

**AGENDA
PUBLIC WORKS & GREEN SPACES
COMMITTEE
FEBRUARY 4, 2020
5:00 PM**

NOTE: SUBMISSIONS RECEIVED FROM THE PUBLIC EITHER ORALLY OR IN WRITING MAY BECOME PART OF THE PUBLIC RECORD.

Chair: Melvin Berndt

1. Call to order.
2. Moment of Reflection.
3. Declaration of Pecuniary Interest and General Nature Thereof
4. Adoption of Minutes.

4.1 December 3, 2019 Public Works & Green Spaces

5. Delegations

6. Reports (New Business)

6.1 Unmaintained and Private roads/Lanes

6.2 RED Grant – Deacon Park

6.3 Asset Management Equipment Plan

6.4 Public Works update

7. Correspondence Action & Non- Action

7.1 Road - Side garbage disposal costs

7.2 MTO – HWY 60 / Lake Dore road intersection

8. Matters of Urgency –

9. Upcoming Meetings & Unfinished business.

10. Question Period

11. Adjournment

**COMMITTEE OF THE WHOLE
PUBLIC WORKS & GREEN SPACES
MINUTES
DECEMBER 3, 2019**

PRESENT Chair Doug Buckwald
 Melvin Berndt, Janet Reiche-Schoenfeldt, Maria Robinson
 CAO/ Acting Clerk, Andrew Sprunt, Treasurer Daniel Burke and Recording
 Secretary, Laura Griffith

CHAIR: DOUG BUCKWALD

1. CALL TO ORDER.

Chair Buckwald called the meeting to order at 5:23 pm

2. MOMENT OF REFLECTION. – held

3. DECLARATION OF PECUNIARY INTEREST AND GENERAL NATURE THEREOF

4. ADOPTION OF MINUTES.

Motion to accept the minutes of October 1, 2019

- Amend to include the Chairs letter.

Carried

5. DELEGATIONS

6. REPORTS (NEW BUSINESS)

6.1 Public Works Update

A report was submitted by the Roads Coordinator – Perry Ashick

6.2 Private road maintenance and standards

A report regarding private road maintenance standards was discussed.

The Committee accepted the report and recommended that Council direct staff to develop a minimum standard bylaw for the assumption of private roads that include the requirement of a cost benefit rational study.

Carried

7. CORRESPONDENCE ACTION & NON- ACTION

8. MATTERS OF URGENCY – None

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4.1

9. UPCOMING MEETINGS & UNFINISHED BUSINESS.

Doug Buckwald – Grist Mill Road

A delegation by Paul Hamilton was made to the November 5, 2019 Compliance Committee meeting concerning Grist Mill road.

Councillor Buckwald at that meeting requested the item be brought forward to the December 3, 2019 Public Works and Green Spaces Committee meeting.

In the meantime, Chair Buckwald responded to Mr. Hamilton's delegation with a letter of response (attached).

10. QUESTION PERIOD

Mr. Hamilton thanked chair Buckwald, referred to better communication, correcting mistakes, item to be discussed and a request that residents of Grist Mill road residents be kept informed of plans for the road.

Cam Sauve- 700 Grist Mill road

When will we hear about the progress of Grist Mill road?

Chair Buckwald replied – the January 7, 2020 budget meeting

Sandra Slater – 97 Grist Mill road

Why were residents not consulted before grinding was done?

Chair Buckwald replied -

The plan was to complete a portion of the road but after Council's road tour it was decided to do the complete road in phases and Council was elected to oversee operations and does not canvass for comments.

11. ADJOURNMENT

Motion to adjourn at 5:55 PM.

Carried.

Chair Doug Buckwald

Acting Clerk



Township of North Algona Wilberforce

1091 Shaw Woods Road, EGANVILLE, ON K0J 1T0
Phone: 613-628-2080 Fax: 613-628-3341

December 5, 2019

Mr Paul Hamilton

Dear Sir,

Thank you for your delegation to the Compliance Committee on November 5, 2019 regarding Grist Mill Road. This presentation should have been made to the Public Works and Green Spaces Committee however to allow for timely reception of your presentation it was permitted to proceed at that time.

In addition to your petition a number of other submissions on this matter were also presented as part of the agenda package.

All of this material has now been forwarded to the appropriate committee for response.

Please allow me to respond to some of your concerns as listed in your presentation to Council:

THEN, AGAIN WITHOUT CONSULTATION OR COMMUNICATION WITH GRIST MILL ROAD RESIDENTS, THE COUNCIL DIVERTED THE FUNDS FROM GRIST MILL ROAD TO ANOTHER PROJECT WHICH I UNDERSTAND WAS NOT BUDGETED FOR AND CANCELED THE HARD SURFACING OF GRIST MILL ROAD.

