



City of  
**Peterborough**

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**TO:** **Members of the Budget Committee**

**FROM:** **Sandra Clancy, Director of Corporate Services**  
**Malcolm Hunt, Director of Planning & Development Services**

**MEETING DATE:** **November 29, 2011**

**SUBJECT:** **Report CPFS11-051**  
**Trail - CPR Bridge Project Budget Amendment**

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## **PURPOSE**

A report to recommend a 2012 budget increase to the TransCanada Trail CPR Bridge Project and to recommend offsetting decreases by deferring the Otonabee River Trail – Del Crary to Little Lake Cemetery Project and a portion of the Exterior Window Replacement at the Police Station to 2013.

## **RECOMMENDATIONS**

That Council approve the recommendations outlined in Report CPFS11-051, dated November 29, 2011, of the Director of Corporate Services and the Director of Planning & Development Services, as follows:

- a) That the Trail Development (Project 7-1.02) shown on page 103 of the 2012 Highlights Book and pages 454-455 of the 2012-2021 Capital Budget Details Book be amended, as set out in Appendix B to Report CPFS11-051, to increase the 2012 budget by \$500,000 from \$500,000 to \$1,000,000;
- b) That the Otonabee River Trail – Del Crary Park to Little Lake Cemetery (Project 7-1.05) shown on page 103 of the 2012 Highlights Book and pages 460-461 of the 2012-2021 Capital Budget Details Book be amended, as set out in Appendix B to Report CPFS11-051, to reflect a deferral of the 2012 budget amount of \$180,000 to 2013; and

- c) That the Facility Upgrade – City Hall, Police Station, Provincial Court House and GPAEDC (Project 3-2.01) shown on page 24 of the 2012 Highlights Book and pages 37-38 of the 2012-2021 Capital Budget Details Book be amended, as set out in Appendix B to Report CPFS11-051, to decrease the 2012 budget by \$320,000 from \$1,220,000 to \$900,000.

## **BUDGET AND FINANCIAL IMPLICATIONS**

No additional funding is required in 2012, however, two other capital projects, the Otonabee River Trail – from Del Crary Park to Little Lake Cemetery and the replacement of exterior windows at the Police Station will be deferred to 2013.

## **BACKGROUND**

### **History of the Walkway**

In 1916, the City entered into an agreement with The Canadian Pacific Railway Company for the construction of a “foot-way” on the railway bridge across the Otonabee River. Originally, the walkway was constructed of wood. However, it soon rotted and was replaced with a steel support structure, on top of which, precast concrete slabs were placed. Later, 50 mm of concrete was poured on top of the precast concrete. As more time passed, sections of the support structure deteriorated and they were repaired or replaced. The support structure for the walkway is hung off a girder on the bridge. As a result, almost all of the walkway is cantilevered off this one girder.

Although the walkway is quite narrow, it has served the public fairly well over the many decades it has been in use. However, the importance of the walkway has grown in recent years due to the increased popularity of the City’s trail system. The walkway on the CPR Bridge is actually a Trans-Canada Trail link. The Otonabee River Trail through Millennium Park forms part of the Trans-Canada Trail, and the walkway on the CPR Bridge provides a logical connection to the Trans-Canada Trail in Roger’s Cove and to the south end of the Peterborough Rotary Greenway Trail.

Recognizing the increased importance of the CPR Bridge as a Trans-Canada trail link, a budget account in the amount of \$50,000 was created in 2011 for the analysis of route options and CPR Bridge upgrades. Staff contacted Canadian Pacific Railway staff to advise of the City’s intention to issue a Request for Proposals (RFP) to engage a structural engineer to study the feasibility of attaching a wider walkway to the bridge, which could be maintained and be more suitable for trail users.

CPR staff advised that they had their structural engineer assess the condition of the bridge. Their engineering assessment did not look at the condition of the City walkway,

but it did address the condition of the CPR Bridge girder on which the walkway's sub-structure is attached. They advised that the CPR engineer recommended that the walkway be removed from the bridge because the walkway was causing the corrosion of the bridge girder.

An RFP for an engineering study was completed in 2011 but was not issued because it was not known if the CPR would continue to permit the walkway to be attached to the bridge. Pursuant to the 1916 agreement, the CPR can order the City to remove the walkway from the bridge at the City's expense.

