273,194	518,243	50,782	61,770	40,196	891,682	120,749	309,265	24,380	2,742,718
Levels of Service Costs											
Road Surface - Asphalt	83,844	85,521	87,231	88,976	90,755	92,571	94,422	96,310	98,237	155,056	972,923
Road Surface - Gravel	207,876	212,034	216,274	220,600	225,012	229,512	234,102	238,784	243,560	248,431	2,276,185
Road Base	51,000	52,020	53,060	54,122	55,204	56,308	57,434	58,583	59,755	60,950	558,436
Bridge & Culverts	4,080	21,432	4,245	22,298	4,416	23,199	4,595	24,136	4,780	25,111	138,292
Crossroad Culverts	-	-	-	-	-	-	-	-	-	-	-
Storm Water Mains	-	-	-	-	-	-	-	-	-	-	-
Catch Basin	2,550	2,601	2,653	2,706	2,760	2,815	2,872	2,929	2,988	3,047	27,921
Water	-	-	-	-	-	-	-	-	-	-	-
Wastewater	1,020	1,040	1,061	1,082	1,104	1,126	1,149	1,172	1,195	1,219	11,168
Subtotal - Levels of Service	350,370	374,648	364,524	389,784	379,251	405,531	394,574	421,914	410,515	493,814	3,984,925

Asset Class	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	Total
Totals by Asset Class (Replacement, Rehabilitation and Levels of Service)											
Road Surface - Asphalt	748,961	150,635	122,624	556,312	851,014	880,021	860,284	1,109,643	407,502	155,056	5,842,052
Road Surface - Gravel	564,876	1,090,901	950,951	599,451	611,440	642,808	652,052	661,695	661,842	675,079	7,111,095
Road Base	51,000	52,020	53,060	54,122	55,204	56,308	57,434	58,583	59,755	60,950	558,436
Bridge & Culverts	301,920	229,512	487,095	22,298	665,208	23,199	682,320	24,136	748,725	49,491	3,233,904
Crossroad Culverts	15,300	15,606	15,918	16,236	16,561	16,892	17,230	17,575	17,926	18,285	167,529
Storm Water Mains	-	-	-	-	-	-	-	-	-	-	-
Catch Basin	2,550	2,601	2,653	2,706	2,760	2,815	2,872	2,929	2,988	3,047	27,921
Water	-	-	-	-	-	-	-	-	-	-	-
Wastewater	2,550	1,040	1,061	1,082	1,104	1,126	1,149	1,172	1,195	1,219	12,698
Total	1,687,157	1,542,315	1,633,362	1,252,207	2,203,291	1,623,169	2,273,341	1,875,733	1,899,933	963,127	16,953,635

Funding Analysis	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	Total
Total Funding by Source											
Canada Community Building Fund (Gas Tax)	99,547	99,547	99,547	99,547	99,547	99,547	99,547	99,547	99,547	99,547	995,470
OCIF Funding (estimate)	108,537	108,537	108,537	108,537	108,537	108,537	108,537	108,537	108,537	108,537	1,085,370
Transfer from Operations (for Core Infrastructure capital)	551,700	551,700	551,700	551,700	551,700	551,700	551,700	551,700	551,700	551,700	5,517,000
Transfer from/(to) Capital Reserves	227,003	100,154	184,054	120,607	414,256	376,548	418,983	513,485	564,634	(215,381)	2,704,343
Operating Funding (LOS Impacts)	350,370	357,377	364,524	371,816	379,251	386,837	394,574	402,464	410,515	418,724	3,836,452
Debt Funding (see section 2)	350,000	325,000	325,000	-	650,000	100,000	700,000	200,000	165,000	-	2,815,000
Total	1,687,157	1,542,315	1,633,362	1,252,207	2,203,291	1,623,169	2,273,341	1,875,733	1,899,933	963,127	16,953,635
Total Cost less Funding	-	-	-	-	-	-	-	-	-	-	-

Section 2: Future Debt

Year	Principal Amount	New Annual Payments									
		2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
2023	350,000		25,750	25,750	25,750	25,750	25,750	25,750	25,750	25,750	25,750
2024	325,000			23,910	23,910	23,910	23,910	23,910	23,910	23,910	23,910
2025	325,000				23,910	23,910	23,910	23,910	23,910	23,910	23,910
2026	-					-	-	-	-	-	-
2027	650,000						47,830	47,830	47,830	47,830	47,830
2028	100,000							7,360	7,360	7,360	7,360
2029	700,000								51,510	51,510	51,510
2030	200,000									14,720	14,720
2031	165,000										12,140
2032	-										
Total	2,815,000	-	25,750	49,660	73,570	73,570	121,400	128,760	180,270	194,990	207,130