As part of the original 2019 capital budget \$100,000.00 was allocated for work on Grist Mill Road. This would allow for the pulverization and resurfacing of approximately 4 km of the road. \$50,000.00 was also allocated for preparatory work on Islandview Drive for future resurfacing. In August of 2019 after a Council road tour the CAO recommended in a report to Council increasing Grist Mill Road to \$150,000.00 and Islandview Drive to \$100,000.00 to allow both roads to be pulverized and left as gravel over the winter to allow for settling followed by double surface treating in 2020. The additional funds would be taken from the Lett Cemetery Road Project (which could not be completed in 2019 as we were awaiting grants for the project). Both operationally and cost wise this plan had merit but the resolution was unfortunately defeated at Council.



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On September 3rd the CAO presented an updated proposal which had both Grist Mill and Islandview remaining at the 150K and 100K levels respectively for 2019. This updated plan was subsequently approved by Council. **Let me be perfectly clear, Despite your allegations to the contrary, NO money was taken from the Grist Mill Road project to facilitate Islandview or any other road project.** Your allegation is baseless and untrue. This type of unfounded allegation is disturbing, stressful and misleading to people who become concerned after hearing these false allegations. It does nothing to forward positive, productive communications but instead fosters mistrust and divisiveness in our community.

...ALL PROPERTIES ON GRIST MILL ROAD WILL SEE A REDUCTION IN PRIOPERTY VALUE. I WILL BE CONTACTING MPAC AND THE ASSESSMENT REVIEW BOARD TO MAKE MY DETERMINATION...

You, as well as any other ratepayer, are of course entitled to request a review from MPAC at any time if you feel your property's value is not accurately reflected by your current assessment.

FURTHER MORE IT APPEARS THAT YOU WENT BEYOND THE BOUNDS OF OUR DECENT AND CIVIL SOCIETY BY BLAMING AND CREATING ANGER AND HATERED TO AN IDENTIFIABLE GROUP, THE MENNONITES. CLEARLY IN GATHERING SIGNATURES I HAVE MET THOSE PERSONS WHOM YOU INCITED TO ANGER AGIANST THE MENONITE COMMUNITY RESULTANT FROM YOUR CAO'S PUBLICLY MADE INFLAMATORY COMMENTS. YOUR ACTIONS AND COMMENTS APPEAR TO BE A HUMAN RIGHTS VIOLATION AND I BELIEVE ANY PERSON IN OUR COMMUNITY COULD FILE A HUMAN RIGHTS COMPLAINT AGIANST THOSE ACTIONS AND COMMENTS.

Once Again, let me be perfectly clear. At no time have I every heard Mr Sprunt blame the Mennonite community for the deplorable state of the surface treatment that was on Grist Mill road prior to the pulverizing.



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On at least one occasion I have heard Mr Sprunt say openly that the condition of the road comes from past maintenance issues and the significant amount of patching done to the road over the years. Mr Sprunt has indicated that the steel wagon wheels can be damaging to the road and has provided calculations supporting that statement in at least one public meeting. This was in regard to potential future damage that could occur should Council decide to move ahead with the resurfacing of the road. This was well within his role as providing information and advice to Council. If there is any anger out there on this matter it was initiated by those who spread misguided and misquoted comments. Your totally unfounded accusation, based I presume on second or third hand information, that Mr Sprunt has been creating hatred towards the Mennonites and using inflammatory statements to do so is beyond appalling and likely libelous towards Mr Sprunt.

**HEREFORE, ON BEHALF OF ALL GRIST MILL ROAD RESIDENTS AND ALL RESIDENTS OF NORTH ALGNOA-WILBERFORCE, OUR PETITION CALLS UPON YOU TO:
SET A BUDGET FOR 2020 TO COMPLETE THE PROJECT STARTED AND HARD SURFACE THE ENTIRETY OF GRIST MILL ROAD.**

As Chair of the Public Works and Green Spaces Committee I will be asking staff to prepare a work plan encompassing any work not completed from the original 2019 capital budget as well as the August 2019 Public Works recommendation for inclusion in the 2020 capital budget deliberations. Council will then have the opportunity to evaluate all submissions and set priorities within financial capabilities.