Since CPR staff understood that the City was endeavouring to investigate the feasibility of building a new, wider walkway on the bridge, they were satisfied that their engineer's concerns could be addressed, as long as the project included a thorough examination of the condition of the girder, and its possible repair and/or replacement would be at the City's expense.

### **Recent Events**

City staff were about to release the RFP for the engineering study when it was learned that parts of the walkway's sub-structure detached from the girder, causing two long sections of the walkway to slump. City Public Works immediately fenced off the walkway and closed it to the public. It is suspected that the pounding action attributed to the recent removal and replacement of rails on the bridge by the CPR accelerated the detachment of the walkway's supports from the bridge girder.

Due to the present hazard, the Director of the Utility Services Department will have the walkway's concrete slabs removed as soon as possible under the Emergency Procurement Process as set out in Section 53 of the City's Purchasing Policy By-law 10-132.

Although the cost of a new walkway is not known at this time, the 2012 Capital Budget was prepared seeking a \$500,000 capital allocation in 2012 and a further \$500,000 in 2013. Staff have identified additional funding sources to increase the amount of capital available for the walkway's construction in 2012 by \$500,000 to create a 2012 budget in the amount of \$1,000,000, in recognition of the public importance assigned to this linkage.

A better understanding of the cost of a new walkway or trail link on the bridge can only be attained once a preliminary design is approved by both the City and the CPR together with a preliminary cost estimate. Since a design and cost estimate is not available at this time, staff caution that the cost to construct a new trail link could exceed the \$1,000,000.

The Request for Proposals (RFP) for the engineering design study is complete and will be issued as soon as possible.

The work has two stages:

**Stage 1:** With the CPR engineer's report in hand, the City's consulting structural engineer will assess the structure to determine if it remains feasible to attach a public walkway to the CPR Bridge.

**Stage 2:** If the consulting engineer determines that it is feasible to continue to attach a walkway (preferably wider) to the bridge, the RFP calls for the production of a preliminary design and cost estimate.

If the engineer determines that it is feasible to continue to attach a walkway to the bridge, it is anticipated that the preliminary design and cost estimate will be completed by March 2012.

One of the key components of the RFP is to have the consulting engineer determine if a wider, more maintainable walkway can be attached to the bridge. At its present width, Public Works has been unable to plough snow off the walkway, which has resulted in the compaction of the snow by people walking on it. At times, the walkway has been difficult to traverse through the winter. The only way to keep the ice build-up in check was to use salt, which is corrosive to the metal sub-structure and the CPR Bridge girder from which the walkway is attached.

A wider walkway would also be a significant improvement for trail users. With the development of the City's trail system, more pedestrians and bicyclists have been using the CPR Bridge. This has resulted in conflicts due to the walkway's limited width. The current walkway width is approximately 1.2 metres or 4 feet. The trail standard is a minimum of 3.0 metres or 10 feet.

CPR staff have expressed some doubt as to whether a wider walkway can be attached to the bridge. They have suggested that perhaps the City should not be investigating it as an option, and should be investigating the construction of a new detached pedestrian bridge across the river. However, the first stage of the engineering study is intended to make that determination.

City staff are certain that it would take significantly longer to be ready to construct a new, detached bridge across the river. In addition, the cost is likely to be significantly greater.

## **Funding**

Due to the importance of rehabilitating the walkway as quickly as possible, staff reviewed other 2012 proposed capital projects and identified two that could be deferred to 2013.

Appendix A includes the initial draft 2012 Capital Budget for the Trail Development (Project 7-1.02, pg. 454-455) which includes the Trail beside the CPR Bridge and the

initial draft 2012 Capital Budgets for the two projects to be deferred – the Otonabee River Trail – Del Crary Park to Little Lake Cemetery (Project 7-1.05, pg. 460-461) and Facility Upgrade – City Hall, Police Station, Provincial Court House and GPAEDC (Project 3-2.01, pg. 37-38).

