



City of  
**Peterborough**

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**To: Members of the General Committee**

**From: Richard Freymond  
Commissioner of Corporate and Legislative Services**

**Meeting Date: March 8, 2021**

**Subject: Report CLSFS21-008  
Recommended Projects to Utilize Additional 2021 Capital  
Financing**

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## **Purpose**

A report to recommend four projects to utilize the additional 0.16% tax supported capital financing as approved through the 2021 Budget process, and to recommend that the \$2.2 Ontario Community Infrastructure Funding be directed to the Pavement Preservation Program and the Rotary Trail/Faryon Bridge Project.

## **Recommendations**

That Council approve the recommendations outlined in Report CLSFS21-008 dated March 8, 2021 of the Commissioner of Corporate and Legislative Services, as follows:

- a) That the following capital projects proceed in 2021 and that the 2021 Capital Budget for each project be revised and/or established as described in Tables 1 to 6 of this Report:
  - i. Applegrove Avenue Reconstruction - Chemong Road to Highland Road;
  - ii. LED Lighting Retrofit at King Street Parking Garage;
  - iii. Beavermead Entry Pavilion;
  - iv. Lansdowne and Monaghan Rail Crossing Removal;
  - v. Pavement Preservation Program;
  - vi. Rotary Trail/Faryon Bridge Project;

- b) That Debenture By-laws be passed authorizing the issuance of \$1,550,000 of Tax supported debentures and the issuance of \$1,250,000 of Waste Water Reserve Fund supported debentures and \$450,000 of Development Charge - Parks supported debentures for the Applegrove Avenue Reconstruction Project, the LED Lighting Retrofit at King Street Parking Garage Project and the Beavermead Entry Pavilion Project as further detailed in Tables 1 to 3 of this report;
- c) That the sidewalk policy be waived, to authorize a sidewalk to be constructed on the south side only of Applegrove Avenue, from Highland Road to Chemong Road; and
- d) That the \$2,240,654 in Ontario Community Infrastructure Fund be directed towards the Pavement Preservation Program and the Rotary Trail / Faryon Project as detailed in Tables 5 and 6 of this report.

## **Budget and Financial Implications**

Through approval of the recommendations in this Report, Council is directing that the projects proceed and be financed as noted in Tables 1 -6 and summarized in Appendix A - Summary of Additional 2021 Capital Projects and Financing. Altogether, \$5,765,654 of capital works is being proposed to be completed.

With the approval of the recommendations in this Report, the Sustainability Reserve will have an uncommitted balance of \$41,000 and the Beavermead Reserve will have an uncommitted balance of \$51,000.

## **Background**

As part of the City's 2021 Operating Budget, Council provided for additional capital financing through the following motions:

- b) That council include 0.16% in the 2021 budget to be used to address our most pressing needs in the Capital Program and,
- c) That staff report to Council in early 2021 with recommendations on how to the additional funds could be used in the 2021 Capital Program.

The additional 0.16% increase in the all-inclusive rate, will provide for approximately \$100,000 of direct capital financing (Capital Levy) and \$1.55M of tax supported debt. This Report responds to Council's request.

### **Applegrove Avenue Reconstruction - Chemong Road to Highland Road**

The Applegrove Avenue project (2021 Capital Budget Reference 5-12.05) includes reconstruction and urbanization from Highland Road to Chemong Road. The scope

includes the installation of concrete curbs, storm sewer, sanitary sewer, water main, tree plantings and sidewalks. The City's Sidewalk Policy calls for sidewalks to be built on both sides of new streets and roads being reconstructed. Currently, there are no sidewalks on the north side of the road and a 50 metre section of sidewalk connecting to Chemong Road on the south side.