**...AND WE ALSO CALL UPON YOU TO:
MAKE PUBLIC APPOLOGY FOR THE IMPROPER AND INFLAMATORY COMMENTS YOU MADE WHEN BLAMING THE MENNONITE COMMUNITY FOR THE GRIST MILL ROAD ISSUES.**



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I would call upon YOU to make public apology for your uninformed, misguided and inflammatory accusations against Mr Sprunt of inciting hatred and against Council in regard to redirection of funds from the Grist Mill Project. Your actions have gone "beyond the bounds of decent and civil society" apparently to forward your own interests.

I remain open to any and all open, honest and courteous discourse on any issue that comes before Committee or Council.

Regards,

Doug

Councilor Douglas Buckwald, Chairperson
Public Works and Green Spaces Committee

dbuckwald@nalgonawil.com

613-635-3579 cell

833-899-5505 Secure Fax

THE CORPORATION OF THE TOWNSHIP OF NORTH ALGONA WILBERFORCE
BY-LAW #2020-
BEING A BY-LAW TO ADOPT AN ASSUMPTION OF UNMAINTAINED MUNICIPAL
ROADS AND PRIVATE LANES POLICY AND MINIMUM ROAD CONSTRUCTION
STANDARDS

WHEREAS Section 400 (d) of the Municipal Act, S.O. 2001, Chapter 25, as amended, provides the Minister to make regulations providing for matters with respect to fees or charges relating to a local improvement;

AND WHEREAS Ontario Regulation 586/06 entitled "Local Improvement Charges — Priority Lien Status" outlines the requirements for Local Improvement Charges;

AND WHEREAS Section 31 (1) of the Municipal Act, S.O. 2001, Chapter 25, as amended, provides after January 1 , 2003, land may only become a highway by virtue of a by-law establishing the highway;

NOW THEREFORE the Council of the Township of North Algona Wilberforce does hereby adopt the "Assumption of Unmaintained Roads and Private Lanes Policy and Minimum Road Construction Standards" attached hereto as Schedule "A";

AND THAT all resolutions, by-laws or parts of by-laws, which are contrary to or inconsistent with this by-law, are hereby repealed;

AND THAT this by-law shall come into full force and effect from and after its passing.

READ a first and second time this 18th day of February 2020.

READ a third time and passed this 18th day of February 2020.

Mayor

Clerk

FEB 03 2019

6.1

**TOWNSHIP OF NORTH ALGONA WILBERFORCE
ASSUMPTION OF UNMAINTAINED MUNICIPAL ROADS AND PRIVATE LANES
POLICY AND MINIMUM ROAD CONSTRUCTION STANDARDS SCHEDULE "A"
TO BY-LAW #2020-**

RATIONAL

The Township of North Algona Wilberforce is a rural municipality with many roads accessing waterfront properties. There is an increasing demand for waterfront and water view development. Many of the current roads are seasonal and/or private roads, and as development continues and land transfers occur, there will be a demand for the Township to upgrade and/or assume some of these roads.

Private roads are the principal means of access for a large number of waterfront property owners. Aside from setting the width of rights-of-ways and suggesting construction and maintenance standards, the Township has no jurisdiction over private roads. With the shift to Market Value Assessment, the shoreline tax base pays a significantly larger portion of the Township's tax base. There will eventually be pressure placed on Council to assume some of these private roads.

The Assumption of Unmaintained Municipal Roads and Private Lanes Policy and Minimum Road Construction Standards will establish how the Township will control road construction standards as well as determine who will be responsible for the costs associated with achieving these standards.

It is the intent of the Council of the Township of North Algona Wilberforce to protect the municipality and its residents from incurring tax increases to finance road construction and upgrades that are the responsibility of developers, and in some cases, residents whose properties are abutting and/or accessed by seasonal and/or private roads.

Unless it is clearly in the public interest and for the general benefit of the Township, as determined by Council, it is not intended that unmaintained municipal roads or private roads will be assumed by the Township and no responsibility for access, snow clearance, maintenance, repair, liability or other obligation is acknowledged for such unassumed road.

Council shall review each proposal to determine if the assumption of that road would best serve the Township and the residents therein.

POLICY STATEMENT

The purpose of this policy is to establish the process to be followed and the minimum construction standards required for any unmaintained municipal road, seasonal roads or private lanes, prior to Council's consideration of possibly assuming the road or lane for public use and providing maintenance by Township resources.

It is in the public's interest that all roadways assumed by the Township meet a minimum municipal standard. To this end the Township Council will, upon request only, and as budget allows, consider assuming unmaintained municipal roads, private roads or roads on unopened road allowances which meets the Township's minimum road construction standards as specified in Appendix 'A' attached hereto. The costs associated with the works necessary to meet the minimum construction standards and administrative and legal costs associated with the assumption of the road shall be borne by the proponents.

