TOWNSHIP OF MELANCTHON

A G E N D A

Thursday, June 1, 2017 - 5:00 p.m.

1. Call to Order

2. Announcements

3. Additions/Deletions/Approval of Agenda

4. Declaration of Pecuniary Interest and the General Nature Thereof

5. Approval of Draft Minutes - May 18, 2017

6. Business Arising from Minutes

7. Point of Privilege or Personal Privilege

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

9. <u>Planning Matters</u>

1. Applications to Permit
2. Memorandum from Chris Jones, dated May 26, 2017, Re - Proposed Housekeeping Amendment - Home Based Business and By-law

10. <u>Road Business</u>

1. Accounts
2. Information Item - Barefoot Box Culvert, Sideroad 15, Highlighted in Concrete Pipe News Spring 2017
3. Notice of Motion from May 18, 2017 Council Meeting to change title of Melancthon Roads Department to "Melancthon Public Works Department"
4. Grader Update
5. Other

11. <u>Police Services Board Matters</u>

1. Action Item - Protocol for the sharing of information between Police Services Board and the Corporation of the Township of Melancthon

12. Committee Reports

13. Correspondence

<u>*Board & Committee Minutes</u>

1. Melancthon Police Services Board Meeting- Wednesday, February 22, 2017
2. Shelburne Public Library Board Meeting - Tuesday, April 18, 2017
3. Centre Dufferin Recreation Complex Meeting - March 22, 2017

<u>* Items for Information Purposes</u>

1. Letter from the Township of Amaranth, dated May 23, 2017, Re: Shelburne & District Fire Board Agreement
2. Letter from the Township of Amaranth, dated May 5, 2017, Re: Shelburne Public Library Board Agreement
3. Letter from the Township of Amaranth, dated May 5, 2017, Re: Centre Dufferin Recreation Complex Board Agreement
4. AMO Communications - AMO Members' Update - Changing Workplaces Final Report Released
5. Email from Municipality of Killarney, dated May 18, 2017, Re: Changes Under Consideration to the Municipal Act, 2001

6. Letter from Ministry of Municipal Affairs to Mayor White, dated May 11, 2017, Re: Septic Tank Proposal
7. Email from Canton De Champlain Township to The Honourable Kathleen O. Wynne, dated May 16, 2017, Re: Unwilling Hosts for Wind Turbines
8. Invitation from 164 Royal Canadian Air Cadet Squadron Shelburne to attend 42nd Annual Review on June 10, 2017
9. AMO Communications - AMO Policy Update - Ontario Announces Proposed Changes to the Land Use Planning and Appeal System
10. Dufferin County E-Newsletter - May 11, 2017
11. Email from Holmes Agro, dated May 10, 2017 Re: 2017 Water Sampling Report - Redickville Site
12. Email from Michelle Dunne, Deputy Clerk, County of Dufferin, dated May 18, 2017, Re: Proposed Change to the Ontario Building Code B-08-09-03
13. Email from Staff Sergeant Randall, O.P.P. dated May 18, 2017, Re: Change to Provincial Offences Court Location
14. Email from R.J. Burnside & Associates, dated May 26, 2017, Re: Fluney Drainage Works

*** Items for Council Action**

1. Email from Pam Hillock, County Clerk/Director of Corporate Services, dated May 25, 2017, Re: letter regarding Provincial Offences Court
2. Letter of Support from East Ferris Municipality, dated May 23, 2017, Re: Resolution to support the letter from Cheryl Gallant, regarding the Trudeau Liberals removing the tax-exempt portion of remuneration paid to local officials
3. Letter from Sylvia Jones, MPP, dated May 18, 2017, Re: Opportunity to provide feedback on a provincial policy proposal regarding excess soil or "fill"
4. Email from Jennifer Willoughby, Deputy Clerk, Town of Shelburne, dated May 26, 2017, Re: Canada 150 Tree Planting Initiative - Highway of Heros
5. Application for Special Event Permit, from Bruce Beach and Bahia Eldner Re: Ark Two Camping Weekend/ 90th Birthday Celebration
6. Notification for Maintenance and Repair, from Aaron M. Bauman, dated May 11, 2017 for the Amos Drain
7. Email from Jennifer Willoughby, Deputy Clerk, Town of Shelburne, dated May 17, 2017, Re: Town of Shelburne Planning Application Circulation
8. Report to Council from Wendy Atkinson, Treasurer, dated June 1st, 2017, Re: By-law 60-2015, a By-law to prescribe fees and charges for services - to add a service charge for overdue tax notices

14. General Business

1. Notice of Intent to Pass By-Laws
   - 1.1 By-Law to Prescribe Lower Rates of Speed, 3rd Line OS from 15 Sideroad to 20 Sideroad
2. Accounts
3. New/Other Business/Additions
   1. Bretton Estates - Mayor White
   2. Permission to close Municipal Office on Wednesday, July 19th, 2017 for OMERS Staff Training in Orillia
4. Unfinished Business
   1. Draft Agreement between the Township of Mulmur and the Township of Melancthon Re: the North Dufferin Community Centre in Mulmur

15. Delegations

1. 5:30 p.m. - Arunas Kalinauskas - R.J. Burnside and Associates - Presentation of Asset Management Plan
2. 6:15 p.m. - Karyn and Al Foster - Presentation - Dog Tag Sales Proposal

16. Closed Session

17. Third Reading of By-laws (if required)

18. Notice of Motion

19. Confirmation By-law

20. Adjournment and Date of Next Meeting - Thursday, June 15, 2017 - 5:00 p.m.

21. On Sites

22. Correspondence on File at the Clerk's Office

MEMORANDUM

To: Mayor White and Members of Council

Copy: Ms. Denise Holmes, CAO

From: Chris D. Jones MCIP, RPP

Date: May 26, 2017

Re: Proposed Housekeeping Amendment – Home Based Business

INTRODUCTION

On May 18, Council held a statutory public meeting under Section 34 of the Planning Act to update the definitions and regulations with respect to home based business in the Township. This public meeting followed two public open houses which were held on May 9 and 11, the purpose of which was to give individuals an opportunity to learn more about the proposed zoning by-law amendment.

As a result of the consultation, one written submission was been submitted for Council's consideration by Mr. Harvey Lyon, dated May 14, 2017.

The purpose of this memo is to provide Council with a draft amendment for consideration.

DRAFT AMENDMENT

The draft amendment, which has been appended for Council's consideration is similar to the draft definition and regulations that were the subject of public consultation with the following notable changes that have been introduced in part to address Council comments and the written submission provided by Mr. Lyon:

- The definition of home industry identifies that such a use may occur in conjunction with a residential use or an agricultural use, provided such agricultural use includes a dwelling and farm building cluster;
- The definition of on-farm diversified use has been modified to include that such a use is to be secondary and subordinate to an active and principle agricultural use;
- The regulations for home industry have been aligned in some respects with the on-farm diversified use regulations, specifically setback requirements and the requirement that all loading and storage shall be located within the building;

• Municipal Planning Services Ltd. •
Chris D. Jones BES, MCIP, RPP
51 Churchill Drive, Unit 1
Barrie, Ontario
(705) 725-8133

PL#2
JUN 0 1 2017

- A signage permission has been added to the home occupation and home industry regulations which is similar to the on-farm use regulation for signage; and,

- The maximum floor area for a home industry has been modified to allow a maximum of 92.9 square metres (1,000 square feet) for lots having an area between 2 ha and 10 ha and 139.4 square metres (1,500 square feet) for lots with an area greater than 10 ha.

ANALYSIS OF PARCEL SIZE

As part of the background for this amendment, I coordinated the preparation of an analysis of parcel size in the Township. At Council's request I have broadened this analysis to reflect more additional ranges in parcel size. I have also broadened the analysis to reference parcel size to the current Official Plan land use designation. The results of this analysis are summarized in Table 1.

Table 1 – Analysis of Parcel Size

Parcel Size	Agricultural	Rural	Other	Total
0 to 1.99 ha	283	205	269	757
2 to 4.99 ha	51	106	16	173
5 to 9.99 ha	25	49	1	75
10 to 14.99 ha	19	34	8	61
15 to 20.23 ha	54	47	1	102
> 20.23 ha	455	180	3	638

The following are my observations with respect to the results of this analysis:

1. The column noted as "Other" reflects parcels in the Community, Extractive Industrial, Environmental Protection and Light Industrial designations.

2. There are 635 parcels larger than 20.23 ha in the Agricultural and Rural designations. These parcels currently have an as-of-right ability to establish an on-farm diversified use subject to compliance with current regulations.

3. There are 149 parcels in the Agricultural designation and 236 parcels in the Rural designation that have lot areas which fall between 2 ha and 20.23 ha. It is these parcels that are currently absent permission to establish a small-scale home industry in conjunction with a residential or agricultural use.

RECOMMENDATION

The preparation of the proposed amendment has involved consideration of Provincial and local planning policy, extensive Council discussion and collaboration, as well as opportunities for public input. Moreover the draft amendment has involved a detailed analysis of parcel size and Official Plan land use data to assist Council in understanding the implications of the proposed regulations. Finally, the draft amendment reflects what I consider to be the best practices of 10 comprehensive zoning by-laws and major amendments I have prepared on behalf of other rural municipalities.

I believe the proposed amendment is consistent with Provincial Policy and conforms with the Township's Official Plan.

On this basis, the following resolution is provided for Council's consideration:

1. That this report be received;

2. That the attached zoning by-law amendment be approved.

Respectfully Submitted,

Chris Jones MCIP, RPP

• Municipal Planning Services Ltd. •
Chris D. Jones BES, MCIP, RPP
51 Churchill Drive
Barrie, Ontario
(705) 725-8133

THE CORPORATION OF THE TOWNSHIP OF MELANCTHON

BY-LAW NO. _____

(Home Based Business – May 25, 2017)

Being a By-law to amend By-law No. 12-79, as amended, the Zoning By-law for the Township of Melancthon to define and regulate home based business.

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 Council of the Corporation of the Township of Melancthon wishes to update the definitions and regulations governing home based business and has sought public input with respect to the proposed definitions and regulations;

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. Zoning By-law 12-79 as amended, is further amended by deleting Section 2.34 and replacing it with the following new sections:

   2.34 ***HOME OCCUPATION*** *means the use of part of a dwelling unit for a legal business activity that produces a product or service in a manner which is clearly accessory to the principal residential use of the dwelling unit.*

   2.34 *a)* ***HOME INDUSTRY*** *means a small-scale, legal business activity of an industrial nature conducted entirely within an accessory building to a dwelling or the farm cluster of buildings, which must include a dwelling. For the purpose of this definition, a home industry shall not include the repairing, storage or recycling of motor vehicles, mobile homes, boats, heavy equipment and recreational vehicles, which includes, but is not limited to campers, motor homes, motor cycles, all terrain vehicles, personal water craft and snowmobiles.*

2. And Furthermore, Section 2 is further amended by adding the following new sub-section after Section 2.55:

   2.55 *a)* ***ON-FARM DIVERSIFIED USE*** *means a use, occurring entirely and exclusively within a detached building that is secondary and subordinate to the active and principle agricultural use occurring on a property. Such uses shall be integrated within a farm cluster of buildings which must include a dwelling, and may include, but are not limited to, uses that produce value added agricultural products or provide a service that is supportive of regional agri-business.*

3. And Furthermore, Section 3 is amended by deleting Section 3.13 and replacing it with the following new section:

3.13 ***HOME BASED BUSINESS***

1) *Home Occupations*

A home occupation is permitted in any dwelling unit and is subject to the following regulations:

a) *No more than one employee, in addition to the residents of the dwelling unit, shall be engaged in the business;*

b) *Any dwelling unit containing a home occupation shall be occupied as a full-time residence by the owner/operator of the business which shall be confirmed by the current address on record with the Municipal Property Assessment Corporation;*

c) *The use is entirely restricted to the dwelling unit and shall not be conducted in whole or in part in any accessory building, yard or private garage;*

d) *No more than one home occupation shall be permitted in any dwelling;*

e) *The maximum gross floor area dedicated to the home occupation shall be the lesser or 50 square metres or 25% of the gross floor area of the dwelling.*

g) *There shall be no goods, wares or merchandise offered or displayed for sale on the premises other than those produced on the premises;*

h) *There shall be no outside storage of materials, goods or vehicles in conjunction with the home occupation use;*

i) *There shall be no external advertising other than a sign no larger than 1 square metre that may be placed in the front yard or may be affixed to the exterior wall of the dwelling;*

j) *A home occupation shall not create noise, vibration, fumes, odour, dust, glare or radiation that is detectable outside of the dwelling unit;*

k) *Neither a home industry nor an on-farm diversified use shall be permitted uses in conjunction a home industry; and,*

l) *The following uses shall not be permitted as a home occupation:*

- i) *Adult entertainment use;*
- ii) *Dating/escort services;*
- iii) *Construction/landscaping contractors' yards;*
- iv) *Tattoo parlours;*
- v) *Taxi service depot, delivery or dispatch establishments; and*
- vi) *Any use involving the storage, repair, maintenance and/or towing of motor vehicles or recreational vehicles*

2) <u>*Home Industries*</u>

One home industry is permitted on a lot in the General Agricultural (A1) or Specialty Agricultural (A2) Zones subject to the following regulations:

a) *Not more than 2 employees, who are not residents of the lands utilized for the home industry, shall be permitted;*

b) *Any lot upon which a home industry is located shall be occupied as a residence by the operator of the business which shall be confirmed by the current address on record with the Municipal Property Assessment Corporation;*

c) *The building or structure housing the home industry shall be dedicated solely to the home industry and shall be set back a minimum of 22.8 metres from any lot line, 121.9 metres from the closest lot line of a vacant lot having a maximum size of 4.1 hectares, and 121.9 metres from a dwelling on a separate lot.*

d) *The minimum lot area shall be 2.0 hectares;*

e) *The maximum gross floor area of any building or structure housing a home industry shall not exceed:*

- i) *92.9 square metres for lots having a lot area between 2 ha and 10 ha;*
- ii) *139.4 square metres for lots greater than 10 ha in lot area.*

f) *The driveway accessing the home industry shall be shared with the driveway that is utilized for the principal use on the lot;*

h) *The sale of goods shall be limited to those products that are manufactured, processed, fabricated, or produced on the premises;*

i) *All business operations, storage and loading spaces shall be located within the building or structure housing the home industry;*

j) *A maximum of two licensed motor vehicles utilized in conjunction with the home industry shall be permitted;*

l) *There shall be no external advertising other than a sign no larger than 1 square metre that may be placed in the front yard or may be affixed to the exterior wall of the dwelling; and,*

m) *Neither a home occupation nor an on-farm diversified use shall be permitted uses in conjunction a home industry.*

3) <u>*On-Farm Diversified Uses*</u>

a) *The following uses may be permitted in the General Agricultural (A1) Zone as On-Farm Diversified Use as a secondary use to an agricultural operation:*

i) *Dry manufacturing, trades and repair services other than an automobile repair shop or public garage;*

ii) *Welding and machine shops;*

iii) *Wood working shops;*

iv) *Band saw mills with covered storage of saw logs;*

v) *Greenhouses and market gardens;*

vi) *Garden centres;*

vii) *Tree nurseries;*

viii) *Compatible commercial or retail uses including but not limited to storage and refrigeration of regional agricultural products, and production, sales and marketing of value added agricultural products derived from regional sources;*

ix) *Supplemental sources of on-farm income that support and sustain on-farm agricultural operations and production;*

x) *Support services that facilitate the production, marketing and distribution of agricultural products;*

xi) *On-farm and off-farm sales and marketing of predominantly regional agricultural products and experiences;*

xii) *Locally made arts and crafts; and,*

xiii) *Ancillary retail sales and service activities.*

b) *On-farm diversified uses shall be subject to the following regulations:*

i) *Ancillary retail commercial sales and service activities, including accessory retail sale of products produced by the on-farm business use, shall be limited to a maximum of 10 percent of the gross floor area of the building.*

ii) *Any permitted use shall require a Change of Use Certificate from the Township.*

iii) *Only one permitted use is allowed on any qualifying lot.*

iv) *The lot shall be eligible for the Farm Property Class tax rate and must be used for a farming business that has a current and valid Farm Business Registration number.*

v) *The minimum lot area shall be 20.23 hectares.*

vi) *The minimum lot frontage shall be 150 metres.*

vii) *The use and all associated facilities including parking areas shall not exceed a maximum area of 0.4 hectares.*

viii) *The use shall be located in a separate building or buildings that are not associated with any other use on the lot.*

ix) *All buildings and structures shall be set back a minimum of 22.8 metres from any lot line, 121.9 metres from the closest lot line of a vacant lot having a maximum size of 4.1 hectares, and 121.9 metres from a dwelling on a separate lot.*

x) *The minimum separation distance between on-farm business uses shall be 500 metres.*

xi) *The maximum combined total floor area of all buildings shall be 418.06 square metres.*

xii) *All buildings shall have a peaked roof and the maximum building height shall be 9.2 metres measured vertically from the abutting finished ground level to the peak of the roof.*

Draft

xiii) *All business operations, storage and loading spaces shall be located within fully enclosed buildings.*

xiv) *There shall be a landscaped buffer strip provided between the use and the nearest open public road. The landscaped buffer strip shall consist of either a minimum 2 metre wide continuous strip of land containing or planted with at least one row of coniferous trees having a minimum height of 2 metres and spaced at a maximum of 3 metre centres or containing a continuous 2 metre high tight board fence. Where necessary, driveways and walkways may cross this landscaped buffer strip. Where existing vegetation provides the equivalent of this buffer, no further planting or fencing is required.*

xv) *The use shall comply with the applicable noise emission standards of the Ministry of the Environment and, where necessary, acoustic fencing, berms or other mitigation measures shall be provided to ensure that off-site sound levels generated by the use meet those standards.*

xvi) *The use shall be operated by the owner of the lot and a maximum of four employees.*

xvii) *The use shall not be offensive, obnoxious or dangerous to the neighbours or the area by reason of: the emission of light, heat, fumes, noise, vibration, gas, dust, smoke, fire, odour, air or water borne waste or pollution; interference with radio or television; or the significant increase in vehicle traffic due to frequency of deliveries by commercial carriers or patron parking.*

xviii) *There shall be no advertising other than a non-illuminating sign having a maximum size of 1 square metre.*

xix) *Any permitted on-farm business shall operate only during any part of the following time periods: between 7:00 a.m. and 7:00 p.m. on Mondays to Fridays and between 8:00 a.m. and 5:00 p.m. on Saturdays.*

xx) *Neither a home occupation nor a home industry shall be permitted uses in conjunction an on-farm diversified use.*

4. And furthermore, Section 4.6 of Zoning By-law 12-79, as amended, is hereby deleted and Section 4.7 is renumbered to 4.6.

5. 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 xxth day of June 2017.

READ A THIRD TIME and finally passed this xxth day of June 2017.

Mayor

Clerk

Denise Holmes

From: Chris Knechtel <Chris.Knechtel@rjburnside.com>
Sent: Thursday, May 18, 2017 9:08 AM
To: Denise B. Holmes (dholmes@melancthontownship.ca); Wendy Atkinson (watkinson@melancthontownship.ca); Craig Micks (roads@melancthontownship.ca); Jerome Drexler (jerome.drexler@drexlerconstruction.on.ca); Martin Drexler
Cc: Matt Brooks; Stephen Riley; Chris Pfohl
Subject: Melancthon Structure 2027 - Barefoot Box Culvert
Attachments: Barefoot Box Culvert_CPNewsSpring2017.pdf

Morning All,

I just thought I would fill you in on an update from the Barefoot Box Culvert product that was installed in Melancthon (Sideroad 15) at Structure 2027 in 2015-2016.

Burnside has since gone on to work with Con Cast Pipe to trademark this product and as demonstrated in Melancthon, this product worked as a great substitute to replace an open bottom structure while keeping within the budgetary constraints and obtaining approval from the Conservation Authority and DFO. The product was designed to promote groundwater upwelling while maintaining thermal conditions to promote aquatic habitat.

Drexler did an excellent job during construction and this is reflected by the finished product. This project was recently highlighted in the Spring 2017 edition of the Concrete Pipe News (see page 7 -9 of the attached).

The DFO completed a follow up site review last year and were very pleased.

Thanks again to those involved and talk soon.

Chris

BURNSIDE
Chris Knechtel, P.Eng.

R.J. Burnside & Associates Limited
15 Townline, Orangeville, Ontario L9W 3R4
Office: 800-265-9662 Direct: 519-938-3012
www.rjburnside.com

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Total Control Panel Login

To: dholmes@melancthontownship.ca Remove this sender from my allow list
From: chris.knechtel@rjburnside.com

You received this message because the sender is on your allow list.

RD Info #2
JUN 0 1 2017

Barefoot Box Culvert™ Accommodates Groundwater Upwelling While Maintaining Thermal Conditions for Fish Habitat

By Christopher Pfohl, C.E.T., EP, Can-CISEC, Sr. Aquatic Group Team Lead
RJ Burnside and Associates Limited

Degraded cast-in-place open bottom culvert

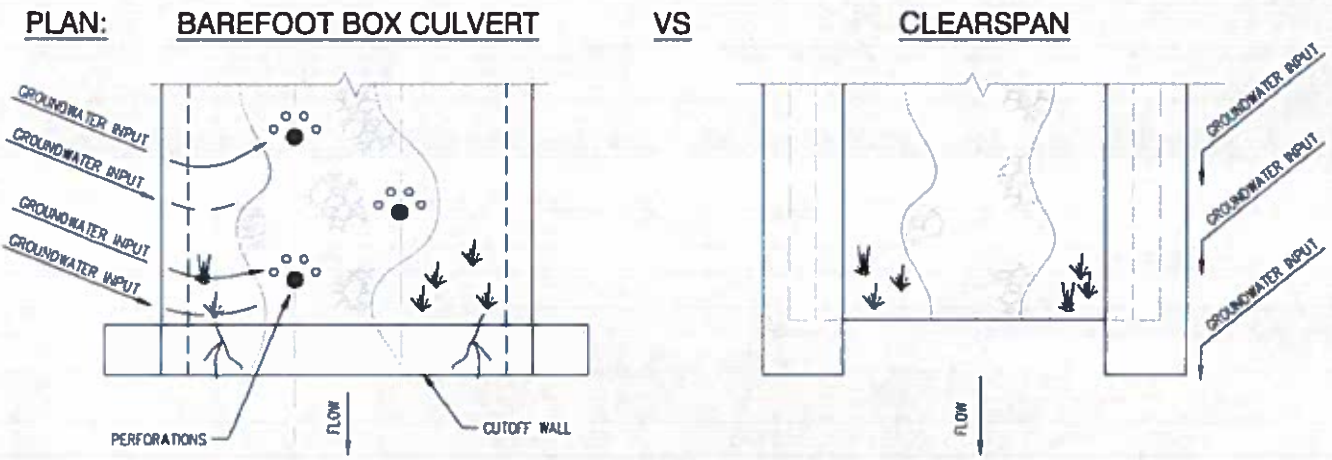
Replacement of degraded cast-in-place culverts may be costly with significant ecological considerations. The Barefoot Box Culvert designed by R.J. Burnside & Associates Limited accommodates groundwater upwelling, while maintaining thermal conditions vital to Brook Trout. Replacement of a 3-meter cast-in-place open bottom culvert located on Sideroad 15, north of Shelburne Ontario on the headwaters of the Pine River in Melancthon Township, may be the first of its kind in Ontario, approved by the Nottawasaga Valley Conservation Authority and Department of Fisheries and Oceans.

RJ Burnside and Associates Limited worked with Con Cast Pipe to ensure that the precast concrete culvert replacement design integrated the required specifications relating to structural integrity of the box units and cut-off walls. Each box unit was 2.0 meters long, designed according to OPSS 1821 and CSA S6 (CHBDC). The five pieces of 3658mm x 1829mm box units and two precast concrete cut-off walls were manufactured to CSA A23.4. Drexler

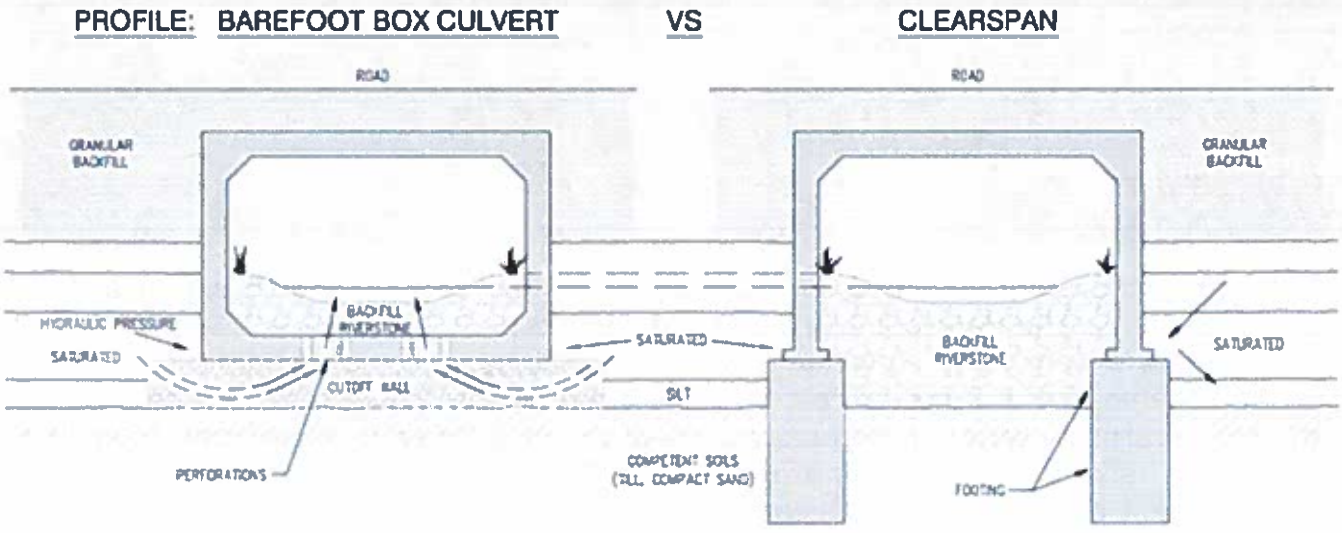
Construction Limited, the installation contractor, was responsible for removal of the existing structure, installation of the new culvert, and construction of a cast-in-place distribution slab that was required due the very low cover over the culvert.

Based on the ecological sensitivity of the site, it was important to replicate the form and function of the watercourse, as well as the existing conditions. Burnside designed the pre-cast concrete culvert to promote groundwater upwelling and discharge through strategically placed perforations in the bottom slab of the boxes. In addition, the design incorporated strategically placed river stone simulating natural substrate, and accommodating a meandering low flow channel within the structure.

Plan showing placement of preformed holes to promote groundwater upwelling



Comparison between the Barefoot box culvert and an open bottom culvert with footings



Design features:
No footing forming a barrier that blocks lateral ground water
Cut-off wall promotes ground water upwelling into perforations
Cut-off wall creates the required hydro-static pressure to promote groundwater upwelling
Speed of construction, substantial cost savings, and ease of construction

A budget estimate of $300,000 plus taxes was allocated to complete the engineering and construction of the new structure. The box units were cast in advance of the project installation date, and delivered in a "just-in-time" construction method to eliminate wait-time and expedite the installation of the precast boxes. The openings cast in to the bottom slab were placed according to details provided by Burnside.

Design Metrics

To determine if the base slab perforations, cut-off walls, and bedding would function as designed, Burnside installed shallow stream bed piezometers at various depths to determine groundwater upwelling and hydraulic gradient. Each piezometer was outfitted with an automatic water level recorder to determine levels within the piezometer compared to the natural stream conditions. Following construction, all piezometers showed increased water levels that promote groundwater discharge and upwelling within the culvert. Piezometers revealed a 2-4cm increase in groundwater level above the existing base flow, which could significantly increase groundwater contribution.

Additional monitoring of groundwater levels and temperature continues. Brook trout use and underwater footage of spawning activity <5m downstream has been captured using under water cameras. As-built conditions have been reviewed by DFO and the conservation authority to ensure all mitigation measures and approved detailed design was completed.

The new structure upgraded the culvert to current standards considering safety, geometry, road grades, and load capacity. Collaboration between Burnside's aquatic ecologists, hydrogeologists, structural engineers, and Con Cast Pipe's precision manufacturing has taken precast innovation to a new level in watercourse crossing design.

Post construction Barefoot Box Culvert over Pine River.

Click to leave a comment!

Christopher Pfohl; chris.pfohl@rjburnside.com

Quick Notes	
Who	Township of Melancthon Nottawasaga Valley Conservation Authority Department of Fisheries and Oceans RJ Burnside and Associates Limited Drexler Construction Limited Con Cast Pipe
What	Replacement of degraded cast-in-place culvert with Barefoot Box Culvert™ design.
Why	Cast-in-place concrete culvert over Pine River in Melancthon Township had degraded and needed to be replaced.
When	2016
Where	Sideroad 15, north of Shelburne Ontario on the headwaters of the Pine River in Melancthon Township.
How	Open cut and just-in-time delivery of standard precast concrete box units with bottom slab special design.

Photos: Christopher Pfohl, RJ Burnside and Associates Limited

Corporation of the Township of Melancthon

Moved by .....

Seconded by ..... Date May 19, 2017

Whereas the title of the Melancthon Roads Department limits the scope of departmental operations, and whereas in keeping in line with other municipalities in the province of Ontario: changing the title of the Roads Department to the "Melancthon Public Works Department" includes the scope of potential work in the progressive future of Melancthon Township, and maintains the widely used terminology for these Municipal sectors. Whereas a change in department title shall not incur any change or compromise to affect wages or the wage structure of its current rates,

Therefore be it resolve that the Corporation of the Township of Melancthon changes the title of the Melnacthon Public Works Department effective immediately.

Recorded Vote	Yea	Nay
Mayor Darren White		
Deputy Mayor Janice Elliott		
Councillor Dave Besley		
Councillor Wayne Hannon		
Councillor James C. Webster		

Carried/Lost: _____

MAYOR

RD#3
JUN 0 1 2017

TOWNSHIP OF MELANCTHON

POLICE SERVICES BOARD

157101 Highway 10, Melancthon, Ontario, L9V 2E6

May 25, 2017

Township of Melancthon
157101 Highway 10
Melancthon, Ontario
L9V 2E6

Mayor White and Members of Council

Dear Sirs/Madame:

At the Township of Melancthon Police Services Board meeting held on May 24, 2017, it was recommended that the attached Protocol # 3 be forwarded to Melancthon Township Council for its consideration and approval.

Should you have any questions, please feel free to contact me.

Thank you.

Yours truly,

Denise B. Holmes, AMCT
Interim Secretary

Enclosure

PSB #1
JUN 0 1 2017

Protocol Number 3

Protocol for the Sharing of Information

Between

The Township of Melancthon Police Services Board

and

Corporation of the Township of Melancthon

WHEREAS the Township of Melancthon is required pursuant to Section 4(1) of the Police Services Act to provide adequate and effective police service in accordance with its needs;

AND WHEREAS, the Township of Melancthon has entered into a contract with the Ministry of Public Safety and Security pursuant to Section 10(1) of the Police Services Act for the precision of police services for the Township by the Ontario Provincial Police;

AND WHEREAS, the Township is required pursuant to Section 10(2) of the Police Services Act to have a Police Services Board;

AND WHEREAS, the Melancthon Police Services Board is required by Section 32(1) of Ontario Regulation 3/99 (The Adequacy and Effectiveness of Police Services Regulation) to enter into a protocol with the Council of the Township that addresses:

a) the sharing of information with municipal council, including the type of information to be shared and the frequency for sharing such information;
b) the dates by which the business plan and the annual report shall be provided to municipal council;
c) the responsibility for making public the business plan and annual report, and the dates by which the business plan and report must be made public; and
d) if the municipal council chooses, jointly determining, and participating in, the consultation processes for the development of the business plan.

THEREFORE THE PARTIES HEREBY AGREE THAT

1. The Melancthon Police Services Board shall provide the Clerk/CAO for the Township of Melancthon:

a) In January of each year, with notices of the dates, times and locations of the Police Services Boards regular meetings;
b) Copies of the public agenda on the Friday preceding the Board's scheduled meeting dates; and
c) Copies of the minutes within two weeks of the Board's approval of said minutes.

2. Board and the Detachment Commander may host public information sessions on the current policing issues in the Township as the Board deems necessary.

3. The Melancthon Police Services Board shall:

(a) Provide the Clerk/CAO with notice of any public meetings, or other consultation processes scheduled by the board for the development of the business plan;
(b) Provide the Clerk/CAO with a copy of the business plan no later than 30 days following completion;
(c) Make the business plan available to the public no late than 30 days following release to the Clerk/CAO; and
(d) Provide copies of the OPP Detachment's Annual Report to the Clerk/CAO and make it available to the public on or before June 30th annually.

4. This protocol is subject to the provisions of Section 41(1.1) of the Police Services Act, as amended, and the provisions of the Municipal Freedom of Information and Protection of Privacy Act.

TOWNSHIP OF MELANCTHON
POLICE SERVICES BOARD

_____
CHAIR

CORPORATION OF THE
TOWNSHIP OF MELANCTHON

_____
MAYOR

_____
CAO/CLERK

TOWNSHIP OF MELANCTHON POLICE SERVICES BOARD

The Township of Melancthon Police Services Board held a meeting on Wednesday, February 22, 2017 at 10:00 a.m. at the Melancthon Township Municipal Office Committee Room. Those present: Chair and Public Member David Thwaites, Municipal Member Dave Besley, Acting Staff Sergeant Nicol Randall, Dufferin OPP and Denise Holmes, Interim Secretary.

Call to Order

The Secretary, Denise Holmes, called the meeting to order at 10:01 a.m.

Election of Chair conducted by Secretary

The Secretary called for nominations for the position of Chair.

Verbal motion - Moved by Besley, Seconded by Thwaites that David Thwaites be nominated for Chair. Carried. David accepts the position of Chair.

Election of Vice Chair conducted by Chair

Discussion ensued and it was decided at this time, that the Melancthon PSB would not have a Vice Chair position and will appoint someone once we have a Provincial Member.

Declaration of Pecuniary Interest

Chair Thwaites advised those in attendance that they could declare their pecuniary interest now or at any time during the meeting. None was declared.

Approval of the Agenda

Moved by Besley, Seconded by Thwaites that the Agenda be approved as circulated. Carried.

Approval of Minutes

Moved by Thwaites, Seconded by Besley that the minutes of the December 21, 2016 PSB meeting be adopted as circulated. Carried.

Issues Arising from Minutes

The Secretary advised that the Speeding Brochure had been circulated with the Interim Tax Bills.

Correspondence

1. Copy of a letter that the County of Dufferin sent to the OPP regarding Speed Enforcement on Dufferin County Roads (regarding the motion of traffic calming passed at the Joint PSB held in October, 2016)
2. Draft Minutes from the Mulmur Township Police Services Board - December 5, 2016

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3. Resolution from the Shelburne Police Services Board - Re: Provincial Offences Court

1 - The Secretary was directed to forward this item to Mulmur Township and ask that it be placed on the Joint PSB Meeting Agenda for further discussion.

2 - Received as information.

3 - Moved by Besley, Seconded by Thwaites that we recommend to Melancthon Township Council that they support the resolution of the Shelburne Police Services Board of December 20, 2016 regarding Provincial Offences Court. Carried.

Financial

Nothing for this meeting.

Detachment Commander's Report

Acting Staff Sergeant Nicol Randall was in attendance and gave her Report which had been provided to the Members and the Secretary. She provided information as a follow up from the December minutes regarding drones and advises that she disagrees with the last bullet point that if it (drone) lands on private property, the home owner would be required to return it to the drone owner or face theft charges. She spoke to the matter of confiscated property and was advised that this usually occurs once or twice a year unless a large number of unclaimed items were seized. She will continue to follow up. She provided information to the Board regarding public complaints, staffing updates and detachment initiatives – one of them being the push for the implementation of a satellite OPP auxiliary unit at the detachment, but advised that the process is quite slow. Discussion ensued on this initiative and the following motion was introduced and passed: Moved by Thwaites, Seconded by Besley that the Melancthon Police Service Board endorse and support the initiative of the Detachment Commander to implement the OPP Auxiliary unit for Dufferin to support community visibility and resources in Melancthon. Carried.

She then reviewed the October to December 2016 Violent Crimes, Property Crimes and Drug Crimes, clearance rates, unfounded crimes and criminal records and vulnerable sector screening checks and the calls for service billing summary report.

Discussion about Fentynol and Acting Staff Sergeant Randall will provide the Township some information that can be posted on the website.

Acting Staff Sergeant Randall provided the Board with some information regarding the MVCs from 2012 to 2016 which identified the problem locations in each of the six municipalities in Dufferin. This information is to be provided to Melancthon Council.

Committee Reports

None for this meeting.

Other Business

1. *Referrals from the Melancthon Township Roads Sub-Committee from the meeting held on*

February 13, 2017

The Road Sub-committee met on February 13, 2017 and asked to refer the following items to the Police Services Board.

1. There was garbage found on the 5th Sideroad and an email was attached. - Action taken: This item was received as information. The Township does not have a littering by-law.