The amended budgets for these projects are included in Appendix B. The Trail Development Project (7-1.02) reflects an increase of \$500,000 in 2012, by advancing the CPR Bridge 2013 project budget to 2012. The Otonabee River Trail – Del Crary Park to Little Lake Cemetery Project (7-1.05) reflects a deferral of the 2012 Budget of \$180,000 to 2013. The Facility Upgrade – City Hall, Police Station, Provincial Court House and GPAEDC Project (3-2.01) reflects a deferral of \$320,000 of the \$357,400 budgeted for the replacement of exterior windows at the Police Station, leaving a balance of \$37,400.

## SUMMARY

Many city residents depend on the CPR Bridge trail link. It has been in place for nearly one hundred years. Without a way to get over the river in that location, they are significantly inconvenienced. As a result, the construction of a new trail link across the Otonabee River, preferably attached to the CPR Bridge in some fashion, is a high priority. Staff are compelled to work as quickly as possible to arrive at an acceptable solution for all concerned, and have a new trail link constructed as quickly as possible.

Submitted by

Sandra Clancy  
Director of Corporate Services

Malcolm Hunt  
Director of Planning &  
Development Services

## Contact Person

Sandra Clancy  
Director of Corporate Services  
Phone: 705-742-7777 Ext 1863  
Fax: 705-748-8839  
E-mail: [sclancy@peterborough.ca](mailto:sclancy@peterborough.ca)

Attachments:

Appendix A: Original pages of the 2012-2021 Capital Budget Details Book for Trail Development (Project 7-1.02, pg. 454-455); Otonabee River Trail – Del Crary Park to Little Lake Cemetery (Project 7-1.05, pg. 460-461); and Facility Upgrade – City Hall, Police Station, Provincial Court House and GPAEDC (Project 3-2.01, pg. 37-38).

Appendix B: Amended pages of the 2012-2021 Capital Budget Details Book for Trail Development (Project 7-1.02, pg. 454-455); Otonabee River Trail – Del Crary Park to Little Lake Cemetery (Project 7-1.05, pg. 460-461); and Facility Upgrade – City Hall, Police Station, Provincial Court House and GPAEDC (Project 3-2.01, pg. 37-38).

## Appendix A

Original pages of the 2012-2021 Capital Budget Details Book:

- Trail Development (Project 7-1.02, pg. 454-455);
- Otonabee River Trail – Del Crary Park to Little Lake Cemetery (Project 7-1.05, pg. 460-461); and
- Facility Upgrade – City Hall, Police Station, Provincial Court House and GPAEDC (Project 3-2.01, pg. 37-38).

**2012-2021 CAPITAL BUDGET JUSTIFICATION  
TANGIBLE CAPITAL ASSETS**

CAP FORM 1 (TCA)

Department: **PLANNING & DEVELOPMENT**

Budget Reference #: **7-1.02**

Division: **PLANNING**

**Project Name & Description**

**Trail Development**

The project will, over time, implement a comprehensive network of bikeways and trails as identified as Schedule B (a) of the City's Official Plan.

**Commitments Made**

Council adopted the City's Transportation Plan Update in the fall of 2002, and in doing so recognized the need for an ongoing investment in alternative forms of transportation to meet the City's Transportation Demand Management targets. Planning Report PL02-031 identified an average annual contribution of \$250,000 would be required to support ongoing trail and bikeway development.

The 2011 request included additional funding for completion of a Class Environmental Assessment for the improvement of a critical section of the Trans-Canada Trail across the CPR bridge over the Otonabee River. The existing walkway is too narrow for 2-way trail traffic, lacks lighting and, in its current state, cannot be maintained during the winter. As a result, there are significant safety concerns that should be addressed as soon as possible. In addition, CP Rail has advised the City that the City's cantilevered walkway, affixed to the bridge, is causing premature deterioration of the main bridge beam and further that the City may have to develop an alternative river crossing in this location. The objective is to obtain CP approval to co-locate a much wider walkway on the rail bridge and update and /or replace its supporting structure.

**Effects on Future Operating Budgets**

As the trail network expands annual operating budgets must be increased to account for maintenance of a larger system.