ROAD CLASSES

A) Arterial Roads, high volume, which are maintained year round

- B Line Road
- Snodrifters Road
- Letts Cemetery Road

B) Year Round and Seasonally Maintained Township Roads

The primary function of Township roads will be to provide access to abutting properties. Standards for new road construction will include a minimum of 20 m (66 ft.) right-of-way with an appropriate design and layout, drainage and construction. Roads on lands under plan of subdivision may be assumed by the Township provided the standards for road construction have been satisfactorily met.

Council may post seasonally maintained roads with signs to indicate that maintenance is limited. Where such roads are classified and posted with a sign, Council will not be obliged to provide winter control services.

There is no obligation by Council to convert a seasonally maintained road to a year-round maintained road. Council may, however, undertake or request a cost-benefit analysis to determine the impact of such a conversion. Where Council is satisfied that potential development is justifiable, the status of the road may be changed to year-round. As a condition of the change of status, Council may require one or more applicants to share the cost of improving the road to an acceptable standard. The status of the road may be changed without an amendment to this Plan. In making a decision on the change of status Council may also consult with school boards to determine whether any additional costs to school busing are reasonable.

C) Unmaintained Roads

Council recognizes that there are municipal roads, which are abandoned and are no longer maintained by the municipality. Where such roads have been abandoned, it is not the intent of Council to maintain these roads or to permit development on such roads. Council may give consideration to new development (i.e., creation of a new lot, change in land uses, construction of a building) provided that the road is upgraded and maintained to a municipal standard and provided Council is satisfied that the operational costs of maintaining the road will be reasonably offset by property tax revenues.

D) Unassumed and Unopened Road Allowances

Council recognizes that the public may use unopened road allowances for access by vehicles or for use as snowmobile or recreational vehicles even though they are not maintained by the Township. Council is under no obligation to maintain such roads, but may require an agreement for their use or maintenance. Council may open a road allowance or assume a road where the road is developed to municipal standards in accordance with Section 5.2.3. above and provided Council is satisfied that the operational costs of maintaining the road will be reasonably offset by property tax revenues.

E) Assumption of Private Lanes

Council may assume a private lane where the standards meet the design and construction requirements for township roads or are constructed to an alternative standard acceptable to Council, and where the road allowance is dedicated (transfer of title) to the Municipality and is surveyed.

If it is physically impossible to widen an existing substandard private lane or reduce any existing grade to 8% Council may, at its discretion, accept a lesser width or greater grade.

Prior to deciding on the assumption of a private lane, Council may require a cost-benefit analysis to determine if the operational costs of assuming and maintaining the road will be offset by property tax revenues. The costs for upgrading a private lane to a Township standard will typically be borne by the adjacent property owners (e.g. survey, legal and construction costs).

F) Limited Services on Private Lanes and Unmaintained Municipal Road Allowances

Council assumes no responsibility for providing access, snow removal or the maintenance of private lanes nor is any responsibility acknowledged for the provision of school busing. Where Council provides for emergency services, private lanes will be required to meet a minimum standard of construction and maintenance and include a vehicle turnaround. Council may, at its sole discretion, register notice on title or require that an owner enter into an agreement acknowledging that the municipality will not be responsible for the repair or maintenance of private lanes and that the municipality is under no obligation to provide fire protection, police, ambulance or other emergency services.

POLICY PURPOSE

This policy establishes guidelines and minimum standards for the upgrading of existing unmaintained municipal roads, seasonal roads and private lanes, and the construction of new development and subdivision and/or condominium roads within the Township of North Algona Wilberforce. The goal of this policy is:

- to ensure consistency in the upgrading of existing and construction of new municipal roads;
- to ensure adherence to the Official Plan;
- to ensure that proponents build new municipal roads to a minimum municipal standard;
- to avoid passing any new development costs to ratepayers of the municipality;
- to ensure that proponents upgrading existing seasonal or private roads to municipal roads abide by a minimum municipal standard;
- to control the means by which the Township may assume private or seasonally maintained municipal roads to provide fairness and consistency; and
- to control the use and development of unopened road allowances;

DEFINITIONS

These definitions are included solely for the purpose of understanding this policy.

- Council" shall mean the Municipal Council of The Corporation of North Algona Wilberforce Township.
- Manager" shall mean the Public Works Coordinator or his/her designates.