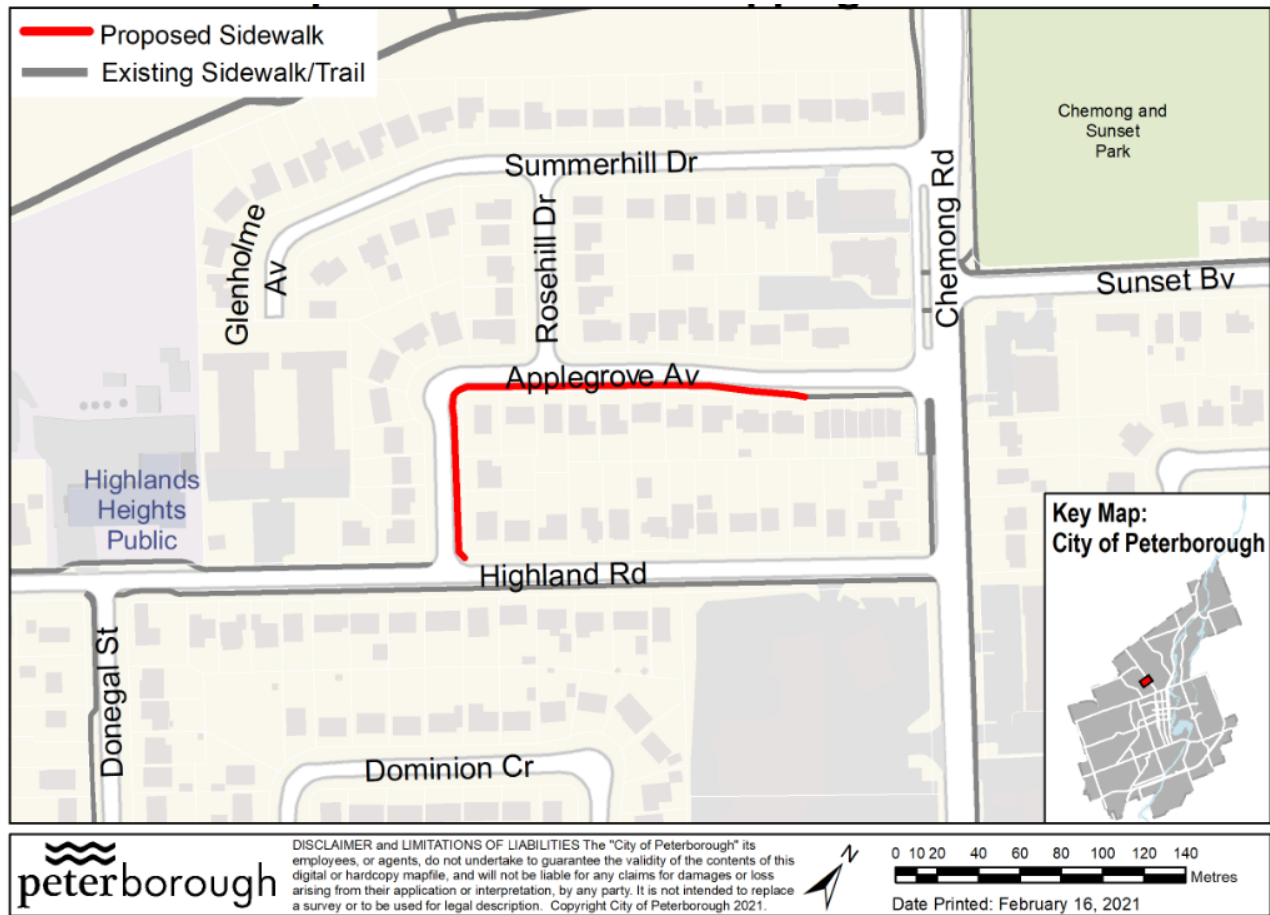
In June of 2018, a letter was sent to residents to inform them of the upcoming project and the elements that would be included. An Open House was held on August 8, 2018 to provide additional information and to answer any questions. Opposition to the sidewalk component of this project was expressed through a petition received on August 8, 2018 with 21 signatures from 17 households. There are 31 households in total, 6 that already have a sidewalk fronting their residence.

Given that this is a local street with low traffic volumes and grade constraints exist, staff recommend that an exception to the Sidewalk Policy be granted and that a sidewalk on only one side be provided. Due to a sidewalk already present on a section of the south side, the presence of mature trees and grade constraints on the north side of the street, the recommendation is for the sidewalk to be constructed on the south side from Highland Drive to Chemong Road.

Staff recommend a 1.8 m curb face sidewalk be constructed on the south side of the road, connecting to the existing sidewalk. Figure 1 shows the general location of the proposed sidewalk.

While the City sidewalk policy calls for sidewalks to be constructed on both sides of streets being reconstructed, opposition to sidewalks was received. Recognizing that sidewalks often serve the broader community and that providing a sidewalk as part of a larger project like this is most economical, a sidewalk on one side of the street is recommended.

**Figure 1 – Proposed Sidewalk on Applegrove Avenue**



The cost for the project is proposed to be funded as outlined in Table 1 as follows:

**Table 1: Applegrove Avenue Reconstruction Project Budget**

Description	Amount
<b>Total Project Cost</b>	<b>\$2,850,000</b>
<b>Sources of Finances</b>	
Pre-Approved Budget	\$150,000
Debenture – Tax Supported	\$1,450,000
Debenture - WWRF	\$1,250,000
<b>Total Sources of Financing</b>	<b>\$2,850,000</b>

### LED Lighting Retrofit at King Street Parking Garage

The intent of this project is to replace the existing HID (High Intensity Discharge) lighting with energy efficient LED lighting. Converting to LED lighting, results in a more even light distribution with a better quality light at potentially a significant energy consumption reduction compared to most existing lighting systems. LED lighting technology offers the added benefit of a maintenance-free operation along with the opportunity to further control the lighting levels, again decreasing the energy consumption and extending the already long-life expectancy of the equipment.