**Project Detail, Justification & Reference Map**

	Project Description	Pre-App.	2012 Request	2013 Forecast	2014 Forecast
1	TransCanada Trail, Landsdowne St. E. to Technology Drive	\$19,500			
2	TransCanada Trail CPR Bridge to Rogers Cove – analysis of route options and CPR Bridge upgrades	\$95,000	\$500,000	\$500,000	\$175,000
3	Rotary Trail – Sophia Street to Roger's Cove (line painting and signage)	\$5,000			
4	Route Planning/Engineer's Studies	\$36,000			
5	Undesignated	\$10,800			
6	Rotary Trail – link from Bridge to Lakefield	\$266,500			
	<b>TOTALS</b>	<b>\$432,800</b>	<b>\$500,000</b>	<b>\$500,000</b>	<b>\$175,000</b>

The 2012 request is a first installment for rehabilitation of the pedestrian walkway on the CPR bridge. Construction would occur as additional funds are approved through the Budget process, subject to all environmental and CP approvals. There is an urgency to this project given that CP may force the removal of the walkway due to structural issues.

Previous budgets have identified an interim trail link from Ravenwood Drive through the west end of Jackson Park to the existing Trans Canada Trail. This interim link has since been eliminated and a permanent link will be planned as part of the Parkhill Road reconstruction.

Asset Description	Qty	Sub-Class 1	Sub-Class 2	Sub-Class 3	Acquis/ Compl date (yyyy/mm)	In-service date (yyyy/mm)	Cost
Trans Canada Trail		Land Improvement	Pedestrian Network		Future Years		\$1,175,000



**2012-2021 CAPITAL BUDGET JUSTIFICATION  
TANGIBLE CAPITAL ASSETS**

CAP FORM 1 (TCA)

Department: PLANNING & DEVELOPMENT

Budget Reference #: 7-1.05

Division: PLANNING

**Project Name & Description**

Otonabee River Trail - Crescent Street Phase – Del Crary Park to Little Lake Cemetery

**Commitments Made**

This project represents the completion of a Council approved public policy and capital planning priority.

**Effects on Future Operating Budgets**



**Project Detail, Justification & Reference Map**

The first step of this project is the completion of a detailed topographic survey and geotechnical investigation completed in 2011. A Class Environmental Assessment, which will include a preliminary design of the Otonabee River Trail route from Del Crary Park, along Crescent Street to Little Lake Cemetery will be coordinated with a new Master Plan for Del Crary Park. The completion of a trail program surrounding Little Lake has been a long-standing recreation facility objective of the City's Recreation Master Plan. The Otonabee River Trail is an integral component of the Little Lake Master Plan received by City Council in March 2010.

The 2012 request is to complete the detailed engineering and design of this section of trail and a first phase of construction within Del Crary Park. Completion of the trail through to Little Lake Cemetery will be planned in future years as funding is approved through the Budget process.

Asset Description	Qty	Sub-Class 1	Sub-Class 2	Sub-Class 3	Acquis/ Compl date (yyyy/mm)	In-service date (yyyy/mm)	Cost
Otonabee River Trail		Land Improvements	Pedestrian Network		2012		\$180,000



**2012-2021 CAPITAL BUDGET JUSTIFICATION  
TANGIBLE CAPITAL ASSETS**

CAP FORM 1 (TCA)

Department: CORPORATE SERVICES

Budget Reference #: 3-2.01

Division: PROPERTY

**Project Name & Description**

**Facility Upgrade – City Hall, Police Station, Provincial Court House and GPAEDC**

**Commitments Made**

Phase one and two of the Building Assessment Audit has been completed. The information contained in the Audits shall be prioritized in a 20-year plan. The identified items shall then require repair and/or replacement and appropriate budgets shall be designated per Facility.

**Effects on Future Operating Budgets**

The repairs and/or replacements will reduce future maintenance costs.