- "Municipal Roads" — Roads and highways that have been assumed by the Municipality, and are maintained year-round by the Municipality.
- "Private Roads" - Roads and lanes that have not been assumed by the Municipality, which provide access by means of a registered right-of-way to private property; the use and maintenance of which is the responsibility of the abutting land owners.
- "Proponents" — Developers, residents, or ratepayers or other associations who are building a new road under a subdivision agreement, or land severance or are upgrading or requesting the municipality to upgrade an existing seasonal or private road to a municipal road for assumption and maintenance.
- "Seasonal Roads" – Roads that are owned by the Township, but on which no winter maintenance is performed during the period from November 1st to April 30th
- "Township" shall mean The Municipal Corporation of North Algona Wilberforce Township.
- "Unmaintained Municipal Road" — Roads that are usually part of a Plan of Subdivision, which provide access to private development properties; the use and maintenance of which is the responsibility of the development corporation and/or the owners of land in the subdivision.

POLICY INTENT

It is the intent and policy of The Municipal Corporation of North Algona Wilberforce Township:

- to provide minimum construction standards for all municipal roads, and seasonal roads within the Township.
- to provide standard guidelines for all private roads within the Township.
- to apply consistently the minimum standard to ensure the quality of new road construction and the upgrading of existing roads to municipal roads.
- to ensure that all proponents are held to the same standard of quality.
- to maintain ownership and control of unopened road allowances except in specific circumstances as outlined in the following guidelines.
- to not assume responsibility for or maintenance of any private road except as outlined below. Should Council ever deem it necessary to assume such a road, it must first be brought up to municipal standards as detailed in Appendix "A".
- to not assume on a year-round basis any seasonal road. Should Council ever deem it necessary to assume, on a year-round basis, such a road, it must first be brought up to municipal standards as detailed in Appendix "A".
- to provide an equitable and fair process for undertaking any road improvements and collecting the cost of such improvements from the benefiting property owners through the provisions of the Municipal Act, 2001, Local Improvement Charges (O. Reg. 586/06) — Priority Lien Status regulations.

POLICY PROCEDURE, IMPLEMENTATION AND ROAD STANDARDS

When submitting a proposal to the Township, all documentation and information must satisfy Council that the assumption of the non-assumed road is in the public interest, and that the proponent acknowledges and accepts that any and all costs associated with such assumption are to be borne by the proponent, and the following procedures applied.

CRITERIA FOR COUNCIL

Without being necessarily limited to the following, Council should consider the following criteria in determining if it is in the public interest to assume the unmaintained or private road:

- Does the road serve, or will it serve, five (5) or more separate and distinct private parcels of land which are being used, or are capable of being used for the purposes permitted within that zone, on a year-round basis?
- Does the road provide access to a Township maintained boat launch, beach or other facility or attraction promoted by the Township for public use and tourism?
- Would the assumption of the road over-extend existing municipal roads maintenance programs, operations and resources?
- Was the road constructed to the standards as stated herein, thus avoiding costly future repairs?
- Will the assumption of the road promote further desired development?
- Would further development require the road to be extended?
- Would further development on this road over-extend existing municipal services?
- Would the road facilitate the safe and efficient movement of goods and people?
- Council must be satisfied that not less than two-thirds of all property owners who will receive direct benefit from the assumption of the road agree to the undertaking of the study and the assumption of the private road by the Township.
- Council must be satisfied that Conservation Authorities have been notified and regulations are followed where there could be any interference with wetlands or any alterations to shorelines and watercourses.
- Is there a reference plan prepared by an Ontario Land Surveyor documenting the lands affected by the proposed assumption?
- Has the Proponent provided original deeds and certification of title for the lands in question prepared by the proponent's solicitor?
- Has the Township received a legal opinion on the ownership status of the subject road and a risk assessment of assuming or not assuming the road?

IMPLEMENTATION

A) The Township shall only consider the assumption and maintenance of new roads, existing unmaintained Municipal roads or existing private roads following receipt of a petition to Council in accordance with the Local Improvement Charges — Priority Lien Status regulations, and if the road is brought up to the standards of the Township as detailed in Appendix "A" to this policy.

- The petition must contain the signatures of two-thirds (2/3) of the property owners having frontage on the road to be assumed and representing at least one-half (1/2) of the assessed value of the lots liable to be specially charged for the work.