2. Amanda Graham's Letter regarding County Road 124. Action taken: Discussion ensued and questions were asked as to how we address this better? Education? Website? What goes into making a decision? Acting Staff Sergeant Randall explained the process to the Board for road closures. It is usually an Officer who makes the decision to close a road and then the Sgt. goes out to see and concurs. The County can also make a decision to close a County road. It was asked if there was a written protocol for the County and Acting Staff Sgt. Randall will follow up with the County and advise us. She did advise that you can cross over a closed highway

3. The Road Sub-committee would like the police to enforce the fines of people speeding in the Community Safety Zones. They are hoping this might help with the speeding on the 3rd Line. Action taken: It was advised that it is an automatic double fine for anyone caught speeding in a CSZ. Discussion regarding photo radar (portable one) as it is supposed to be making a come back and it was asked if the Roads Sub-committee could put this on the next Agenda for discussion.

4. Police Call to Road Superintendent - Craig Micks received a call in the middle of the night from a police officer regarding a car being stranded on one of our roads because he ran out of gas. The Road Sub-committee does not feel it was an appropriate action. Action taken: The Secretary was to find out the date this happened and provide it to the Acting Staff Sergeant and she will look into and follow up.

2. *Road Closure Issue from the Melancthon Council Meeting held on February 2, 2017 - Correspondence from Amanda Graham, Horning's Mills*

Already dealt with in the Roads Sub-committee Referrals item.

3. *Road Closure Incident reported at January 12, 2017 Council meeting and subsequent follow up by Chair Thwaites at February 2, 2017 Council meeting - referred to County CEMC and back to PSB*

Discussion ensued on this matter where the Country Radio Station was reporting that a closed road had been re-opened but the signs hadn't been removed and to drive around them. Consensus of this Board, and the Board's position on this, is that until the Road signs are removed, the road is still closed.

4. *Report from OPP on property forfeiture, s.31 of Regulation and on complaints*

This is the Annual Report from the OPP that comes at the end of March. With regards to Section 31 of the Regulation, it states that PS Boards shall establish guidelines for dealing with complaints under Part V, subject to subsection (1.1).

5. *Community Meeting - Discussion*

Discussion ensued about holding another Community Meeting as the last two were well attended and consensus was yes. The meeting will be held in early June.

6. *Unfounded Sexual Abuse Complaints*

Council asked that this item be included as part of the Agenda, as they want to make sure that the Board sees the Reports on this matter.

7. *Unfinished Business*

1. Development of Protocols

Discussion regarding Protocol Number 3 and this is to be done and approved by Council. The Secretary was asked if she could contact the Township of Mulmur and ask that the issue of Protocols be added to the Joint Meeting Agenda. It was also asked if the OPP has written agreements with Shelburne and Orangeville Police Services for helping them out – is there a costing, is it emergency versus planned, does the Province pay for this? Acting Staff Sgt. Randall to inquire and report back. This item deferred to the next meeting.

2. Action Plan 2017-2019

Moved by Thwaites, Seconded Besley that the Melancthon Police Service Board having consulted with the public and with Municipal Council for purposes of the Business Action Plan 2017-19 affirms that the priorities for policing issues be: (a) traffic offence enforcement; (b) property crime; (c) visibility of the OPP within the community. Carried.

Other Business - Addition

It was mentioned that the Township had received a complaint regarding a wind company parking vehicles on the road while servicing the wind turbines and this was a hazard to people driving on those roads. Acting Staff Sergeant Randall commented that as long as the vehicle isn't interfering with traffic and it is off the traveled portion of the road, that it is fine to be parked there. If they have put orange safety cones out, they have gone beyond what is required.

Public Discussion

None.

Adjournment

12:10 p.m. - Moved by Thwaites, Seconded by Besley that we adjourn this PSB meeting to meet again on Wednesday, May 24, 2017 at 10:00 a.m. or at the call of the Chair. Carried.

Original Signed
CHAIR

Original Signed
SECRETARY

Minutes for Shelburne Public Library Board Meeting
Tuesday, April 18, 2017

Present:	Geoff Dunlop	Laurita Townsend	Larry Haskell
	Harry Allen	Gail Little	
Also Present:	Rose Dotten, CEO/ Head Librarian		
Regrets:	Erika Ulch, Sharon Martin, Dave Besley		

The chair, Geoff Dunlop, called the meeting to order at 7:00 P.M.

Motion 12-17 H. Allen, G. Little
Be it resolved that we approve the agenda of the board meeting dated April 18, 2017.
Carried

Motion 13 -16 G. Little, H. Allen
Be it resolved that we approve the minutes of the board meeting dated March 21, 2017.
Carried

Financial Reports:

Motion 14 -17 L. Townsend, L. Haskell
Be it resolved that we approve the Accounts Payable Register for March, 2017 with invoices and payments in the amount of $23,474.40.

Carried

CEO/ Head Librarian's Report:

- **Statistics**
  You will see from the statistics for March that our circulation is increasing and we are pleased with the overall picture of what is happening in the statistics.

- We have received a number of applications for Children's Librarian for Jeanne Cruikshank's position, Summer student positions and Page position. We will be evaluating them and making arrangements for interviews the week of May 7, 2017.

- Just a reminder that an event to celebrate Jeanne Cruikshank's retirement: June 23, 2017: 3 – 7 pm.

- David Eisner. We were asked by this patron if we could supply books that they needed for a theater group in Toronto as part of the set for "Sigmund Freud's last interview". We were able to supply a number of books that could be painted or decorated to simulate how it would

BD Comm #2
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look in the doctor's office. The patron was very pleased with our support in this area.

Correspondence:

New Business:

- **2016 TD Summer Reading Program Award:**
  We have been thrilled to hear that we will be winning either the 1st or 2nd prize in the TD Summer Reading Program. Rose will be flying to Saskatoon, Saskatchewan, on May 4/17, with all expenses paid for by the TD bank to attend the award ceremony.

- **Upcoming One Book One County Event on May 13, 2017, at Dufferin County Museum**
  We are gearing up for the One Book One County Event with Roy McGregor at the Museum. There are very few tickets left as our seating is limited. The *Book Cooks* have been asked to make 120 s'mores for the event... building on our Al Pace event success.

- **BDO Draft review engagement letter and financial statement**
  The Board reviewed the material from BDO and found no areas of concern.

- **Authors in the Hills of Mulmur for 2017.**
  As in the past years, CEO, Rose is working on the committee for Authors in the Hills of Mulmur. This year, we are hosting the planning meetings here at the library as it is a convenient location for most of the members.

- **Legacy Journals with Heather Tucker on June 11, 2017**
  We are excited to host Heather Tucker, author of Clay Girl here to do a workshop on Legacy Journals. The key concept here on Heather's part is to tie into Canada's 150th and create our own journals using her techniques and ideas.

The Board did not choose to go into camera and an informal discussion was held on the membership of patrons in Mulmur Township. It was decided that we would create a draft newsletter to send all municipalities especially promoting: *YOUR Award Winning Library !!!*

Motion 15-17 H. Allen, L. Townsend
That we now adjourn at 7:43 p.m., to meet again May 16, 2017, at 7pm.

Carried

CENTRE DUFFERIN RECREATION COMPLEX

BOARD OF MANAGEMENT

Minutes of the Regular meeting held March 22, 2017 at the CDRC

Attendance:		
	Randy Chambers	Shelburne
	Dan Sample	Shelburne
	AJ Cavey	Shelburne
	Heather Foster	Amaranth
	Chris Gerrits	Amaranth
	Janice Elliott	Melancthon
	Ron Webster	Melancthon
	Kim Fraser	Facility Administration Manager
	Marty Lamers	Facility Maintenance Manager

Absent: W. Benotto and L. Ryan

Meeting called to order by Chair, Chris Gerrits at 6:00pm.
A quorum was present.

Declaration of Pecuniary Interests:
Chairman, C. 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:
To Old Business add Financial Audit Review. To New Business Carbon Monoxide Detectors.

MOTION #1 – Moved by J. Elliott seconded by AJ Cavey. Be it resolved we approve the agenda dated March 22, 2017 as amended and presented.

Carried

Discussion of Minutes of Previous Meetings:

MOTION #2 – Moved by J. Elliott seconded by AJ Cavey. That the minutes of the CDRC Board of Management regular board meeting held February 22, 2017 be approved as presented and circulated.

Carried

Correspondence:

- Email and power point presentation from Patrick Lacelle, CPJHL

MOTION #3 – Moved by R. Chambers seconded by J. Elliott. That the Administration and Maintenance Managers be directed to investigate the proposal provided by the CPJHL and report back to the next meeting with a recommendation on further action. And further that the current CDRC policies related to their type of operation be provided to the CPJHL in advance of detailed discussion.

Carried

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- Email from Centre Dufferin New Horizons Seniors Club requesting permission to park in the gravel parking arena approximately four time per year.

MOTION #4 – Moved by AJ Cavey seconded by R. Webster. Further to the correspondence received from Nancy Kratky dated March 21, 2017 the CDRC is amenable to a trial period for the Seniors Club to park in the back section of the parking lot; The trial period will consist of the two dates in May and the request will be revisited after a from staff regarding the workability/success at our June meeting;
And further that everyone using the lot for this purpose be made aware of the lack of lighting in this section of our lot:
And further that no liability will be incurred by the arena for any damage sustained to vehicles for any reason.

Carried

Finance Committee Report:

MOTION #5 – Moved by AJ Cavey seconded by R. Chambers. That the bills and accounts as presented in the amount of $69,422.51 be approved and paid.

Carried

Pool Committee Report:
Interviews were conducted for the remainder of the Seasonal Summer Lifeguard positions on March 10, 2017. The interviews for the Seasonal Summer Day Camp Leader positions are scheduled for March 24, 2017.

MOTION #6 – Moved by D. Sample seconded by AJ Cavey. Be it resolved that the CDRC Board of Management hires the following for the 2017 contract seasonal summer positions: Assistant Head Lifeguard-Shauna Staveley and Melissa Matthews.

Carried

Human Resource Committee Report:
C. Gerrits reported that Annual Performance Appraisals were conducted on March 20, 2017 with the Facility Administration Manager and Facility Maintenance Manager. From the Appraisals the 2017 Action Items will be included in their Managers Reports.
Discussion on need for Administrative assistance. Direction-description on work load. Managers will record and log their time.

MOTION #7 – Moved by J. Elliott seconded by R. Webster. That we receive the verbal report from the Human Resource Committee.

Carried

Facility Administration Manager's Report:
See Schedule A

MOTION #8 – Moved by R. Chambers seconded by R. Webster. That we receive the report from the Facility Administration Manager.

Carried

Facility Maintenance Manager's Report:
See Schedule B
Direction to investigate Public Wifi usage and report back.

MOTION #9 – Moved by H. Foster seconded by R. Chambers. That we receive the report from the Facility Maintenance Manager.

Carried

Old Business:
Defibrillator:
A new defibrillator will cost approximately $2,500.00. Will seek sponsorship from local service clubs.

Easter Extravaganza Event:
Dan Sample reported that the event will be using the CDRC tables and chairs. Proceeds from the vendor market will be donated to Generis International Canada and the feral cats. Proceeds from the pancake breakfast go to the Shelburne Boy Scouts. Dan will review the set up with staff.

Financial Audit Review:
It was reported that some Federal and Provincial grants may be based on the level of financial audit.

New Business:
Carbon Monoxide Detectors:
Due to the recent event events at Grand Valley Arena, discussion was raised regarding CO2 detectors located at the CDRC. It was reported that there is a CO2 detector in the back where the Olympia is. Direction-seek recommendations from the Fire Chief and regular scheduled annual inspections.

CDRC Management Agreement:
Copies of the last Management Agreement dated January 1, 1994 were distributed. Amaranth is interested in review it.

Confirmation by By-law

MOTION #10 – Moved by J. Elliott seconded by R. Webster. Be it resolved that leave be given for the reading and enacting of by-law #03-2017 being a by-law to confirm certain proceedings of the CDRC Board of Management for its Regular Board meeting held March 22, 2017.

Carried

Adjournment:

MOTION #11-Moved by R. Webster seconded by J. Elliott. That we now adjourn at 6:50pm to meet again on April 26, 2017 at 5:30pm, or at the call of the chair.
Carried

Secretary - Treasurer

Chairperson

Dated

SCHEDULE 'A'

Facility Administration Managers Report – March 22, 2017

Seasonal Summer Hiring:
Interviews for the Assistant Head Lifeguards and Lifeguard/Instructors were conducted on Friday, March 10. Recommendation to hire will follow.
Session for the remainder of the seasonal summer day camp positions is scheduled for Friday, March 24.

2017 Spring/Summer Recreation Guide
Working on the recreation guide. Deadline is March 27. Distribution date scheduled April 20

General:
March ice rentals are winding down. Approx. seven (7) SMHA teams have advanced to a final league championship or consolation series. The HTI winter hockey program is complete. The figure skating club is working on their yearend carnival production scheduled March 31. CDDHS has put together a Jr. Boys varsity team for the month of March that will have a few weekly practices and a potential home tournament on March 30. We will finish the ice season with three (3) skating party rentals booked on April 1. The ice will be taken out after that.

Working on establishing an employee exit interview procedure.

Training
Marty, Tyler and I are registered to participate in JHSC part 2 training on April 20 and 21.
Marty and I are registered for the ORFA courses May 1-5

Kim Fraser
Facility Administration Manager

SCHEDULE 'B'

Facility Maintenance Managers Report – March 22, 2017

SAFETY:
There were no safety incidents.
Scissors lift annual recertification complete.

ARENA:
No issues

BUILDING: Internet issues loosing browser. Bell found some issues made some adjustments and Voice line (IT provider)

POOL:

GROUNDS:

GENERAL INFORMATION:
Daily check list developed for operators and youth.
CDDHS had a CO-OP student that needed a placement, he started February 27, 2017
Waiting on all budgets to be approved to send out RFP for roof and LED lights tenders.

Marty Lamers
Facility Maintenance Manager

BEN RYZEBOL, Director of Public Works
PUBLIC WORKS - TELEPHONE: (519) 941-1065
FAX: (519) 941-1802
email: bryzebol@amaranth.ca

TOWNSHIP OF AMARANTH

SUSAN M. STONE, C.A.O./Clerk-Treasurer
TELEPHONE: (519) 941-1007
FAX: (519) 941-1802
email: suestone@amaranth-eastgary.ca

374028 6TH LINE, AMARANTH, ONTARIO
L9W 0M6

May 23, 2017

Nicole Hill, Secretary-Treasurer
Shelburne & District Fire Board
114 O'Flynn Street
Shelburne ON L9V 2W9

Dear Ms. Hill:

Re: Shelburne & District Fire Board Agreement

At a recent Council meeting, Amaranth Council requested that all existing contracts with Boards and Committees be reviewed/renegotiated for 2018.

Please raise this matter at your next meeting.

Should you require anything further, please do not hesitate to contact this office.

Yours truly,

Susan M. Stone, A.M.C.T.
CAO/Clerk-Treasurer
Township of Amaranth

SMS/kp

cc: Town of Mono
Town of Shelburne
Township of Melancthon
Township of Mulmur

Info#1
JUN 0 1 2017

BEN RYZEBOL, Director of Public Works
PUBLIC WORKS - TELEPHONE: (519) 941-1065
FAX: (519) 941-1802
email: bryzebol@amaranth.ca

TOWNSHIP OF AMARANTH

SUSAN M. STONE, C.A.O./Clerk-Treasurer
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email: suestone@amaranth-eastgary.ca

374028 6TH LINE, AMARANTH, ONTARIO
L9W 0M6

May 5, 2017

Rose Dotten
CEO/Head Librarian
Shelburne Public Library
201 Owen Sound Street
Shelburne, ON L9V 3L2

Dear Ms. Dotten:

Re: Shelburne Public Library Board Agreement

At a recent Council meeting, Amaranth Council requested that all existing contracts with Boards and Committees be reviewed/renegotiated for 2018.

Please raise this matter at your next meeting.

Should you require anything further, please do not hesitate to contact this office.

Yours truly,

Susan M. Stone, A.M.C.T.
CAO/Clerk-Treasurer
Township of Amaranth

SMS/kp

Info#2
JUN 0 1 2017

BEN RYZEBOL, Director of Public Works
PUBLIC WORKS - TELEPHONE: (519) 941-1065
FAX: (519) 941-1802
email: bryzebol@amaranth.ca

TOWNSHIP OF AMARANTH

SUSAN M. STONE, C.A.O./Clerk-Treasurer
TELEPHONE: (519) 941-1007
FAX: (519) 941-1802
email: suestone@amaranth-eastgary.ca

374028 6TH LINE, AMARANTH, ONTARIO
L9W 0M6

May 5, 2017

Kim Fraser
CDRC Facility Administration Manager
Centre Dufferin Recreation Complex
200 Fiddle Park Lane, PO Box 985
Shelburne, ON L9V 2C9

Dear Ms. Fraser:

Re: Centre Dufferin Recreation Complex Board Agreement

At a recent Council meeting, Amaranth Council requested that all existing contracts with Boards and Committees be reviewed/renegotiated for 2018.

Please raise this matter at your next meeting.

Should you require anything further, please do not hesitate to contact this office.

Yours truly,

Susan M Stone

Susan M. Stone, A.M.C.T.
CAO/Clerk-Treasurer
Township of Amaranth

SMS/kp

Info#3
JUN 0 1 2017

Denise Holmes

From: AMO Communications <communicate@amo.on.ca>
Sent: Tuesday, May 23, 2017 4:07 PM
To: dholmes@melancthontownship.ca
Subject: AMO Members' Update - Changing Workplaces Final Report Released

May 23, 2017

Members' Update - Changing Workplaces Final Report Released

Ontario Minister of Labour Kevin Flynn today released the Changing Workplaces Review final report this morning. This report recommends substantial legislative changes to the province's *Employment Standards Act* (ESA) and *Labour Relations Act* (LRA).

The Final Report - The Changing Workplaces Review - An Agenda for Workplace Rights - authored by Special Advisors C. Michael Mitchell and John C. Murray is massive at 419 pages and contains 173 recommendations that could have significant impacts on the workplaces throughout Ontario.

A key focus of this review is the treatment of employees who do not work full-time and may be considered to have precarious employment. This includes part-time, temporary, self-employment, and multiple job employment that has grown almost twice as fast as standard employment since 1997. While private sector services account for more than half of employment in Ontario, the remainder work in the broader public service, including municipal government who are significant employers throughout the province.

Highlights of the Report's recommendations that may be of interest to municipal employers includes:

- the *Employment Standards Act*, *Labour Relations Act* and the *Occupational Health and Safety Act* be combined and streamlined into a *Workplace Rights Act*
- part-time, casual, temporary, contract and seasonal employees be paid the same as comparable full-time employees
- personal emergency leave and bereavement leave apply for all employees, not only to those employed in workplaces of 50 or more employees, and further
    - bereavement leave be an independent leave for up to 3 unpaid days
    - personal emergency leaves are an independent annual entitlement of 7 days

- employers be required to pay for doctor's notes if request from an employee
- vacation entitlement be increased to 3 weeks per year after 5 years of employmentwith the same employer

Info #4
JUN 0 1 2017

- the current ESA exemption for interns and trainees be eliminated
- the secret ballot vote process for union certification to continue with new remedies for employer misconduct
- if a union has approximately 20% support of the potential bargaining unit then the organizing union can be provided with the personal contact information of the employees of the potential bargaining unit by the employer to enable organizing
- increased enforcement and educational activities by the Ministry of Labour.

We understand that the provincial government has reviewed the Final Report's numerous recommendations, and will be announcing their formal response within the next week.

In anticipation of the Changing Workplace Final Report, AMO has established a Task Force of members and HR experts who will assist in considering the Province's formal response (once released) to these recommendations and providing advice to the AMO Board. AMO will continue to keep you updated on this significant employers' issue.

The Changing Workplaces' recommendations adopted by the Ontario government will be discussed at our upcoming September 22nd Labour Relations symposium.

AMO Contact: Monika Turner, AMO Director of Policy, mturner@amo.on.ca416.971.9856

PLEASE NOTE: AMO Breaking News will be broadcast to the member municipality's council, administrator, and clerk. Recipients of the AMO broadcasts are free to redistribute the AMO broadcasts to other municipal staff as required. We have decided to not add other staff to these broadcast lists in order to ensure accuracy and efficiency in the management of our various broadcast lists.

DISCLAIMER: Any documents attached are final versions. AMO assumes no responsibility for any discrepancies that may have been transmitted with this electronic version. The printed versions of the documents stand as the official record.

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AMO Association of Municipalities Ontario

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From: communicate@amo.on.ca

You received this message because the sender is on your allow list.

Municipality of Killarney

May 18th, 2017.

MAIL & EMAIL: minister.mma@ontario.ca

Main Office:
32 Commissioner Street
Killarney, Ontario
P0M 2A0

Tel: 705-287-2424
Fax: 705-287-2660

E-mail:
inquiries@municipalityofkillarney.ca

Public Works Department:
1096 Hwy 637
Killarney, Ontario
P0M 2A0

Tel: 705-287-1040
Fax: 705-287-1141

website:
www.municipalityofkillarney.ca

The Honourable Bill Mauro,
Minister of Municipal Affairs,
777 Bay Street – 17th Floor,
Toronto, Ontario.
M5G 2E5

Dear Sir:

RE: Changes Under Consideration to the Municipal Act, 2001
Re: End to Payments Out of Court for Municipalities

It is our understanding that Bill 68 – Modernizing Ontario's Municipal Legislation Act is proposing changes to the tax registration proceedings which would end payments out of court for municipalities.
The proposed amendment to Section 380 (8) and (9) would see out of court payments revert back to the Crown.

The Municipality of Killarney at their Regular Meeting of Council held May 17th, 2017 passed Resolution No. 17-198 as this proposed change will have a significant impact on small municipalities.

The Council for the Municipality of Killarney hereby appeals to you Honourable Minister, to reconsider this proposed change for the reasons outlined in the attached resolution.

Your consideration of this request is respectfully submitted.

Sincerely,

THE MUNICIPALITY OF KILLARNEY

Mrs. Candy K. Beauvais,
Clerk-Treasurer.

cc: Hon. Kathleen Wynne; Premier of Ontario
Local MPP's, FONOM, AMO, OSUM,
Ontario Municipalities

Word:MinistryofMunicipalAffairs-TaxRegistrationChanges-18-05-2017

Info #5
JUN 0 1 2017

The Corporation of the Municipality of Killarney
32 Commissioner Street
Killarney, Ontario
P0M 2A0

MOVED BY: Pierre Paquette

SECONDED BY: Nancy Wirtz

RESOLUTION NO. 17-198

BE IT RESOLVED THAT the Municipality of Killarney appeal to the Minister of Municipal Affairs to reconsider the proposed change to the Municipal Act, 2001 as a result of Bill 68 regarding tax registration procedures which would end payments out of court for municipalities. The proposed amendment to Section 380 (8) and (9) would see out of court payments revert back to the Crown;

FURTHER THAT tax sale proceedings involve a significant amount of staff time which is an expense to a municipality and it is only fair that municipalities continue to be eligible for these payments out of court;

FURTHER THAT tax sale revenues assist municipalities with various expenditures which to some extent alleviate the burden of the reduction of revenues of various Provincial grants/programs and the continual "downloading" upon small municipalities.

FURTHER THAT this resolution be forwarded to the Premier of Ontario, the Minister of Municipal Affairs, our local MPP's, FONOM, AMO, Ontario Small Urban Municipalities as well as all Ontario municipalities.

CARRIED

I, Candy K. Beauvais, Clerk Treasurer of the Municipality of Killarney do certify the foregoing to be a true copy of Resolution #17-198 passed in a Regular Council Meeting of The Corporation of the Municipality of Killarney on the 17th day of May, 2017.

Candy K. Beauvais
Clerk Treasurer

Ministry of
Municipal Affairs

Office of the Minister

17th Floor - 777 Bay Street
Toronto Ontario M5G 2E5
Telephone: 416 585-7000
Facsimile: 416 585-6470

Ministère des
Affaires municipales

Bureau du ministre

17e étage - 777, rue Bay
Toronto (Ontario) M5G 2E5
Téléphone: 416 585-7000
Télécopieur: 416 585-6470

Ontario

May 11, 2017

Darren White, Mayor
Township of Melancthon
157101 Highway 10
Melancthon, Ontario L9V 2E6

RECU / RECEIVED
17 -05- 2017

Dear Mayor White:

I am writing today to inform you that the Ministry of Municipal Affairs will not be moving forward with the proposals requiring regular inspections, pumping out of septic tanks and keeping of the septic tanks and treatment units' maintenance records put forth in Phase One of the Building Code consultation.

The consultation process provided municipalities, industry, subject matter experts and members of the public with an opportunity to offer their input and views on the proposed changes. The Ministry welcomed the feedback and I was pleased with the frank responses with respect to septic systems.

I have always felt that there are sufficient protections in place to mitigate against septic system failures. Since 1997, there has been a requirement for owners of septic tanks and treatment units to clean out their systems when the working capacity is one-third full. This will continue to be in effect.

I value the input of our municipal partners. I've heard from many of you on this issue and I thank you for your input.

Sincerely,

Bill Mauro
Minister

Info# 6
JUN 0 1 2017

Ministry of
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Télécopieur: 416 585-6470

Ontario

11 mai 2017

Lettre du ministre aux présidents de conseil municipal

Madame la Présidente ou Monsieur le Président du conseil,

Je vous écris aujourd'hui pour vous informer que le ministère des Affaires municipales ne donnera pas suite aux propositions, formulées dans le cadre de la première phase de la consultation sur le Code du bâtiment, d'exiger la vidange et l'inspection régulières des fosses septiques ainsi que la tenue de registres d'entretien des fosses septiques et des unités de traitement.

Le processus de consultation a permis aux municipalités, à l'industrie, aux spécialistes en la matière et aux membres du public de faire part de leurs commentaires et points de vue sur les changements proposés. Le ministère a été heureux de la réponse à la consultation et je suis satisfait d'avoir reçu des réponses franches concernant les systèmes septiques.

J'ai toujours eu le sentiment qu'il existe des protections suffisantes pour atténuer les risques de défectuosités des systèmes septiques. Depuis 1997, les propriétaires de fosses septiques et d'unités de traitement sont tenus de faire vidanger leurs systèmes lorsque ceux-ci atteignent le tiers de leur capacité utile. Cette exigence continuera de s'appliquer.

J'apprécie la contribution de nos partenaires municipaux. Vous êtes nombreux à nous avoir fait part de votre opinion sur cette question et je vous remercie de votre contribution.

Sincères salutations,

Le ministre,
Bill Mauro

LA CORPORATION DU / THE CORPORATION OF

CANTON DE CHAMPLAIN TOWNSHIP

BUREAU ADMINISTRATIF / ADMINISTRATION OFFICE
948 est, chemin Pleasant Corner Road East
Vankleek Hill, Ontario (K0B 1R0)

613-678-3003
(fax) 613-678-3383

May 16, 2017

The Honourable Kathleen O. Wynne
Premier of Ontario
Main Legislative Building – Room 281
Queen's Park
Toronto, ON M7A 1A1

Dear Premier,

RE: Champlain Township – Not a Wiling Host for Wind Turbines

I am writing to advise that Champlain Township Council declared that it is not a willing host for wind turbines at its meeting of May 9, 2017.

At the same meeting, Champlain Township Council resolved to endorse the Municipality of Dutton Dunwich's Resolution No. 2017-06-27, supporting Sam Oosterhoff, MPP for Niagara-West Glanbrook's Private Member's Bill proposing the government halt all wind power approvals in unwilling host communities.

A copy of resolutions 2017-202 and 2017-207 are attached.

Council respectfully requests your consideration of its position.

Yours sincerely,

Alison Collard
Clerk

cc: The Honourable Glen Murray, Minister of the Environment and Climate Change
The Honourable Glen Thibeault, Minister of Energy
The Honourable Jeff Leal, Minister of Agriculture, Food and Rural Affairs
Grant Crack, M.P.P., Glengarry-Prescott-Russell
Sam Oosterhoff, M.P.P., Niagara-West Glanbrook
Ontario Municipalities by email

Attach.

Info#7
JUN 0 1 2017

TOWNSHIP OF CHAMPLAIN

RESOLUTION

Agenda Number: 13.7
Resolution Number 2017-202
Title: Dutton Dunwich - Support for Private Member's Bill - Wind Turbines
Date: May 9, 2017

Moved By: Pierre Perreault
Seconded By: Paul Emile Duval

BE IT RESOLVED THAT the Resolution of the Municipality of Dutton Dunwich No. 2017-06-27, supporting the Private Member's Bill of Sam Oosterhoff, MPP for Niagara-West Glanbrook proposing the government halt all wind power approvals in unwilling host communities, be endorsed.

CARRIED

Certified True Copy of Resolution

Alison Collard May 15, 2017

Alison Collard, Clerk Date:

TOWNSHIP OF CHAMPLAIN

RESOLUTION

Agenda Number: 14.0
Resolution Number 2017-207
Title: CORRESPONDENCE (pour information)
Date: May 9, 2017

Moved By: Paul Emile Duval
Seconded By: Helen MacLeod

BE IT RESOLVED THAT the Township of Champlain declares that it is not a willing host for wind turbines;

BE IT FURTHER RESOLVED THAT this resolution be circulated to Premier Kathleen Wynne, as well as to the Minister of Environment and Climate Change, the Minister of Energy, the Minister of Agriculture, Food & Rural Affairs and to all Ontario municipalities for their support and endorsement.

CARRIED

Certified True Copy of Resolution

Alison Collard May 15, 2017

Alison Collard, Clerk Date:

COUNCIL RESOLUTION

#27

Res: 2017- 06.27

Wednesday April 12th, 2017

Moved by: Bob

Seconded by: Fleck

THAT the Council of the Municipality of Dutton Dunwich supports the Private Member's Bill of Sam Oosterhoff, MPP for Niagara-West Glanbrook proposing the government halt all wind power approvals in unwilling host communities.

AND THAT a copy of this resolution be sent to Honourable Kathleen Wynne, Premier of Ontario, the Honourable Minister of Energy Glenn Thibeault, Elgin-Middlesex-London MP Karen Vecchio, Elgin-Middlesex-London MPP Jeff Yurek, AMO and all Ontario Municipalities.

Recorded Vote	Yeas	Nays
I.Fleck	___	___
D. McKillop	___	___
M. Hentz	___	___
B. Purcell	___	___
C. McWilliam - Mayor	___	___

Carried:

Mayor

Defeated:

Mayor

RECEIVED
MAY 17 2017

42nd ANNUAL REVIEW

164 Royal Canadian Air Cadet Squadron

Shelburne

You are cordially invited to attend the 42nd Annual Review to be held

Saturday, June 10th, 2017

1400 Hours

At

Shelburne Fair Grounds

Reviewing Officer will be

Lieutenant-Colonel (Ret'd) Stewart Beaton

BBQ and Refreshments following the Ceremony

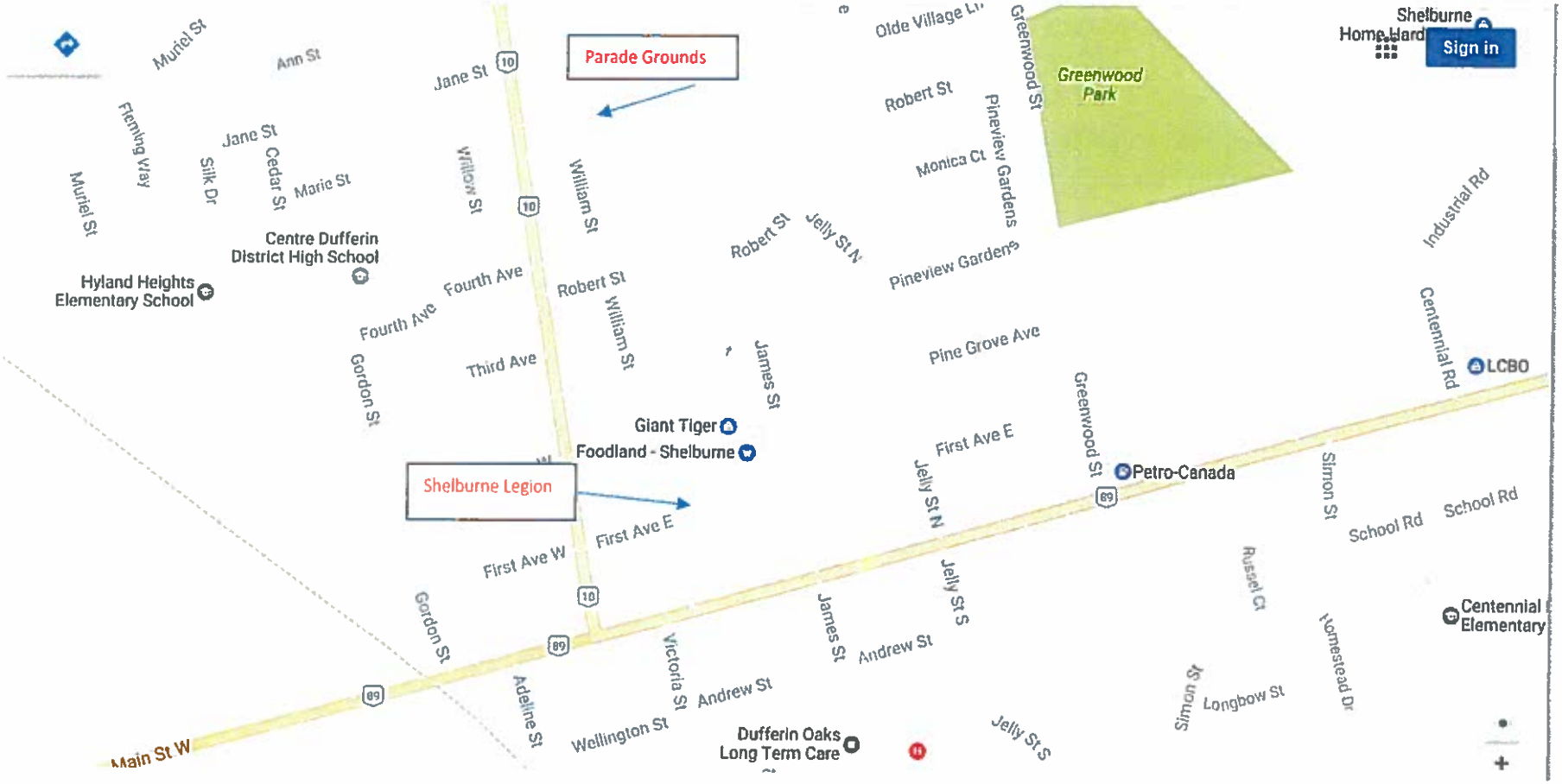
Dress : DEU's with Medals or Business Attire

RSVP 519 - 925 - 6621
(1330 Hours for Seating)

Inclement weather location is Warriors Hall
Branch 220 of the Royal Canadian Legion – Shelburne

164 RC(Air)CS - PO Box 970, 203 William Street , Shelburne, Ontario L9V 3L6
519 - 925 - 6621 www.cadets.ca

Info #8
JUN 0 1 2017


Parade Grounds
Shelburne Legion
Greenwood Park
Sign in
Shelburne Home Hardware
Olde Village Ln
Robert St
Monica Ct
Pineview Gardens
Greenwood St
Industrial Rd
Centennial Rd
LCBO
Petro-Canada
Pine Grove Ave
First Ave E
First Ave W
Jane St
Muriel St
Ann St
Fleming Way
Silk Dr
Cedar St
Marie St
Willow St
William St
Jelly St N
Jelly St S
Fourth Ave
Third Ave
Gordon St
James St
Simon St
School Rd
Russel Ct
Homestead Dr
Longbow St
Andrew St
Victoria St
Wellington St
Adeline St
Main St W
Centre Dufferin District High School
Hyland Heights Elementary School
Giant Tiger
Foodland - Shelburne
Dufferin Oaks Long Term Care
Centennial Elementary
10
89

Denise Holmes

From:	AMO Communications <communicate@amo.on.ca>
Sent:	Tuesday, May 16, 2017 5:17 PM
To:	dholmes@melancthontownship.ca
Subject:	AMO Policy Update - Ontario Announces New Proposed Changes to the Land Use Planning and Appeal System
Attachments:	attachment - OMB Proposed Hearing Process 2017-05-16.docx

May 16, 2017

Ontario Announces New Proposed Changes to the Land Use Planning and Appeal System

Ontario has announced it will introduce new legislation that would, if passed, overhaul the Province's land use planning appeals system, giving communities a stronger voice and ensuring people have access to faster, fairer and more affordable hearings.

Legislation will be tabled before the current legislative session ends on June 1, 2017, with implementation targeted for 2018. If the legislation were passed, regulations would be developed to guide the transition and implementation.

The government listened very carefully to the advice of the AMO Board and members, and worked through the MOU process to develop these changes.