Assumptions:

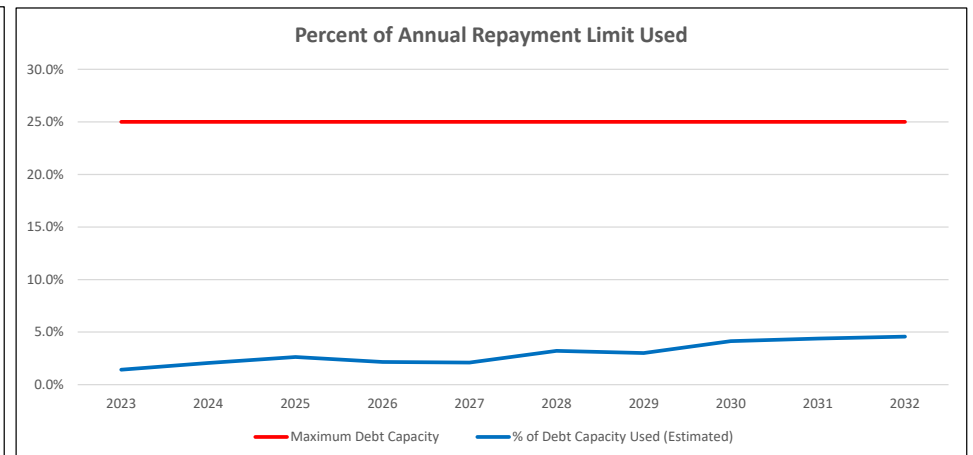
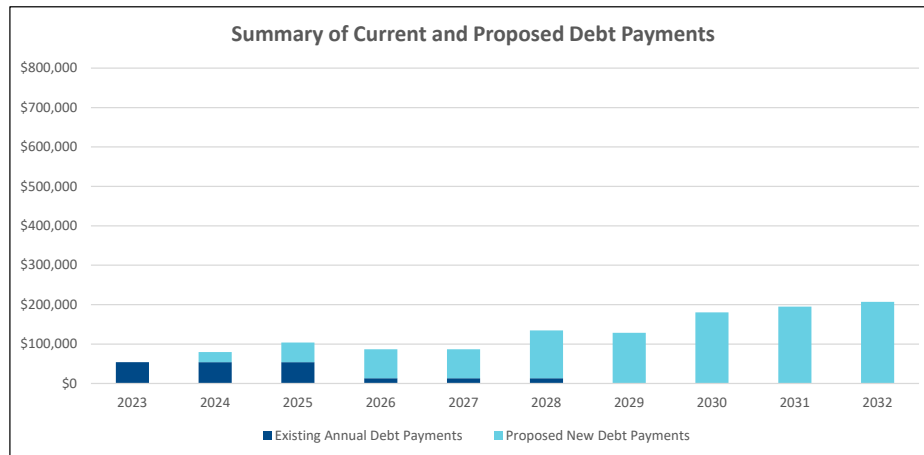
Term: 20 years
Rate: 4% per year
Timing: Debt is incurred at the end of the given year, with principal & interest payments starting in the following year.

Debt Capacity Analysis

* Ontario municipalities must maintain annual debt principal and interest payments below the equivalent of 25% of revenues.

Debt Analysis	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Existing Annual Debt Payments	53,965	53,965	53,965	13,057	13,057	13,057	-	-	-	-
Proposed New Debt Payments	-	25,750	49,660	73,570	73,570	121,400	128,760	180,270	194,990	207,130
Total Anticipated Debt Payments	53,965	79,715	103,625	86,627	86,627	134,457	128,760	180,270	194,990	207,130
Estimated Revenues*	3,792,566	3,868,417	3,945,785	4,024,701	4,105,195	4,187,299	4,271,045	4,356,466	4,443,595	4,532,467
Maximum Debt Capacity	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
% of Debt Capacity Used (Estimated)	1.4%	2.1%	2.6%	2.2%	2.1%	3.2%	3.0%	4.1%	4.4%	4.6%

* Annual revenue estimate assumes inflation of 2% annually.