- Acknowledgement from the petitioners that if the Township undertakes a Local Improvement to bring the road up to Township standards the cost of the work shall be borne by the proponents and the Township will impose special frontage charges on the lots that abut the work and other lots that will immediately benefit from the work.
 - Included in the special frontage charges under the Local Improvement regulations will be; property acquisition costs (if any), capital construction costs, engineering and legal expenses, surveying costs, reasonable administrative costs and interest on short and long-term borrowing.
- B) Upon receipt of a petition requesting assumption of a roadway, Township staff will verify the sufficiency of the petition, i.e., petitions not supported by two-thirds of the property owners will not be considered, or assumption of portions of a road less than 500 meters will not be considered unless the road links existing maintained Township roads.
- C) Township staff will prepare an Administrative Report and if Council agrees "in principle" with the possible assumption of the road then the work will proceed following the Local Improvement Charges — Priority Lien Status regulations.
- D) Prior to assuming the road section, the Township shall request an independent review of the subject road, at the Proponent's expense. This review will include a report on the as-built condition of the existing road by a professional engineer and a cost-benefit analysis to determine the operational costs of maintaining the road and the impact on Township resources. In addition, the consultant will prepare, as part of the engineering report, an estimate of all costs relating to the construction or reconstruction of the non-assumed road to the standards as stated herein. The cost of the independent engineering review and cost-benefit analysis will be borne by the proponents.
- E) Prior to the commencement of an engineering study the proponent shall submit to the Township a refundable deposit of one thousand dollars (\$2,000) (Public Works Coordinator to provide proponent with engineer's estimate and additional deposit may be required prior to proceeding). This deposit will be used to cover the engineering review costs and the amount may be increased as needed if the review is more complex. Any amount of the deposit not needed to cover the independent review will be returned to the proponent.
- F) Year-round road service will not be provided on seasonal roads or private roads until Council passes a by-law to formally assume the road and until the subject road is upgraded to the road standards as detailed in Appendix "A" to this policy, at the expense of the benefiting property owners.
- G) Any formal requests and petitions for road assumption received after April 30 will not be considered until the following year to avoid unreasonable demands on the Township's winter control operations.

DEVELOPMENT AGREEMENT

Prior to the commencement of any construction or reconstruction the Township and the proponent shall enter into a development agreement, which will address all matters pertaining to the road assumption, financial and otherwise, and shall be registered on title for all applicable properties.

The development agreement, in addition to addressing the technical and financial aspects of the road assumption, shall require:

- The proponent shall provide proof to the Township that the contractor is qualified, experienced and has the equipment and personnel to successfully complete the work and provided WSIB Clearance Certificates and adequate liability insurance in accordance with the Township's Procurement By-law, as amended. Furthermore, the proponent shall obtain all necessary permits and approvals as required. Construction or installation of services shall not take place until the proponent has obtained all necessary permits and approvals, and has complied with all requirements as outlined by the Public Works Coordinator or his designate.
- The proponent to survey and convey to the Township, if non-municipally owned property, free and clear of all encumbrances, title to the land on which the road to be assumed is located, and the said lands shall be not less than 20 meters (66 feet) in width, together with any easements necessary for drainage and utilities.
- In the event the proponent fails to proceed with the required construction or reconstruction, as identified herein, there shall exist no obligation on the part of the Township: to continue with any construction or reconstruction as required, to reimburse the proponent for any costs that he or she has incurred with the proposal, or to assume the road or any part thereof into the municipal road system, until such time as all construction or reconstruction as required is completed to the standards as identified herein.

Note: This section was removed as it pertains only to the use of municipal road allowances and not assumption of maintenance by the Municipality. A separate by-law to consider a policy for license agreements to allow the use of Municipal property by individuals will be presented to Council at a later date.

TOWNSHIP ROAD STANDARDS

Appendix 'A' to this policy provides specifics for the minimum road construction standards that must be met prior to the assumption of any unmaintained Municipal road, unopened road allowance or private road.

Road improvements and work necessary to bring a road up to the standards listed in Appendix 'A' may include; property acquisition for road allowance widening, tree removal, road base and/or surface improvements, drainage improvements, horizontal and vertical alignment improvements, removal of encroachments and signage installation.