The legislation will introduce positive changes in the following subject areas:

Giving Communities a Stronger Voice

- A new Local Planning Appeal Tribunal would replace the Ontario Municipal Board.
- "De novo" hearings would be eliminated for the majority of land use planning appeals, giving greater weight to the decisions of local communities.
- For complex land use planning appeals, the tribunal would only be able to overturn a municipal decision if it does not follow provincial policies or municipal plans. This would depart from the current "standard of review" for land use planning appeals, where the Ontario Municipal Board is permitted to overturn a municipal decision whenever it finds that the municipality did not reach the "best" planning decision.
- In these cases, the tribunal would be required to return the matter to the municipality with written reasons and the municipality would be provided with 90 days to make a new decision on an application under the proposed new law. The tribunal would retain the authority to make a final decision on these matters only when, on a second appeal, the municipality's subsequent decision still fails to follow provincial policies or municipal plans.

Faster, Fairer and More Affordable Planning Appeals

Info #9
JUN 0 1 2017

- Requiring the tribunal to conduct mandatory case management for the majority of cases in order to narrow the issues and encourage case settlement. The tribunal would also be provided with modern case management powers to ensure meaningful case conferences.
- Creating statutory rules regarding the conduct of hearings, including setting strict presumptive timelines for oral hearings and limiting evidence to written materials in the majority of cases.
- Providing the tribunal with modern hearing powers to promote active adjudication, provide for alternative hearing formats, and permit assignment of multi-member panels.
- Giving elected officials greater control over local planning, resulting in fewer decisions being appealed, thereby making the decision-making process more efficient.

Free Legal and Planning Support

- Create a Local Planning Appeal Support Centre, a new provincial agency mandated and funded to provide free and independent advice and representation to Ontarians on land use planning appeals. The centre would be modeled after the Human Rights Legal Support Centre and would provide planning and legal advice to people who want to participate in tribunal appeals.

Exempting Major Planning Decisions from Appeal

Major municipal land use planning decisions would not be appealable:

- provincial appeals of municipal official plans and official plan updates, including approvals of conformity exercises to provincial plans.
- among other matters, would also restrict applications to amend new secondary (i.e. neighbourhood) plans for two years, unless permitted by municipal council
- Municipal Local Appeal Bodies, if established, would be able to hear appeals on site plans, in addition to minor variances and consents
- Minister's Zoning Orders.

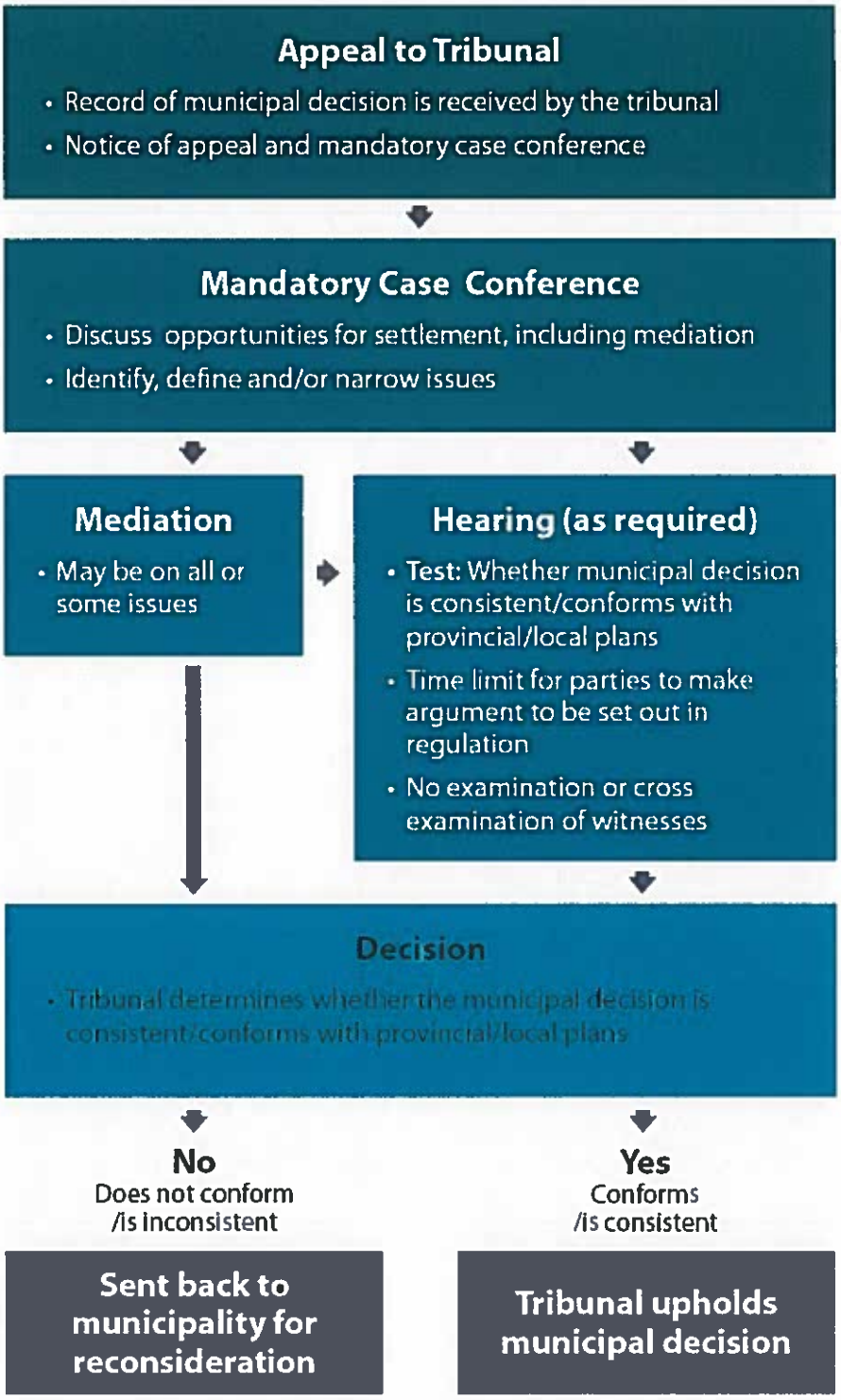
AMO will continue to monitor this issue as the legislation is introduced in the coming weeks.

AMO Contacts:
Jessica Schmidt, Policy Advisor, E-Mail: jschmidt@amo.on.ca, 416-971-9856 ext. 367
Cathie Brown, Senior Advisor, E-Mail: cathiebrown@amo.on.ca, 416-971-9856 ext. 342.

PLEASE NOTE: AMO Breaking News will be broadcast to the member municipality's council, administrator, and clerk. Recipients of the AMO broadcasts are free to redistribute the AMO broadcasts to other municipal staff as required. We have decided to not add other staff to these broadcast lists in order to ensure accuracy and efficiency in the management of our various broadcast lists.

DISCLAIMER: Any documents attached are final versions. AMO assumes no responsibility for any discrepancies that may have been transmitted with this electronic version. The printed versions of the documents stand as the official record.

Proposed Hearing Process:



Appeal of Municipal Decision on Official Plan/Zoning
(i.e. conformity/consistency appeals)

Ontario

Denise Holmes

From: Dufferin County <info=dufferincounty.ca@mail20.atl71.mcdlv.net> on behalf of Dufferin County <info@dufferincounty.ca>
Sent: Tuesday, May 16, 2017 10:55 AM
To: dholmes@melancthontownship.ca
Subject: Dufferin County E-Newsletter

Dufferin County's Official E-Newsletter

Is this email not displaying correctly?
View it in your browser

DUFFERIN
COUNTY

COUNTY IN BRIEF

For May 11th, 2017

The following highlights from the May 11th, 2017 Dufferin County Council Meeting are provided for general information purposes. For the full agenda and minutes, please visit our website by clicking here. In addition we will also be providing some highlights of services, upcoming events and items of interest.

Farewell to Friends

Info #10
JUN 0 1 2017

Warden White took a few moments to recognize Pastors Carson and Theresa Decker for their years of dedicated service to the residents of Dufferin County. The Pastors, along with their children, will be moving to Halifax Nova Scotia to take positions in the Salvation Army's Divisional Headquarters. Council wished the Decker family well as they pursue their calling.

Paramedic Services Week

Dufferin County Paramedic Services is a vital public service that is available to the residents and visitors of Dufferin County 24 hours a day, seven days a week. Our paramedics provide ready access to quality emergency care which dramatically improves the survival and recovery rate of those who experience sudden illness or injury. Their lifesaving abilities enable the men and women who proudly wear the paramedic uniform to respond to thousands of requests for medical assistance every year across our county, our province and our nation.

Warden Darren White and the Council of the County of Dufferin were proud to proclaim May 28th to June 3rd, 2017 as Paramedic Services Week in Dufferin County.

Local Food Week

Warden White recognized our local agricultural industry with the proclamation of June 4th - 10th 2017 as Local Food Week in Dufferin County.

Dufferin County is rich in agricultural resources that contribute to the community and the economy and the County of Dufferin actively supports the vision of the Headwaters Food and Farming Alliance to create a productive, sustainable, transparent and fair food system that supports the health and well-being of our residents and food providers while contributing to a prosperous and equitable economy.

Local Food Week is an opportunity to highlight the Headwaters Food Charter and Action Plan and demonstrate how it aims to cultivate a prosperous food system in the Dufferin region.

Headwaters Food and Farming Alliance

Ms. Jennifer McCorriston from Wellington – Dufferin- Guelph Public Health addressed Council on behalf of the Headwaters Food and Farming Alliance in regards to the development and final version of the Headwaters Food Charter and Action Plan. Ms. McCorriston provided an overview of the development process of the food charter and action plan and next steps. Council endorsed the Headwaters Food Charter.

For additional information o the food charter and the other work that HFFA does in our community please visit their website http://headwatersfoodandfarming.ca/

Access Dufferin

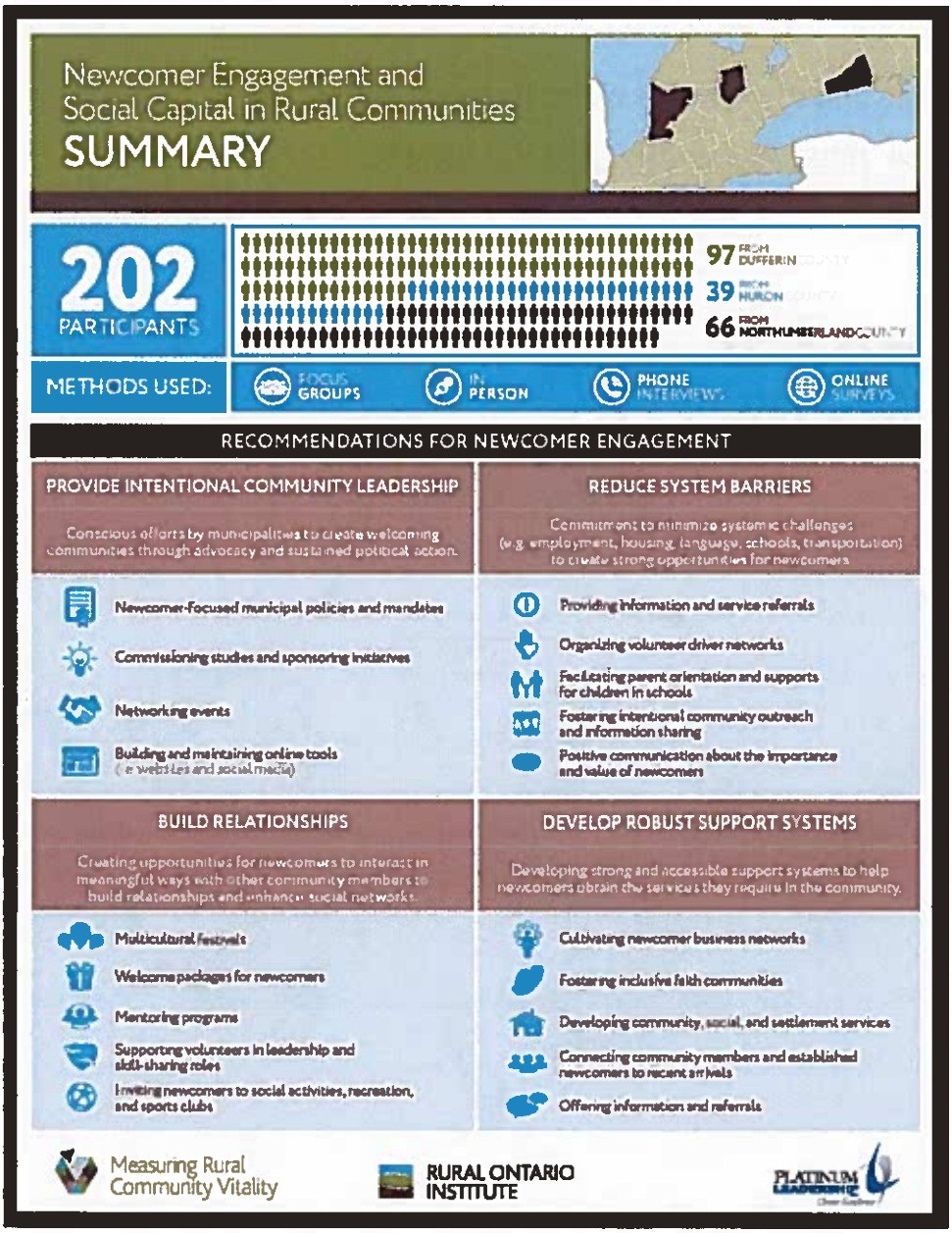
Ms. Anne Jordan, Past Chair, Access Dufferin addressed Council with respect to the County of Dufferin Multi-Year Accessibility Plan. She noted the purpose of this Multi-Year Accessibility Plan or "MY Access Plan" is to describe the measures that the County of Dufferin has taken during the previous year, and the measures that will be taken during the coming years, to identify, remove and prevent barriers to all people with disabilities.

Later in the meeting Council appointed Ms. Karla Foote, Ms. Kat Anderson and Mr. Wayne Sumbler to sit on the Access Dufferin Committee.

For more information on Access Dufferin or to access a copy of the "MY Access Plan" visit https://www.dufferincounty.ca/government/council-and-committee-

meetings/accessibility

Newcomer Engagement and Social Capital in Rural Communities



Mr. Mark Cassidy, Rural Ontario Institute and Mr. Andrew Bartley, Platinum Leadership Inc. presented the results of a community case study on newcomer engagement and building social capital in Dufferin County. This case study investigated the existing social supports that are available within Dufferin County and looked at the strategies that have been used to encourage newcomer engagement.

Use this link to view the video that was shown to Council https://youtu.be/17RMGoa61e8

BDO Canada - 2016 Financial Statements

Mr. Thomas DiCarlo and Ms. Sally Slumski, BDO Canada, LLP

presented the County of Dufferin 2016 Financial Statements to Council. This presentation was a summary of certain aspects of the full audit of the consolidated financial statements of the County of Dufferin for the year ended December 31, 2016.

County Forest Recreational Use Plan

After a considerable process of public consultation, review, suggestions and discussions the Forest Operation Review Committee presented their final recommendations to Council for approval. Council has adopted this policy that effectively manages the recreational use of Dufferin County forests in accordance with the social, environmental and economic sustainability objectives of the Dufferin County Forest Management

Plan.

For additional information on the Dufferin County Forests visit our website at https://www.dufferincounty.ca/residents/county-forest

Opioid Strategy

The County of Dufferin will be supporting a resolution from Lanark County seeking provincial support in relation to an Opioid Strategy. Like all other communities Dufferin County has experienced the impact of opioid addictions. Paramedic Chief Tom Reid advised council that opioids, including fentanyl, have been responsible for 10 overdoses in Dufferin County already this year. In 20% of these cases the victim did not survive. Chief Reid stressed that knowing how to perform

Cardiopulmonary Resuscitation (CPR) and use an Automated External Defibrillator (AED) is the most effective thing a bystander can do to save the life of somebody who possibly experiencing an overdose.

For information on CPR and AED training please contact the Canadian Red Cross, St. John Ambulance or Dufferin County Paramedic Service at 519-941-9608.

Holiday Interruption to Waste Collection

HOLIDAY INTERRUPTION FOR WASTE COLLECTION

Collections for the day of the holiday and the rest of the week will be shifted to one day later.

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
May 14	May 15	May 16	May 17	May 18	May 19	May 20
May 21	VICTORIA DAY	May 23	May 24	May 25	May 26	May 27
May 28	May 29	May 30	May 31	June 1	June 2	June 3

double up

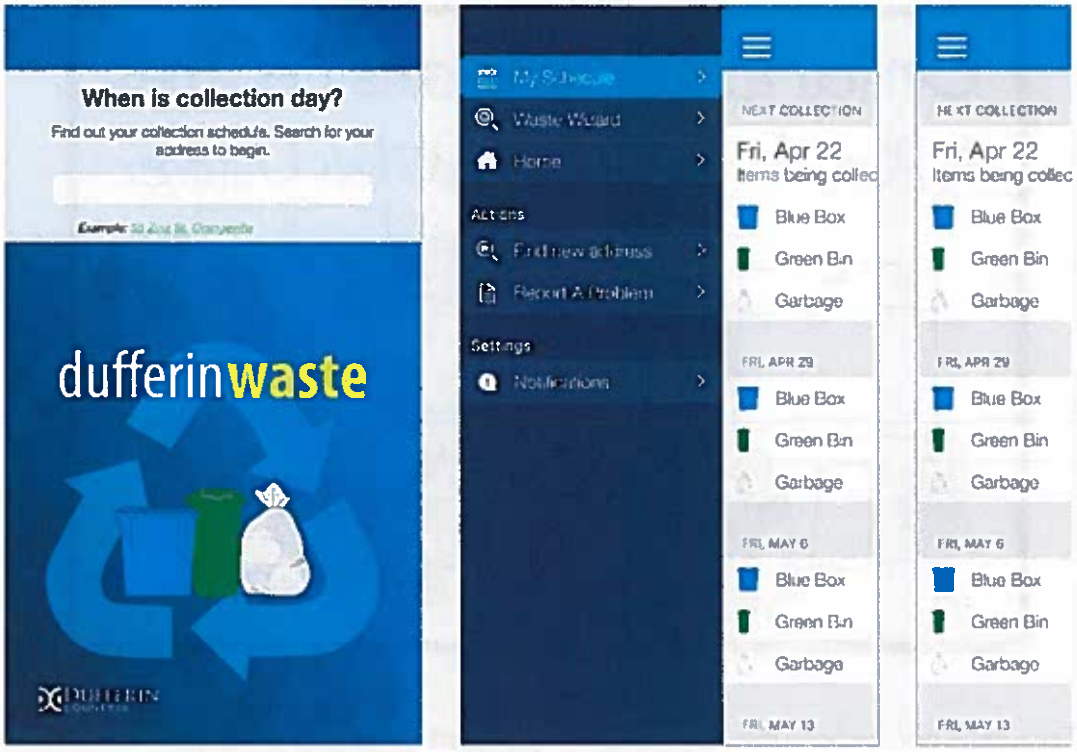
Monday ZONE | Tuesday ZONE | Wednesday ZONE | Thursday ZONE | Interruption no collections

Happy Victoria Day!

Due to the holiday on Monday, May 22nd, garbage, Blue Boxes and Green Bins will be collected a day later that week. For example, if your waste is normally collected on Monday, it will be collected on Tuesday, Tuesday's will be collected on Wednesday, and so on. Regular collection days will resume the week of May 29th, 2017.

place up to **two (2)** untagged bags/ containers of garbage out on your collection day during the weeks of **Victoria Day**, Labour Day & New Years Day

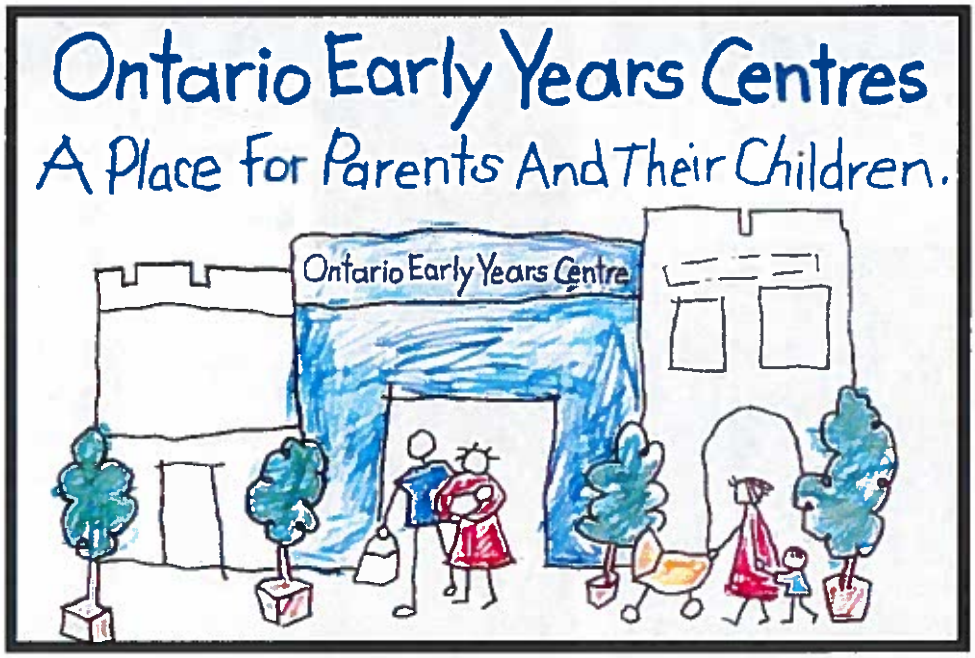
Dufferin Waste...there's an app for that!



For those who use a smart phone or tablet you can download the DufferinWaste app from the App Store or Google Play. Waste and recycling schedules and reminders for Dufferin County, Ontario. View your schedule for Blue Box, Green Bin, garbage, yard waste and more and receive collection notifications all from within this app.

For additional information about the County of Dufferin's waste management programs and resources visit our website at https://www.dufferincounty.ca/residents/waste

Ontario Early Years Centres



The first six years are the most important years in a child's life. The Ontario Early Years Centre-Dufferin provides programming that strives to stimulate the growth, self-worth and stability of children and provides parents/caregivers and families with resources suited to their child's age and stage.

With three location in Dufferin County the Ontario Early Years Centre brings together information about children's services and programs in the community. Parents and caregivers can get answers to questions, access resources and speak with early year's professionals, as well as other parents and caregivers.

To learn more about the OEYCs visit our website at https://www.dufferincounty.ca/residents/childrens-programs/ontario-early-years-centres

The complete minutes from the May 11th, 2017 County Council meeting will be available on the County website.

The next County Council meeting will be June 8th, 2017 at 7:00 pm - 51 Zina Street, Orangeville, ON

Upcoming Committee Meeting Dates

Community Services Dufferin Oaks committee - May 23rd, 2017 at 7:00 pm

Public Works committee - May 24th, 2017at 9:00 am

General Government Services committee - May 24th, 2017 at 4:00 pm

A special Joint Councils Meeting will be held Wednesday May 31st, 2017 at 6:00 pm

To access agendas or minutes for these committee meetings please use the link to our website below:

https://www.dufferincounty.ca/government/council-and-committee-meetings

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Our mailing address is:
County of Dufferin
Administration Department
55 Zina Street
Orangeville, ON
L9W1E5
clerk@dufferincounty.ca

unsubscribe from this list | update subscription preferences

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Dufferin County · 55 Zina Street · Orangeville, ON L9W 1E5 · Canada

MailChimp

Total Control Panel Login
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From: bounce-mc.us3_23098803.3040605-dholmes=melancthontownship.ca@mail20.atl71.mcdlv.net
You received this message because the domain mcdlv.net is on the enterprise allow list. Please contact your administrator to block messages from the domain mcdlv.net

Denise Holmes

From: Jeff Holmes <jeff@holmesagro.com>
Sent: Monday, May 15, 2017 12:18 PM
To: Denise Holmes
Subject: FW: 2017 Water Sampling Report - Redickville site
Attachments: Annual Groundwater Sampling Report for Holmes Agro Redickville Site 2017-05-02.pdf

Importance: High

HI Denise , hope all is going well

Please confirmed you received

Thank you

From: Li Lin [mailto:Lin.Li@lacoop.coop]
Sent: May-10-17 11:31 AM
To: Jeff Holmes <jeff@holmesagro.com>
Cc: Morissette Eric <Eric.Morissette@lacoop.coop>; William Wilford <bwilford@agricocanada.com>; D'Arcy Smith <dsmith@agricocanada.com>
Subject: 2017 Water Sampling Report - Redickville site
Importance: High

Hi Jeff,

Attached please find the 2017 Water Sampling Report for Redickville site.

Lin Li, M.Sc., P.Geo.

Environmental Advisor – Environmental Services
Office : 905 672-5700 Ext.: 315 | Cell : 416 819-6890 | Fax : 905 672-5544
Email : : lin.li@lacoop.coop
7420 Airport Rd, Unit 202, Mississauga (Ontario) L4T 4E5

La Coop fédérée lacoop.coop

Avis de confidentialit'e: Le pr'esent message de m^eme que toute pi`ece jointe peuvent contenir des renseignements de nature privil'egi'ee et confidentielle destin'es uniquement `a la personne ou `a l'entit'e mentionn'ee ci-dessus. Toute autre personne est par les pr'esentes avis'ee qu'il lui est strictement interdit de le diffuser, le distribuer ou le reproduire. Si vous croyez avoir recu ce message par erreur, veuillez le d'etruire et en aviser l'exp'editeur par retour du courriel. Merci.

Confidentiality Message: This email message and any attachments are confidential, may be privileged and is intended for the exclusive use of the addressee. Any other person is strictly prohibited from disclosing, distributing or reproducing it. If this message has been addressed to you in error, please delete this message and inform the sender by reply email. Thank you.

Info#11
JUN 0 1 2017

May 2, 2017

Mr. Jeff Holmes, Manager
Holmes Agro
473088 Cty Road 11, North of Hwy 9
PO Box 218
Orangeville, ON
L9W 2Z6

Dear Mr. Holmes,

Annual Groundwater Sampling Program
517641 County Rd 124
Melancthon, Ontario

This report presents the results of an Annual Groundwater Sampling Program (AGSP) recently completed for a property located at West Part of Lot 20, Concession 1, O.S., Melancthon, Ontario. The assessed area (referred to herein as the 'Site') is shown on Figure 1, appended. Authorization to proceed with this sampling program was provided by Mr. Jeff Holmes with a signed confirmation letter, dated April 7, 2017.

This Site is an irregular shaped parcel of land currently developed as a facility that is used for retail sales of fertilizer and other related farm crop input supplies. The Site is approximately 0.8 hectares and is owned by Holmes Agro.

The Site is situated in an area of rural commercial use. Based on the agreement between Township of Melancthon and Holmes Agro, the annual groundwater sampling program is required for due diligence purposes.

Terms of Reference

The purpose of the AGSP was to assess the groundwater quality and conditions at selected monitoring well locations at the Site.

La Coop fédérée (LCF) Terms of Reference for this assignment were limited to groundwater quality at the selected monitoring well locations. The current sampling was conducted according to:

- the agreement between Township of Melancthon Holmes Agro; and
- the Holmes Environmental Management Program (Establishment of A Crop Input Center in Melanchton Township: responses to comments, 2014) submitted to the Corporation of the Township of Melancthon in 2014.

Work Program and Methodology

The field work for the AGSP was carried out on April 12, 2017. Prior to purging and sampling, groundwater levels were first measured in three (3) selected monitoring wells, using a water level meter. For groundwater sampling, approximately three well volumes were removed from each monitoring well to remove stagnant water which was not expected to be representative of conditions in the formation due to exposure to the relatively oxidizing environment and to ensure the samples to be representative of true formation waters. A multi-parameter meter was used to monitor temperature, electrical conductivity, pH, dissolved oxygen and ORP values of the purged water. The field measurements were used to aid in determining groundwater stabilization prior to sampling. Prior to sampling, all field measurements had stabilized.

Groundwater samples were collected directly into laboratory supplied sample containers pre-inoculated with any necessary preservatives. Dedicated (one pair per sample), disposable nitrile gloves were used throughout the proceedings. Samples were place in a cooler and stored on ice until delivered to the analytical laboratory.

The groundwater samples were analyzed for the selected parameters at outlined in the following table:

Sample ID	Chemical Analyses*
Drinking Water Well (DW)	Fertilizer compounds: Nitrate, Nitrite, Ammonia, Total Kjeldahl Nitrogen (TKN), Phosphate, Total Phosphorous
BH10-118	Fertilizer compounds: Nitrate, Nitrite, Ammonia, Total Kjeldahl Nitrogen (TKN), Phosphate, Total Phosphorous
BH10-120	Fertilizer compounds: Nitrate, Nitrite, Ammonia, Total Kjeldahl Nitrogen (TKN), Phosphate, Total Phosphorous
BH11-122 II	Fertilizer compounds: Nitrate, Nitrite, Ammonia, Total Kjeldahl Nitrogen (TKN), Phosphate, Total Phosphorous

*Based on the document submitted to Melanchton Township: Establishment of A Crop Input Center in Melanchton Township: responses to comments (2014)

DUP is a blind duplicate of DW for analysis of fertilizer-related parameters.

All groundwater samples were submitted for chemical analysis to AGAT Laboratories Limited (AGAT), a Canadian Association for Laboratory Accreditation Inc. (CALA) accredited laboratory in Mississauga, Ontario. The chemical analyses conducted by AGAT were in accordance with the O.Reg. 153/04 Protocol for Analytical Methods used in the Assessment of Properties under PartXV.1 of the Environmental Protection Act dated March 9, 2004, amended as of January 1, 2014.

Field Measurements and Observations

Water level measurements were recorded in the monitoring wells on April 12, 2017. A summary of the groundwater level data measured is summarized in the table below:

Monitor ID	Date Monitored	Measured Water Level 2017 (metres below ground surface)	Measured Water Level 2016 (metres below ground surface)*	Ground Surface Elevation **(masl)	Groundwater Elevation (masl)	Approx. Depth of Well (metres below ground surface)
BH10-118	12/04/2017	8.06	7.96	510.38	502.32	12.81
BH10-120	12/04/2017	7.16	7.25	511.37	504.21	12.79
BH11-122 II	12/04/2017	8.89	8.86	511.66	502.77	10.41

masl – meter above sea level
* use the data provided in LCF Environmental Baseline Study, 2016
** use the data provided in Peritus Decommissioning Report, 2014

Based on the site observations and water level measurements, the depth to the groundwater table underlying the Site is between 7.16m to 8.89m below grade. According to onsite groundwater level measurements and a Phase I ESA prepared by Environmental Department at La Coop fédérée, regional groundwater flow is inferred to have a component to the southeast direction towards Pine River (see Figure 1).

The subject property and adjacent properties are reported not to be serviced with municipal water supply, and to reply upon private water supply wells as their source of potable water. Based on the information collected onsite, the water retrieved from this well is not used as a source of drinking water but used in washrooms and for the loading of sprayers.

Applicable Site Condition Standards

In Ontario, the environmental quality of soil and groundwater at sites is evaluated against Site Condition Standards (SCS) defined in the document entitled "*Soil, Ground Water and Sediment Standards for Use under Part XV.1 of the Environmental Protection Act*" dated April 15, 2011 (the "*EPA Standards*").

A potable water well was observed at the Site. At the time of the Site investigation the water supply was being used except for drinking water. Given that the Site is not connected to a municipal water supply, it is likely that the surrounding properties use groundwater for potable water.

There are no SCS values for fertilizer compounds: Nitrate, Nitrite, Ammonia, Total Kjeldahl Nitrogen (TKN), Phosphate, and Total Phosphorous. Results were compared to the Maximum Acceptable Concentrations (MAC) of the Ontario Drinking Water Quality Standards (ODWQS) which are protective of human health.

Groundwater Quality

Laboratory certificates of analysis are included in Appendix A. The groundwater quality beneath the Site has been evaluated with respect to the ODWQS.

The measured concentrations of Nitrite, Ammonia and Phosphate in the tested samples were below the methods detection limit. The highest levels of TKN and Total Phosphorous are 0.422 mg/L and 0.264 mg/L, respectively.

Measured concentrations of nitrate in sample BH10-118 and BH10-120 and BH11-122II exceed the ODWQS.

The following is a summary of the exceedances of the ODWQS:

Sample ID	Analyte	Units	ODWQS	Measured Concentration (sampled on April 12, 2017)	Measured Concentration (sampled on April 20, 2016)*	Measured Concentration in January 2014**
BH10-118	Nitrate as N	mg/L	10	10.6	10.8	18.1
BH10-120	Nitrate as N	mg/L	10	12.8	11.3	13.6
BH11-122II	Nitrate as N	mg/L	10	10.8	9.37	N/A***

* Use the data provided in LCF Environmental Baseline Study, 2016
** Use the data provided in LVM Phase II ESA Report, 2014
***Data not available

Conclusions

Based on the results of the groundwater sampling and laboratory analytical programs, the following conclusions regarding the environmental site conditions were offered:

- The results of the groundwater monitoring indicate that groundwater table at monitoring wells in April 2017 varies between 7.16m and 8.89m below ground surface, similar to groundwater levels measured in April 2016 ranging from 7.25m and 8.86m below ground surface.
- Based on the limited measured groundwater elevations, the overburden groundwater flow direction is inferred to be in a southeastern direction.
- All groundwater samples were submitted to the laboratory for the analysis of nutrients package (Nitrate, Nitrite, Ammonia, Total Kjeldahl Nitrogen, Phosphate, and Total Phosphorous). Nitrate was detected in all four groundwater samples (DW, BH10-118, BH10-120 and BH11-122II) submitted for laboratory analysis with reported concentrations of 5.34 mg/L, 10.6 mg/L, 12.8 mg/L and 10.8 mg/L, respectively, three of which above the ODWQS of 10 mg/L.
- Compared nitrate concentrations at BH10-118, BH10-120 and BH11-122II to previous results reported in 2016 LCF Baseline Study and 2014 LVM Phase II report, the nitrate levels in the groundwater have slightly increased for the past year, but still lower than the nitrate results reported in 2014. It is suggested that the nitrate concentration of 18.1 mg/L at BH10-118 from 2014 can continually be used as the baseline level of nitrate in the groundwater for future sampling programs.

We trust the information presented in this report is sufficient for your current requirements. Should you have any questions, please do not hesitate to contact the undersigned.

Yours truly,

Lin Li, M.Sc., P.Geo.
Environmental Advisor – Department of the Environment
Telephone: (905) 672-5700 Ext.: 315

La Coop fédérée

References

La Coop fédérée, 2016. Environmental Baseline Study 517641 County Rd 124, Melancthon, Ontario.

La Coop fédérée, 2014. Establishment of A Crop Input Center in Melanchton Township: responses to comments.

La Coop fédérée, January 2014. Phase I Environmental Site Assessment Report.

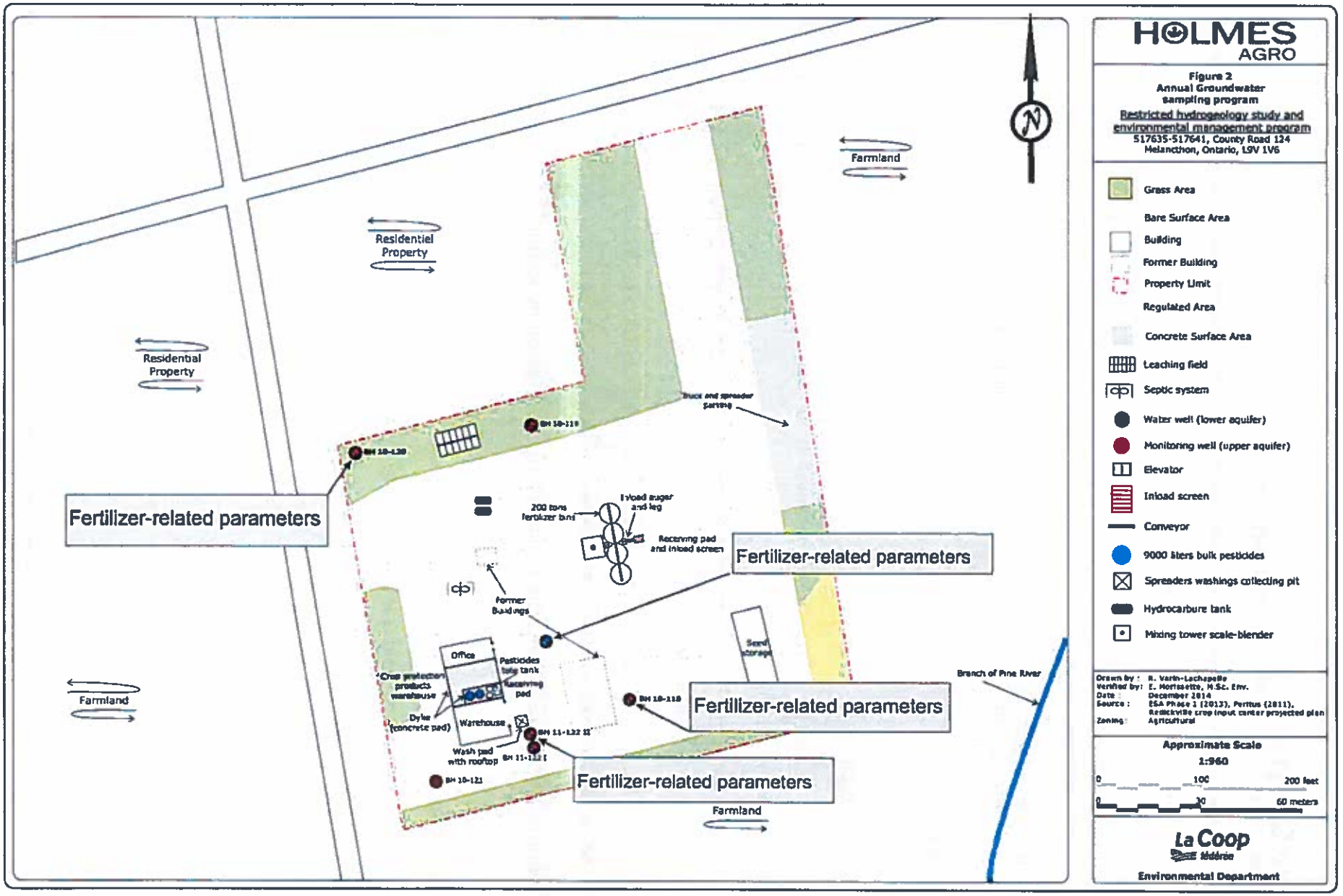
LVM, January 2014. Phase II Environmental Site Assessment Report.