Section 3: Reserve Schedules

Infrastructure Capital Reserve (Consolidated)	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Opening Balance	200,602	31,899	49,508	43,868	163,540	52,666	43,863	58,277	45,155	49,186
Add: Contributions from Operating	58,300	117,763	178,414	240,279	303,381	367,746	433,397	500,362	568,666	638,336
Less: Contributions to/(from) Capital	(227,003)	(100,154)	(184,054)	(120,607)	(414,256)	(376,548)	(418,983)	(513,485)	(564,634)	215,381
Interest Earned (if applicable)	-	-	-	-	-	-	-	-	-	-
Ending Balance	31,899	49,508	43,868	163,540	52,666	43,863	58,277	45,155	49,186	902,903

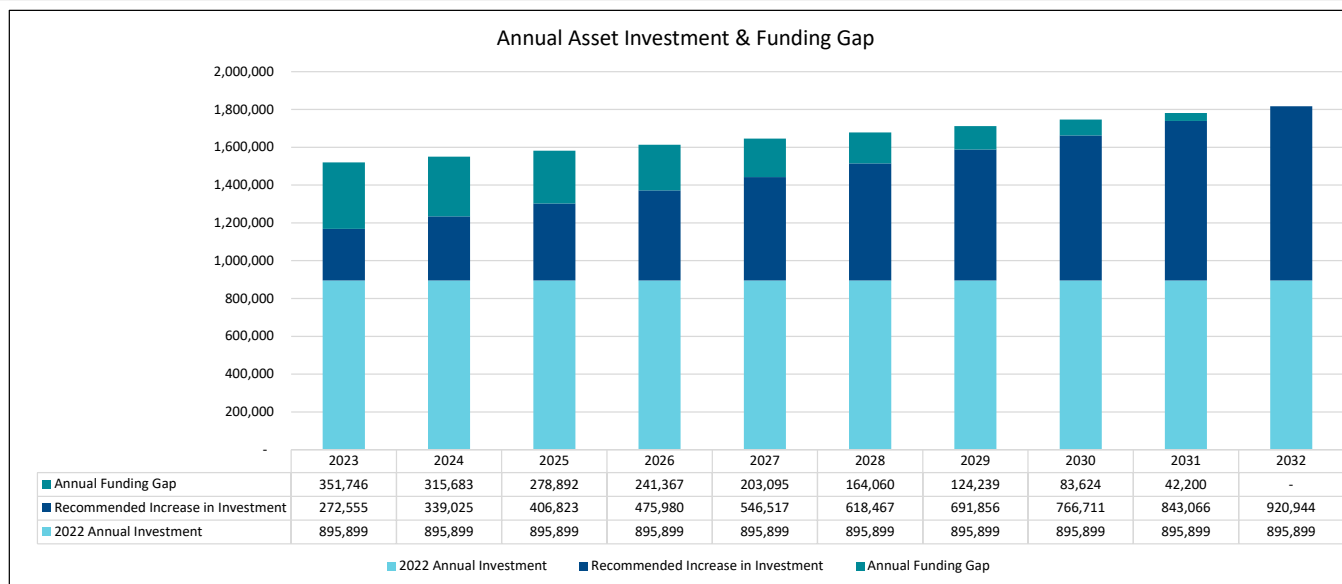
Section 4: Budget Impacts & Funding Gap

Impact Analysis	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Replacement, Rehabilitation & LOS Impacts (Capital)										
Optimal Investment - Capital	1,169,830	1,193,230	1,217,090	1,241,430	1,266,260	1,291,590	1,317,420	1,343,770	1,370,650	1,398,060
Optimal Investment - Operating LOS	350,370	357,377	364,524	371,816	379,251	386,837	394,574	402,464	410,515	418,724
Total Optimal Investment	1,520,200	1,550,607	1,581,614	1,613,246	1,645,511	1,678,427	1,711,994	1,746,234	1,781,165	1,816,784
Recommended Investment - Capital										
Canada Community Building Fund (Gas Tax)	99,547	99,547	99,547	99,547	99,547	99,547	99,547	99,547	99,547	99,547
OCIF Funding (estimate)	108,537	108,537	108,537	108,537	108,537	108,537	108,537	108,537	108,537	108,537
Transfer from Operations (for Core Infrastructure capital)	551,700	551,700	551,700	551,700	551,700	551,700	551,700	551,700	551,700	551,700
Transfer from/(to) Capital Reserves	58,300	117,763	178,414	240,279	303,381	367,746	433,397	500,362	568,666	638,336
Total Recommended Investment - Capital	818,084	877,547	938,198	1,000,063	1,063,165	1,127,530	1,193,181	1,260,146	1,328,450	1,398,120
% of Optimal Investment (Capital) Reached	70%	74%	77%	81%	84%	87%	91%	94%	97%	100%
LOS Impacts - Operating										
Recommended Investment	350,370	357,377	364,524	371,816	379,251	386,837	394,574	402,464	410,515	418,724
Total Recommended Investment - LOS Operating	350,370	357,377	364,524	371,816	379,251	386,837	394,574	402,464	410,515	418,724
Total Recommended Investment - Capital & Operating	1,168,454	1,234,924	1,302,722	1,371,879	1,442,416	1,514,366	1,587,755	1,662,610	1,738,965	1,816,843
% of Optimal Investment (Operating & Capital) Reached	77%	80%	82%	85%	88%	90%	93%	95%	98%	100%
Funding Gap	(351,746)	(315,683)	(278,892)	(241,367)	(203,095)	(164,060)	(124,239)	(83,624)	(42,200)	60