APPENDIX 'A'

TOWNSHIP OF NORTH ALGONA WILBERFORCE MINIMUM ROAD CONSTRUCTION STANDARDS

Road Construction Standards	Year-Round Maintained Roads, Flat or Gently Rolling Terrain	Year-Round Maintained Roads, Steep and/or Rocky Terrain	Seasonally Maintained (Summer) Roads	Private Lanes. Subdivision and/or Condominium Roads Suggested Guidelines
Right-of-way	20 m (66')	20 m (66')	20 m (66')	20 m (66') required
Minimum Clearing width	12 m (40')	10 m (33')	12 m (40')	10 m (33')
Design Speed	50 km/hr	40 km/hr	40 km/hr	40 km/hr
Horizontal Radius	80 m	50 m	50 m	50 m
Maximum Grade	8%	12%	12%	12%
Vertical Crest	K = 12			
Vertical Sag	K= 12			
Minimum Stopping Sight Distance	65.0 m	45 m	45 m	45 m
Surface width	6 m 19.7'	5 m (16.5)	5 m (16.5')	5.6 m (19.7')
Shoulder width	1.0 m (3') each side	1.0 m (3') each side	0.5 m (1.5') each side	0.5 m (1.5') each side
Horizontal Clearance	3 m (10') each side	each side	each side	each side
Vertical Clearance	5 m (16.5')	4.3 m (14')	4.3 m (14)	4.3 m (14')
Turnarounds OPSD 500.01 Min. Type 'B'	13 m (43') radius Including 1 m shoulder	13 m (43') radius Including 1 m shoulder	13 m (43') radius Including 1 m shoulder	10 m (33') radius Including 1 m shoulder
Surface Material Granular "A" Compacted Depth	150 mm	100 mm	100 mm	100 mm
Base Material or Cover over bedrock Granular "B" compacted depth	300 mm (12") (depending on sub-grade material)	200 mm (depending on sub-grade material)	200 mm (depending on sub-grade material)	200 mm (8") (depending on sub-grade material)
Ditches	0.5m 1.5'	0.5m 1.5'	0.5m 1.5'	0.5m 1.5'
Culverts	400 mm 16"	300 mm 12	300 mm 12"	300 mm 12"

Note: The standards listed above for private lanes are suggested guidelines except for the requirement for a deeded right-of-way of 20 m or 66' , which is required to provide for adequate maintenance width in the event that the private road is ever assumed by the Municipality.



**Township of North Algona Wilberforce
COUNCIL / COMMITTEE REPORT**

Title: Rural Economic Development Grant Deacon	Date: February 4, 2019
	Council/Committee: Committee
	Author: Andrew Sprunt
	Department: Administration

RECOMMENDATIONS:

That Council approves the application though the Rural Economic Development funding stream Community Grants for restoration of the public viewing platform, community portable dock and public boat launch at Deacon for up to \$128,000.00.

BACKGROUND:

The Provincial Rural Economic Development fund stream for the Strategic Economic Infrastructure Fund closes on February 24th. This is a 30/70 funding project where the Township has to fund 70% of the project.

Staff is recommending that the Deacon Park Restorations would fit under the criteria in the funding stream.

Presently the viewing platform that was enjoyed by residents and visitors is closed and deemed unsafe, the portable dock that is installed annually to assist visitors launching boats has been removed due to damages sustained in 2018 and the base of the boat launch has eroded over time and is difficult to use.

These three issues would make an economic impact if completed not only for the immediate Deacon area but the whole community.

FEB 03 2019

PWEGAS 6.2

Cost estimate:

Dock	\$ 6,000.00
Engineering	\$25,000.00
Viewing Platform	\$45,000.00
Boat Launch	\$40,000.00
Contingency	\$12,000.00

ALTERNATIVES:

Do nothing

FINANCIAL IMPLICATIONS:

ATTACHMENTS:

CONSULTATIONS:

Author: _____
signature

Other: _____
signature

Treasurer _____
signature

C.A.O. _____
signature

ASSET MANAGEMENT EQUIPMENT PLAN

ASSET	MODEL	YEAR	VALUE	REPLACEMENT VALUE	LIFE SPAN Years	RESERVE CONTRIBUTION	REPLACEMENT DATE
Western Star Plow Truck	Tandem Truck T-19	2018	240,000	280,000	10	28,000	
Western Star Plow Truck	Tandem Truck T-16	2017	200,000	280,000	10	28,000	
Starling Plow Truck	Tandem Truck T-3	2007	35,000	280,000	10	28,000	
Sterling Plow Truck	Tandem Truck T-4	2007	35,000	280,000	10	28,000	
Volvo Excavater	EW 170	2002	55,000	210,000	10	21,000	
Komatsu	WA 250-6	2008	35,000	165,000	10	16,500	
Volvo Backhoe	BL70B	2014	40,000	135,000	10	13,500	
John Deere Grader	77	2007	70,000	400,000	10	40,000	
John Deere Bulldozer	JD 450	1985	6,000	240,000	10	24,000	
John Deere Tractor with Brushing Arm		2012	40,000	140,000	10	14,000	
Case International Tractor 4x4 with Loader	MX90C	1999	15,000	105,000	10	10,500	
Kioti Tractor 4x4 with Loader	CK20HST	2005	5,000	35,000	10	3,500	
2019 Chev Halfton 4x4	Silverado Crew Cab 1500	2019	40,000	55,000	10	5,500	
2018 Chev Half Ton 4x4	Silverado 1 Ton 3500 Extended Cab	2018	35,000	60,000	10	6,000	