Peritus, September 2014. Conover UST Decommissioning Report.

Enclosures

Figure 1 – Site plan and annual sampling program

Appendix A – AGAT Laboratories Limited - Certificate of Analysis


HOLMES AGRO
Figure 2
Annual Groundwater sampling program
Restricted hydrogeology study and environmental management program
517635-517641, County Road 124
Melancthon, Ontario, L9V 1V6
Grass Area
Bare Surface Area
Building
Former Building
Property Limit
Regulated Area
Concrete Surface Area
Leaching field
Septic system
Water well (lower aquifer)
Monitoring well (upper aquifer)
Elevator
Inload screen
Conveyor
9000 liters bulk pesticides
Spreaders washings collecting pit
Hydrocarbure tank
Mixing tower scale-blender
Drawn by : R. Varin-Lachapelle
Verified by: E. Morissette, M.Sc. Env.
Date : December 2014
Source : ESA Phase 1 (2013), Peritus (2011), Redickville crop input center projected plan
Zoning : Agricultural
Approximate Scale
1:960
0 100 200 feet
0 30 60 meters
La Coop fédérée
Environmental Department
Farmland
Residentiel Property
Residential Property
Farmland
Farmland
Fertilizer-related parameters
Fertilizer-related parameters
Fertilizer-related parameters
Fertilizer-related parameters
Truck and spreader parking
BH 10-120
BH 10-119
200 tons fertilizer bins
Inload auger and leg
Receiving pad and inload screen
Former Buildings
Office
Pesticides tote tank
Receiving pad
Crop protection products warehouse
Dyke (concrete pad)
Warehouse
Wash pad with rooftop
BH 11-122 II
BH 11-122 I
BH 10-121
BH 10-118
Seed storage
Branch of Pine River

AGAT Laboratories

5835 COOPERS AVENUE
MISSISSAUGA, ONTARIO
CANADA L4Z 1Y2
TEL (905)712-5100
FAX (905)712-5122
http://www.agatlabs.com

CLIENT NAME: AGRICO CANADA LP
7420 AIRPORT RD, UNIT 202
MISSISSAUGA, ON L4T4E5
(403)

ATTENTION TO: Lin Li

PROJECT: LCF-2570

AGAT WORK ORDER: 17T206266

WATER ANALYSIS REVIEWED BY: Elizabeth Polakowska, MSc (Animal Sci), PhD (Agri Sci), Inorganic Lab Supervisor

DATE REPORTED: Apr 26, 2017

PAGES (INCLUDING COVER): 5

VERSION*: 1

Should you require any information regarding this analysis please contact your client services representative at (905) 712-5100

*NOTES

All samples will be disposed of within 30 days following analysis. Please contact the lab if you require additional sample storage time.

Member of: Association of Professional Engineers and Geoscientists of Alberta (APEGA)
Western Enviro-Agricultural Laboratory Association (WEALA)
Environmental Services Association of Alberta (ESAA)

AGAT Laboratories is accredited to ISO/IEC 17025 by the Canadian Association for Laboratory Accreditation Inc. (CALA) and/or Standards Council of Canada (SCC) for specific tests listed on the scope of accreditation. AGAT Laboratories (Mississauga) is also accredited by the Canadian Association for Laboratory Accreditation Inc. (CALA) for specific drinking water tests. Accreditations are location and parameter specific. A complete listing of parameters for each location is available from www.cala.ca and/or www.scc.ca. The tests in this report may not necessarily be included in the scope of accreditation.

Results relate only to the items tested and to all the items tested
All reportable information as specified by ISO 17025:2005 is available from AGAT Laboratories upon request

AGAT Laboratories

5835 COOPERS AVENUE
MISSISSAUGA, ONTARIO
CANADA L4Z 1Y2
TEL (905)712-5100
FAX (905)712-5122
http://www.agatlabs.com

Certificate of Analysis

AGAT WORK ORDER: 17T206266

PROJECT: LCF-2570

CLIENT NAME: AGRICO CANADA LP

SAMPLING SITE:

ATTENTION TO: Lin Li

SAMPLED BY:Lin Li

O. Reg. 153(511) - ORPs (Water)

DATE RECEIVED: 2017-04-12

DATE REPORTED: 2017-04-26

		SAMPLE DESCRIPTION:		DW	DUP	BH 10-118	BH 10-120		BH 11-122II
		SAMPLE TYPE:		Water	Water	Water	Water		Water
		DATE SAMPLED:		2017-04-12	2017-04-12	2017-04-12	2017-04-12		2017-04-12
Parameter	Unit	G / S	RDL	8321496	8321499	8321501	8321503	RDL	8321505
Nitrate as N	µg/L		100	5340	5220	10600	12800	250	10800
Nitrite as N	µg/L		100	<100	<100	<100	<100	250	<250
Phosphate as P	µg/L		200	<200	<200	<200	<200	500	<500
Ammonia as N	µg/L		20	<20	<20	<20	<20	20	<20
Total Phosphorus	µg/L		20	<20	<20	<20	<20	20	264
Total Kjeldahl Nitrogen	µg/L		100	<100	<100	174	102	100	422

Comments: RDL - Reported Detection Limit; G / S - Guideline / Standard: Refers to Table 2: Full Depth Generic Site Condition Standards in a Potable Ground Water Condition - Potable Ground Water - All Types of Property Uses - Coarse Textured Soils

8321496-8321505 Elevated RDLs for anions indicate degree of sample dilution prior to analysis in order to reduce matrix interference and to keep analytes within the calibration range.

Certified By: Elizabeth Polakowska

Results relate only to the items tested and to all the items tested

AGAT Laboratories

5835 COOPERS AVENUE
MISSISSAUGA, ONTARIO
CANADA L4Z 1Y2
TEL (905)712-5100
FAX (905)712-5122
http://www.agatlabs.com

Quality Assurance

CLIENT NAME: AGRICO CANADA LP
PROJECT: LCF-2570
SAMPLING SITE:

AGAT WORK ORDER: 17T206266
ATTENTION TO: Lin Li
SAMPLED BY:Lin Li

Water Analysis

RPT Date: Apr 26, 2017			DUPLICATE			Method Blank	REFERENCE MATERIAL			METHOD BLANK SPIKE			MATRIX SPIKE		
PARAMETER	Batch	Sample Id	Dup #1	Dup #2	RPD		Measured Value	Acceptable Limits		Recovery	Acceptable Limits		Recovery	Acceptable Limits	
								Lower	Upper		Lower	Upper		Lower	Upper
O. Reg. 153(511) - ORPs (Water)															
Nitrate as N	8317283		10900	10800	0.9%	< 50	95%	70%	130%	100%	70%	130%	112%	70%	130%
Nitrite as N	8317283		<250	<250	NA	< 50	NA	70%	130%	96%	70%	130%	94%	70%	130%
Phosphate as P	8317283		<500	<500	NA	< 100	99%	90%	110%	95%	90%	110%	95%	85%	115%
Ammonia as N	8321679		325	321	1.2%	< 20	91%	90%	110%	96%	90%	110%	101%	80%	120%
Total Phosphorus	8321496	8321496	<20	<20	NA	< 20	102%	80%	120%	102%	90%	110%	104%	70%	130%
Total Kjeldahl Nitrogen	8318501		498	355	NA	< 100	100%	80%	120%	100%	80%	120%	97%	70%	130%

Comments: NA signifies Not Applicable.
Duplicate Qualifier: As the measured result approaches the RL, the uncertainty associated with the value increases dramatically, thus duplicate acceptance limits apply only where the average of the two duplicates is greater than five times the RL.

Certified By: Elizabeth Polakowska

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Results relate only to the items tested and to all the items tested

AGAT Laboratories

5835 COOPERS AVENUE
MISSISSAUGA, ONTARIO
CANADA L4Z 1Y2
TEL (905)712-5100
FAX (905)712-5122
http://www.agatlabs.com

Method Summary

CLIENT NAME: AGRICO CANADA LP

AGAT WORK ORDER: 17T206266

PROJECT: LCF-2570

ATTENTION TO: Lin Li

SAMPLING SITE:

SAMPLED BY:Lin Li

PARAMETER	AGAT S.O.P	LITERATURE REFERENCE	ANALYTICAL TECHNIQUE
Water Analysis			
Nitrate as N	INOR-93-6004	SM 4110 B	ION CHROMATOGRAPH
Nitrite as N	INOR-93-6004	SM 4110 B	ION CHROMATOGRAPH
Phosphate as P	INOR-93-6004	SM 4110 B	ION CHROMATOGRAPH
Ammonia as N	INOR-93-6059	QuikChem 10-107-06-1-J & SM 4500 NH3-F	LACHAT FIA
Total Phosphorus	INOR-93-6057	QuikChem 10-115-01-3-A & SM 4500-P I	LACHAT FIA
Total Kjeldahl Nitrogen	INOR-93-6048	QuikChem 10-107-06-2-I & SM 4500-Norg D	LACHAT FIA

Results relate only to the items tested and to all the items tested

AGAT Laboratories

5835 Coopers Avenue
Mississauga, Ontario L4Z 1Y2
Ph: 905.712.5100 Fax: 905.712.5122
webearth.agatlabs.com

Laboratory Use Only

Work Order #: 17 T206266

Cooler Quantity:

Arrival Temperatures: 7.2/7.1/7.2

Custody Seal Intact: ☐ Yes ☐ No ☐ N/A

Notes: ON ICE

Chain of Custody Record

If this is a Drinking Water sample, please use Drinking Water Chain of Custody Form (potable water intended for human consumption)

Report Information:

Company: La Coop fédérée
Contact: Lin Li
Address: 202 - 7420 Airport Rd
Phone: 416-819-6890 Fax:
Reports to be sent to:
1. Email: lin.li@lacoop.coop
2. Email:

Regulatory Requirements: ☐ No Regulatory Requirement

(Please check all applicable boxes)

☒ Regulation 153/04 Table 2 (Indicate One)
☒ Ind/Com
☐ Res/Park
☐ Agriculture

Soil Texture (Check One)
☒ Coarse
☐ Fine

☐ Sewer Use
☐ Sanitary
☐ Storm
Region ____ (Indicate One)

☐ Regulation 558
☐ CCME
☐ Prov. Water Quality Objectives (PWQO)
☐ Other ____ (Indicate One)

Is this submission for a Record of Site Condition? ☐ Yes ☒ No

Report Guideline on Certificate of Analysis ☒ Yes ☐ No

Turnaround Time (TAT) Required:

Regular TAT ☒ 5 to 7 Business Days

Rush TAT (Rush Surcharges Apply)

☐ 3 Business Days ☐ 2 Business Days ☐ 1 Business Day

OR Date Required (Rush Surcharges May Apply):

Please provide prior notification for rush TAT
**TAT is exclusive of weekends and statutory holidays*

Project Information:

Project: LCF-2570
Site Location: Melancthon, ON
Sampled By: Lin Li
AGAT Quote #: PO:

Please note: If quotation number is not provided, client will be billed full price for analysis

Invoice Information:

Bill To Same: Yes ☐ No ☒

Company: Holmes Agro
Contact: Jeff Holmes
Address: 423088 Cty Rd 11, Orangeville, ON
Email: jeff@holmesagro.com

Sample Matrix Legend

B	Biota
GW	Ground Water
O	Oil
P	Paint
S	Soil
SD	Sediment
SW	Surface Water

(Check Applicable)

Sample Identification	Date Sampled	Time Sampled	# of Containers	Sample Matrix	Comments/ Special Instructions	Metals and Inorganics	Metal Scan	Hydride Forming Metals	Client Custom Metals	ORPs: ☐ B-HWS ☐ Cl ☐ Cr ☐ Cr+ ☐ EC ☐ FOC ☐ NO2/NO3 ☐ Total N ☐ Hg ☐ pH ☐ SAR	Nutrients: ☒ P ☒ NH ☒ TKN ☒ NO2 ☒ NO3 ☐ NO2/NO3 ☐ Phosphate	Volatiles: ☐ VOC ☐ BTEX ☐ THM	CCME Fractions 1 to 4	ABNs	PAHs	Chlorophenols	PCBs	Organochlorine Pesticides	TCLP Metals/Inorganics	Sewer Use
DW	2017/04/12			GW							X									
DUP	↓			↓							X									
BH 10-118											X									
BH 10-120											X									
BH 11-122 II											X									

Samples Relinquished By (Print Name and Sign)	Date	Time	Samples Received By (Print Name and Sign)	Date	Time
Lin Li	2017/04/12	1:50pm	Gabor Kalm	Apr 12/17	13:52
Samples Relinquished By (Print Name and Sign)	Date	Time	Samples Received By (Print Name and Sign)	Date	Time

Page ____ of ____

Nº: T 019374

Pink Copy - Client | Yellow Copy - AGAT | White Copy - AGAT

Denise Holmes

From: Michelle Dunne <mdunne@dufferincounty.ca>
Sent: Monday, May 15, 2017 11:57 AM
To: Denise Holmes
Subject: Proposed Change to the Ontario Building Code B-08-09-03

Good morning,

The Council of the County of Dufferin at its regular meeting held on Thursday, May 11, 2017 received your resolution regarding the proposed changes to the Ontario Building Code B-08-09-03. The Warden informed Council that correspondence from the Ministry had been received noting that the concerns about the proposed changes raised in your resolution have been withdrawn.

Kindest regards,

Michelle Dunne|Deputy Clerk| Corporate Services
County of Dufferin|Phone: 519-941-2816 Ext. 2504| mdunne@dufferincounty.ca |55 Zina Street, Orangeville, ON L9W 1E5

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Info #12
JUN 0 1 2017

Denise Holmes

From: Randall, Nicol (OPP) <Nicol.Randall@opp.ca>
Sent: Thursday, May 18, 2017 11:43 AM
To: Denise Holmes; Kathy Pearl; csmith@cfoalternative.ca; dstill@townofgrandvalley.ca; Kerstin Vroom (kvroom@mulmur.ca); Karen Canivet (kcanivet@amaranth-eastgary.ca)
Subject: Change to Provincial Offences Court location

Good Morning all,

I have included you on this email knowing you will be able to disseminate this information to each of our Police Service Board Chairs and affected Council Members. On Monday May 15 I was advised at a meeting with the Regional Senior Justice of the Peace that court proceedings for the Provincial Offences Court for Dufferin County will physically move to Caledon effective 01 January 2018. Justice of the Peace Kelly will be notifying Dufferin County Council in writing of this decision.

A working group has been struck to identify the impacts on each affected police agency and the administration of the POA courts. The first meeting will take place Wednesday June 7th.

I will be available for call or comment as needed,

Thank you for assisting me by sharing this information.

Nikki

S/Sgt N. (Nikki) Randall
Interim Detachment Commander
Dufferin Detachment
519 925 3838
501 3840

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Info#13
JUN 0 1 2017

R.J. Burnside & Associates Limited 15 Townline Orangeville ON L9W 3R4 CANADA
telephone (519) 941-5331 fax (519) 941-8120 web www.rjburnside.com

BURNSIDE
[THE DIFFERENCE IS OUR PEOPLE]

May 26, 2017

Via: Email (dholmes@melancthontownship.ca)

Ms. Denise Holmes
CAO/Clerk
Township of Melancthon
157101 Highway 10
Melancthon ON L9V 2E6

Dear Denise:

Re: Fluney Drainage Works
APPEAL UNDER SECTION 64
File No.: D-ME-153
Project No.: 300032772.0000

Further to our letter of May 15, 2017, we provide the following update.

We met on site last Tuesday morning to discuss the remaining work. It was agreed with Don and Kevin Fluney that the Contractor would complete the grading operations as soon as conditions permit. Kevin is to advise the Contractor as to when he considers the conditions are dry enough. The area is subsequently to be monitored over the summer to ensure it has positive drainage to the new drain as provided for in the specifications.

As indicated in our earlier letter, hopefully remediation of this warranty deficiency will address the issue and the related legal and engineering costs for a Tribunal Hearing can be avoided.

Should you have any questions or if we can be of any further assistance in the meantime, please call.

Yours truly,

R.J. Burnside & Associates Limited

T.M. Pridham, P.Eng.
Drainage Engineer
TMP:rb

cc: Mr. Kevin Fluney (Via: Mail)
Mr. Dan Hamilton, Hanna & Hamilton Construction Co. Limited (Via: Email)

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Info#14
JUN 0 1 2017

Denise Holmes

From: Pam Hillock <phillock@dufferincounty.ca>
Sent: Thursday, May 25, 2017 4:38 PM
To: Darren White; Don MacIver; Earl Hawkins; Geoff Dunlop; Guy Gardhouse; Jane Aultman; Jeremy Williams; Ken Bennington; Ken McGhee; Laura Ryan; Paul Mills; Steve Soloman; Warren Maycock
Cc: Michelle Dunne; Denise Holmes; Jennifer Willoughby; John Telfer; jwilson@eastluthergrandvalley.ca; Mark Early; Pam Hillock; suestone@amaranth-eastgary.ca; Susan Greatrix; thorner@mulmurtownship.ca
Subject: letter regarding Provincial Offences Court
Attachments: Warden's Response to Greg Burd.pdf; letter from Greg Burd.pdf

Good Afternoon Everyone:

We received a letter from Greg Burd of Orangeville regarding the Provincial Offences Court. Orangeville received the letter as well. I've attached the letter and also Warden White's response to the letter.

Regards,

Pam Hillock | County Clerk/Director of Corporate Services
County of Dufferin | Phone: 519-941-2816 Ext. 2503 |
phillock@dufferincounty.ca | 55 Zina Street, Orangeville, ON L9W 1E5

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ACT-1
JUN 0 1 2017

Open letter to the Warden and all members of Dufferin County Council:

On Monday, May 15th, Provincial Offences Act staff were informed by the Regional Senior Justice of the Peace that effective January 1st, Dufferin POA trials will be moved to Caledon East court thus effectively ending Provincial Offences Act court services in Dufferin County.

This has been precipitated by the County's rental to the Ontario Government of a courtroom explicitly built for Dufferin County POA court matters. The County's unwillingness to reserve this court for just two days a week for POA trials, despite motions from the Shelburne Police Services Board and the Town of Orangeville requesting this, motions this Council chose to receive but not discuss in open council.

Will the County and its local municipalities sit idly by as thousands of Dufferin residents are forced to file court paperwork (trial requests) and attend for trials in person (both defendants and witnesses) in Caledon East instead of Orangeville?

How will you explain increased policing costs due to officers having to attend Caledon East court to file paperwork and testify? This will also impact the level of local policing.

What will you do to keep Dufferin County Provincial Offences Act court services in the Orangeville building?

The clock is ticking...

Greg Burd,
Orangeville

DUFFERIN COUNTY

WARDEN, COUNTY OF DUFFERIN

May 25, 2017

Mr. Greg Burd
Orangeville

Dear Mr. Burd:

Re: Your letter received on May 24, 2016
Provincial Offences Court – Orangeville

I received a copy of your letter yesterday afternoon that was delivered to the County of Dufferin offices. I would like to clarify some facts.

You stated that on May 15th Provincial Offences staff were informed by Regional Senior Justice of the Peace Brett Kelly that effective January 1st, Dufferin POA trials would be moved.
Response: Dufferin County and its eight local municipalities have not been informed of this. If POA staff are informing its residents of a potential move, we will request that they inform the local municipal partners of this type of development.

You stated that the move is precipitated by the County's rental to the Ontario Superior Court of Justice and the "County's unwillingness to reserve the courtroom for just two days a week...."
Response: Provincial Court staff accommodate the POA cases on the Louisa Street side of the building when they are using the Courtroom at 55 Zina Street. County staff have denied the two recent requests from the Province due to short notice and Justice Kelly approved them both.

You stated that the courtroom located at 55 Zina Street, Orangeville was explicitly built for Dufferin County POA court matters.
Response: This statement is incorrect. In April of 2009, County staff applied for funding to construct 55 Zina Street to include municipal offices, a new sally port and also a new courtroom built to Provincial Court standards "so that the Attorney General will have access to this courtroom. This will help alleviate the volume of cases in the current facility" (excerpt from application). I would argue that the Province likely approved the funding based on the courtroom that would help accommodate Superior and Provincial court.

DUFFERIN COUNTY

WARDEN, COUNTY OF DUFFERIN

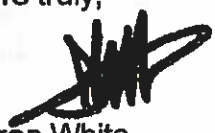
You stated that Dufferin County and local politicians are "sitting idly by" as thousands of Dufferin residents are forced to file paperwork in Caledon (an adjacent municipality).
Response: Do you know how many court attendees are Dufferin County residents vs. non-residents? Residents in north Dufferin are already travelling up to an hour to get to Orangeville Court. Based on your argument, POA Court should be located in Shelburne, the centre of the County.

Response: Dufferin County staff, local municipal staff and Town of Caledon staff have been working together for the past year and a half on researching a "made in Dufferin" solution to POA looking at the feasibility of Dufferin County delivering the service. The Town of Caledon objected to Dufferin County municipalities delivering the service directly and, as a result, the eight municipalities in Dufferin do not have much say in how the service is delivered including the locations of the courtrooms.

You stated that there would be increased policing costs.
Response: Dufferin staff were advised by the Regional Senior JP that officers could testify remotely which could possibly save money and improve service. Dufferin staff were also advised by Caledon staff that the program would run more efficiently if all the staff and court matters were located all under one roof.

Please do not hesitate to contact me if you need to discuss this any further.

Yours truly,



Darren White,
Warden, County of Dufferin

cc: Members of Dufferin County Councillors
Local Municipal Clerks

MUNICIPALITÉ · EAST FERRIS · MUNICIPALITY

390 HIGHWAY 94, CORBEIL, ONTARIO P0H 1K0
TEL.: (705) 752-2740 FAX.: (705) 752-2452
Email: municipality@eastferris.ca

REGULAR COUNCIL MEETING
HELD
May 23rd, 2017

No. 2017-174

Moved by Councillor Champagne Seconded by Councillor Rochefort

THAT Council for the Municipality of East Ferris supports the letter from Cheryl Gallant, Member of Parliament regarding the Trudeau Liberals removing the tax-exempt portion of remuneration paid to local officials from their 2017 Federal Deficit Budget;

AND FURTHER that copies of this resolution be forwarded to Premier of Ontario, Kathleen Wynne, Local MP, Anthony Rota and Ontario municipalities.

Carried Mayor Vrebosch

CERTIFIED to be a true copy of
Resolution No. 2017-174 passed by the
Council of the Municipality of East Ferris
on the 23rd, day of May, 2017.

Monica L. Hawkins, AMCT
Clerk

ACT-2
JUN 0 1 2017

CHERYL
GALLANT
YOUR MEMBER of PARLIAMENT
RENFREW-NIPISSING-PEMBROKE
www.cherylgallant.com

MUNICIPALITY OF EAST FERRIS
MAY 02 2017
RECEIVED

April 12th, 2017

Clerk-Treasurer
East Ferris Township
390 Highway 94
Corbeil, Ontario, P0H 1K0

Dear Clerk-Treasurer ,

As you may be aware, the 2017 Federal Deficit Budget raises personal taxes by targeting all municipal politicians, school board trustees, and elected members of municipal utilities boards, commissions, and corporations.

On Page 208 of the budget, the Trudeau Liberals removed the tax-exempt portion of remuneration paid to local officials.

Introduced in 1947 under the federal *Income Tax Act*, the purpose of the one-third tax-free expense allowance was to provide "an allowance for expenses incidental to the discharge of the person's duties as an elected officer."

Unlike some elected officials in cities who receive office budgets, car and expense allowances as well as six-digit salaries, this is not the case with most municipal politicians I know, with a majority of our councillors receiving a base salary of less than $20,000.

As it was described to me by a local Mayor about this tax grab:

"Most municipal Council members in rural areas are already very poorly compensated for the work they do in their communities. As Mayor my hourly compensation is well below minimum wage. I make far less than any other municipal staff person working similar hours on behalf of the municipality. It is extremely difficult to attract good candidates into municipal politics now. Removing the 1/3 tax exemption on Council remuneration without compensating for that loss will make it nigh on impossible."

It is the expectation of debt-obsessed Ottawa that remuneration will be "grossed-up" (increasing the salary to offset the increased tax payment) so as not to impact the take-home pay received by a mayor and councillors. This in turn will boost individual tax bills for elected officials as well as costs to ratepayers, who are already struggling with increasing property taxes.

Rather than curbing the abuse of taxpayer money this tax grab claims to stop, by eliminating the tax-free provision, Municipalities will no longer be required to review their remuneration by law at a public meeting once during their four-year term.

Municipalities will now be forced to divert funds which would be spent on roads, bridges or clean water to reimbursing elected officials. This, along with the increased borrowing costs associated with the federal government's infrastructure bank scheme, will place increased pressure to raise property taxes, making home ownership more unaffordable.

This tax grab is an unfair burden on Canadian Municipalities and local ratepayers. The Trudeau Liberals need to be told their spending problem cannot be solved on the backs of home owners struggling to make ends meet.

Sincerely,

Cheryl Gallant

Cheryl Gallant, M.P.
Renfrew—Nipissing—Pembroke
CG:sf

Cheryl Gallant, M.P.
Constituency Office
84 Isabella St.
Pembroke, ON, K8A 5S5
(Tel) 613-732-4404
(Fax) 613-732-4697

RECEIVED
MAY 23 2017

Ontario
LEGISLATIVE
ASSEMBLY

Sylvia Jones, MPP
Dufferin-Caledon

Room 443, Legislative Building
Toronto, Ontario M7A1A8

Tel: 416-325-1898
Fax: 416-325-1936
E-Mail: sylvia.jonesla@pc.ola.org

May 18th, 2017

Mayor Darren White and Council
157101 Highway 10
Melancthon, ON
L9V 2E6

Dear Mayor White and Council,

I wanted to make you aware of an important opportunity to provide feedback on a provincial policy proposal regarding excess soil or "fill".

As you are no doubt aware the transportation of unregulated fill throughout Dufferin-Caledon from construction projects is an ongoing issue. Unfortunately, municipalities in Dufferin-Caledon continue to grapple with a problem that they do not have the resources to monitor. The Ministry of the Environment and Climate Change is seeking feedback on a regulatory proposal on the Environmental Registry (EBR) website.

In general the government is proposing to define "excess soil" as excavated soil that leaves a project area and this excess soil will be designated as waste from the time it leaves a project area. The regulations would require a plan to be complete, certified by a qualified person, and key information registered on an online excess soil reuse registry. The proposal also puts a focus on reusing excess soil. You can review the specifics of the government's proposal by visiting: https://www.ebr.gov.on.ca/ and searching EBR Registry Number 013-0299. The deadline for submission is June 23, 2017.

If you decide to submit your comments on the proposal, I would appreciate receiving a copy.

Sincerely,

Sylvia Jones, MPP
Dufferin-Caledon
Deputy Leader of the PC Caucus

If you would like to receive regular updates about my work at Queen's Park and in Dufferin-Caledon, please send me an email at sylvia.jonesqp@pc.ola.org

ACT#3
JUN 0 1 2017

Proposed New Excess Soil Reuse Regulation and Amendments to Existing Regulations

The proposed Excess Soil Reuse Regulation would define "excess soil" as excavated soil that leaves a project area (a construction or development site). Excess soil would be designated as waste from the time it leaves a project area, and would remain a waste until:

- it is deposited at a final receiving site that is not a waste disposal site and that is governed by a site specific instrument or by-law;
- it is deposited at an infrastructure project, if it originates from an infrastructure project belonging to the same proponent; or
- it is deposited at a receiving site that is not a waste disposal site and that is not governed by a site specific instrument or by-law, so long as:
  - the excess soil is appropriate based on MOECC's excess soil reuse standards,
  - the excess soil has been used for one of the specified uses, subject to certain restrictions; and
  - the receiving site is not being used primarily for the purpose of depositing excess soil.

It is proposed that the proponent of a project ensure that an excess soil management plan (ESMP) is prepared in two general circumstances 1) if more than 1000m3 (about 100 truckloads) of excess soil is being removed from a project area, or 2) if any part of the project area has or had a potentially contaminated activity that may have affected a planned area of excavation. A plan would be required to be completed, certified by a qualified person, and key information registered on an online excess soil reuse registry before excess soil leaves a project area. Qualified person would be defined in the proposed regulation. The proposal includes required contents of an ESMP including soil characterization, confirmation of appropriate receiving sites, and a tracking system. The proposed regulation would require certain records to be kept and online registration of movements of excess soil.

The proposed regulation would provide clarification on when Environmental Compliance Approvals are required under Part V of the EPA. It is proposed that temporary excess soil storage sites would not require such approvals if certain conditions are met. Various types of excess soil processing would require approvals, and some types of on-site processing would be exempt from approvals. The proposed regulation would also provide requirements associated with the use of these facilities. The proposed regulation would clarify situations where haulers of excess soil would not require approvals, and where hauling records are required to be available and retained.

Reuse of Excess Soil at Receiving Sites

Excess soil should be treated as a resource, where it can be appropriately reused. Reuse of excess soil at a receiving site that is not a waste disposal site would be determined by an applicable site specific instrument or by-law. If the receiving site is not a waste disposal site and is not governed by a site-specific instrument or by-law, excess soil could be deposited in accordance with the proposed excess soil reuse standards. These standards may be contained in a document to be referenced by the regulation to be titled Reuse of Excess Soils at Receiving Sites.

The proposed excess soil reuse standards that would apply to different types of receiving sites are set out in Schedule C of the attached regulatory proposal. Some of the proposed standards are the same as the existing applicable site condition standards for brownfields under Ontario Regulation 153/04, and some are different due to different considerations when large volumes of excess soils are being relocated. These proposed excess soil reuse standards have been developed for different land uses, ground water potability and for three volume categories. They represent a first phase of standards development. MOECC intends to create additional standards over time to provide further flexibility for excess soil reuse (e.g. soil at depth, situations where there are no buildings). MOECC is also continuing to work closely with the Ministry of Natural Resources and Forestry to ensure the alignment of excess soil and fill policies for pits and quarries regulated under the Aggregate Resources Act.

Alternative rules and approaches are also provided to promote greater reuse of excess soil in a way that helps to ensure protection of human health and the environment. A Site Specific Beneficial Reuse Assessment Tool is also being developed which would allow site specific standards to be generated in a streamlined way using a

Some guidance materials such as the MOECC Management of Excess Soil - A Guide For Best Management Practices have also been prepared and, going forward, others will be prepared to support framework delivery.

Public Consultation:

This proposal has been posted for a 60 day public review and comment period starting April 24, 2017. If you have any questions, or would like to submit your comments, please do so by June 23, 2017 to the individual listed under "Contact". Additionally, you may submit your comments on-line.

All comments received prior to June 23, 2017 will be considered as part of the decision-making process by the Ministry if they are submitted in writing or electronically using the form provided in this notice and reference EBR Registry number 013-0299.

Please Note: All comments and submissions received will become part of the public record. Comments received as part of the public participation process for this proposal will be considered by the decision maker for this proposal.

Your personal information may be used in the decision making process on this proposal and it may be used to contact you if clarification of your comment is required. It may be shared (along with your comment) with other Ontario Ministries for use in the decision making process. Questions about this collection should be directed to the contact mentioned on the Proposal Notice page.

Denise Holmes

From: Denise Holmes <dholmes@melancthontownship.ca>
Sent: Friday, May 26, 2017 8:59 AM
To: dholmes@melancthontownship.ca
Subject: FW: Canada 150 Tree Planting Initiative - Highway of Heros
Attachments: 20170519115531.pdf

Subject: Canada 150 Tree Planting Initiative - Highway of Heros

Good Afternoon

The Council of the Town of Shelburne has issued a challenge to all municipalities within Ontario, in regards to the Highway of Heros Canada 150 Tree Planting Initiative.

Please see the attached resolution that was passed at their Council meeting held Monday May 15th, 2017.

More information and details can be found on their website http://hohtribute.ca/

Thank You

Jennifer Willoughby
Deputy Clerk
Town of Shelburne
203 Main St. E
Shelburne ON L9V 3K7
jwilloughby@shelburne.ca
Phone (519) 925 – 2600 Ext. 223

Total Control Panel Login

To: dholmes@melancthontownship.ca Remove this sender from my allow list
From: jwilloughby@shelburne.ca

You received this message because the sender is on your allow list.

Total Control Panel Login

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From: dholmes@melancthontownship.ca

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ACT#4
JUN 0 1 2017

TOWN OF SHELBURNE

COUNCIL RESOLUTION

No. 19

Date: **May 15, 2017**

Moved by:

Seconded by:

WHEREAS the Council of the Town of Shelburne would like to acknowledge the sacrifice made by many Canadians who died while serving our Country during conflicts abroad;

AND WHEREAS the Council of the Town of Shelburne would like to be champions of the #150Tree Initiative by planting a Hero Tree along the Highway of Heros;

NOW THEREFORE BE IT RESOLVED THAT the Council of the Town of Shelburne authorizes the purchase of a "Hero Tree" in the amount of $150.00;

AND FURTHER THAT the Council of the Town of Shelburne challenges every municipality in the Province of Ontario to do the same.

Carried

Requested Vote to be recorded **[ ] Yes** **[ ] No**

	Yea	Nay
Mayor Bennington	[ ]	[ ]
Councillor Benotto	[ ]	[ ]
Councillor Chambers	[ ]	[ ]
Deputy Mayor Dunlop	[ ]	[ ]
Councillor Egan	[ ]	[ ]
Councillor Mills	[ ]	[ ]
Councillor Sample	[ ]	[ ]

A TREE FOR EVERY HERO

HIGHWAY OF HEROES TRIBUTE

100% of all donations go towards the planting and maintenance of trees

0K 117K

planted so far: 3K

PayPal - The safer, easier way to pay online!

We are planting 117,000 trees – one tree for each of Canada's war dead since Confederation. A living, breathing memorial.

When a member of Canada's Armed Forces falls in combat, his or her final journey is along the Highway of Heroes from CFB Trenton to the Coroner's Office in Toronto. We are planting 117,000 trees along this 170km stretch of highway to honour each of Canada's war dead. Every Canadian can be a part of this historic tribute. Look at the names on the cenotaph in YOUR community. Help us to honour those from YOUR community and ensure their spirit lives on in a living tribute!!

Honour & Remembrance

Corporal James Hayward Arnal - KIA, July 18, 2008; Panjwaii District, Afghanistan

Patrick O'Connor - Canadian Army - Korea, KIA, May, 1951

Barry O'Connor - RCAF, WWII - Tail Gunner, KIA over Skagerak, Denmark 1942

Private Martin Weber: Died in 1944 and is buried in the Canadian war cemetery Bretville-sur-laize near Cann, in northern France.

Lance Corporal James Henry Walter Johnson: (B/75006) 48th Highlanders of Canada. Died on May 23, 1944 at the age of 25. Buried in the Cassino War Cemetery. From the Harris Family

Mrs. Frances Gilchrist in remembrance of her parents; Douglas and Margaret Baker

What People Are Saying About Us

"Honouring family, known & unknown, who made the ultimate sacrifice for our freedom in Canada today. May this living memorial be a reminder to all of our fallen heroes as they drive the Highway of Heroes -- Lest We Forget."

Melanie Wright

Get Involved

Be a part of the Living Tribute

SIGN UP NOW

For Email Newsletters you can trust.

Founding Sponsors

HORTICULTURAL TRADES ASSOCIATION
landscape ontario.com
Green for Life!

FORESTS ONTARIO

TD

A TREE FOR EVERY HERO

HIGHWAY OF HEROES TRIBUTE

100% of all donations go towards the planting and maintenance of trees

0K 117K

planted so far 3K

PayPal - The safer, easier way to pay online!

2017 is Canada's 150th birthday. You can give a gift to our country that will INSPIRE Canadians in a historic effort to honour our war dead.

Make a $150 donation for one of the 117,000 trees that will be planted AND you will receive:

- a "Hero Tree" planted by our experts, directly along the Highway of Heroes
- 2 years of maintenance *(and replacement if necessary) for your tree on the HOH*
- an official customized certificate to commemorate your gift to Canada, personalized to honour whomever you choose.
- a charitable tax receipt
- For an additional **$15 with your purchase of a tree**, you can get an HOHLT T-shirt *(mens sizes S to XXL)*

** *T-shirt available **without purchase of tree** for $25 each*

CLICK HERE to donate online

Please note your preferred T-shirt size and the name you would like on your custom Certificate when checking out online.