The new lighting would be equipped with a night motion/ambient controls package for daylight harvesting and/or motion controls. The daylighting controls will turn lights off when there is enough natural light during the day. At night, the lights will go into a setback or minimum position and automatically turn on when motion is sensed, reducing energy consumption.

The project is estimated to receive a saveONenergy grant of \$10,000, annual maintenance savings of \$4,000, annual operating savings of \$30,000 and annual energy savings of 191,5000 kwh. The lighting retrofit will increase lighting levels throughout the garage, reducing energy consumption while providing a safer environment at night for all parking garage patrons. The simple payback period for the project is 5.7 years.

The cost for the project is proposed to be funded as outlined in Table 2 as follows:

**Table 2: LED Lighting Retrofit at King Street Parking Garage Project Budget**

Description	Amount
<b>Total Project Cost</b>	<b>\$250,000</b>
<b>Sources of Finances</b>	
Sustainability Reserve	\$150,000
Tax Supported Debt	\$100,000
<b>Total Sources of Financing</b>	<b>\$250,000</b>

### Beavermead Entry Pavilion

The Beavermead Entry Gatehouse Pavilion is the third phase of the Beavermead Campground Park Implementation Capital Project (Budget Reference 6-5.03). This project is part of a series of improvements and upgrades at the campground approved through Council Report CSD12-001 dated January 23, 2012 outlining the Cost Benefit Analysis and Strategy Plan to enable a viable campground operation. Improvements are

being implemented in phases as a condition of the operating agreement currently in place with Otonabee Region Conservation Authority (ORCA).

The first phase of improvements to correct drainage issues and provide servicing (water and electrical) to the sites in the central camping area was completed in 2016. Phase two, the Demolition and Construction of a New Comfort Station, began in 2019 with completion in May 2020.

The Beavermead Entry Gatehouse Pavilion project was included in the 2021 Capital Budget with funding scheduled in 2022. The requested \$500,000 allocation in 2021 includes detailed design, tendering, and construction of the gatehouse pavilion and improved campground entry gate systems.

The cost for the project is proposed to be funded as outlined in Table 3 as follows:

**Table 3: Beavermead Entry Pavilion Project Budget**

<b>Description</b>	<b>Amount</b>
<b>Total Project Cost</b>	<b>\$500,000</b>
<b>Sources of Finances</b>	
DC Debt - Parks	\$450,000
Beavermead Reserve	\$25,000
Capital Levy	\$25,000
<b>Total Sources of Financing</b>	<b>\$500,000</b>

### Lansdowne and Monaghan Rail Crossing Removal

With the decommissioning of existing rail lines throughout the City, the intersection of the railway and City roads can now be reconstructed to remove the rail lines.

The Lansdowne and Monaghan rail crossing is proposed to be removed.

The cost for the project is proposed to be funded as outlined in Table 4 as follows:

**Table 4: Lansdowne and Monaghan Rail Crossing Removal Project Budget**

Description	Amount
<b>Total Project Cost</b>	<b>\$105,000</b>
<b>Sources of Finances</b>	
Pre-Approved Budget	\$30,000
Capital Levy	\$75,000
<b>Total Sources of Financing</b>	<b>\$105,000</b>

### Ontario Community Infrastructure Fund (OCIF) Formula-Based Component

As reported to City Council in Report CPFS14-025 dated September 2, 2014, Ontario announced the Ontario Community Infrastructure Fund (OCIF) which at the time was considered a predictable, annual, non-application based provincial funding source to support the revitalization and repair of roads, bridges, water and wastewater infrastructure and the development of asset management plans in small, rural and northern communities.

On July 4, 2016, Ontario launched the expanded OCIF. As part of this launch, the Province continued to provide support for municipal infrastructure projects by increasing the amount of stable, predictable formula-based funding. In addition to enhanced funding being provided through the expanded OCIF, the Province had updated the program design based on feedback from municipalities:

- Recipients may accumulate annual formula-based grants for up to five years to address larger priority infrastructure projects.
- Eligible expenditures have been expanded to include water and wastewater optimization activities, loan payments on new core infrastructure projects, and municipal staff time dedicated to asset management planning.
- Eligible expenditures have been clarified to include the construction of new core infrastructure to address an existing health or safety issue (e.g., connecting existing households on septic systems to wastewater infrastructure).