Investment in Capital	2022
Canada Community Building Fund (Gas Tax)	95,399
OCIF Funding (estimate)	108,537
Transfer from Operating (Core Infrastructure)	371,963
Enviro. Rehabilitation Reserve	10,000
Total Investment	585,899

Investment in capital "starting point" for the capital forecast.

Impact on Funding	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Total Recommended Investment - Capital	818,084	877,547	938,198	1,000,063	1,063,165	1,127,530	1,193,181	1,260,146	1,328,450	1,398,120
Previous Year's Investment	585,899	818,084	877,547	938,198	1,000,063	1,063,165	1,127,530	1,193,181	1,260,146	1,328,450
Annual Increase in Capital Investment										
Grants	4,148	-	-	-	-	-	-	-	-	-
Reallocation of Operating Funds to Core Infrastructure	179,737	-	-	-	-	-	-	-	-	-
Tax Supported	48,300	59,463	60,652	61,865	63,102	64,364	65,652	66,965	68,304	69,670
Total Change	232,185	59,463	60,652	61,865	63,102	64,364	65,652	66,965	68,304	69,670
Total Recommended Investment - Operating LOS	350,370	357,377	364,524	371,816	379,251	386,837	394,574	402,464	410,515	418,724
Previous Year's Investment	310,000	350,370	357,377	364,524	371,816	379,251	386,837	394,574	402,464	410,515
Annual Increase/(Decrease) in Capital Investment										
Tax Supported	40,370	7,007	7,147	7,292	7,435	7,586	7,737	7,890	8,051	8,209
Total Change	40,370	7,007	7,147	7,292	7,435	7,586	7,737	7,890	8,051	8,209
A Total Change - Capital & LOS	88,670	66,470	67,798	69,157	70,538	71,950	73,389	74,855	76,354	77,879
B Net Increase (Decrease) in Debt Payments	-	25,750	23,910	(16,998)	-	47,830	(5,697)	51,510	14,720	12,140
A + B Total Impact on Annual Tax Supported Budget	88,670	92,220	91,708	52,159	70,538	119,780	67,692	126,365	91,074	90,019
Estimated Taxation Impact (1% in 2023 = \$29,148)	3.04%	3.10%	3.02%	1.69%	2.24%	3.72%	2.06%	3.77%	2.67%	2.58%



July 14/2022
6:00pm



TOWNSHIP OF MELANCTHON

DELEGATION REQUEST FORM

Request for Delegation, any written submissions and background information for consideration by Council must be submitted to the Clerk's Office by 12:00 noon on the Thursday, prior to the requested meeting.

REQUEST DATE: June 29, 2022

NAME: Dave Milliner

PHONE: 519-375-0122

ADDRESS: 185667 Grey Rd 9, Dundalk

EMAIL ADDRESS: kbest@Southgate.ca / dmilliner@Southgate.ca

SIGNATURE: KBest (Kayla Best for CAO Dave Milliner)

Purpose of Delegation Request (state position taken on issue, if applicable).

Joined by Mayor John Woodbury, Deputy Mayor Brian Milne, and representatives from Flato Group to discuss Annexation property.

REMINDER - DELEGATIONS ARE ALLOWED 10 MINUTES TO SPEAK

Personal information contained on this form is collected under the authority of *The Municipal Freedom of Information and Protection of Privacy Act*. This sheet and any additional information provided will be placed on the Council Agenda. The Agenda is a public document and forms part of the permanent public record. Questions about this collection should be directed to the Clerk at 519-925-5525.

TOWNSHIP OF MELANCTHON
157101 HIGHWAY 10
MELANCTHON, ONTARIO
L9V 2E6

519-925-5525 Fax - 519-925-1110 Email info@melancthon township.ca

M:\MyFiles\Forms\Delegation Request Form.wpd

Del #3
JUL 14 2022