If you miss it, don't worry, we will follow up with you by email.

OR DONATE BY CHEQUE

Cheques payable to: ***The Ontario Horticultural Trades Foundation***
(Highway of Heroes Living Tribute in the memo line)
Our Mailing Address:
Highway of Heroes Living Tribute
c/o 7856 Fifth Line South
Milton, ON
L9T 2X8

With your mailed donation, please include a note with your preferred T-shirt size and the name you would like on your custom Certificate.

JOIN THE RANKS OF INFLUENTIAL CANADIANS WHO HAVE BECOME CHAMPIONS OF THE #150Tree INITIATIVE

Application for Special Event Permit
Schedule "A" to By-law 2013 - 55

Applicant Name: Bruce Beach & Bahia Eldner

Organization: _____

Address: 101 Mill Lane, Hornings Mills Postal Code: _____

Telephone: Day [redacted] Evening _____

Email: [redacted]

Date(s) of Proposed Event: June 23rd to June 25th, 2017

Time(s) of Proposed Event: Noon June 23rd to 5pm June 25,

Location of the Event: 101 Mill Lane, Hornings Mills, Melancthon

Property Owner (if different than applicant): _____

Property Owner Contact (if different than applicant): _____

1. Describe the Proposed Event:
Ark Two Camping Weekend to Celebrate Jean Beach's 90th Birthday

2. Does this event require the use of Municipal Property (i.e. roads, facilities)? Y (N)

If yes, explain: _____

3. How many people are expected to attend the event: under 1000
Note: *Major Events* of 1,000 people or more require the approval of Council.

4. Does the event involve the use and/or sale of alcohol? Y (N)
Note: Licensed events on Municipal property must comply with the Melancthon Municipal Alcohol Risk Management Policy.

5. The OPP Dufferin County Detachment has been notified of this event: (Y) N
Written confirmation from the OPP may be required.

6. What is the Zoning designation on the subject property? Agriculture

7. Proof of Current Insurance Attached: Y N See emails.

Regular Event	Event Involving Use/Sale of Alcohol
Provide proof of current liability insurance in the minimum amount of two million dollars ($2,000,000.00).	Provide proof of current liability insurance in the minimum amount of five million dollars ($5,000,000.00).

Note: The Certificate of Insurance shall identify the address of the event as being the insured property.

8. Are you planning a fire or any burning? (Y) N If so, burn permit is required.

ACT #5
JUN 0 1 2017

9. Will there be food vendors at the event? Y (N) If so, a Special Event Food Vendor Application (attached) must be completed and sent to the Wellington Dufferin Guelph Health Unit for approval prior to the event.

Permit Requirements: Applicants may be required to post a performance bond up to ninety (90) days after the conclusion of the event.

Applicant Signatur[redacted]te: April 24th, 2017
April 24, 2017

For Internal Use Only:

Department	Comments/Conditions	Signature
Council		
Fire		
Parks		
Building & By-law Enforcement		
Transportation & Environmental Services		
Finance		
Planning		

Application: Approved ___ Denied ___ Approval Date:_____

Reason for Denial:_____

Ontario Provincial Police
Police provinciale de l'Ontario

Dufferin Detachment
Détachement de Dufferin

506312 Hwy. 89
Mono, ON L9V 1H9
Tel: (519) 925-3838
Fax: (519) 925-6462

506312 rue 89,
Mono, ON L9V 1H9
Tél. : (519) 925-3838
Téléc. : (519) 925-6462

File Reference: COMM2001-3

26 April 2017

Mr. Bruce Beach
161 Main St. N.
Melancthon Twp, ON

Dear Mr. Beach,

Thank you for your telephone call to advise me about your upcoming event on the weekend of 24 June 2017. I understand from our conversation that you will be hosting an overnight event celebrating your wife's 90th Birthday. The event will be open to the public, and will also have invited guests. You are not charging admission or any fees during this event, and there are no alcohol sales on site. Furthermore you have advised me that you will be posting signs indicating Drugs and Alcohol are not permitted. You have indicated that you plan to have your guests park on your property in a location known as the 'Bee Field' and there will be no concerns for anyone parking on the street overnight. You have told me that you will not be having live music or music playing from a speaker system.

In regard to the 'ArkTwo' bomb shelter, you have told me there will be no one sleeping in the shelter, and anyone wishing to explore it will be provided a guided tour.

You have told me that you have had a number of events in the past and there has not been a public safety concern.

Based on the information provide to me, the Dufferin OPP has no issue with this event taking place.

Best Regards,

Staff Sgt. Nicol Randall
Dufferin OPP

RECEIVED
MAY 16 2017

NOTIFICATION FOR MAINTENANCE AND REPAIR

SECTION 79, THE DRAINAGE ACT, 1990

Date: May 11/17

The Mayor and Council,

Township of MELANCTHON

The undersigned, being owner(s) of the lands assessed on the Amos Municipal Drain, herewith serve notice that the condition of said drainage works injuriously affects the following lands and that it is herewith respectfully requested to have the said drainage works repaired, improved, extended or altered, if necessary, under the provisions of the Drainage Act.

Lot	Con.	Signature of Owner
PT LOT 301, CON 3 SWTS MELANCTHON		[redacted]

D-GEN-2-95

ACT# 6
JUN 0 1 2017

Denise Holmes

From: Jennifer Willoughby <jwilloughby@shelburne.ca>
Sent: Wednesday, May 17, 2017 10:53 AM
To: Jennifer Willoughby
Subject: Town of Shelburne Planning Application Circulation
Attachments: Z17 01-04 and B17 03 - Circulation Letter.pdf; Circulation Response Form.pdf; Consent Application Form ACCEPTED.pdf; Severance Sketch.pdf; B17 03 - Public Meeting Notice.pdf; Z17 01 - Public Meeting Notice.pdf; ZBA Application Form ACCEPTED.pdf; Cover letter.pdf

Good Morning

The Town of Shelburne has received applications for Consent to create a new residential lot and zone change from residential type two (R2) to residential type four (R4-#) for the property municipally known as 220 William Street. The proposed consent and zone change are to accommodate a single detached dwelling to be constructed on the severed lands and to recognize the existing setbacks of the dwelling on the retained lands.

A copy of the completed applications forms, covering letter, severance sketch and public meeting notices are attached for your consideration.

We would appreciate receiving any comments, concerns or conditions you may have by Monday June 5, 2017.

Thank You

Jennifer Willoughby
Deputy Clerk
Town of Shelburne
203 Main St. E
Shelburne ON L9V 3K7
jwilloughby@shelburne.ca
Phone (519) 925 – 2600 Ext. 223

Total Control Panel Login

To: dholmes@melancthontownship.ca Remove this sender from my allow list
From: jwilloughby@shelburne.ca

You received this message because the sender is on your allow list.

ACT#7
JUN 0 1 2017

THE CORPORATION OF THE TOWN OF SHELBURNE
NOTICE OF PUBLIC MEETING
UNDER SECTIONS 34 AND 51 OF THE PLANNING ACT

Take notice that the Council of the Corporation of the Town of Shelburne has received complete applications for a Draft Plan of Subdivision and Zoning By-law Amendment and will hold a public meeting on:

MONDAY, JUNE 12, 2017

The public meeting is scheduled to start at 7:00 p.m., or as shortly thereafter as possible, and will be held in the Council Chambers at the Municipal Office, 203 Main Street East, Shelburne.

The purpose of the meeting is to consider a Draft Plan of Subdivision and Amendment to the Town of Shelburne Zoning By-law No. 38-2007. These applications (File Nos. DPS 15/02 and Z15/03) were deemed complete and circulated with Notice of Complete Applications given on June 21, 2016.

The land subject to the proposed Draft Plan of Subdivision and Zoning By-law Amendment is located south of Main Street West, is known municipally as 401 Main Street West, and is legally described as Part of Lot 32, Concession 3, in the Town of Shelburne, County of Dufferin. The subject property is approximately 16.4 hectares in area and is currently vacant. A map showing the location of the subject property is provided below.

The purpose and effect of the submitted applications are to permit a proposed residential development by Plan of Subdivision referred to as "Hyland Village" and consisting of 225 to 268 dwellings including single detached, semi-detached and street townhouse units as well as blocks for a neighbourhood park, two stormwater management facilities, open space and landscape buffers, and proposed streets. The proposed Zoning By-law Amendment would change the zoning of the subject land from General Industrial (M2) Zone and Natural Environment (NE) Zone to a site-specific Residential Type Three Exception (R3-# Zone), Residential Type Five (R5) Zone, Open Space Recreation (OSR) Zone and Natural Environment (NE) Zone. Access to the property is proposed via a new public road on the south side of Main Street West (Highway 89).

The property is within the area of the Shelburne West Secondary Plan and is subject to adopted Official Plan Amendment No. 36 which changes the primary land use designation of the property and adjoining land to the east and west from Industrial to Residential to facilitate low and medium density residential development. Approval by Town Council of these applications is subject to final approval of Official Plan Amendment No. 36 by the County of Dufferin.

At the meeting you will be given an opportunity to ask questions and indicate whether you support or oppose the applications for a Draft Plan of Subdivision and Zoning By-law Amendment. Written submissions will be accepted by the Clerk up to the time of the Public Meeting and will be given consideration by the Council prior to a decision being made.

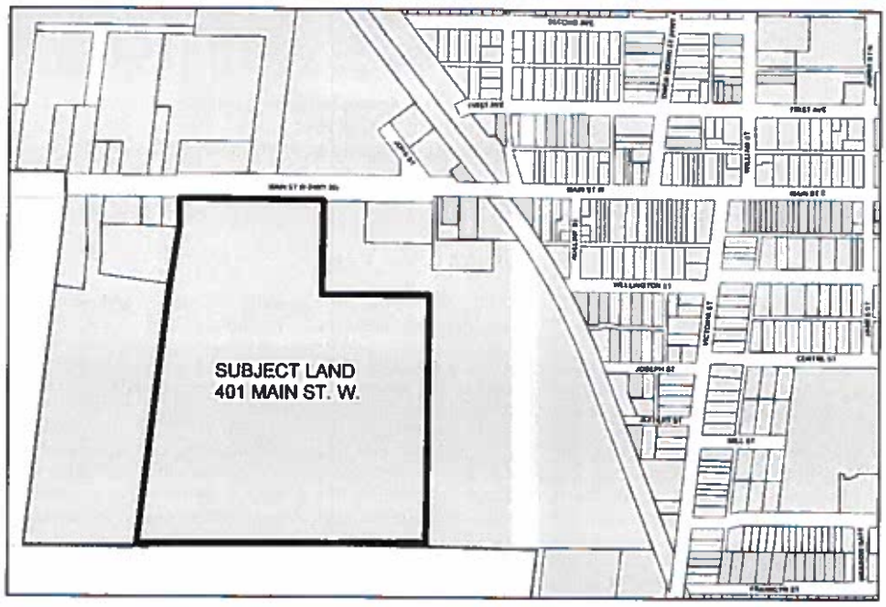
If a person or public body does not make oral submissions at a public meeting or make written submissions to the Clerk of the Town of Shelburne in respect of the proposed plan of subdivision before the approval authority gives or refuses to give approval to the draft plan of subdivision, or in respect of the proposed Zoning By-law Amendment before the by-law is passed, the person or public body is not entitled to appeal the decision of the Council of The Corporation of the Town of Shelburne to the Ontario Municipal Board.

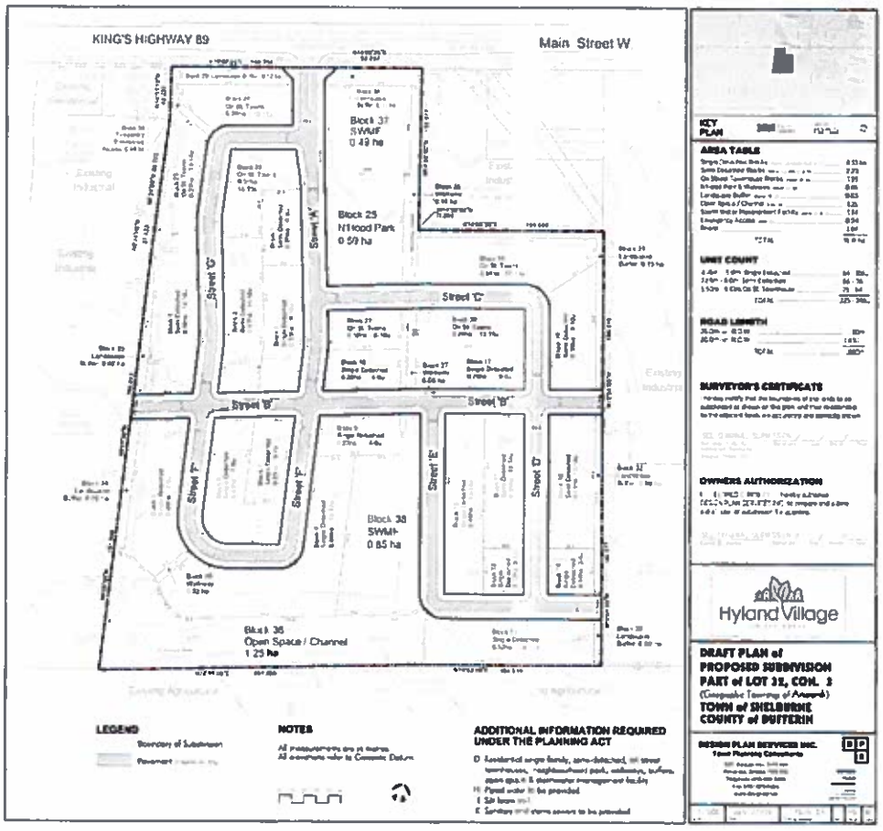
If a person or public body does not make oral submissions at a public meeting, or make written submissions to the Clerk of the Town of Shelburne in respect of the proposed plan of subdivision before the approval authority gives or refuses to give approval of the draft plan of subdivision, or in respect of the proposed Zoning By-law Amendment before the by-law is passed, the person or public body may not be added as a party to the hearing of an appeal before the Ontario Municipal Board unless, in the opinion of the Board, there are reasonable grounds to do so.

Additional information relating to the proposed Draft Plan of Subdivision and Zoning By-law Amendment is available for inspection at the Town of Shelburne Municipal Office at 203 Main Street East, during normal office hours, 8:30 a.m. to 4:30 p.m. and on the Town's website at www.townofshelburne.on.ca. If you wish to be notified of the decision of the Town of Shelburne in respect of the proposed plan of subdivision or in respect of the proposed Zoning By-law Amendment, you must make a written request to the Town at the address below.

Dated at the Town of Shelburne on the 19th day of May, 2017.

John Telfer, Clerk
Town of Shelburne
203 Main Street East
Shelburne, Ontario, L9V 3K7
Phone: 519-925-2600
Fax: 519-925-6134


SUBJECT LAND
401 MAIN ST. W.


KING'S HIGHWAY 89
Main Street W
Block 37
SWMF
0.49 ha
Block 25
N'Hood Park
0.59 ha
Block 38
SWM
0.85 ha
Block 36
Open Space / Channel
1.25 ha
Street 'A'
Street 'B'
Street 'C'
Street 'D'
Street 'E'
Street 'F'
KEY PLAN
AREA TABLE
UNIT COUNT
ROAD LENGTH
SURVEYOR'S CERTIFICATE
OWNERS AUTHORIZATION
Hyland Village
DRAFT PLAN of
PROPOSED SUBDIVISION
PART of LOT 32, CON. 1
(Geographic Township of Amaranth)
TOWN of SHELBURNE
COUNTY of DUFFERIN
DESIGN PLAN SERVICES INC.
LEGEND
NOTES
ADDITIONAL INFORMATION REQUIRED UNDER THE PLANNING ACT

TOWN OF SHELBURNE

Planning & Development Department

May 17, 2017

CIRCULATED TO:

- County of Dufferin (x2)*
- NVCA**
- Township of Melancthon**
- Township of Amaranth**
- OPG***
- Hydro One***
- Enbridge**
- School Boards**
- Shelburne EDC**
- Heritage Committee**
- Engineering**
- Legal**
- Fire Dept**
- Police**
- Council*

*Email and hard copy circulation
**Email circulation only
***Hard copy circulation only

APPLICATIONS FOR ZONING BY-LAW AMENDMENT AND CONSENT

FILE NO: Z17/01 AND B17/03
PROJECT: 220 WILLIAM STREET – LOT SEVERANCE AND ZONING BY-LAW AMENDMENT
(Spencer Brown)

Please take notice that applications for a Consent to create a new residential lot and Zone Change from Residential Type Two to Residential Type Four Exception (R4-#) Zone with reductions to the minimum yard and setback requirements has been submitted to the Town of Shelburne for the property municipally known as 220 William St. The proposed consent and zone change are to accommodate a single detached dwelling to be constructed on the severed lands and to recognize the existing setbacks of the dwelling on the retained lands.

A copy of the completed Consent and Zoning By-law Amendment application forms, a covering letter and severance sketch submitted by the applicant, and the Notice of Public Meeting are attached for your consideration. Please contact me should you require additional information to complete your review.

I would appreciate any comments, concerns or conditions you may have by:

Monday, June 5, 2017.

Please provide comments in an electronic format via email to planning@shelburne.ca. Alternatively, if you have no comment or objection, please complete the attached response sheet and fax it to the Town of Shelburne Planning Department at (519) 925-6134. Should you have any questions or require any additional information, please contact me.

Sincerely,

Steve Wever, MCIP, RPP
Town Planner

Attachment(s)

THE CORPORATION OF THE TOWN OF SHELBURNE
NOTICE OF PUBLIC MEETING
UNDER SECTION 53 OF THE PLANNING ACT

Take notice that the Committee of Adjustment of the Corporation of the Town of Shelburne will hold a public meeting on:

Monday, June 12, 2017

The public meeting is scheduled to start at 7:00 p.m., or as shortly thereafter as possible, and will be held in the Council Chambers at the Municipal Offices, 203 Main Street East, Shelburne. The purpose of the meeting is to consider the following planning application:

COMMITTEE OF ADJUSTMENT

1) **Application for Consent B17/03** – The owner of 220 William Street has submitted an application to sever a residential lot to create a new residential. The severed lands will be from the rear yard of the existing lot, and will have frontage on Second Avenue East, while the retained lands containing the existing dwelling will maintain frontage on William Street. The existing property will be divided with the severed lot having an area of 324 m^2 while the retained lot will have an area of 329 m^2. A detached dwelling is proposed to be constructed on the severed lands. Note that the applicant has also submitted an application for Zoning By-law Amendment (Z17/01) concurrent with this application.

A map showing the location of the subject property is provided below.

At the meeting you will be given the opportunity to ask questions and indicate whether you support or oppose the application. Written submissions will be accepted by the Secretary-Treasurer up to the time of the Public Meeting and will be given consideration by the Committee of Adjustment prior to a decision being made.

If a person or public body that files an appeal of a decision of the Committee of Adjustment of the Town of Shelburne in respect of the proposed consent and minor variance applications does not make oral submissions at a public meeting or make written submissions to the Committee of Adjustment of the Town of Shelburne before it grants or refuses to grant approval of the applicants, the Ontario Municipal Board may dismiss the appeal.

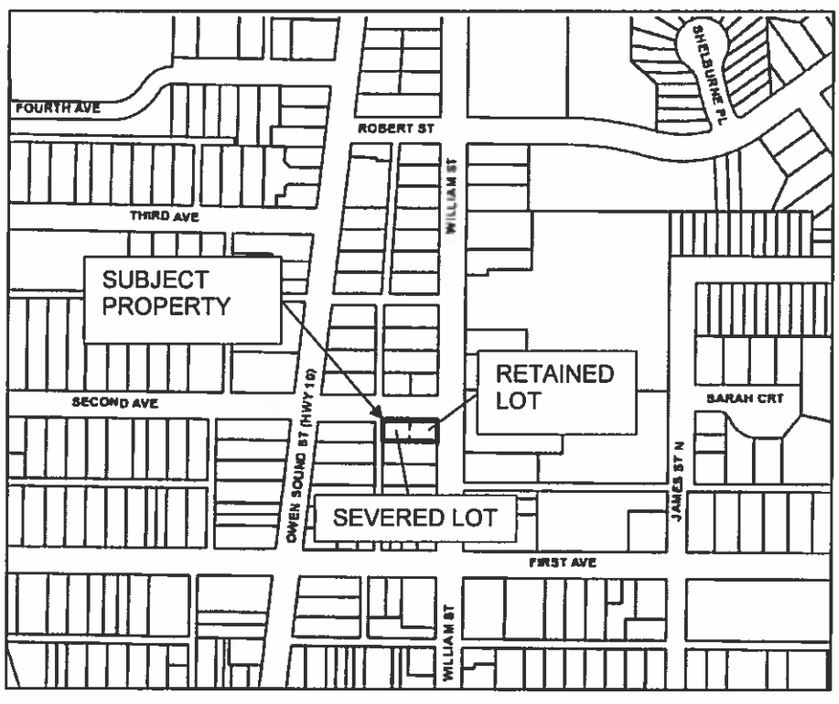
Additional information regarding the applications will be available at the Municipal Office during normal business hours.

If you wish to be notified of the decision of the Committee of Adjustment in respect of the proposed consent and minor variance applications, you must make a written request to:

John Telfer,
Committee of Adjustment
Secretary-Treasurer
Town of Shelburne
203 Main Street East
Shelburne, Ontario
L9V 3K7

Phone: 519-925-2600
Fax: 519-925-6134

Dated at the Town of Shelburne on this 18th day of May, 2017.



TOWN OF SHELBURNE
PLANNING & DEVELOPMENT

Consent Application Circulation Response Form

File: **B17/03 & Z17/01 – 220 William Street (Spencer Brown)**
Project: **Lot Severance and Zoning By-law Amendment**

If you have no comments or objection to the approval of the above noted application please complete this form and fax it to **Jennifer Willoughby** at the Town of Shelburne by **Monday June 5, 2017.**

Fax Number: 519-925-6134

(No cover page is necessary)

By signing this document I acknowledge that as a representative of the noted organization / body / or person, I have reviewed this application and as a result have no comments or concerns related to this matter.

_____

Agency Name
(Please Print)

_____

Representative Name
(Please Print)

_____

Representative Title
(Please Print)

_____

Signature

_____

Date

THE CORPORATION OF THE TOWN OF SHELBURNE
NOTICE OF COMPLETE APPLICATION AND PUBLIC MEETING
UNDER SECTION 34 OF THE PLANNING ACT

Take notice that the Council of the Corporation of the Town of Shelburne has received a complete application for a Zoning By-law Amendment (File No. Z17/01) and will hold a public meeting on:

MONDAY, JUNE 12, 2017

The public meeting is scheduled to start at 7:00 p.m., or as shortly thereafter as possible, and will be held in the Council Chambers at the Municipal Office, 203 Main Street East, Shelburne.

The purpose of the meeting is to consider an Amendment to the Town of Shelburne Zoning By-law No. 38-2007. Take notice that the application has been deemed complete so that it can be circulated and received.

The subject property is municipally known as 220 William Street. The property is located at the southwest corner of William Street and Robert Street. The property is designated as Residential in the Official Plan and zoned Residential Type Two (R2) in the Zoning By-law. The accompanying map illustrates the location of the land subject to the proposed zoning amendment.

The purpose and effect of the Amendment is to rezone the property from Residential Type Two (R2) Zone to Residential Type Four Exception (R4-#) Zone. Site-specific provisions for the severed lot are proposed to include: a reduction in the minimum front yard to 3.8 metres (excluding a private garage) whereas 6.0 metres is required, which matches the existing front yard depth of the existing dwelling; and, a reduction in the minimum rear yard to 4.0 metres whereas 7.5 metres is required, with a larger west side yard of 6.3 metres whereas 0.6 metre is required. The application is also proposing site-specific provisions to recognize the existing dwelling front yard depth of 3.8 metres (excluding private garage); the existing side yard projection of the existing covered porch which is 0.08 m from the south side lot line; and to permit a rear yard of 3.0 metres provided any future additions or new dwellings on the retained land have a rear yard of 7.5 metres. Note that the applicant has also submitted a Consent application (B17/03) for the purpose of creating a new residential lot from the existing property. The proposed Zoning Amendment is to apply to both the severed and retained land, with separate site-specific provisions for the severed lot and retained lot.

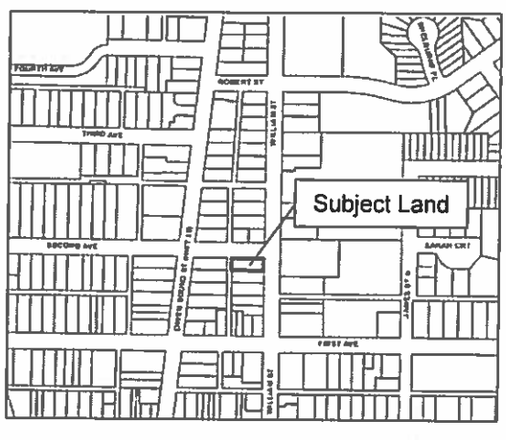
At the meeting you will be given an opportunity to ask questions and indicate whether you support or oppose the Zoning By-law Amendment. Written submissions will be accepted by the Clerk up to the time of the Public Meeting and will be given consideration by the Council prior to a decision being made.

If a person or public body does not make oral submissions at a public meeting, or make written submissions to the Clerk of the Town of Shelburne before the by-law is passed, the person or public body may not be added as a party to the hearing of an appeal before the Ontario Municipal Board unless, in the opinion of the Board, there are reasonable grounds to do so.

Additional information relating to the proposed Zoning By-law Amendment will be available for inspection at the Town of Shelburne Municipal Office at 203 Main Street East, during normal office hours, 8:30 a.m. to 4:30 p.m. and on the Town's website at www.townofshelburne.on.ca. If you wish to be notified of the passing of the proposed Zoning By-law Amendment, you must make a written request to the Town at the address below.

Dated at the Town of Shelburne on the 18th day of May, 2017.

John Telfer, CAO/Clerk
Town of Shelburne
203 Main Street East
Shelburne, Ontario L9V 3K7
Phone: 519-925-2600
Fax: 519-925-6134



203 Main Street East
Box 69
Shelburne, Ontario
L0N 1S0
Tel: (519) 925-2600
Fax: (519) 925-6134
www.townofshelburne.on.ca

For Office Use Only

File #: B17/03
Date Received: MAY 4, 2017
Date Accepted: 05/08/17
Application Fees:
PAID

TOWN OF SHELBURNE
APPLICATION FORM FOR CONSENT

1. APPLICATION INFORMATION

Name of Applicant: Spencer Brown

Mailing Address: 220 William St. Shelburne, ON, L9V 3L7

Telephone Number (Home) [redacted] Fax Number: _____

Telephone Number (Business): _____ Email Address: [redacted]

2. OWNER

If the Applicant is not the Owner of the subject lands, than authorization from the Owner is required, as well as the following information:

Name: Same

Mailing Address: _____

Telephone Number: _____ Fax Number: _____

3. MORTGAGES, CHARGES OR OTHER ENCUMBRANCES

Name: [redacted]

Mailing Address [redacted]

Name: _____

Mailing Address: _____

4. APPLICATION

What is the type and purpose of the application?

- ☒ new lot
- ☐ lot addition
- ☐ easement
- ☐ charge or lease
- ☐ correction of title

If known, the name of the person to whom the land or an interest in the land is to be transferred, charged or leased: Unknown

5. SUBJECT LANDS (LANDS TO BE SEVERED AND LANDS TO BE RETAINED)

Street Name and Number: 220 William St., Shelburne, ON, L9V 3L7

Lot: _____ Concession: _____

Reference Plan: Plan 5A Part/Block/Lot: Block 6, Lot 12

Area of subject lands: 653 m^2 Frontage: 16.11 m

Depth: 40.64 m

What is the current use of the subject lands? Residential

What is the proposed use of the subject lands? Residential

Are there any easements or restrictive covenants affecting the subject lands? Yes ☐ No ☒

Specify: _____

When were the subject lands acquired by the current owner? March 10, 2017

How long have the existing uses continued on the subject lands? 137 years, built in 1880

6. LANDS TO BE SEVERED

Area of severed lands: 324 m^2 Frontage: 20.2 m

Depth: 16.05 m

What is the current use of the lands to be severed? Residential

What is the proposed use of the lands to be severed? Residential

Number and use of buildings and structures on the lands to be severed:

Existing: (1) Garage TO BE REMOVED

Proposed: (1) Detached Home

Are the lands to be severed accessible by?

☐Provincial highway
☒Municipal road (maintained year round)
☐Right of way
☒Other, describe Public Lane

SERVICING

	Municipal	Private	Other
Water Supply	☒	☐	☐
Sewage Disposal	☒	☐	☐
Frontage on Road	☒	☐	☐

Is storm drainage provided by: ☒Storm Sewer ☐Ditch ☐Swale
☐Other, describe

ZONING AND OFFICIAL PLAN INFORMATION

What is the present Zoning of the lands to be severed? R2

What is the present Official Plan designation on the lands to be severed? Residential

7. LANDS TO BE RETAINED

Area of retained lands: 329 m^2 Frontage: 16.1 m

Depth: 20.44 m

What is the current use of the lands to be retained? Residential

What is the proposed use of the lands to be retained? Residential

Number and use of buildings and structures on the lands to be retained:

Existing: (1) Detached Home Proposed: (1) Detached Home (To Remain)

Are the lands to be retained accessible by:

☐Provincial highway
☒Municipal road (maintained year round)
☐Right of way
☐Other, describe

SERVICING

	Municipal	Private	Other
Water Supply	☒	☐	☐
Sewage Disposal	☒	☐	☐
Frontage on Road	☒	☐	☐

Is storm drainage provided by: ☒Storm Sewer ☐Ditch ☐Swale
☐Other, describe

ZONING AND OFFICIAL PLAN INFORMATION

What is the present Zoning of the lands to be retained? R2

What is the present Official Plan designation on the lands to be retained? Residential

8. OTHER APPLICATIONS

Are or have the subject lands been the subject of any other applications under the Planning Act for approval? Zoning By-law Amendment is being filed to change the zoning of the severed and retained lands to site-specific R4-

☒ yes ☐ no

If yes, what is the file number? R4-

What is the status of the application? Submitted Concurrently

9. DRAWINGS

Please include a sketch or survey showing the following:

1. The boundaries and dimensions of the subject land including the lot(s) to be created;
2. The location, size and type of all existing and proposed buildings and structures on the subject land, indicating the distance of the building or structures from the front yard lot line, rear yard lot line and side yard lot lines;
3. The approximate location of all natural and artificial features on the subject land and on land that is adjacent to the subject land that, in the opinion of the applicant, may affect the application. Examples include buildings, railways, roads, watercourses, drainage ditches, river or stream banks, wetlands, wooded areas, wells and septic tanks;
4. The current uses on land that is adjacent to the subject land;
5. The location, width and name of any roads within or abutting the subject land, indicating whether it is an unopened road allowance, a public travelled road, a private road or a right of way; and,
6. The location and nature of any easement affecting the subject land.

Drawings should be of an adequate size to clearly identify all features and provide dimensions. The drawings should be to scale. The Municipality may require drawings to be prepared on a legal survey, and additional information to be surveyed.

10. PAYMENT OF FEES

As of the date of this application, I hereby agree to pay for and bear the entire cost and expense for any engineering, legal, landscape architectural and/or external planning consulting expenses incurred by the Town of Shelburne during the processing of this application, in addition to any application fee set by the Town of Shelburne.

May 4, 2017
Date

[redacted]
Signature of Owner/Applicant

Note: All invoices for payment shall be sent to the person indicated in Section 2 of this application, unless otherwise requested.

11. AUTHORIZATION

I/We _____ am/are the owner(s) of the subject lands for which this application is to apply. I/We _____ do hereby grant authorization to _____ to act on my/our behalf in regard to this application.

_____ _____

Date Signature of Registered Owner(s)

---

12. AFFIDAVIT

I, Spencer Brown of the Town of Shelburne in the County of Dufferin solemnly declare that all of the above statements contained herein and in all exhibits transmitted herewith are true and I make this solemn declaration conscientiously believing it to be true, and knowing that it is of the same force and effect as if made under other, and by virtue of "The Canada Evidence Act".

DECLARED BEFORE ME AT TOWN OF SHELBURNE

in the COUNTY of DUFFERIN

this 4th day of MAY, 2017

_____ [redacted]

Witness Signature of Registered Owner (s) or Agent

Jennifer Willoughby, a Commissioner, etc.,
County of Dufferin, for the Corporation of
the Town of Shelburne.

COMMISSION TO ENTER

I hereby authorize the members of staff and/or members of Committee of Adjustment 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.

May 4, 2017 [redacted]

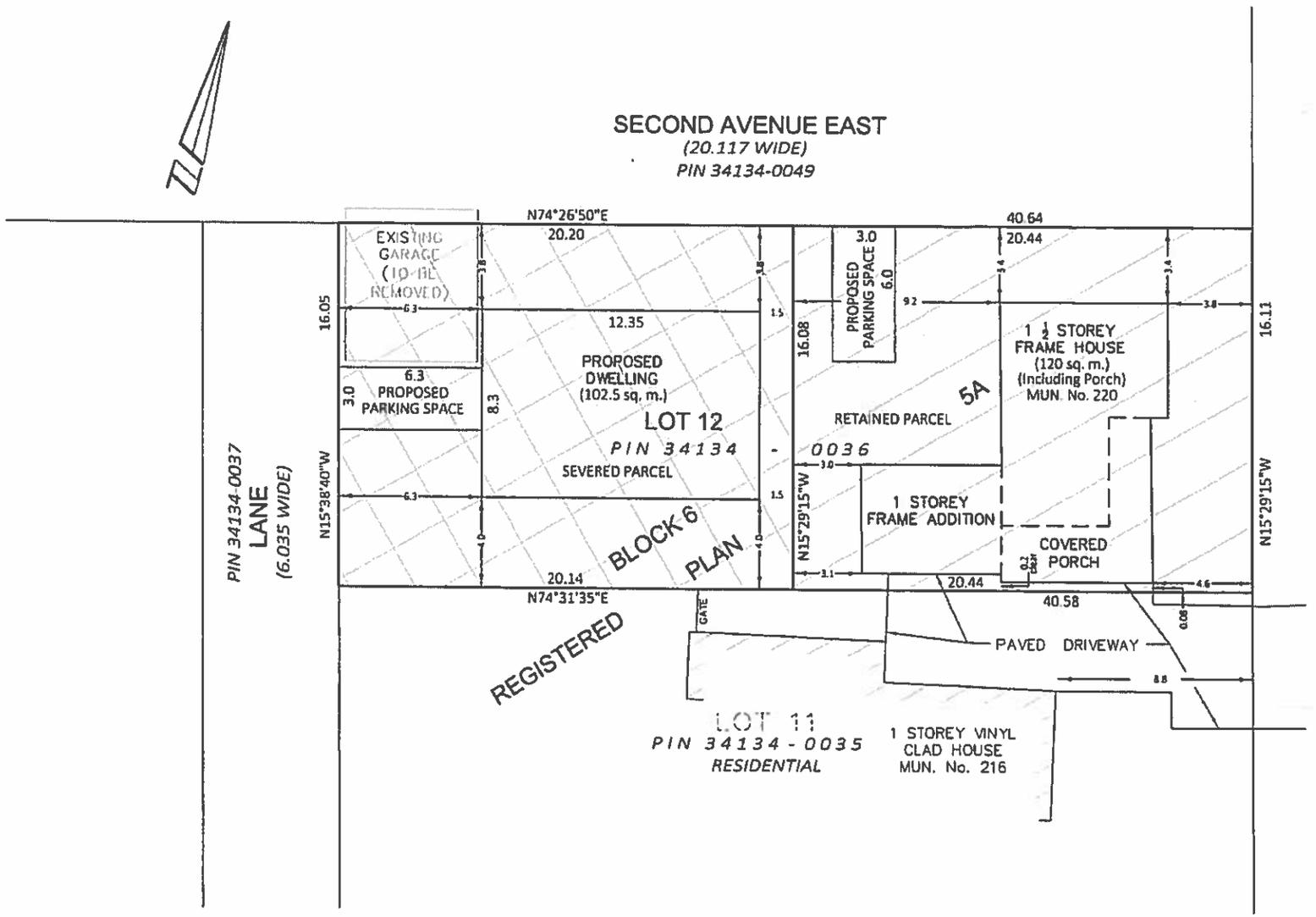
Date Signature of Registered Owner (s) or Agent

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 519-925-2600.

SEVERANCE SKETCH ON
ALL OF LOT 12
BLOCK 6
REGISTERED PLAN 5A
TOWN OF SHELBURNE
COUNTY OF DUFFERIN

SCALE 1 : 150

VAN HARTEN SURVEYING INC.



To: Shelburne Planning Department and Town Council.

RE: New Infill Lot – 220 William St. and Second Avenue East.

Enclosed is an application to sever at 220 William St. in order to create a new infill lot.

Directly across the road from 220 William St, there are two houses; 120 Second Avenue East, and 304 William St. The consent to sever proposes to create two lots on 220 William very similar in size to those across the road. The application is concurrent with a request to change the zoning on the new and retained lots from R2 to R4.