**Project Detail, Justification & Reference Map**

<b>2012</b>	<b>Exterior Enclosure</b>	
1.	City Hall and Annex, tuckpoint and repairs	\$158,000
2.	City Hall Annex, replace curtain wall.	\$93,800
3.	Police Station – Replace exterior windows.	\$357,400
	Total	<b>\$609,200</b>
<b>2012</b>	<b>Fittings and Equipment</b>	
1.	Elevator Safety Upgrades	\$55,300
	Total	<b>\$55,300</b>
<b>2012</b>	<b>Mechanical and Electrical</b>	
1.	City Hall North Wing HVAC (Phase 2)	\$320,000
2.	Police Station, replace boiler	\$84,000
3.	Police Station, upgrade generator controls	\$75,000
4.	GPAEDC, furnace replacement	\$76,500
	Total	<b>\$555,500</b>

<b>2012</b>	<b>Totals</b>	<b>\$1,220,000</b>
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Asset Description	Qty	Sub-Class 1	Sub-Class 2	Sub-Class 3	Acquis/ Compl date (yyyy/mm)	In-service date (yyyy/mm)	Cost
City Hall & Annex – Tuckpointing	1	Building	Major Building	Exterior Enclosure	2012		\$158,000
City Hall Annex – Curtain wall repl.	1	Building	Major Building	Exterior Enclosure	2012		\$93,800
Police Station – Replace Windows	1	Building	Major Building	Exterior Enclosure	2012		\$357,400
Elevator Safety Upgrades	1	Building	Major Building	Fittings & Equipment	2012		\$55,300
City Hall North Wing HVAC Phase 2	1	Building	Major Building	Mechanical	2012		\$320,000
Police Station replace boiler	1	Building	Major Building	Mechanical	2012		\$84,000
Police Station – generator controls	1	Building	Major Building	Electrical	2012		\$75,000
GPAEDC – furnace replacement	1	Building	Major Building	Mechanical	2012		\$76,500

# City of Peterborough

## Tangible Capital Assets

### Ten Year Capital Budget Estimates

2012-2021 & Subsequent Years  
(\$000's)

(1)	Project Total	Approved Pre-2012	REQUESTED										2022 to 2036
			2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
DEPARTMENT		<b>Corporate Services</b>											
DIVISION/ACTIVITY		Property											
PROJECT DESCRIPTION		Facility Upgrade -City Hall, Police, PCH & GPAEDC											
PROJECT #		3-2.01											
EXPENDITURES													
STRUCTURE	361.3												361.3
EXTERIOR ENCLOSURES	1,288.0		609.2	560.6									118.2
PARTITIONS & FINISHES	2,333.4					83.0		142.5		302.9	171.3		1,633.7
FITTINGS & EQUIPMENT	239.1		55.3					93.3					90.5
MECHANICAL	2,213.9		555.5	557.8									1,100.6
ELECTRICAL	682.2			56.4									625.8
SITE WORK	1,894.1									95.7	203.4		1,595.0
	<u>9,012.0</u>		<u>1,220.0</u>	<u>1,174.8</u>		<u>83.0</u>		<u>235.8</u>		<u>398.6</u>	<u>374.7</u>		<u>5,525.1</u>
<b>DIRECT REVENUE</b>													
SUBSIDIES													
<b>NET REQUIREMENTS</b>	<u>9,012.0</u>		<u>1,220.0</u>	<u>1,174.8</u>		<u>83.0</u>		<u>235.8</u>		<u>398.6</u>	<u>374.7</u>		<u>5,525.1</u>
To be financed from													
DEBENTURES													
OWNERS' SHARE													
CITY'S - TAX SUPPORTED													
CITY'S - SEWER SURCHARGE													
CITY'S - INDUSTRIAL LAND													
OTHER REVENUE													
CAPITAL LEVY	9,012.0		1,220.0	1,174.8		83.0		235.8		398.6	374.7		5,525.1

## Appendix B

Amended pages of the 2012-2021 Capital Budget Details Book:

- Trail Development (Project 7-1.02, pg. 454-455);
- Otonabee River Trail – Del Crary Park to Little Lake Cemetery (Project 7-1.05, pg. 460-461); and
- Facility Upgrade – City Hall, Police Station, Provincial Court House and GPAEDC (Project 3-2.01, pg. 37-38).

**2012-2021 CAPITAL BUDGET JUSTIFICATION  
TANGIBLE CAPITAL ASSETS**

CAP FORM 1 (TCA)

Department: **PLANNING & DEVELOPMENT**

Budget Reference #: **7-1.02**

Division: **PLANNING**

**Project Name & Description**

**Trail Development**

The project will, over time, implement a comprehensive network of bikeways and trails as identified as Schedule B (a) of the City's Official Plan.