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ASSET	MODEL	YEAR	VALUE	REPLACEMENT VALUE	LIFE SPAN Years	RESERVE CONTRIBUTION	REPLACEMENT DATE
Chev Half Ton 4x4	1 Ton 3500	2013	22,000	70,000	10	7,000	
2011 Chev Half Ton 2 Wheel Drive	3/4 Ton Extended Cab	2011	4,000	45,000	10	4,500	
Ford Half Ton 4x4	Extended Cab	2004	0	0			
JC Float	Tandem Axle	1999	10,000	30,000	10	3,000	
Trailer with Ramps 6' x 14'	Parks	2006	1,500	5,000	10	500	
Husquvarna Lawn Tractor	YTH 2048	2001	500	3,500	10	350	
Hub Trailer Haulin Enclosed	8.5 x 20 Wedge Nosed Tandem Axle	2019	7,000	10,000	10	1,000	
Steamer		Unknown	5,000	18,000	10	1,800	
		Total	\$901,000.00	\$2,846,500.00		\$284,650.00	



Township of North Algona Wilberforce COUNCIL / COMMITTEE REPORT

Title: Public Works	Date: January 29, 2020
	Council/Committee:
	Author: Perry Ashick
	Department: Public Works

RECOMMENDATIONS:

That the Committee accepts the report as presented

BACKGROUND:

- Winter maintenance of roadways, sidewalks, and Township facilities
- Staff rebuilt front blade for excavator
- Staff performing regular maintenance and repairs to vehicles and equipment
- Staff constructed and installed safety curtain at Berndt Road Site Compactor
- Parks staff doing renovations to Park Cottage

Author: _____
signature

FEB 03 2019

6.4



Ottawa Valley Waste Recovery Centre

900 Woito Station Rd. R.R.4 Pembroke, Ontario K8A 6W5 Phone: (613) 735-7537 Fax: (613) 735-1837

WEIGHSCALE RECEIPT

Transaction Number : WRC340920 Date : 01/30/20

Time In : 09:00:44 Time Out : 09:06:48

Account No : 10021
Name : North Algona/Wilberforce Commercial Acct
Address : R.R. #1

Vehicle Licence : BA25518 Vehicle Id : PCNAW255

Material Source: North Algona/Wilberforce
Material Type : Landfill

Gross Wt : 3140
Tare Wt : 3120
Net Wt : 20

Payment Type : Charge

Rate : \$20.00/1.00 kg
Fee : \$20.00

Driver Signature : _____

Note:

H.S.T. # 867937914

FEB 03 2019

7.1



From: Morrison, Scott (MTO) <Scott.Morrison@ontario.ca>
Sent: January 23, 2020 11:32 AM
To: Lee Perkins <LPerkins@countyofrenfrew.on.ca>
Cc: Klein, Christina (MTO) <Christina.Klein@ontario.ca>
Subject: RE: Golden Lake Intersection

Hi Lee,

I hope you had a great holiday as well! A draft version of the Traffic Operations Report for the Hwy 60 corridor through Golden Lake has been completed.

The final version will be sent to you shortly. I'm so sorry for the delay.

Thanks and have a good one.

Scott Morrison, C.E.T.
Traffic Analyst
Ministry of Transportation, Eastern Region
1355 John Counter Boulevard
Kingston, ON K7L 5A3
Mobile: 613-327-5895

From: Lee Perkins <LPerkins@countyofrenfrew.on.ca>
Sent: January-23-20 9:37 AM
To: Morrison, Scott (MTO) <Scott.Morrison@ontario.ca>
Subject: Golden Lake Intersection

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.
Good Morning Scott,

Hope you guys had a great holiday season. Has there been any follow-up for the Intersection of County Road 30 and HWY 60 in Golden Lake?

Regards,
Lee

Lee Perkins
Director of Public Works & Engineering
County of Renfrew
9 International Drive
Pembroke, ON
K8A 6W5
Phone (613) 732-4353

FEB 03 2020
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