Should this severance be accepted, this would accomplish 2 important objectives of the Town, as stated in Section 3 of Shelburne's Town Plan:

1. Promote Intensification in the CBD
2. Provide a mix of affordable housing that exists near the downtown core

220 William St. is just inside the boundary of the CBD of Shelburne as shown in Figure 5. By proposing to build small house (approximately 1100 sqft) within the existing Shelburne footprint, more affordable housing is created. An additional benefit is the removal of the existing run-down garage that is encroaching onto Town property as shown in Figures 3 and 4.

Lastly, we are making improvements to the exterior of the existing building at 220 William St as this building has fallen in to disrepair. The improvements being made to the existing building – and the addition of a small bungalow in place of the run-down garage will improve the neighbourhood aesthetics.

Included in the package

- Consent to Sever Application and Sketch
- Re-Zoning Application
- Google maps screen shot and photo of precedence directly across the street - 2 houses on the same lot size as 220 William St. (Figures 1 and 2)
- Photo of 220 William St and close up of the compliance garage (Figures 3 and 4)
- Shelburne CBD drawing showing 220 William St. (Figure 5)
- Proposed new raised bungalow house elevation and floor plan (Figures 6 and 7)

I hope you will find this application for severance sufficient and of benefit for the Town.

Sincerely,

[redacted]

May 4, 2017

List of Figures

Figure 1 – Plan View of Precedence Across the Road

Figure 2 – Picture of Precedence Across the Road

Figure 3 – Picture of 220 William St.

Figure 4 – Close up of Out of Compliance Garage

Figure 5 – Shelburne CBD Map

Figure 6 – Picture of Proposed House Elevation

Figure 7 – Picture of Proposed House Floor Plan

220 William St. Severance Application
May 4th, 2017

Figure 1

220 William St. Severance Application
May 4th, 2017

Figure 2

Figure 3

Figure 4

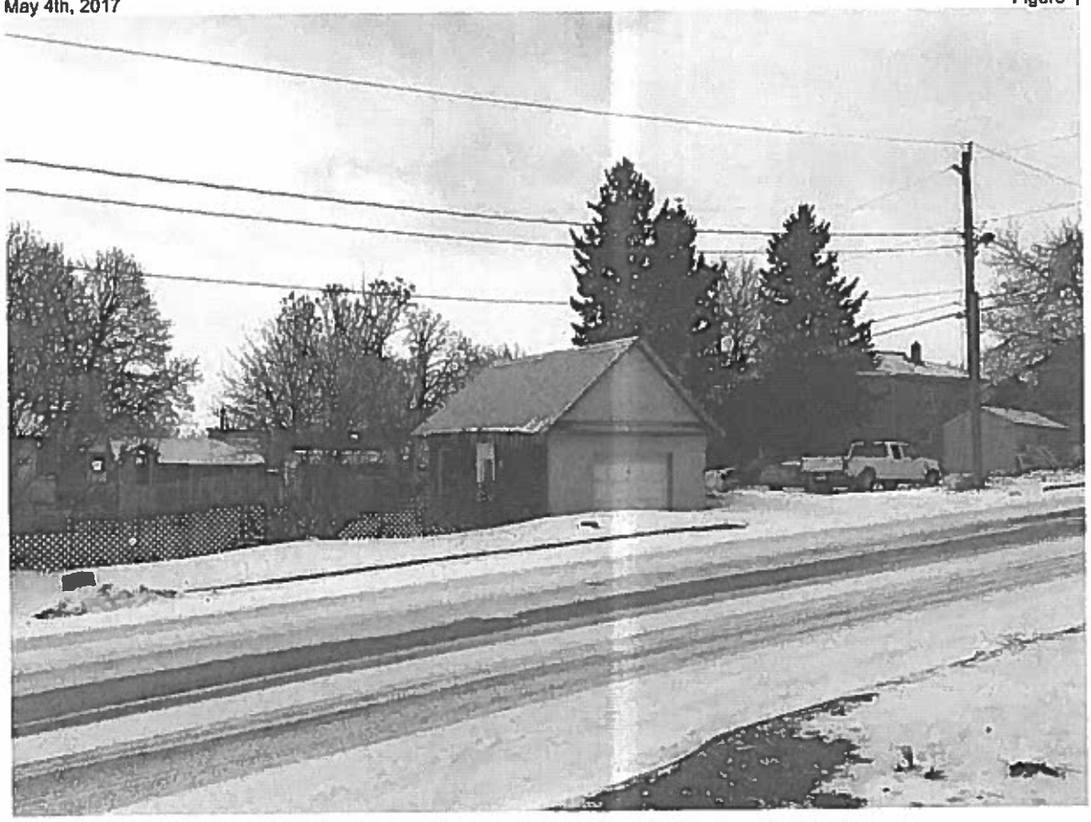


Figure 5

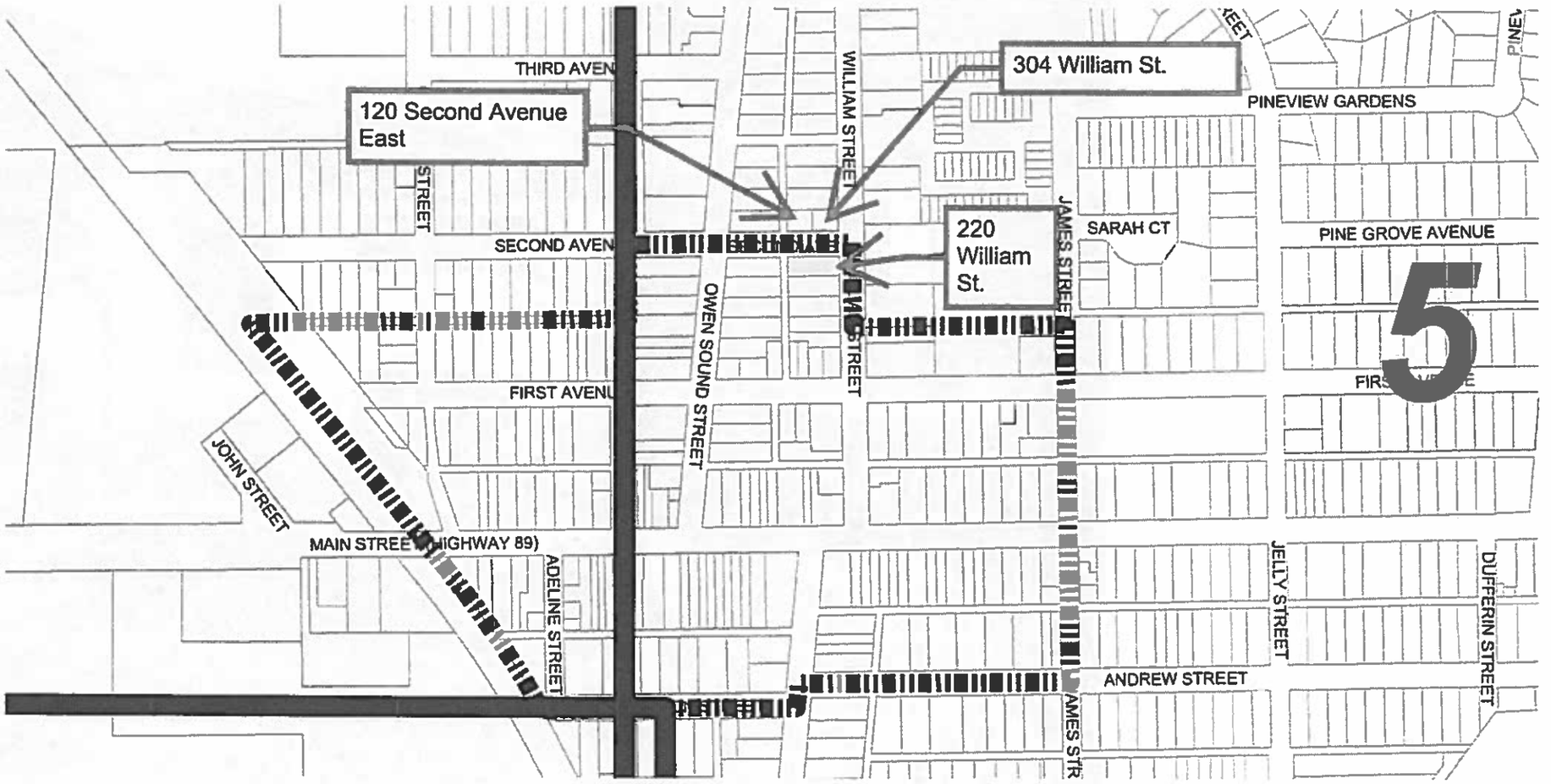

120 Second Avenue East
304 William St.
220 William St.
THIRD AVEN
SECOND AVEN
FIRST AVENU
WILLIAM STREET
OWEN SOUND STREET
JAMES STREET
JOHN STREET
ADELINE STREET
MAIN STREET (HIGHWAY 89)
SARAH CT
PINEVIEW GARDENS
PINE GROVE AVENUE
JELLY STREET
DUFFERIN STREET
ANDREW STREET
5

Figure 6

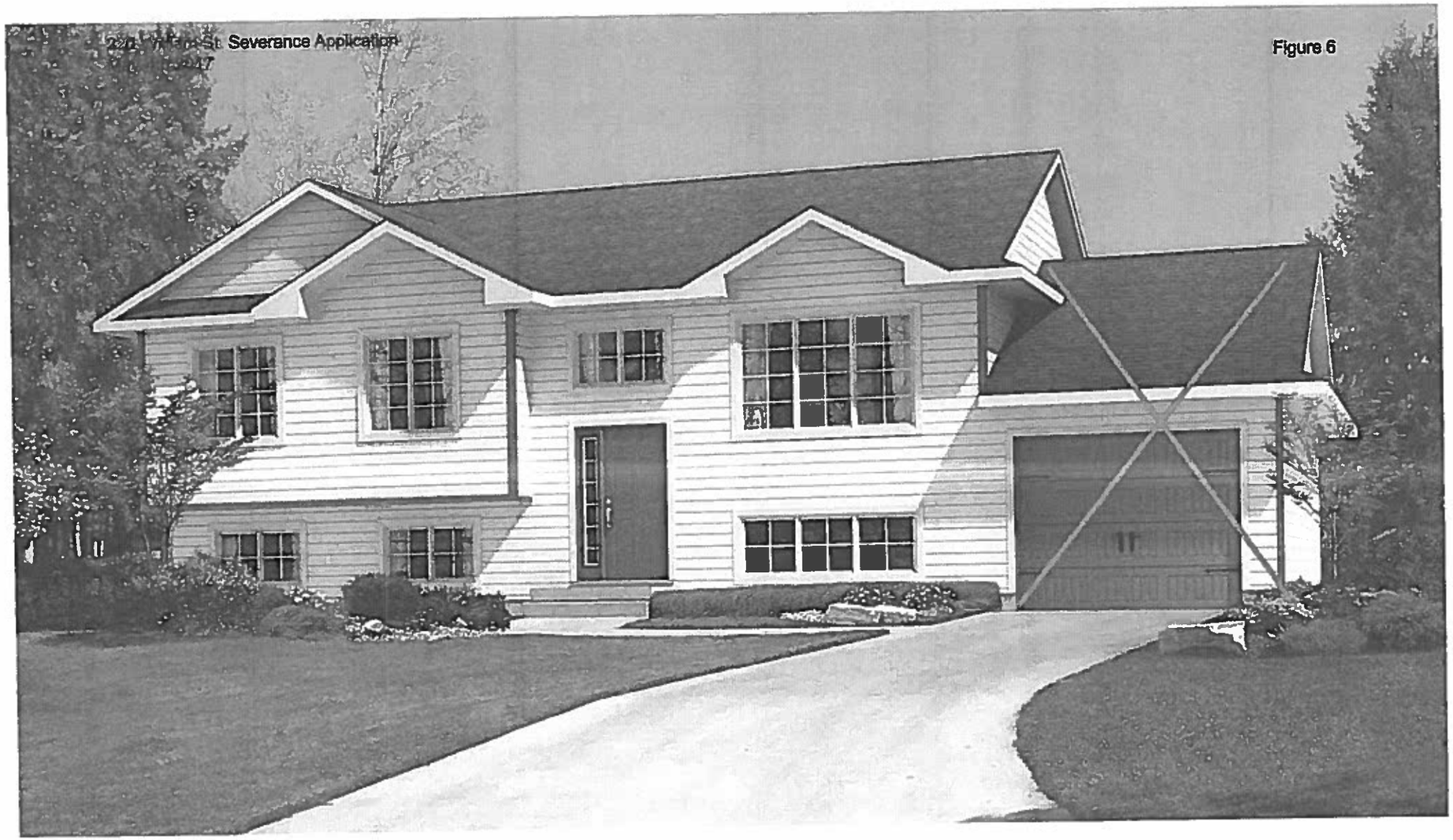
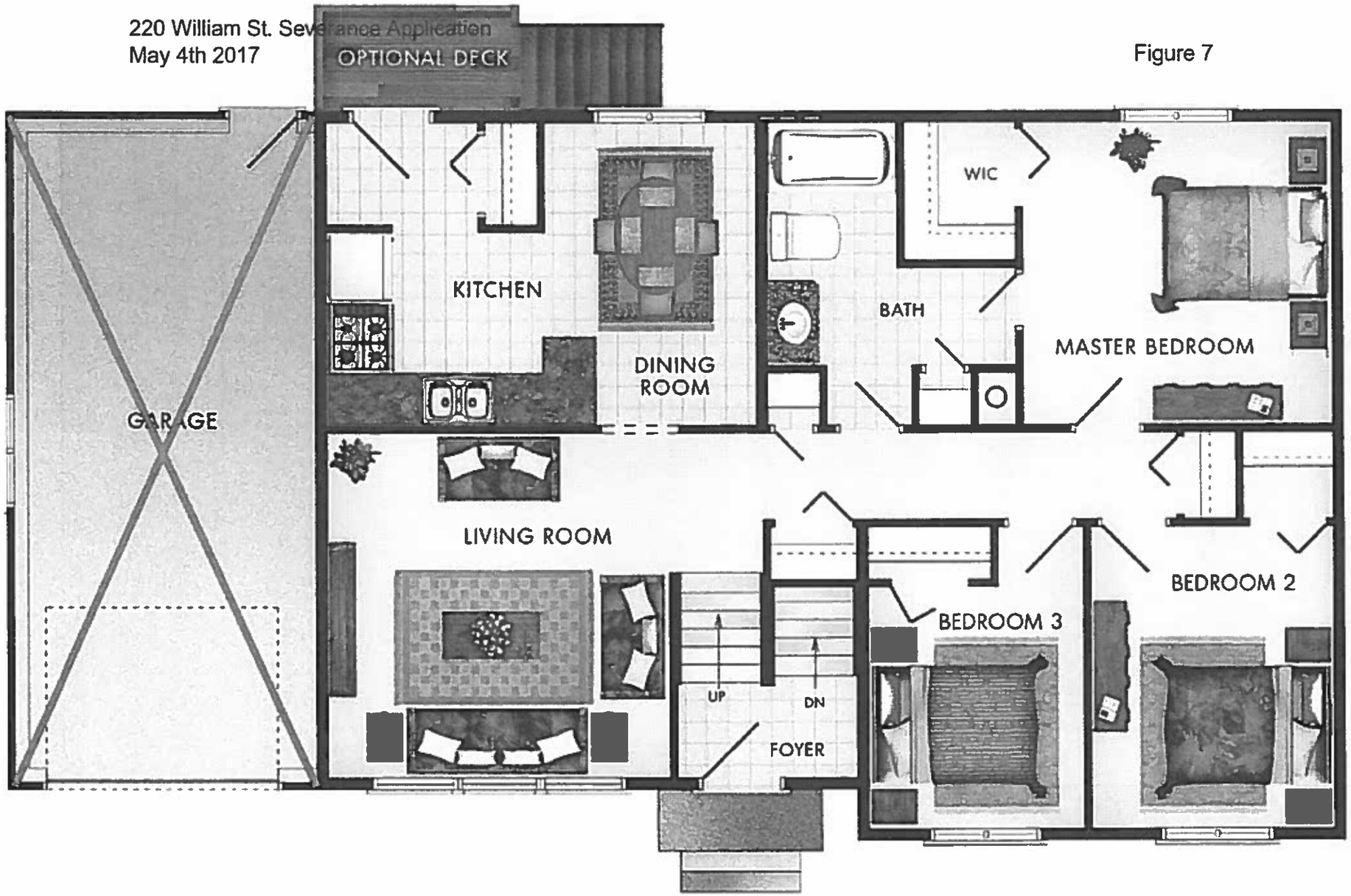


Figure 7


OPTIONAL DECK
GARAGE
KITCHEN
DINING ROOM
WIC
BATH
MASTER BEDROOM
LIVING ROOM
UP
DN
FOYER
BEDROOM 3
BEDROOM 2

TOWNSHIP OF MELANCTHON

REPORT TO COUNCIL

TO: MAYOR WHITE AND MEMBERS OF COUNCIL

FROM: Wendy Atkinson, Treasurer

SUBJECT: By-law 60-2015, a By-law to prescribe fees and charges for services and activities provided.

DATE: June 1, 2017

Background and Discussion

Currently we are mailing out overdue tax notices after each instalment date (4 x per year). There are approximately 350 notices sent out each time. Postage costs .82 per item which amounts to $1150.00 per year. This does take into account the cost of paper and the time to fold the notices and put them through the postage meter.

Financial

If we charged a $2.00 fee for each reminder/overdue notice the fee would help cover the administration costs. If Council is in agreement we would need to amend By-law 60-2015 to add a Overdue Notice/Reminder Fee. The fee could be programmed into the tax system.

Respectfully submitted,

Wendy Atkinson
Treasurer

ACT#8
JUN 0 1 2017

THE CORPORATION OF THE TOWNSHIP OF MELANCTHON

BY-LAW NO. - 2017

BEING A BY-LAW TO PRESCRIBE LOWER RATES OF SPEED

WHEREAS Section 128(2) of the *Highway Traffic Act*, R.S.O. 1990, Chapter H.8 provides that the Council of a Municipality may, for motor vehicles driven on a highway or portion of a highway under its jurisdiction, by by-law prescribe a rate of speed different from the rate set out in subsection 128(1) of the Highway Traffic Act, R.S.O. 1990, Chapter H.8.

AND WHEREAS it is deemed expedient that the speed of motor vehicles on certain highways in the Corporation of the Township of Melancthon be reduced;

NOW THEREFORE the Council of the Corporation of the Township of Melancthon enacts as follows:

1. When any highway or portion of highway set out below is marked in compliance with the regulation of the *Highway Traffic Act,* the maximum rate of speed thereon shall be the rate of speed set out opposite thereto in Column 2.

Column 1	Column 2
3rd Line OS from 15 Sideroad to 20 Sideroad	60 kilometres per hour

2. The penalties provided in the *Highway Traffic Act* shall apply to offences against this By-law.

3. That this By-law comes into force and takes effect upon the final passing thereof and upon the erection of appropriate signing in compliance with the regulations under the *Highway Traffic Act.*

BY-LAW READ A FIRST AND SECOND TIME THIS 1ST DAY OF JUNE, 2017.

BY-LAW READ A THIRD TIME AND PASSED THIS 1ST DAY OF JUNE, 2017.

MAYOR CLERK

G.B. #1.1
JUN 0 1 2017

Township of Melancthon Asset Management Plan

R.J. Burnside & Associates Limited
15 Townline
Orangeville ON L9W 3R4 CANADA

May 25, 2017
300038690.2016

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Executive Summary

This report contains the Asset Management Plan for the Township of Melancthon (Township). The report has been organized as follows:

- Chapter 1: Introduction;
- Chapter 2: State of Local Infrastructure;
- Chapter 3: Expected Levels of Service;
- Chapter 4: Asset Management Strategy;
- Chapter 5: Financing Strategy; and
- Chapter 6: Recommendations.

The "state of local infrastructure" chapter provides an overview of the 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 where available. 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 assets have a weighted average condition (with the weighting based on asset replacement cost) of the following 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 perspective of all the assets found in that asset grouping/network.

Asset Type	Asset Sub-Type	Condition (weighted average)	Risk (weighted average)
Roads	Road Surface	Average	Moderate
	Road Base	Average	Moderate
	Bridges & Culverts	Good	Moderate
	Cross Road Culverts	Very Good	Low
	Street Lights	Very Good	Low
	Signs	Very Good	Low
	Sidewalks	Average	Moderate
Facilities	Municipal Office	Good	Moderate
	Horning's Mills Hall	Average	Moderate
	Public Works	Good	Moderate
	Salt Dome	Good	Low
	Equipment Storage	Very Good	Low
Vehicles		Good	Moderate
Storm Water	Catch Basins	Very Good	Moderate
	Storm Water Mains	Very Good	Low
Equipment & Machinery		Good	Low
Land Improvements		Good	Low
Software & Hardware		Average	Moderate

"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. Melancthon Township 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 Township tangible capital assets and therefore reduce the total lifecycle costs of Township assets.

The "asset management strategy" provides a long term operating and capital forecast for 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 20 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 improved as soon as practicable:

Roads

- 2nd Line SW – To change the maximum speed from 80 km per hour to 60 km per hour. This is to try and reduce vehicular damage and public safety. It is also in preparation for the following key needs identified in the Asset Management Strategy.
- 2nd Line SW From: 250 Sideroad To: Melancthon / Southgate Boundary Line – Recommendation is to grind the current asphalt surface and roll this into trying to stabilize the road base with additional gravel. The following year to add more gravel and pack the road base well. Then in the subsequent year based on traffic counts to either put a new asphalt surface or to leave this as a gravel surface road. Traffic count will determine the surface type need (approximate cost 2017 $25,000; 2018 $10,000).
- 2nd Line SW From: Hwy 89 To: 300 Sideroad – Recommendation is to grind the current asphalt surface and roll this into trying to stabilize the road base with additional gravel. The following year to add more gravel and pack the road base well. Then in the subsequent year based on traffic counts to either put a new asphalt surface or to leave this as a gravel road. Traffic count will determine the surface type need (approximate cost 2017 $20,000; 2018 $7,500).
- Road bases are not expected to be fully replaced but improved and in localized places dug out and repacked. However there are several road pavements showing that their road bases need some additional support and stabilization.
  - 2nd Line SW from 250 Sideroad to Melancthon / Southgate Boundary Line – As noted above.
  - 2nd Line SW from Highway 89 to 300 Sideroad – As noted above.

  - High Street in Horning's Mills– Is scheduled to be resurfaced, but before doing so it is recommended that this road base be improved (approximate cost 2017 $5,000).
- 4th Line NE from 240 Sideroad to County Road 9 – Recommendation is to grind the current asphalt surface and roll this into trying to stabilize the road base with additional gravel. The following year to add more gravel and pack the road base well. Then in the subsequent year based on traffic counts to either put a new asphalt surface or to leave this as a gravel road. Traffic count will determine the surface type need (approximate cost 2018 $25,000; 2019 $10,000).
- 5th Line OS (asphalt road segments) – Is showing real road base instability. It is recommended to grind the current asphalt surface and roll this into trying to stabilize the road base with additional gravel. The following year to add more gravel and pack the road base well. Then in the subsequent year based on traffic counts to either put a new asphalt surface or to leave this as a gravel road. Traffic count will determine the surface type need (approximate cost 2019 $50,000; 2020 $20,000).

Bridges

- Bridge 15 – Oldfield Bridge 2nd Line SW – This is an expensive bridge to replace, as well as the high traffic count on this road leads to the recommendation to rehabilitate this bridge so that it can extend the life of the bridge for an additional 40 years (approximate cost 2017 $218,000).
- Bridge 2003 – Culvert 3rd Line – There was found severe corrosion and localized section loss at the base of the culvert. Recommendation due to corrosion and growing traffic count is to replace this multi-plate culvert (approximate cost 2018 $380,000).
- Bridge 10 – Hutchinson Bridge 280 Sideroad – This bridge is in fair condition, and therefore to extend the life of the asset it is recommended to sandblast and paint the structural steel, replace the timber decking and some concrete repairs (approximate cost 2018 $185,000).
- Bridge 2013 – Timber Culvert 30th Sideroad – There are signs of timber deterioration and weathering. This is not surprising due to the age and excess granular material found above the deck. The recommendation is to remove the granular material from the deck surface and expose the timber deck, to better understand the best course of action (approximate cost 2018 $30,000).

Facilities

- Municipal Office HVAC – The old heating system is well past its life expectancy and therefore needs to be carefully monitored. Due to this building identified as a critical Township asset it is recommended that this system should be replaced (approximate cost 2017 $5,000).
- Municipal Office Well Pump – Water supply being critical for the proper functioning of this building the water well pump is still working but there is concern over its age.

The Township may want to ensure that money is set aside for a replacement as soon as it is required (approximate cost $5,000).

- Horning's Mills Hall Well Pump – Water supply being critical for the functioning of this building the water well pump is still working but there is concern over its age. The Township may want to ensure that money is set aside for a replacement as soon as it is required (approximate cost $5,000).

Vehicles

- 2000 Western Star Tandem Axel Plow Truck – Has exceeded its life expectancy and therefore is recommended to be replaced. These types of trucks are critical to ensuring that the Township roads are in good repair and safe to drive (approximate cost $275,000).

The above clearly identifies a growing gap in infrastructure funding, which is found not only in the Township of Melancthon but throughout Ontario and across Canada. The Township has been making steps over the last few years to start to close this funding gap, and has completed many required bridge projects, but more needs to be done to ensure that the Township can offer appropriate levels of service to the public. We have recommended that further more detailed inspections (eg. Road Needs Study, Storm Sewer Inspections) of some assets be undertaken to provide a more accurate asset condition, remaining life and potential risk of failure.

The "financing strategy" described in Chapter 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 20 year forecast period.

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.

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. 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:

- Bridges & Culverts;
- Equipment & Machinery (Office, Other);
- Facilities (Administration Office, Horning's Mills Hall, Public Works Garage, Salt Dome, and new Equipment Storage Building);
- Land Improvements (Playing Surfaces, Parking Lots, Parks, Playground Equipment, Shelters);
- Roads (Bases and Surfaces - Asphalt, Gravel);
- Sidewalks;
- Signs;
- Software & Hardware;
- Storm Water (Catch basins, Mains, Manholes, Headwalls);
- Street Lights; and
- Vehicles.

It is recommended that this plan be updated on an annual basis to ensure that it is kept up to date.

1.2 Plan Objectives

The Township's goals and objectives with respect to their capital assets relate to the level of service being provided to Township constituents. Services should be provided at expected levels, as defined within this asset management plan. Township 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 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 2016 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 field and/or 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. Further analysis of the practices and identification of additional maintenance 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 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. 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 20 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.

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 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, both require 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 the developed Township asset management spreadsheets contain both historic and current replacement valuation methods as an effective approach to maintaining the Township's asset data (digital spreadsheets of all Township 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 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, except where field or desktop assessments were completed);
- 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 2016 replacement costs. Other valuations were made using a current 2016 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;
- Burnside 2015 Bridge Inspection Report;
- Recent purchases information from the Township; and
- Discussions with Township staff.

Some adjustments to asset useful lives has been made but further analysis may reveal that the Township will want to update some useful life values so that they better reflect the lifecycle and remaining life of the Township's assets. Burnside engineers and the Township staff have reviewed the useful lives of the asset types identified in this project and believe they now reflect the conditions, maintenance practices and management of Township assets.

2.2 Capital Asset Overview

Melancthon Township presently owns capital assets with a 2016 replacement value of approximately $138.8 million or $33.2 million excluding the road base assets. Table 2-1, Figure 2-1 and Figure 2-2 outline the breakdown of these totals into the Township's asset categories.

The capital asset inventory was organized in a Microsoft Excel spreadsheet and delivered to the Township in digital form in Appendix A. Each of the asset types were assessed for their age, condition (where available) and for data accuracy and completeness. The Township reviewed the asset inventory over the course of this project.

Table 2-1 and Figure 2-1 show the Township's financial accounting valuation summary by asset type. 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 municipality's audited financial statements each year. Burnside has done the additional work of developing the Opening/Historic 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 Township assets, the total tangible capital asset historical cost is approximately $16.2 million. This is approximately 12% of the total replacement cost of all the assets or 49% without road base replacement costs included. 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 2016. Total accumulated amortization for the Township's assets is $7.6 million or 47% of the total asset historical cost and $5.5 million or 44% without road base historic 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 Township owned road assets have the greatest percentage replacement cost if the road base values were included in the calculation (see Figure 2-2). Road bases are considered assets that will never be totally replaced, but will from time to time be improved and in small locations reconstructed on an as needed basis. Therefore by excluding road base asset values, Township bridges percentage replacement costs are over 63% of any other asset type. Other major asset types are Roads (made up of Road Surfaces, Cross Road Culverts, Signs, Street Lights, and Sidewalks) with 20%, Facilities with 7%, and Vehicles with 8%. More in depth discussion of these asset types follows below. Storm Water assets will also be addressed due to the proposed need to inspect these assets using closed circuit television inspection (CCTV).

Figure 2-1: Township Asset Distribution Replacement Costs (2016)

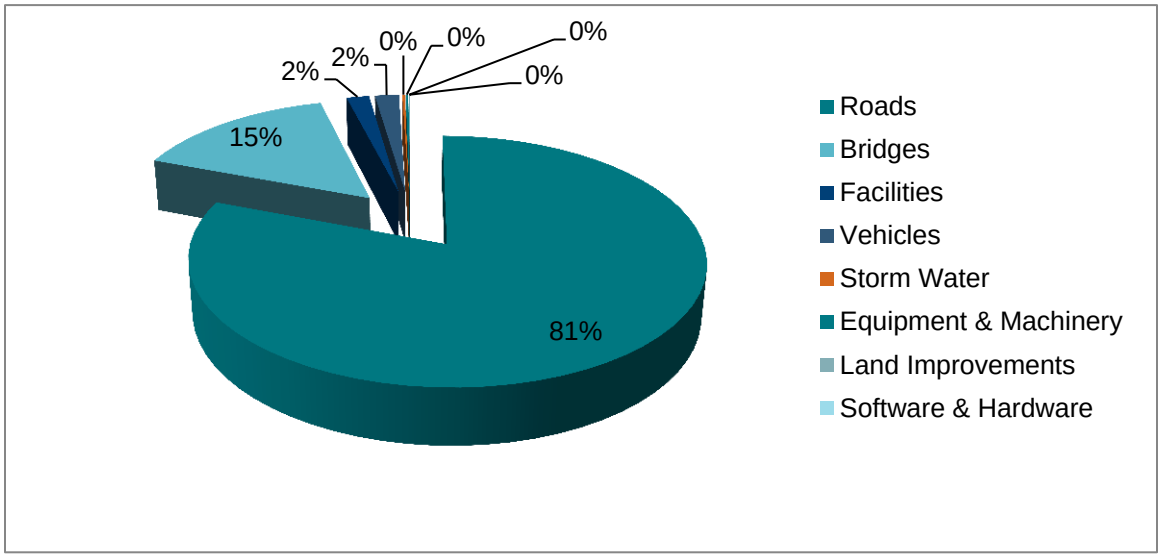


Figure 2-2: Township Asset Distribution Replacement Costs, Without Road Bases (2016)

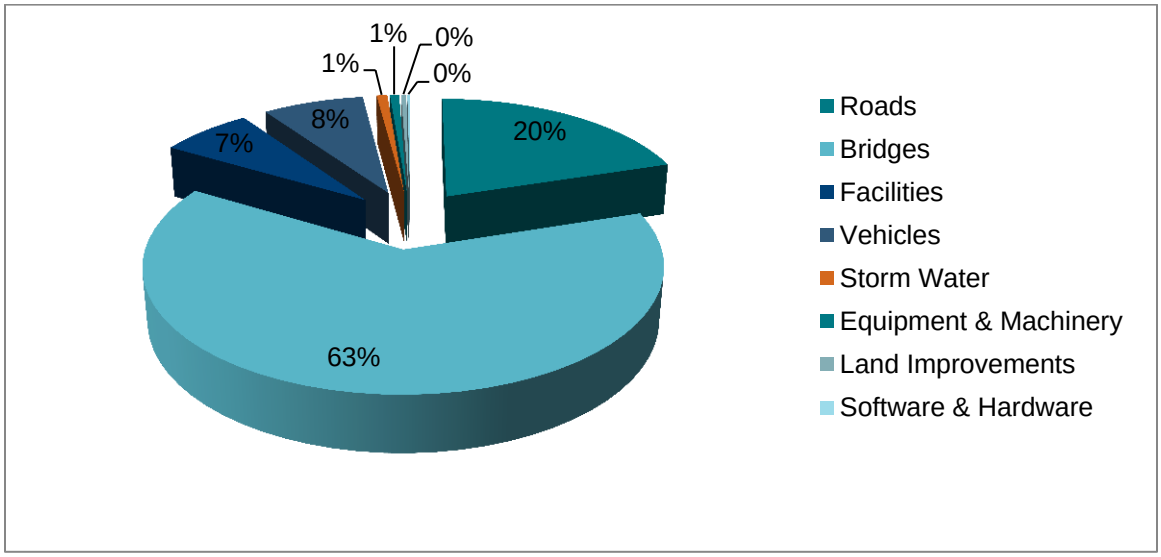


Table 2-1: Township Asset Summary

Asset Type	Asset Sub-Type	Historic Cost	2015 Accumulated Amortization	2015 Net Book Value	2016 Replacement Cost	Condition (weighted average)		Useful Life (years)	Age (weighted average)	Remaining Life (weighted average)	Risk (weighted average)	
						Value	Text				Value	Text
Roads	Road Surface	$4,266,527	$2,163,670	$2,500,733	$6,460,483	5.9	Average	15, 25, 3	18	4	2	Moderate
	Road Base	$3,825,618	$2,100,162	$1,725,456	$105,612,196	5.1	Average	N/A	112	10	2	Moderate
	Bridges & Culverts	$5,134,042	$1,874,523	$3,272,076	$20,889,250	7.0	Good	75, 50	34	38	2	Moderate
	Cross Road Culverts	$36,317	$354	$35,963	$58,700	10.0	Very Good	50	1	49	1	Low
	Street Lights	$44,372	$1,059	$43,312	$148,500	9.0	Very Good	20	2	38	1	Low
	Signs	$20,966	$2,076	$18,890	$21,150	9.0	Very Good	20, 10	1	10	1	Low
	Sidewalks	$4,073	$3,001	$1,072	$11,000	5.3	Average	40	30	9	2	Moderate
Facilities	Municipal Office	$117,551	$50,028	$252,169	$597,123	8.9	Good	100, 30, 25, 20, 15	22	66	2	Moderate
	Horning's Mills Hall	$222,606	$160,372	$68,842	$671,329	7.0	Average	50, 40, 30, 25, 20, 15	28	17	2	Moderate
	Public Works	$141,898	$83,091	$140,467	$693,928	7.9	Good	100, 30, 25, 20	42	38	2	Moderate
	Salt Dome	$74,040	$35,539	$38,501	$250,000	7.0	Good	50	25	25	1	Low
	Equipment Storage	$150,000	$0	$150,000	$150,000	10.0	Very Good	75	0	76	1	Low
Vehicles		$1,838,966	$992,026	$846,940	$2,535,000	7.0	Good	20, 15, 10	10	7	2	Moderate
Storm Water	Catch Basins	$47,368	$12,269	$35,099	$86,000	6.7	Very Good	50	25	25	2	Moderate
	Storm Water Mains	$86,104	$10,923	$75,180	$181,825	7.6	Very Good	100	21	79	1	Low
Equipment & Machinery		$138,025	$49,973	$88,052	$231,704	7.0	Good	75, 50, 30, 25, 20, 15, 10, 5	13	14	1	Low
Land Improvements		$38,023	$18,658	$33,234	$142,896	7.0	Good	50, 30, 20, 15	41	7	1	Low
Software & Hardware		$59,818	$41,113	$18,706	$56,912	6.0	Average	30, 20, 15, 10, 5	6	3	2	Moderate
	Total	**$16,246,314**	**$7,598,837**	**$9,344,691**	**$138,797,997**	**6.0**	**Average**		**92**	**15**	**2**	**Moderate**
	Total without Road Base Replacement Costs				**$33,185,801**	**7.1**	**Good**		**31**	**35**	**2**	**Moderate**

The Equipment & Machinery assets are mostly composed of Municipal Office equipment, Public Works equipment and Horning's Mills Hall equipment. These assets are numerous and a standard requirement for general operations of these department areas of the municipality. These assets also are used and/or tested for safety on a regular basis by Township staff and therefore maintained or replaced on a regular schedule or when required.

Land Improvements assets are mostly made up of parking lots and playing surfaces, as sports fields and park equipment. Township staff regularly inspect these assets to ensure they are well maintained. It is recommended that the Township review the lifecycles of these assets to ensure that they are appropriate for the Melancthon Township environment.

The Software and Hardware asset group is also regularly used by Township staff. Assets as computers are replaced when required to ensure staff effectiveness. Therefore this asset group is well maintained and controlled via appropriate timely replacements.

The Township sidewalks are only located in Horning's Mills and inspected annually for deficiencies. The identified issues are recorded and corrected as soon as practicable. The identification of when these sidewalks were constructed was approximated using inputs from the Township road construction.