**Commitments Made**

Council adopted the City's Transportation Plan Update in the fall of 2002, and in doing so recognized the need for an ongoing investment in alternative forms of transportation to meet the City's Transportation Demand Management targets. Planning Report PL02-031 identified an average annual contribution of \$250,000 would be required to support ongoing trail and bikeway development.

The 2011 request included additional funding for completion of a Class Environmental Assessment for the improvement of a critical section of the Trans-Canada Trail across the CPR bridge over the Otonabee River. The existing walkway is too narrow for 2-way trail traffic, lacks lighting and, in its current state, cannot be maintained during the winter. As a result, there are significant safety concerns that should be addressed as soon as possible. In addition, CP Rail has advised the City that the City's cantilevered walkway, affixed to the bridge, is causing premature deterioration of the main bridge beam and further that the City may have to develop an alternative river crossing in this location. The objective is to obtain CP approval to co-locate a much wider walkway on the rail bridge and update and /or replace its supporting structure.

**Effects on Future Operating Budgets**

As the trail network expands annual operating budgets must be increased to account for maintenance of a larger system.

**Project Detail, Justification & Reference Map**

	Project Description	Pre-App.	2012 Request	2013 Forecast	2014 Forecast
1	TransCanada Trail, Landsdowne St. E. to Technology Drive	\$19,500			
2	TransCanada Trail CPR Bridge to Rogers Cove – analysis of route options and CPR Bridge upgrades	\$95,000	\$1,000,000	\$175,000	
3	Rotary Trail – Sophia Street to Roger's Cove (line painting and signage)	\$5,000			
4	Route Planning/Engineer's Studies	\$36,000			
5	Undesignated	\$10,800			
6	Rotary Trail – link from Bridge to Lakefield	\$266,500			
	TOTALS	\$432,800	\$1,000,000	\$175,000	

The 2012 request is the advancement of the rehabilitation of the pedestrian walkway on the CPR bridge. Construction would occur subject to all environmental and CP approvals. There is urgency to this project given the recent closure of the walkway and that CP may force the removal of the walkway due to structural issues.

Previous budgets have identified an interim trail link from Ravenwood Drive through the west end of Jackson Park to the existing Trans Canada Trail. This interim link has since been eliminated and a permanent link will be planned as part of the Parkhill Road reconstruction.

Asset Description	Qty	Sub-Class 1	Sub-Class 2	Sub-Class 3	Acquis/ Compl date (yyyy/mm)	In-service date (yyyy/mm)	Cost
Trans Canada Trail		Land Improvement	Pedestrian Network		Future Years		\$1,175,000



**2012-2021 CAPITAL BUDGET JUSTIFICATION  
TANGIBLE CAPITAL ASSETS**

CAP FORM 1 (TCA)

Department: PLANNING & DEVELOPMENT

Budget Reference #: 7-1.05

Division: PLANNING

**Project Name & Description**

Otonabee River Trail - Crescent Street Phase – Del Crary Park to Little Lake Cemetery

**Commitments Made**

This project represents the completion of a Council approved public policy and capital planning priority.

**Effects on Future Operating Budgets**



**Project Detail, Justification & Reference Map**

The first step of this project is the completion of a detailed topographic survey and geotechnical investigation completed in 2011. A Class Environmental Assessment, which will include a preliminary design of the Otonabee River Trail route from Del Crary Park, along Crescent Street to Little Lake Cemetery will be coordinated with a new Master Plan for Del Crary Park. The completion of a trail program surrounding Little Lake has been a long-standing recreation facility objective of the City's Recreation Master Plan. The Otonabee River Trail is an integral component of the Little Lake Master Plan received by City Council in March 2010.

The 2013 request is to complete the detailed engineering and design of this section of trail and a first phase of construction within Del Crary Park. Completion of the trail through to Little Lake Cemetery will be planned in future years as funding is approved through the Budget process.