In March 2019, the Ministry of Infrastructure communicated plans to work with the Association of Municipalities of Ontario and municipalities to review the design of the program. Because of the uncertainty of the funding under the new provincial government, an OCIF allocation was not included in the 2021 draft capital budget.

In December 2020, the Ministry of Infrastructure announced the City's 2021 OCIF allocation of \$2,240,654 (same amount as received in 2020), with further comments regarding the review of the program design.

The City's existing Transfer Payment Agreement allows for the transfer of funds without the necessity of a new by-law. Furthermore, the City may accumulate the formula-based grants for up to five years. For example, grant funding received in 2021 must be spent by December 31, 2025. It is recommended that funding go towards enhancing the Pavement Preservation Program (2021 Capital Budget Reference 5-10.01) and creating the Rotary Trail / Faryon Bridge Project.

### **Pavement Preservation Program**

The Pavement Preservation Program is identified through the City's overall Road Needs Study. The 2021 approved Pavement Preservation budget is \$4,500,800. In general, this program involves roads where the sub surface components are in relatively good condition and the intention is to extend the life cycle of the road assembly. This program extends the life of the road and associated surface features and protects the underground utilities and essential infrastructure from water infiltration. The preventative maintenance program involves;

- adjustment of road structures
- repairs to ensure alignment of road surface with curbs/gutters
- pavement resurfacing and crack sealing

An additional \$1,490,654 can be funded through the 2021 OCIF grant, bringing the total 2021 project to \$5,991,454. The cost for the project is proposed to be funded as outlined in Table 5 as follows:

**Table 5: Pavement Preservation Program Project Budget**

Description	Amount
<b>Total Project Cost</b>	<b>\$5,991,454</b>
<b>Sources of Finances</b>	
Pre-Approved Budget	\$4,500,800
OCIF Grant	\$1,490,654
<b>Total Sources of Financing</b>	<b>\$5,991,454</b>



**Rotary Trail / Faryon Bridge Project**

This \$750,000 Rotary Trail / Faryon Bridge is a multi-use trail project involving the removal of a portion of the wing walls from the Faryon Bridge, owned by Trent University, to accommodate an extension of the Rotary Trail under the bridge structure along Nassau Mills Road. Trent University has agreed to the concept design, and City staff are working with Trent colleagues to finalize the detailed design. The project includes construction of the remaining section of the Rotary Trail, from the Faryon Bridge north to East Bank Drive, where it would connect to the existing trail that begins at this location. This project was identified as the top priority project by the City's Interdepartmental Trails Committee. Staff from the Engineering Section are completing detailed design for this project so that it will be ready for tender in 2021.

The cost for the project is proposed to be funded as outlined in Table 6 as follows:

**Table 6: Rotary Trail / Faryon Bridge Project Budget**

Description	Amount
<b>Total Project Cost</b>	<b>\$750,000</b>
<b>Sources of Finances</b>	
OCIF Grant	\$750,000
<b>Total Sources of Financing</b>	<b>\$750,000</b>

Submitted by,

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Attachments:

Appendix A - Summary of Additional 2021 Capital Projects and Financing

Appendix A

**Summary of Additional 2021 Capital Projects and Financing**

2021 Capital Budget		Ref	Project Total	Pre-Approved	Total Cost	Rev OCIF	Net Cost	Cap Levy	Deb TS	Deb Other	Other
1.01	Applegrove Avenue Reconstruction	5-12.05	2,850,000	150,000	2,700,000		2,700,000		1,450,000	1,250,000	
1.02	LED Lighting Retrofit at King Street Parking Garage	3-1.03	250,000	-	250,000		250,000		100,000		150,000
1.03	Beavermead Entry Pavillion	6-5.03	500,000		500,000		500,000	25,000		450,000	25,000
1.04	Various Rail Crossings	5-10.09	105,000	30,000	75,000		75,000	75,000			
1.05	Pavement Preservation Program	5-10.01	5,991,454	4,500,800	1,490,654	1,490,654	-				
1.06	Rotary Trail / Faryon Bridge Project	new	750,000	-	750,000	750,000	-				
<b>2.00</b>	<b>Total</b>		<b>10,446,454</b>	<b>4,680,800</b>	<b>5,765,654</b>	<b>2,240,654</b>	<b>3,525,000</b>	<b>100,000</b>	<b>1,550,000</b>	<b>1,700,000</b>	<b>175,000</b>