Street signs have not been fully recorded by the Township. Recently installed important signs were identified and included in this study, but do not require any additional analysis. Township staff review sign reflectivity annually.

Township street lights have been replaced with new LED lights which will effectively reduce the Township's electrical energy consumption. As these are new energy efficient lights which are expected to have over a 20 year lifecycle (40 years used in this study), there was no further analysis done on this asset type.

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 made up of the following asset types:

- Road Surface – 23% of the total Township Road asset replacement costs;
- Bridges – 77% of the total Township Road asset replacement costs;
- Cross Road Culverts – 0% of the total Township Road asset replacement costs;
- Signs – 0% of the total Township Road asset replacement costs;
- Street Lights – less than 1% of the total Township Road asset replacement costs;
- Sidewalks – 0% of the total Township Road asset replacement costs.

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 environment assets account for $27.8 million dollars or 83% of the Township's assets. The composition of the road surfaces are outlined in Table 2-2.

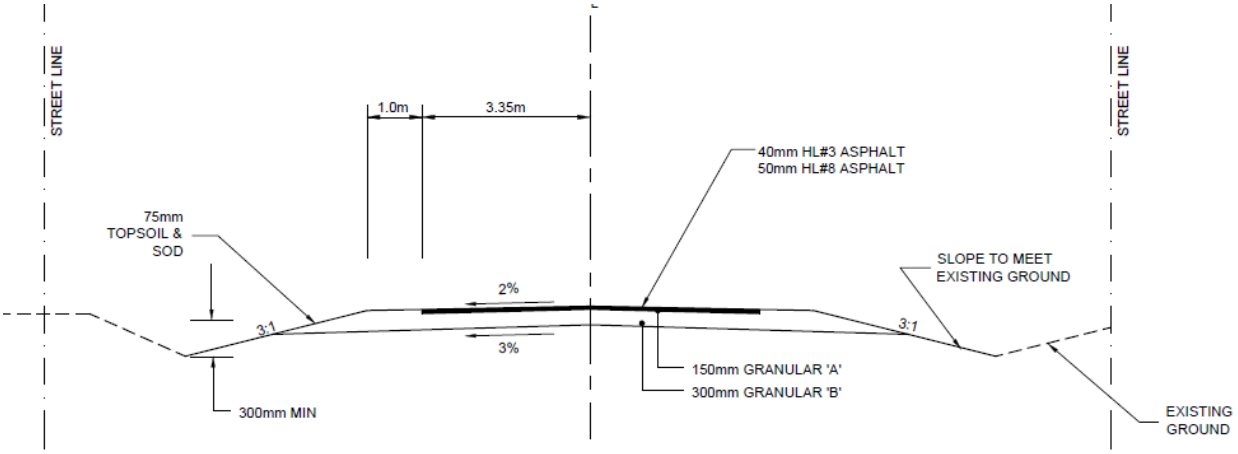
Table 2-2: Roadside Environment (Road Surfaces)

Roadside Environment	Length (km)	Asphalt Surface (km)	Gravel Surface (km)	Condition (weighted average)	Replacement Cost
Urban	3.4	3.4		5.5	$257,919
Semi-Urban	3.5	3.5		6.0	$262,402
Rural	241.6	74.2	167.3	5.9	$6,001,910
Total	**248.5**	**81.2**	**167.3**		**$6,522,231**

Burnside completed a desktop review of all Township roads to establish the road inventory. Many discussions with the Township Road Superintendent, helped to identify the road conditions, and identified needs for both asphalt and gravel surface roads.

It was identified that the Township is falling behind in trying to maintain good asphalt road surfaces, which can and eventually do affect the road bases. A presentation to the Township Roads Sub-Committee explained that it is very important to maintain the road surfaces which are comparatively a minor replacement cost to the major cost to replace a road base (see Figure 2-3). For some asphalt roads it is recommended that the asphalt surface be ground into the base along with some additional gravel. This will help to develop a more secure road base. Once the road base becomes soft it cannot economically support a hardtop road surface and it becomes a high maintenance gravel road.

Figure 2-3: Typical Road Cross-Section



The gravel surface roads are on an approximate three year rotation, of surface gravel replacement/top-up. In some locations additional gravel is at times required to help reinforce the road base. This rotation is recommended to continue to ensure that these roads remain safe.

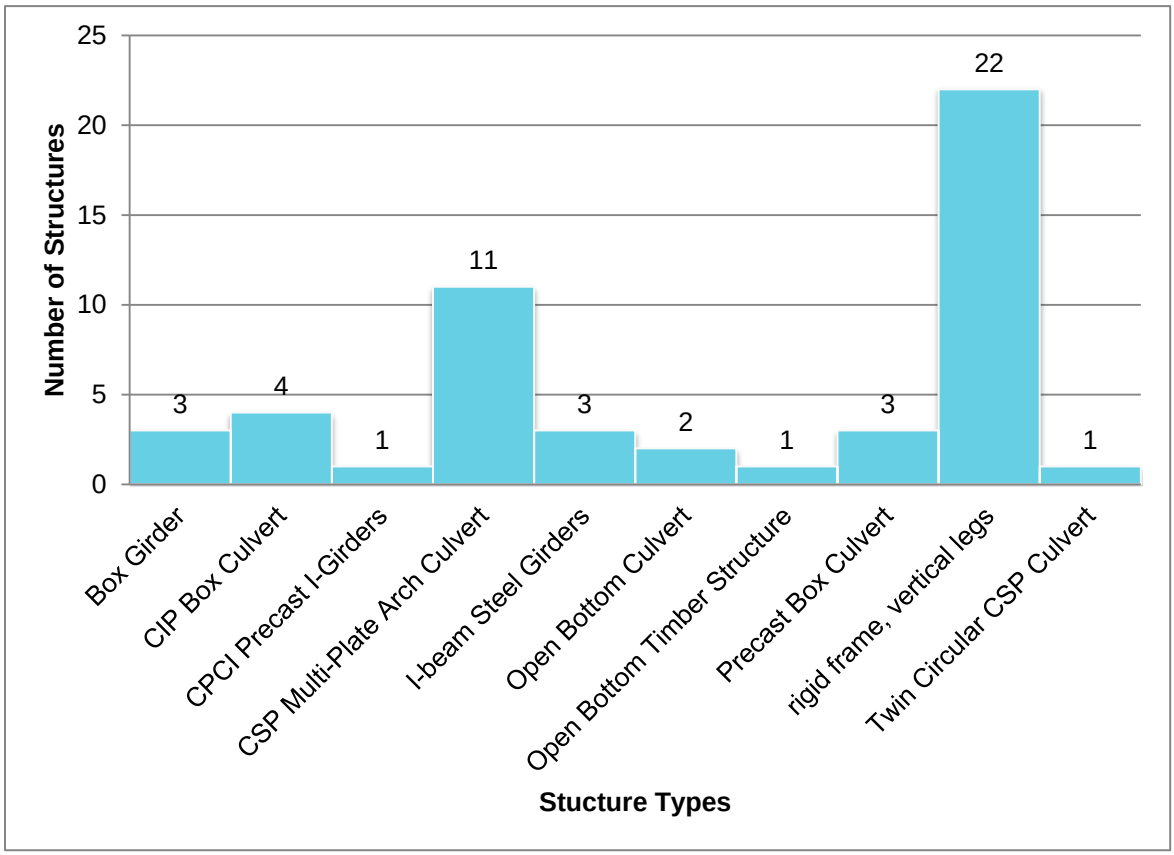
To gain a better understanding of the road conditions it is recommended that the Township complete a Road Needs study. This will provide a more detailed report of condition related deficiencies, and other deficiencies that may impact longevity or operations of Township roads, including road widths, drainage, surface type, alignment, and brushing maintenance where required.

2.3.2 Bridges & Culverts

Burnside in 2015 inspected the Township's 52 municipal bridge and culvert structures over the span of 3.0 m. One of these structures, Bridge 2 was mistakenly reviewed as it is owned by the County of Dufferin. This structure was removed from the Township's asset inventory, and not discussed in this Asset Management study. The complete detailed report was delivered to the Township in December 2015. Visual inspections are required to be carried out every two years in accordance with the Ministry of Transportation – Ontario Structure Inspection Manual (OSIM). The 2015 inspections were 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 under $21 million replacement cost of bridge and culvert assets. Figure 2-4 provides the distribution of the types of bridges that the Township owns.

Figure 2-4: Township of Melancthon Types of Bridge Structures



Following the field inspections, recommendations were made based on the data collected and the review of the previous inspection reports. Depending on the condition of each structure, the remedial needs have been provided in three classifications; routine maintenance, additional investigations and repairs and rehabilitations (Capital Works).

The routine maintenance work often requires a minimal scope of work, and in most cases can be carried out by Township staff. The total estimated value of the maintenance work to be completed by the Township is $71,250. We recommend that a general allowance to complete the works described above over the next few years be included in the Township's annual road budget.

The capital works needs include any repair, rehabilitation or replacement work which would typically be completed by a Township 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 works required are based on a priority of six to ten years, one to five years, within one year, and urgent and have been estimated and presented in Table 2-3.

Table 2-3: Bridge Capital Works Costs

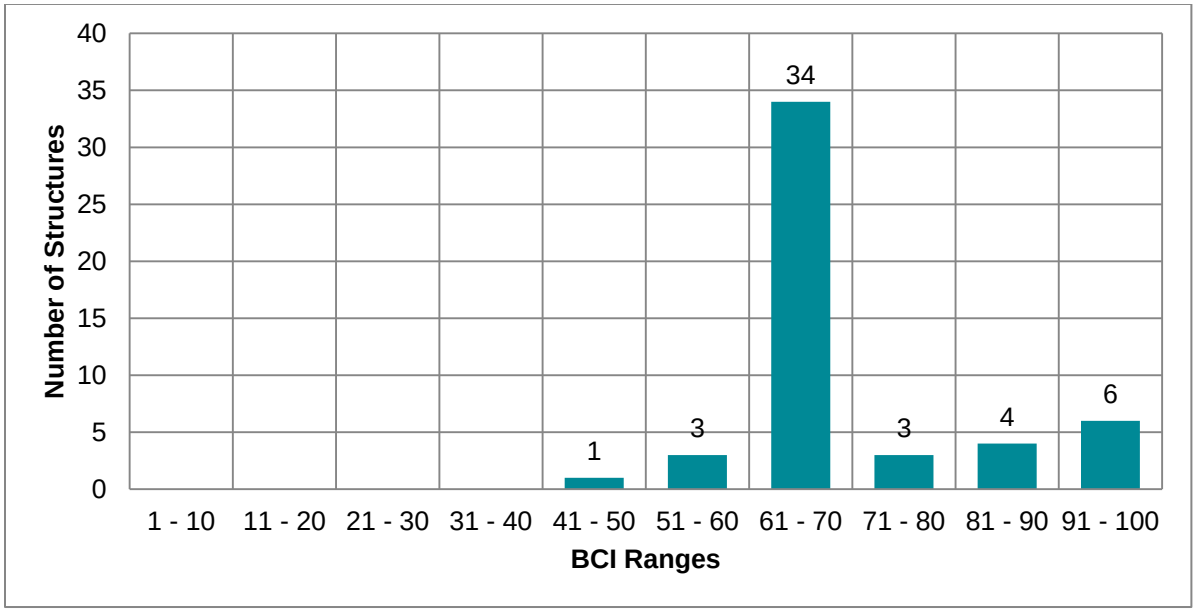
Time Frame	Capital Cost
< 1 year	$235,000
1 – 5 years	$1,449,000
6 – 10 years	$817,500
Total	**$2,501,500**

It should be noted that the Capital Works costs include recommended replacement or rehabilitation costs for structures in need.

Taking into consideration the structures calculated BCI's, several structures have been identified for rehabilitation. Within the next four years, six structures have been identified for rehabilitation capital works. The Township is moving forward with rehabilitation of Structure 15 Oldfield Bridge in 2017. The others are identified in the asset strategy.

Based on the biennial inspection of each structure, the Bridge Condition Index (BCI) is calculated for each structure. The Bridge Condition Index Distribution graph, shown in Figure 2-5 below, provides a summary of the current state of the Township's structures.

Figure 2-5: Bridge Condition Index Distribution (2016)



Currently, only approximately 25% of the Municipality's structures are within the "good" range (over 70 BCI), with 73% of the structures classified as "fair" (50 – 70 BCI) and 8% classified as "poor" (under 50 BCI), as illustrated in Figure 2-5. Of interest, the MTO has established a goal to have 85% of their structures in "good" condition (BCI ≥ 70) 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, but it is noted that, based on the current state of the inspected structures, the Township appears to be performing fairly on the management of their bridge assets when compared to the MTO's established goal.

Continued maintenance and completion of rehabilitative or replacement works as recommended in the Bridge report will help to continue this trend of overall improvement of the Municipality's bridge assets.

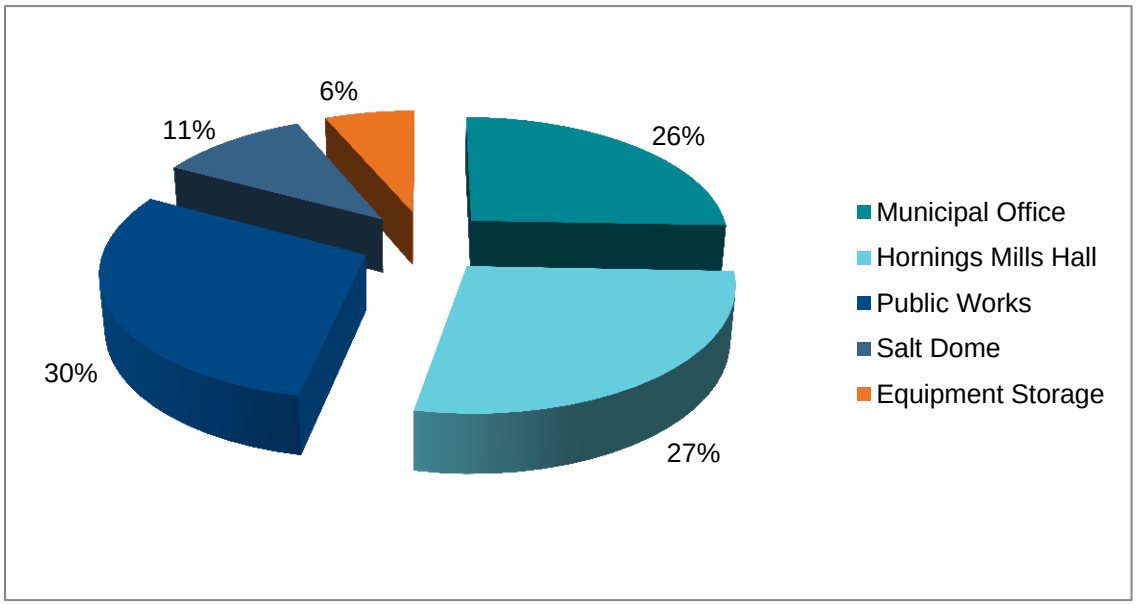
The MTO has also developed theoretical deterioration curves which were used as a backdrop to estimate the remaining service life of a structure before replacement, or to establish a time frame for future rehabilitations. The investigations indicate that the Township will need to invest approximately $360,000 per year over the next twenty years to maintain safe bridge and culvert structures.

2.3.3 Facilities

Facilities account for $2.3 million or 7% of the Township's assets replacement costs. Figure 2-6 shows the distribution of this $2.3 million across the asset type owned by the Township. A total of 5 facilities were identified as requiring an opinion of remaining life and replacement cost. Clearly the Township has invested in their facilities by expanding the main administration office, and adding a new equipment storage facility. Renovations were also completed to the Horning's Mills Hall to better serve the community.

Information that was provided by the Township as well as data included in the Township's asset management database was reviewed and organized for this project. Please note that the Equipment Storage building is being constructed in 2017, and has been identified for completeness.

Figure 2-6: Facilities Replacement Cost Distribution



2.3.3.1 Facilities Condition Rating

A rating system consisting of five categories, Very Good, Good, Fair, Poor, and Very Poor, was utilized in order to provide a general description of the condition of each facility or component thereof as compared with the average life expectancy of that facility or component. Condition ratings for individual components or groups of components with a facility was provided by the Township, or assumed based on age and average life expectancy where no rating was provided.

Table 2-4: Facility Weighted Average Condition

Facility	Condition (weighted average)	Replacement Cost
Municipal Office	8.9	$597,123
Horning's Mills Hall	6.9	$671,329
Public Works	7.9	$693,928
Salt Dome	7.0	$250,000
Equipment Storage	10.0	$150,000
	Total	**$2,362,381**

2.3.4 Vehicles

The Township as most municipalities maintain their vehicles very well. This is potentially due to staff's regular hands-on use of these assets. When vehicle assets are used

regularly the end users want to ensure that they are maintained to their manufacturer's specifications. Even though there are many vehicles that have exceeded their identified useful lives they are still safe to use. This does not mean that they will never have to be replaced.

It should not be surprising that all of the Township's vehicles have been identified for replacement over the 20 year period of this study. Some of these are currently only being used to cover more busy periods, and will eventually be replaced.

The Township owns $2.5 million in replacement cost vehicles. This is 8% of the Township's assets (without road bases included), however they are a key functional asset used to provide clear drivable roads, and safe recreational fields and facilities.

Over the next ten years it is recommended that the Township invest approximately $165,000 annually to overcome the Township's vehicle needs.

2.3.5 Storm Water Assets

The Township has two main areas Horning's Mills and Corbetton that have catch basins and storm sewer pipes estimated at potentially just under $300,000 in replacement cost assets. These assets are expected to have a long lifecycle of over 50 years, however it is important to inspect these assets as they approach their half-life period. Inspections with Closed Circuit Television cameras will provide a better understanding of the asset condition.

Table 2-1 provides more insight into the storm water assets. Please note that weighted averages do not fully reflect potential current needs, but provides a relative expression including all of the assets in this asset grouping.

The expected pipe lifecycle of 100 years indicates, as long as the asset is well maintained it provides for a long lasting cost effective storm water system.

2.4 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 Township assets assisted in identifying potential areas of focus where inspected asset condition was not available. We do wish 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 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 Poor" to "Very Good" 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. The condition assessment process also identifies maintenance and operating practices that can be applied to ensure appropriate service, as well as extending the life of the asset to its maximum service life.

A draft policy has been proposed that will ensure all the Township's 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 assets are recommended to be assessed.

A high level summary of the average conditions for the Township assets are shown in Table 2-1. The conditions listed in Table 2-1 are for weighted average conditions. The weighting was to use the asset replacement costs so that the greater the cost the greater the weighting of that asset's condition is used to determine the average. Using this method provides for 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.

2.5 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 will 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 of Melancthon has been offering and maintaining for its municipality good service levels, during challenging economic times. The Province has become more demanding of all municipalities requiring residents to invest more and more into replacing older infrastructure. Reviewing past records has shown that small investments were being made into maintaining and replacing Township infrastructure. The last few years have seen improvements with greater investments in retaining proper service levels on Township assets. 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;
- Strategic planning goals and objectives;
- Resident expectations;
- Visitor expectations;
- Council expectations; and
- Financial or resource constraints.

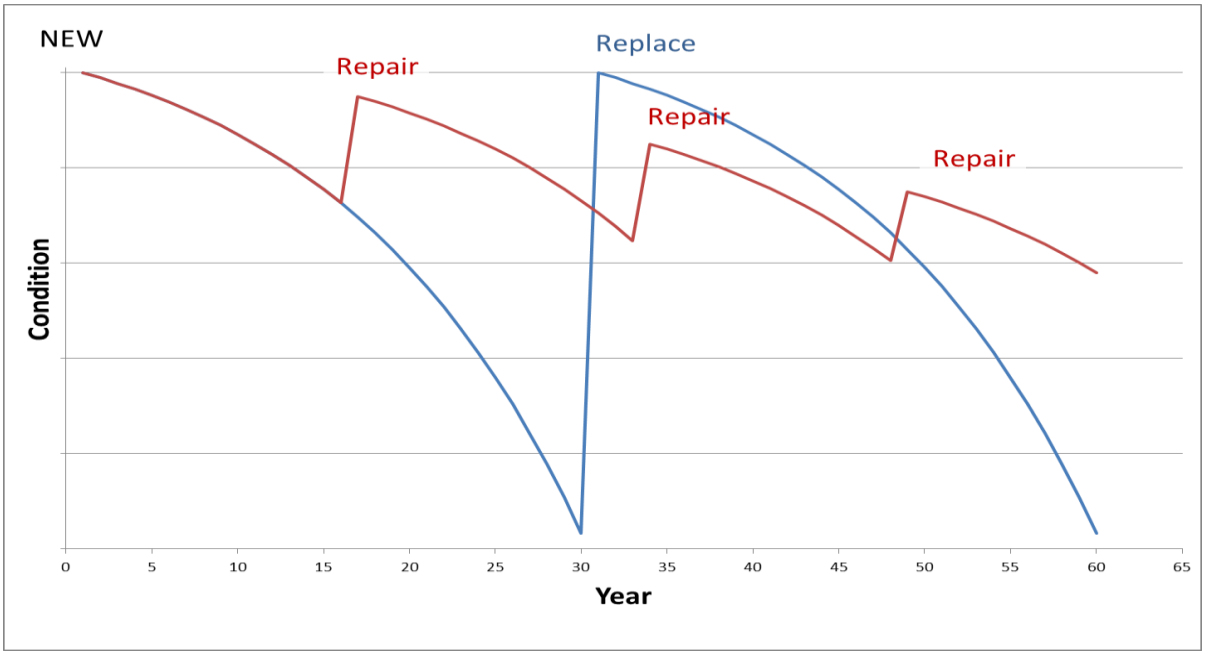
The previous task of determining the state of the Township's local infrastructure establishes the asset inventory and condition, as well as asset management policies and principles to guide the refinement and upkeep of asset infrastructure. The LOS analysis will utilize this information and factor in 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. The only additional practices that we recommend are to complete more rigorous condition assessments on Township owned assets, as this will help better determine the remaining life of the municipality's assets. This then will provide the

Township staff with time to find/develop appropriate funding to improve or replace these assets.

Figure 3-1 illustrates the recommended strategy of investing more often in smaller amounts provide higher levels of service and better asset condition with over all lower total cost over the lifecycle of the asset.

Figure 3-1: Small and Timely Renewal Investments Save Money



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. This current LOS also relates to the risk assessment discussed in later report sections. Regarding the cost of this LOS, the municipality has established an operating and capital budget for the current year that includes the cost of providing this LOS to residents. Therefore in moving from the current LOS to an enhanced LOS, consideration has to be made for the associated cost (or impact on the Township's current budget) in moving to an enhanced LOS.

Table 3-1 outlines broad LOS descriptions (both current and enhanced LOS). This analysis was noted through discussions with the Township and engineering best practices. Based on the information provided there are a few enhanced maintenance related LOS identified.

Table 3-1: Township Expected Levels of Service

	Expected Strategic LOS	Level of Service (LOS) Analysis				
		Current LOS	Expected LOS	Benchmark (if Applicable)	Estimated Cost to Move to Expected LOS	Cost Description
Roads & Related Assets	Safe Roads	Meet "Minimum Maintenance Standards" as defined by Ontario Regulation 239/02.	Meet "Minimum Maintenance Standards" as defined by Ontario Regulation 239/02.	Regulation Standard	None	Township may want to incorporate a system that will assist in proving compliance to the Provincial Regulation
	Fix Public Identified Issues Quickly	Track complaints and resolve then as quickly as possible	Track complaints by road segment.	Respond to Public Inquiry within 7 days	None	Township delivers the 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	$20,000	Roads Needs Study every 10 years to include Network Condition analysis
	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.			Township delivers the Level of Service well
	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			Township delivers the Level of Service well
	Safe and Well Maintained Roadsides	Township 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.			Township delivers the 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		Township delivers the Level of Service well
	Sidewalks are Clear and Safe	Visual Inspections done annually	Annual visual inspections correcting all identified deficiencies	Regulation Standard		Township delivers the Level of Service well
	Safe Well-Lit Urban/Semi-Urban Street Areas	Maintenance activated by Public Notice for Street Lights and conversion to LED	Maintenance activated by Public Notice for Street Lights and completing conversion to LED lighting	Correction of Issues within MMS		Township to have proper Reserve fund for Light replacement

		Level of Service (LOS) Analysis				
	Expected Strategic LOS	**Current LOS**	**Expected LOS**	**Benchmark (if Applicable)**	**Estimated Cost to Move to Expected LOS**	**Cost Description**
Bridge & Culvert Assets	**Safe Bridges**	Maintain good bridge condition and load limits.	Maintain good condition and load limits.	MTO bridge guides		Township is completing this LOS
	Bridges Maintained	Follow Bridge Inspection Report recommendations for Bridge and Culvert maintenance.	Proactive Bridge and Culvert maintenance (based on bridge report).		$15,000	Township is completing this LOS, with improving the maintenance issues over the next 5 years with investment of $15,000 per year
	Proper Bridge Spring Maintenance	Blowing out Expansion Joints & Washing of Bridges in Spring	Blowing out Expansion Joints & Washing of Bridges in Spring			Township is completing this LOS
	Bridge Inspections	Bridge inspections (i.e., using OSIM reports) required every 2 years.	Bridge inspections (i.e., using OSIM reports) required every 2 years.	Completed every 2 years	$17,000	As per Provincial Requirements (next need year is 2018)

	Expected Strategic LOS	Level of Service (LOS) Analysis				
		Current LOS	Expected LOS	Benchmark (if Applicable)	Estimated Cost to Move to Expected LOS	Cost Description
Building Assets	Safe Buildings	Meet legislative requirement (Building Code, Fire Code, Health & Safety, etc.)	Meet legislative requirement (Building Code, Fire Code, Health & Safety, etc.)	Provincial Guidelines		Township is completing this LOS
	Facility are Well Maintained	Condition assessments performed when needed.	Facility Condition Assessments showing remaining life of major asset components and required improvements completed			On-Site inspections completed when required
	Health & Safety Equipment is in Good Working Order	Health & Safety component assessments to ensure emergency alarms, lighting, generators, etc. are functioning to specifications	Health & Safety component assessments to ensure emergency alarms, lighting, generators, etc. are functioning to specifications	Provincial Guidelines		Township is completing this LOS
	All Facilities meet Accessibility Standards	All facilities meeting current accessibility standards.	All Facilities meet accessibility standards.	Provincial Guidelines		Township is completing this LOS
	Maximizing Energy Savings	Energy Audit is being undertaken by the Township	Resource Efficiency: Energy Audit - for all facilities			Township has a program in place with local electrical contractors to complete the Energy audits for buildings
	Water is Safe to Drink	UV light and other systems are used to ensure safe drinking water. Water is tested regularly.	Water is tested regularly and safe to drink	Provincial Guidelines		Township is completing this LOS
	Mechanical Systems are Inspected and Maintained	HVAC systems are inspected and maintained annually	Assess efficiencies in Maintenance contracts (i.e., generators, HVAC).			Township is completing this LOS
	Maintaining Heritage Buildings	Heritage: Maintain existing heritage elements of applicable buildings.	Heritage: Maintain existing heritage elements of applicable buildings.	Provincial Guidelines		Township is completing this LOS
	Clean and Well Maintained Facilities	Township has well maintained facilities	Proactive facility maintenance.			Township is completing this LOS

	Expected Strategic LOS	Level of Service (LOS) Analysis				
		Current LOS	Expected LOS	Benchmark (if Applicable)	Estimated Cost to Move to Expected LOS	Cost Description
Land Improvements	Safe & Accessible Parks	Meet legislative requirement (Inspections, Health & Safety, etc.)	Meet legislative requirement (Inspections, Health & Safety, etc.)	Provincial Guidelines		Township Staff complete inspections
	Parks are Well Maintained	Condition assessments performed when needed. Monthly inspections of playground equipment.	Monthly inspections of playgrounds and equipment	Provincial Guidelines		Township is completing this LOS
	Playgrounds are in Good Working Order	Health & Safety component assessments to ensure functioning to specifications	Health & Safety component assessments to ensure functioning to specifications	Provincial Guidelines		Appropriate maintenance measures are being undertaken by the Township.
	Parking Facilities are in Good Condition	Maintenance for Parking areas when required	Annual Inspections for maintenance for Parking areas			Township staff to complete and report
	Sports Fields are Safe and Maintained	Appropriate Maintenance for safe use	Appropriate Maintenance for safe use			Township is completing this LOS
	Fencing Is Safe	Responding to Public complaints	Annual inspection and fixing of maintenance issues	Annual Review		Township to review when complaints submitted. Inspections are completed by staff

	Expected Strategic LOS	Level of Service (LOS) Analysis				
		Current LOS	Expected LOS	Benchmark (if Applicable)	Estimated Cost to Move to Expected LOS	Cost Description
Vehicles & Equipment Assets	Safe & Well Maintained Vehicles	Proactive maintenance plan, as per Manufacturer's Guidelines	Proactive maintenance plan, as per Manufacturer's Guidelines			Township is completing this LOS
	Safe & Well Maintained Equipment	Proactive maintenance plan, as per Manufacturer's Guidelines	Proactive maintenance plan, as per Manufacturer's Guidelines			Township is completing this LOS
	Optimal Replacement of Vehicles & Equipment	Replace Equipment/Vehicles as required (some areas based on legislated replacements, others minimum safety).	Replace Equipment/Vehicles as required (some areas based on legislated replacements, others minimum safety).			Some concern over the age of some of the vehicles/equipment the Township uses, however they are safe to use. The older vehicles are being used sparingly

	Expected Strategic LOS	Level of Service (LOS) Analysis				
		Current LOS	Expected LOS	Benchmark (if Applicable)	Estimated Cost to Move to Expected LOS	Cost Description
Storm Water Assets	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		Township is completing this LOS
	Catch Basins are Clear and Well Maintained	Bi-Annual Catch Basin cleaning	Annual Catch Basin cleaning	Clean out when required	$2,000	Township should complete catch basin cleaning on an annual basis (cost is for every other year)
	Storm Water Mains are Clear and Well Maintained	No identified issues	CCTV review and assessment completed every 15 years. Implement plan for repairs & maintenance that result in system efficiencies.		$15,000	CCTV program every 15 years

The Levels of Service cost impact analysis was factored into the financial strategy discussed in Chapter 5 of this report.

3.3 Level of Service Performance Measures

As mentioned above, using performance measures in the LOS review can also be helpful in measuring the Township's goals and objectives when it comes to capital assets. The municipality currently tracks specific performance measures as part of their Minimum Maintenance Standards for Roads. It is recommended that the Township start tracking some other key performance measures as this will assist the municipality to better define and achieve their desired LOS and asset strategies. As the municipality's asset management plan evolves over time, performance measures can be introduced to further measure the LOS being provided in each service area.

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 chapter. 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 failure. The consequences of the municipality not meeting desired levels of service must also be considered in determining risk. As discussed in Chapter 3, adding enhanced levels of service results in both operating and capital budget impacts over the 20 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:

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;
- 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 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	E	H	M	M	L
Unlikely	H	M	M	L	L
Rare	H	M	L	L	L

Risk levels can be reduced or mitigated through planned maintenance, rehabilitation and/or replacement. 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.

- Vehicles – Plow Truck (approximate cost $275,000, 2018)
- Facilities – Municipal Office Heating system (approximate cost $5,000, 2019)
- Bridge 15 – Oldfield Bridge 2nd Line SW (approximate cost $218,000, 2017)
- Bridge 10 – Hutchinson Bridge 280 Sideroad (approximate cost $185,00, 2018)
- Bridge 2003 – Culvert 3rd Line OS (approximate cost $300,000, 2018)
- Bridge 7 – Gray Bridge 7th Line SW (approximate cost $110,000, 2019)
- Bridge 11 – G. Anderson Bridge 8th Line SW (approximate cost $180,000, 2019)
- Structure 2023 – Culvert 4th Line NE South of 260 SR (approximate cost $117,500)
- Road Base – 2nd Line SW from 250 SR to Melancthon / Southgate Boundary Line (approximate cost $25,000, 2017)

- Road Base – 2nd Line SW from Highway 89 to 300 SR (approximate cost $20,000, 2017)
- Road Base – 4th Line NE from 250 SR to 240 SR (approximate cost $20,000, 2018)
- Road Base – 4th Line NE from 240 SR to County Rd 9 (approximate cost $25,000)
- Road Base 5th Line OS from County Rd 17 to County Rd 21(approximate cost $80,000, 2019)
- Road Surface Asphalt – High St. from Main St to William St (approximate cost $13,000, 2017)
- Road Surface Asphalt – River Rd from Melancthon/Mulmur Townline to William St (approximate cost $105,000, 2017)
- Road Surface Asphalt – 15 SR from 3rd Line OS to County Rd 124 (approximate cost $85,000, 2018)
- Road Surface Asphalt – 4th Line OS from County Rd 17 to 15 SR (approximate cost $230,000, 2018)
- Road Surface Asphalt – 2nd Line SW from 250 to Melancthon / Southgate Boundary Line (approximate cost $10,000 for gravel surface depending on traffic count, 2019)
- Road Surface Asphalt – 2nd Line SW from Highway 89 to 300 SR (approximate cost $135,000, 2019)
- Road Asphalt Surface – 5 SR from 3rd Line OS to Melancthon/Mulmur Townline (approximate cost $205,000, 2019)

This list of capital asset replacements are 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 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.

In defining the long-term forecast for the Township's asset management strategy, costs incurred through an asset's lifecycle, the assets condition, expected LOS, and risk were considered and documented. Asset Replacement Analysis in forecasting the municipality's asset replacement needs are summarized in Figure 4-1, which we are calling Asset Strategy Scenario 1 based on expected levels of service. This asset strategy was further developed into a Scenario 2a, 2b, and 2c. This second developed scenario takes the developed asset strategy and applies a Capital Phased-In Approach as shown in Figure 4-2. Scenario 2 is fully discussed in Chapter 5.

The asset strategy incorporated all of the information discussed above in this report and based on the information provided by the Township, the completed field asset assessments, 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 was to provide appropriate asset service levels, and assets are expected to meet or exceed their useful life which reduces expected infrastructure deficits. In total, $28.5 million in assets (inflated to appropriate year) are shown as replacement needs in the 20 year forecast. This is the recommended scenario for the Township of Melancthon.

Assets like Bridges, Storm Water, and Facility Structures, 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 replacement schedule in the future. These assets will need to be replaced beyond the 20 year analysis period and not having reserve funds to do so will elevate the risk of failure to extreme levels in the future. Scenario 2c makes an attempt at providing the Township with an investment plan into Township reserve accounts.

For the recommended scenario to be feasible, the level of service adjustments discussed in Chapter 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 chapter will incorporate the level of service adjustments into the recommended financing analysis. Please refer to Appendix C for the full 20 year details.

4.5 Procurement Methods

Section 270(1) of the Municipal Act, S.O. 2001, identifies that municipalities (and Local Service Boards) shall adopt and maintain policies with respect to their procurement of goods and services. The Township has a good functioning procurement process which is helping the Township acquire appropriate services at the current best price.