Asset Description	Qty	Sub-Class 1	Sub-Class 2	Sub-Class 3	Acquis/ Compl date (yyyy/mm)	In-service date (yyyy/mm)	Cost
Otonabee River Trail		Land Improvements	Pedestrian Network		2013		\$180,000

## (\$000's)

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**2012-2021 CAPITAL BUDGET JUSTIFICATION  
TANGIBLE CAPITAL ASSETS**

CAP FORM 1 (TCA)

Department: CORPORATE SERVICES

Budget Reference #: 3-2.01

Division: PROPERTY

**Project Name & Description**

**Facility Upgrade – City Hall, Police Station, Provincial Court House and GPAEDC**

**Commitments Made**

Phase one and two of the Building Assessment Audit has been completed. The information contained in the Audits shall be prioritized in a 20-year plan. The identified items shall then require repair and/or replacement and appropriate budgets shall be designated per Facility.

**Effects on Future Operating Budgets**

The repairs and/or replacements will reduce future maintenance costs.

**Project Detail, Justification & Reference Map**

<b>2012</b>	<b>Exterior Enclosure</b>	
1.	City Hall and Annex, tuckpoint and repairs	\$158,000
2.	City Hall Annex, replace curtain wall.	\$93,800
3.	Police Station – Replace exterior windows.	\$37,400
	Total	<b>\$289,200</b>
<b>2012</b>	<b>Fittings and Equipment</b>	
1.	Elevator Safety Upgrades	\$55,300
	Total	<b>\$55,300</b>
<b>2012</b>	<b>Mechanical and Electrical</b>	
1.	City Hall North Wing HVAC (Phase 2)	\$320,000
2.	Police Station, replace boiler	\$84,000
3.	Police Station, upgrade generator controls	\$75,000
4.	GPAEDC, furnace replacement	\$76,500
	Total	<b>\$555,500</b>

<b>2012</b>	<b>Totals</b>	<b>\$900,000</b>
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Asset Description	Qty	Sub-Class 1	Sub-Class 2	Sub-Class 3	Acquis/ Compl date (yyyy/mm)	In-service date (yyyy/mm)	Cost
City Hall & Annex – Tuckpointing	1	Building	Major Building	Exterior Enclosure	2012		\$158,000
City Hall Annex – Curtain wall repl.	1	Building	Major Building	Exterior Enclosure	2012		\$93,800
Police Station – Replace Windows	1	Building	Major Building	Exterior Enclosure	2012		\$37,400
Elevator Safety Upgrades	1	Building	Major Building	Fittings & Equipment	2012		\$55,300
City Hall North Wing HVAC Phase 2	1	Building	Major Building	Mechanical	2012		\$320,000
Police Station replace boiler	1	Building	Major Building	Mechanical	2012		\$84,000
Police Station – generator controls	1	Building	Major Building	Electrical	2012		\$75,000
GPAEDC – furnace replacement	1	Building	Major Building	Mechanical	2012		\$76,500

# City of Peterborough

## Tangible Capital Assets

### Ten Year Capital Budget Estimates

2012-2021 & Subsequent Years  
(\$000's)

(1)	Project	Approved	REQUESTED										2022 to
	Total	Pre-2012	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2036
DEPARTMENT	Corporate Services												
DIVISION/ACTIVITY	Property												
PROJECT DESCRIPTION	Facility Upgrade -City Hall, Police, PCH & GPAEDC												
PROJECT #	3-2.01												
EXPENDITURES													
STRUCTURE	361.3												361.3
EXTERIOR ENCLOSURES	1,288.0		289.2	880.6									118.2
PARTITIONS & FINISHES	2,333.4				83.0		142.5		302.9	171.3			1,633.7
FITTINGS & EQUIPMENT	239.1		55.3				93.3						90.5
MECHANICAL	2,213.9		555.5	557.8									1,100.6
ELECTRICAL	682.2			56.4									625.8
SITE WORK	1,894.1								95.7	203.4			1,595.0
	9,012.0		900.0	1,494.8		83.0		235.8	398.6	374.7			5,525.1
DIRECT REVENUE													
SUBSIDIES													
NET REQUIREMENTS	9,012.0		900.0	1,494.8		83.0		235.8	398.6	374.7			5,525.1
To be financed from													
DEBENTURES													
OWNERS' SHARE													
CITY'S - TAX SUPPORTED													
CITY'S - SEWER SURCHARGE													
CITY'S - INDUSTRIAL LAND													
OTHER REVENUE													
CAPITAL LEVY	9,012.0		900.0	1,494.8		83.0		235.8	398.6	374.7			5,525.1