Figure 4-1: Scenario 1 - Proposed Asset Strategy Based on Expected Levels of Service

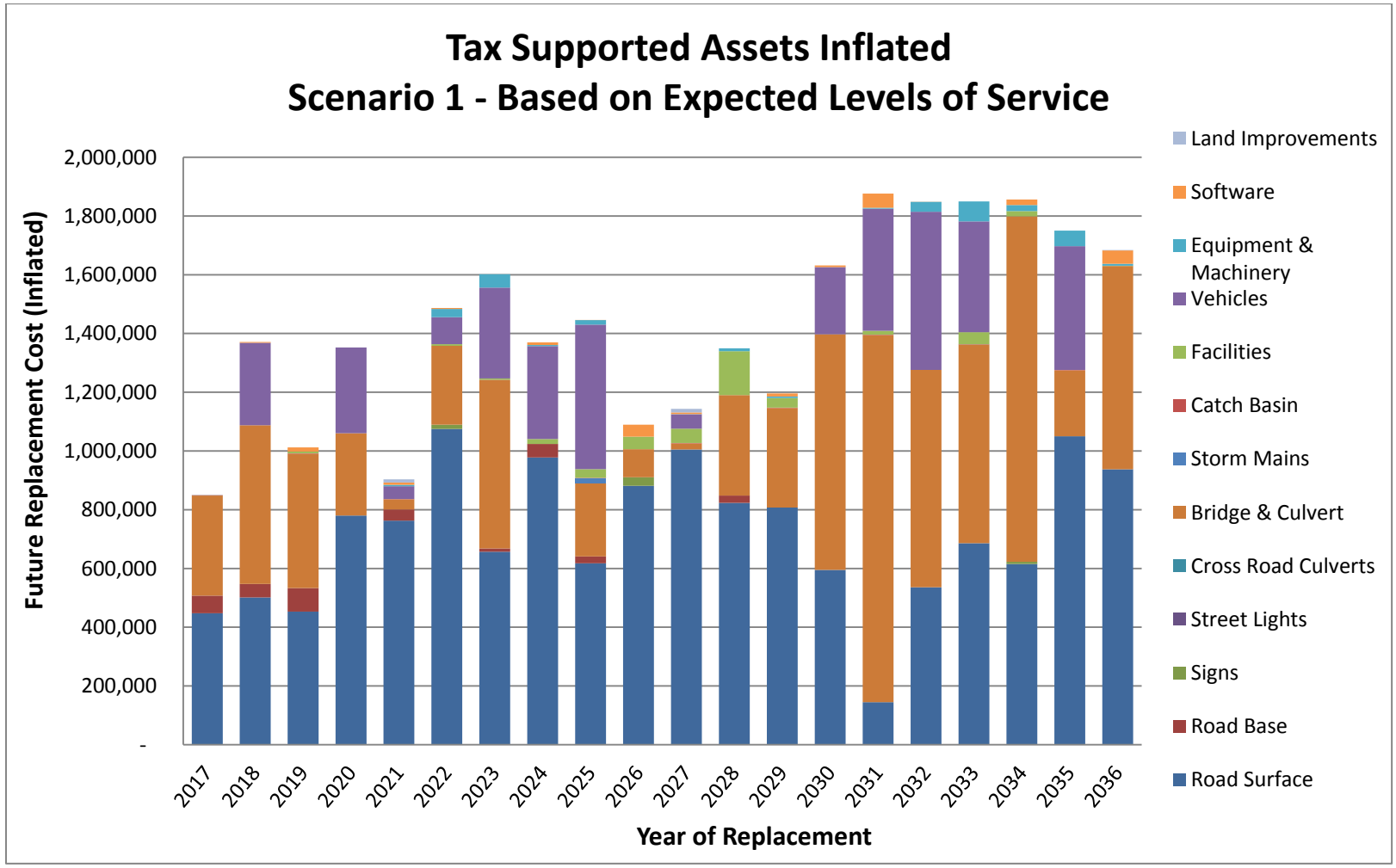
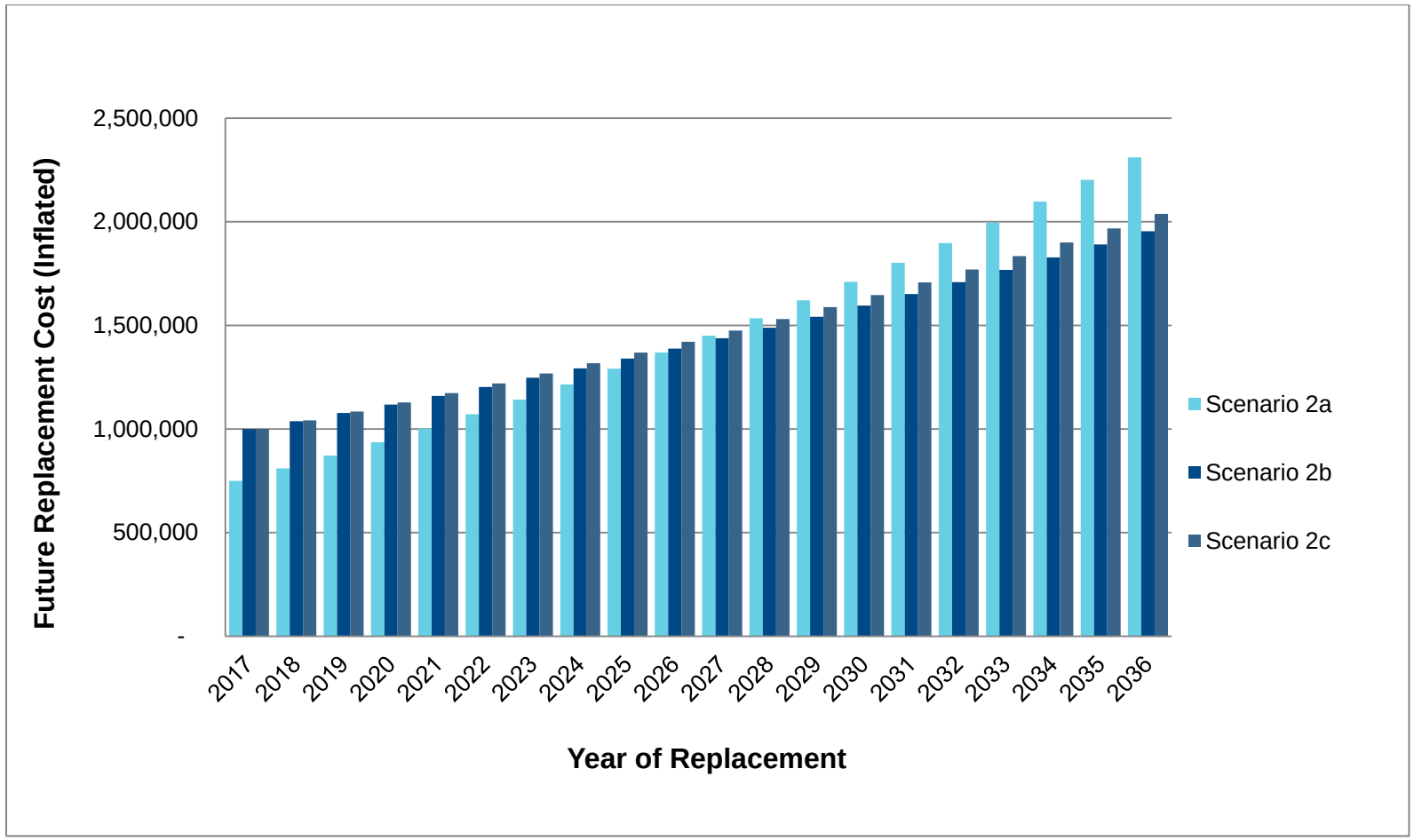


Figure 4-2: Scenario 2 – Capital Phased In Approach



5.0 Financing Strategy

5.1 Scope and Process

The financing strategy outlines the suggested financial approach to funding the asset management strategies outlined in Chapter 4, while utilizing the Township's existing budget structure and available funding sources. This section of the asset management plan includes:

- Annual expenditure forecasts broken down by lifecycle cost, including:
  - Maintenance/non-infrastructure solutions;
  - Renewal/rehabilitation activities;
  - Replacement/disposal activities; and
  - Expansion activities.
- Actual expenditures in the above-named categories for 2015 and 2016, and budgeted expenditures for 2017;
- An approximation of the annual funding devoted to Capital improvements/ Replacements;
- Identification of the funding shortfall and the infrastructure gap, including how the impact will be managed; and
- All key assumptions documented.

The financing strategy forecasts (including both expenditure and approximate capital revenue sources) were prepared consistent with the Township's budget structure so that it can be used in conjunction with the annual budget process. Various financing options, including user fees, reserve funds, debt, and grants were considered during the process.

For all financing strategy scenarios, a detailed twenty (20) year plan was generated. The plan identifies specific lifecycle costs and associated funding sources required for the asset management strategies described in Chapter 4.

5.2 Historical Results

Table 5-1 outlines the historical results for 2015 – 2016 and the 2017 budget for Township services (all tax supported), which includes all capital (i.e., renewal/ rehabilitation, replacement/disposal, and expansion). A value of $1,000,000 is the approximate capital funding the Township provides to capital annually. This includes the use of development charges for growth (expansion) related costs, reserve funds, Gas Tax funds, and grants/subsidies. Please note that the Township was unsuccessful obtaining the one-time Ontario Community Infrastructure Fund (OCIF) funding in 2015 that was hoped for to help with the infrastructure gap.

Table 5-1: Tax Supported Historical Results

Renewal/Rehabilitation, Replacement/Disposal & Expansion

Description	Actual 2015	Actual 2016	Budget 2017
Prior Capital Expenses			
Culvert 2005	$3,909		
Bridge 2028	$7,013		
Mulmur-Melancthon Townline Culvert	$18,910		
Culvert 2027	$318,529	$4,343	
Culvert 2027 Loan Payment		$40,908	$40,908
Culvert 2010		$102,090	
Culvert 2020		$125,433	
Culvert 2024		$127,361	
10th Line Guiderails at Highway 89	$20,196		
Bridge 15 Rehabilitation/ Improvement			$218,000
Hard Top Raod Work	$386,090	$178,905	$200,000
Hornings Mills Shoulders			$50,000
Gravel Resurfacing	$237,871	$230,161	$250,000
Dust Control (Calcium Chloride)	$78,676	$92,358	$125,000
Storage Building		$16,220	$110,000
Vehicle		$37,404	
Trailer for Mower			$3,000
Generator			$11,000
Total	**$1,041,362**	**$955,183**	**$1,007,908**

5.3 Tax Supported Financing Strategies

As discussed in Chapter 4, two asset management strategies were developed to provide different avenues of moving towards sustainable asset management planning. Scenario 1 outlines the preferred approach, allocating rehabilitation and replacement needs based on asset condition, risk and expected levels of service. Scenario 2, the recommended approach, provides for the same capital needs as Scenario 1 over the 20 year forecast period, however, some potential capital deferrals are used to phase-in the impact over earlier years to assist with affordability. Included in this chapter are four distinct financing strategies, one for Scenario 1 and three for Scenario 2 (referred to as 2a, 2b and 2c), that attempt to move the Township towards asset management sustainability.

Table 5-2 below provides a costing overview of the three financing strategies and the cumulative, non-inflated and inflated capital expenses over five, ten, and twenty years of the forecast. Please note that the totals below include not only rehabilitation and replacement needs identified in Chapter 4, but also levels of service and expansion related capital costs. Scenarios 2a, 2b and 2c provide the same capital forecast; however provide different options on how to finance the recommended asset management scenario. As noted above, Scenario 2 ensures all capital identified in Scenario 1 is completed by the end of the 20 year forecast, but achieves so at a marginally higher price due to capital inflation.

Table 5-2: Financing Strategy Scenarios – Capital

Capital	Over 5 Years	Over 10 Years	Over 20 Years	Total Potential Added to Reserves
Non-Inflated				
Scenario 1	$5,275,808	$11,382,370	$23,460,031	$0
Scenario 2a	$4,190,000	$9,480,000	$23,360,000	($100,031)
Scenario 2b	$5,178,000	$10,805,500	$23,410,500	($49,531)
Scenario 2c	$5,210,000	$10,945,000	$23,990,000	$529,969
Inflated				
Scenario 1	$5,488,788	$12,481,849	$28,667,457	$0
Scenario 2a	$4,370,053	$10,458,994	$29,081,415	$413,958
Scenario 2b	$5,392,993	$11,863,852	$28,727,789	$60,331
Scenario 2c	$5,426,937	$12,022,011	$29,479,782	$812,325

Several methods of funding capital expenditures are utilized across all three financing strategy scenarios, in particular:

- Taxation funding is suggested for all maintenance costs, reserve fund transfers, as well as levels of service adjustment related costs related to operations.
- Formula based Ontario Community Infrastructure Fund (OCIF) proceeds and Gas Tax proceeds have been shown as a stable and long-term funding source for capital projects.
- External Debt financing may be an additional measure required to help smooth capital financing in years where there are increases in funding requirements.
- Internal debt issued from the Township's Reserve Fund (when accumulated) can be utilized to help fund annual capital needs Understanding that these Reserve Funds need continuous investment to provide for potential unexpected capital needs as well as long term capital needs.

- The portion of newly acquired or constructed assets that are growth (DC) related can be financed by development charges.

The Township will be dependent upon maintaining healthy capital reserve funds in order to provide the remainder of the required funding over the forecast period. This will require the Township to proactively increase amounts being transferred to these capital reserve funds during the annual budget process. Scenario 2c is the most applicable for the Township to implement and increase the capital reserve accounts.

5.3.1 Scenario 1: Expected Levels of Service

Figure 5-1 below presents the first 10 years of the capital forecast for Scenario 1. This forecast ensures that capital assets are rehabilitated or replaced as identified, based on levels of service, risk and condition (see Chapter 4).

Figure 5-1: Tax Supported Assets

Scenario 1 – Based on Expected Levels of Service

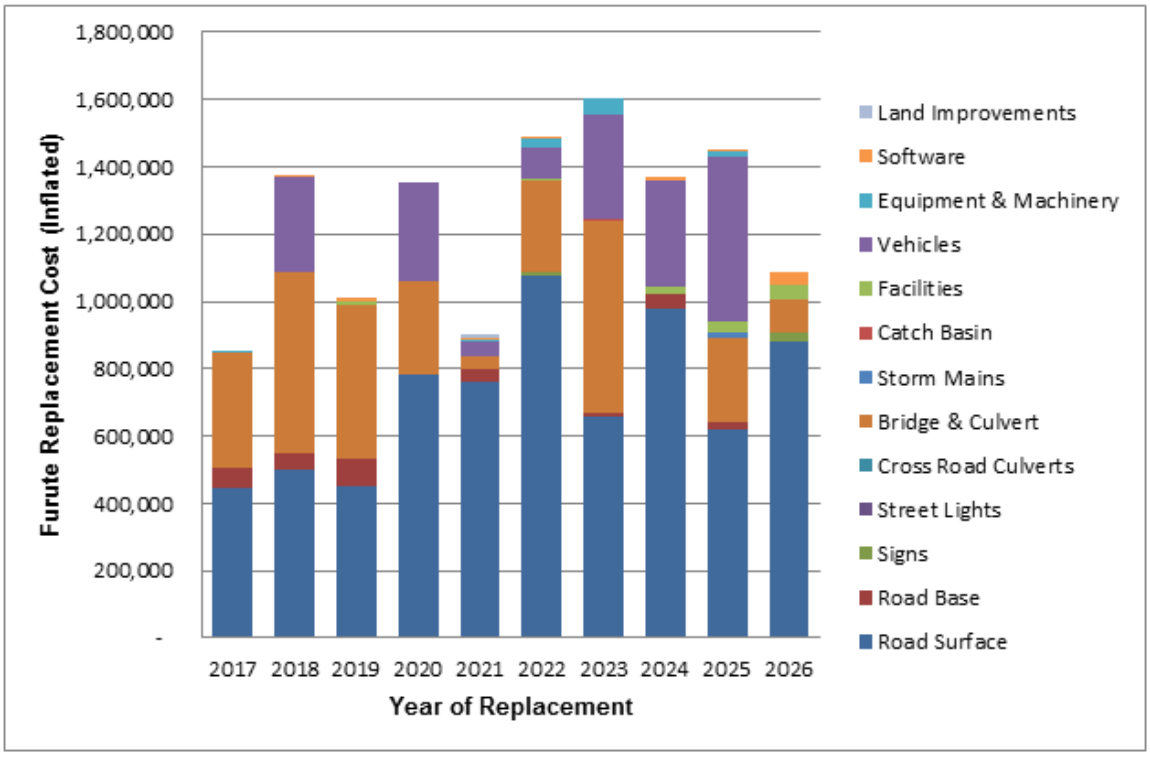


Table 5.3 shows the tax supported expenditure forecast for maintenance, renewal/rehabilitation, replacement/disposal and expansion for the first 10 years of the forecast. While this summary only shows high-level cost classifications, further detail (including the full 20-year forecast) can be obtained from Appendix A and Appendix C.

Table 5-3: Tax Supported Capital Expenditure Forecast

Scenario 1: Expected LOS

Asset Type	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Total Scheduled Capital – Inflated	**849,883**	**1,371,132**	**1,012,106**	**1,352,284**	**903,382**	**1,486,908**	**1,601,659**	**1,369,581**	**1,445,582**	**1,089,331**
Road Surface	447,275	501,327	453,260	780,293	762,753	1,075,058	657,025	977,817	617,813	881,605
Road Base	60,000	45,900	80,069	-	37,885	-	11,262	45,947	23,433	-
Signs	-	-	-	-	-	14,353	-	-	-	28,682
Street Lights	-	-	-	-	-	-	-	-	-	-
Cross Road Culverts	-	-	-	-	-	-	-	-	-	-
Bridge & Culvert	340,908	540,600	457,256	280,159	34,638	268,844	572,654	-	248,392	95,607
Storm Mains	-	-	-	-	-	-	-	-	17,575	-
Catch Basin	1,200	-	1,248	-	1,299	-	1,351	-	1,406	-
Facilities	-	-	6,242	-	-	5,520	4,505	17,230	29,291	42,817
Vehicles	-	280,500	-	291,832	43,297	91,639	309,695	315,889	492,097	-
Equipment & Machinery	500	-	-	-	4,726	28,154	45,169	4,099	15,458	-
Software	-	2,805	14,030	-	7,960	3,340	-	8,598	117	40,620
Land Improvements	-	-	-	-	10,824	-	-	-	-	-

Table 5-4: LOS Adjustment

Asset Type	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Total Scheduled Capital – Inflated	**33,200**	**15,300**	**34,541**	**15,918**	**57,585**	**-**	**20,496**	**-**	**38,899**	**-**
Road Surface	-	-	-	-	21,649	-	-	-	-	-
Road Base	-	-	-	-	-	-	-	-	-	-
Signs	-	-	-	-	-	-	-	-	-	-
Street Lights	-	-	-	-	-	-	-	-	-	-
Cross Road Culverts	-	-	-	-	-	-	-	-	-	-
Bridge & Culvert	32,000	15,300	33,293	15,918	34,638	-	19,145	-	19,918	-
Storm Mains	-	-	-	-	-	-	-	-	17,575	-
Catch Basin	1,200	-	1,248	-	1,299	-	1,351	-	1,406	-
Facilities	-	-	-	-	-	-	-	-	-	-
Vehicles	-	-	-	-	-	-	-	-	-	-
Equipment & Machinery	-	-	-	-	-	-	-	-	-	-
Software	-	-	-	-	-	-	-	-	-	-
Land Improvements	-	-	-	-	-	-	-	-	-	-

Items in Table 5-4 labelled as “LOS Adjustment” refer to the expanded levels of service analysis discussed in Chapter 3 and Appendix C.

In order to fund the recommended asset requirements over the forecast period using the Township’s own available funding sources (i.e., using taxation, Gas Tax funding, OCIF funding, reserves/reserve funds, and internal and external debentures), an increase in the Township’s taxation levy of approximately 1 – 2% annually would be required. However, if other funding sources become available (i.e., grant funding) or if maintenance and rehabilitation practices allow for the deferral of capital works, then the impact on the Township’s taxation levy would decrease under Scenario 1 implementation.

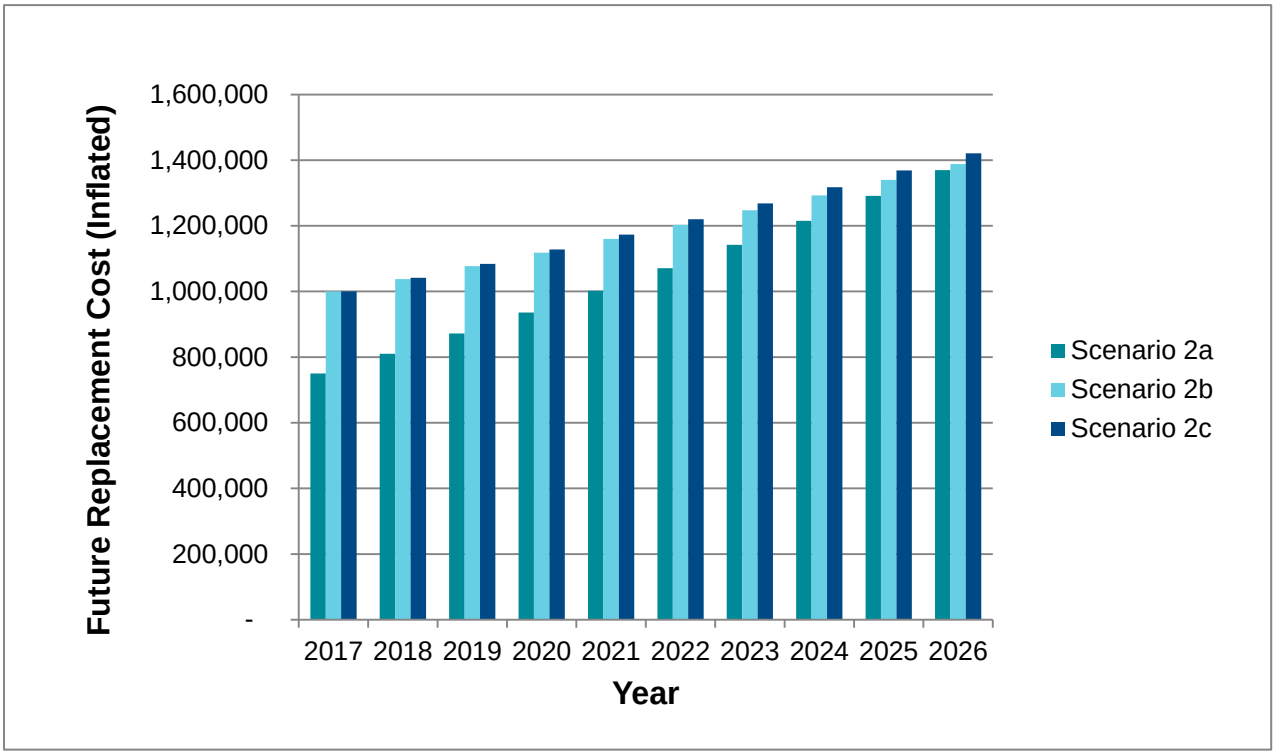
5.3.2 Scenarios 2a, 2b and 2c

As previously mentioned, Scenarios 2a, 2b and 2c present different funding options to finance the recommended asset management strategy, Scenario 2. The major difference between these three approaches is the extent to which capital assets are either financed through external debt, or deferred until funds are available as well as the resulting impact on projected taxation rates. Scenario 2a opts to use less external debentures, resulting in higher taxation rates, while Scenario 2b and 2c utilizes more potential external debentures, which has the effect of reducing the impact on taxation (by spreading capital costs out over many years). Note that even with a 1% annual tax increase towards capital funding it will take over 10 years in Scenario 2c to attain a positive investment into Capital Reserves.

Figure 5-2 below presents the first 10 years of the capital forecast for the recommended asset management strategy, Scenario 2. In this figure, the different Scenarios 2a, 2b and 2c are shown.

This forecast gradually increases the investment in capital assets over the forecast period, with Scenario 2a starting at $750,000, Scenario 2b starting at $1,000,000, and Scenario 2c starting at $1,000,000. The difference between Scenario 2b and 2c is that Scenario 2c has a higher annual increase in annual taxation.

Figure 5-2: Tax Supported Assets Scenario 2a and 2b



The Scenario 2 asset management strategy defers the timing of capital assets identified in Scenario 1 to assist in implementing sustainable funding. Please note that if additional funding is identified (i.e., grants) or cost efficiencies are found through annual budget processes going forward, this infrastructure gap could be reduced further.

Table 5-5: Tax Supported Capital Expenditure Forecast

Asset Type	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Scenario 2a	750,000	809,880	871,855	935,985	1,002,332	1,070,958	1,141,929	1,215,309	1,291,169	1,369,576
Scenario 2b	1,000,000	1,037,850	1,077,334	1,117,983	1,159,826	1,202,896	1,247,225	1,292,846	1,339,793	1,388,100
Scenario 2c	1,000,000	1,041,420	1,084,097	1,128,064	1,173,356	1,220,009	1,268,059	1,317,542	1,368,498	1,420,965

Table 5-5 shows the tax supported expenditure forecast for maintenance, renewal/ rehabilitation, replacement/disposal and expansion for the first 10 years of the forecast. While this summary only shows required investment, further detail (including the full 20 year forecast) can be obtained from Appendix C.

In order to fund the recommended asset requirements over the forecast period using the Township's own available funding sources (i.e., using taxation, Gas Tax funding, OCIF funding, reserves/reserve funds, and internal and external debentures), an increase in the

Township's taxation levy (which includes inflationary operating adjustments, assumed to be 2.0%). Scenario 2a has a starting point at $750,000 in year 2017, and increasing at a higher rate than Scenario 2b or 2c, starting at $1,000,000 but increasing at a lower rate each year. The objective of these three scenarios was to ensure that the total funding required was in place to complete the capital works over the 20 year period.

This Scenario 2 may require some debt or initial draining of reserve funds or capital project deferral. It is important to point out that debt would be a short term need as the tax levies catch up with the capital requirements of the Township in the second half of the 20 year forecast period. However, if other funding sources become available (i.e., grant funding) or if maintenance and rehabilitation practices allow for the deferral of capital works, then the impact on the Township's taxation levy would decrease.

5.3.3 Financing Strategies Summary

The main differences between the scenarios:

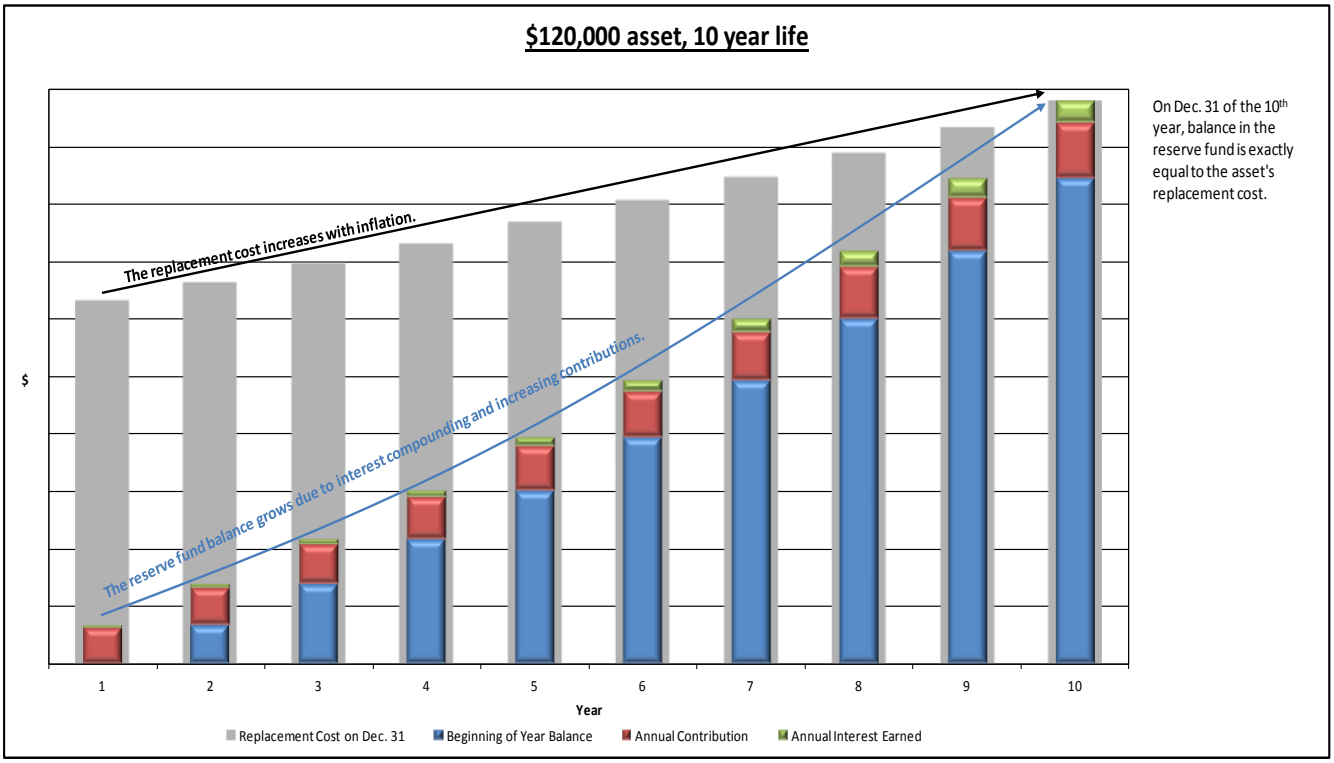
- The deferral of capital within the 20 year forecast period in Scenarios 2a, 2b and 2c;
- The use of external debentures to help finance capital in the early years of the forecast period; and
- The year-over-year increases to the taxation rate.

Assuming the Township maintains adequate capital reserve funds, all three financing strategies will fully fund all capital identified for replacement via their expected levels of service. While the annual funding requirement may fluctuate, it is important for the Township to implement a consistent, yet increasing annual investment in capital so that the excess annual funds can accrue in capital reserve funds.

5.4 Infrastructure Funding Gap

A fundamental approach to calculating the cost of using a capital asset and for the provision of the revenue required when the time comes to retire and replace it is the "sinking fund method." This method first estimates the future value of the asset at the time of replacement, by inflating the current value of the asset at an assumed annual capital inflation rate. A calculation is then performed to determine annual contributions which, when invested in a reserve fund, will grow with interest to a balance equal to the future replacement cost. The contributions are calculated such that they also increase annually with inflation. Under this approach, an annual capital investment amount is calculated where funds are available for short-term needs while establishing a funding plan for long-term needs. Annual contributions in excess of capital costs in a given year would be transferred to a "capital replacement reserve fund" for future capital replacement needs. This approach provides for a stable funding base, eliminating variances in annual funding requirements, particularly in years when capital replacement needs exceed typical capital levy funding. Please refer to Figure 5-3 for an illustration of this method.

Figure 5-3: Sinking Fund Method



This is the recommended approach to developing the optimal capital investment amounts that feeds into the Financing Strategy and infrastructure funding deficit calculation below.

5.4.1 Tax Supported Services

Capital investment is hereto referred as the sum of annual contributions to fund capital asset rehabilitation, replacement, and/or expansion. For the purposes of the Township, this can take the form of contributions to capital reserves/reserve funds, internal and external debt payments and consistent capital grant funding. This differs from the Township's annual budget and forecast, which includes asset maintenance from an operating perspective and one time funding for capital projects. The annual capital investment represents ongoing and constant investments in capital over the forecast period. From a tax supported asset base perspective, the estimated optimal annual capital investment is approximately $1.2 million. Based on the Township's 2017 budget, current annual capital investment is approximately $1,000,000. This would provide a high-level estimate of the Township's annual tax supported infrastructure funding gap at $200,000.

5.4.2 Improving the Annual Funding Deficit

Under the recommended financing strategies (2a, 2b, or 2c), the Township would be making proactive attempts to mitigate these funding gaps over the forecast period.

To further mitigate the potential infrastructure funding deficit, the Township could consider:

- Decreasing expected levels of service to make available capital funding;
- Issuing more debt for significant and/or unforeseen capital projects, in addition to the debt recommended within this report, while staying within the Township's debt capacity limits (this would have the impact of spreading out the capital repayment over a defined term);
- Actively seeking out and applying for grants;
- Consider approaching the community for funding assistance with respect to growth/expansion related projects;
- Rate increases, where needed (i.e., taxation); and/or
- Implementing net operating reductions or efficiencies. For example:
  - Reduced operating costs to allow more capital investment.

6.0 Recommendations

The following recommendations have been provided for the Township of Melancthon 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 long-term.

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 Council approve one of the recommended financing strategy scenarios, for Township staff to implement moving forward;
- That the “levels of service” strategies discussed in this report be approved;
- That the Township use “reserve funds” for asset management planning purposes;
- That this Asset Management Plan be updated and improved as needed over time to reflect the current priorities of the Township; and
- That 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.

Substantial investment in asset capital needs will be required over the 20 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 Township 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 should 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 Township 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.

Distribution List

No. of Hard Copies	PDF	Email	Organization Name
0	Yes	Yes	Township of Melancthon (Draft)
1	Yes	Yes	Township of Melancthon (Final)

Record of Revisions

Revision	Date	Description
1	May 3, 2017	Final edits from Township Staff recommendations
2	May 25, 2017	Final report submitted

R.J. Burnside & Associates Limited

Report Prepared By:

Arunas Kalinauskas, B.Sc.
Business Manager Asset Management/GIS
AK:lw/sr

BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

Appendix A

Township 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 2016 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 2016 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 a straight line amortization, starting the year after the year of acquisition.
   d) Useful life of an asset were provided by the Township, discussed with Township Staff and/or obtained from similar assets in other communities/municipalities.
   e) Condition was from asset inspections (live and/or desktop), from staff's understanding of the asset's relative condition, and finally via estimation from the asset's age 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.
   c) Township of Melancthon past Annual Capital Investment was identified as $1,000,000.

Melancthon
Storm/Sanitary - Gravity Main

| | | |

Melancthon
Vehicles 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 ID	Subtype	Asset Name - Vehicles	Asset Type	Department	Install Year	Useful Life	Remaining Useful Life	Age	Historic Cost	2015 Accumulated Amortization	2015 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	Numerical Value of Risk of Failure	Year Replacement due to minimmal maintenance practices	Current Levels of Service % benefit	Revised Levels Service Replacement Year	Year Replacement Applying Risk Score	Subsequent Replacement Year	2nd Subsequent Replacement Year	Revised Remaining Useful Life	Proposed Rehabilitation Cost (2016 $)	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	2nd Subsequent Replacement Year	Revised Remaining Useful Life
						17	7	10	$1,838,966	$992,026	$846,940	$2,535,000			7					2							$ -								
1031	Equipment - Rolling Stock	2007 Volvo Tandem Axel -	Dump Truck		2007	15	6	9	$201,981	$146,895	$55,086	$275,000	4	8	8	Good	Unlikely	Moderate	M	2	2021	10	2023	2023	2039	2055	7				5	2024	2023	2038	2053	7
1032	Equipment - Rolling Stock	2004 Western Star Tandem Acel -	Dump Truck		2004	15	3	12	$183,277	$183,277	$0	$275,000	2	6	6	Average	Possible	Moderate	M	2	2018	10	2020	2020	2036	2052	4				5	2021	2020	2035	2050	4
1033	Equipment - Rolling Stock	2000 Western Star Tandem Axel -	Dump Truck		2000	15	0	16	$175,458	$175,458	$0	$275,000	0	5	5	Average	Possible	Moderate	M	2	2014	10	2016	2017	2034	2051	1				5	2017	2017	2033	2048	2
1035	Equipment - Rolling Stock	2005 Caterpillar Grader	Grader		2005	20	9	11	$275,343	$137,671	$137,671	$400,000	5	6	6	Average	Possible	Minor	M	2	2023	10	2025	2025	2045	2065	9				5	2026	2025	2045	2065	9
1037	Equipment - Rolling Stock	1999 JCB Backhoe -	Tractor/Loader		1999	20	3	17	$76,315	$61,052	$15,263	$83,000	2	5	5	Average	Possible	Minor	M	2	2017	10	2019	2019	2039	2059	3				5	2020	2022	2042	2062	6
1038	Equipment - Rolling Stock	1986 Caterpillar Loader -	Tractor/Loader		1986	20	0	30	$86,115	$86,115	$0	$177,000	0	7	7	Good	Unlikely	Minor	L	1	2004	10	2006	2017	2048	2079	1				5	2007	2030	2050	2070	14
1039	Equipment - Rolling Stock	2007 John Deere Lawn Mower -	Tractor/Loader		2007	10	1	9	$5,017	$4,013	$1,003	$20,000	1	7	7	Good	Unlikely	Insignificant	L	1	2016	10	2017	2021	2035	2049	5				5	2018	2025	2035	2045	9
1281	Equipment - Rolling Stock	2010 Volvo VHD64B200	Dump Truck		2010	15	9	6	$245,581	$111,628	$133,953	$275,000	6	6	6	Average	Possible	Moderate	M	2	2024	10	2026	2026	2042	2058	10				5	2027	2024	2039	2054	8
1348	Equipment - Rolling Stock	2011 GMC Sierra	Light Duty Vehicle		2011	10	5	5	$26,688	$13,344	$13,344	$40,000	5	7	7	Good	Unlikely	Insignificant	L	1	2020	10	2021	2021	2031	2041	5				5	2022	2021	2031	2041	5
1349	Equipment - Rolling Stock	2011 John Deere 772 GP Grader	Grader		2011	20	15	5	$315,357	$63,071	$252,286	$400,000	8	8	8	Good	Unlikely	Minor	L	1	2029	10	2031	2031	2051	2071	15				5	2032	2032	2052	2072	16
1500	Equipment - Rolling Stock	2014 International Truck	Dump Truck		2014	15	13	2	$209,026	$9,501	$199,525	$275,000	9	9	9	Very Good	Rare	Moderate	L	1	2028	10	2030	2030	2046	2062	14				5	2031	2031	2046	2061	15
1565	Equipment - Rolling Stock	2016 Ford F150 XLT	Light Duty Vehicle		2016	10	10	0	$38,809	$0	$38,809	$40,000	10	10	10	Very Good	Rare	Minor	L	1	2025	10	2026	2026	2036	2046	10				5	2027	2027	2037	2047	11

Melanchton
Equipment Inventory

| | | |

Melancthon
Software Inventory

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Melancthon
Land Improvements

| | | |

Melancthon
Facilities Components Inventory

Fixed Asset #	Subtype	Location	Asset Name - Facility Components	Description	Department	Make	Model	Install Year	Useful Life	Remaining Useful Life	Age	Historic Cost	2015 Accumulated Amortization System	2015 Net Book Value System	Replacement Cost	Condition Based On Useful Life	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	Year Replacement due to minimmal 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 (2016 $)	Year for Rehabilitation	Extended Life (Years) due to Betterment	Expected Levels of Service % benefit over Current + Condition better then expected for age	Revised Levels Service Replacement Year	Year Replacement Applying Risk Score - or Staff Override	Subsequent Replacement Year	Revised Remaining Useful Life
									67	**24**	**18**	**$ 706,095**	**$ 329,030**	**$ 649,979**	**$ 2,362,381**			**4.8**						**1**							**$ -**							
			Admin Office																																		
974	Facilities - Buildings	Admin Office	Township Administration Office - Highway10	Administration Building	Administration			1993	100	77	23	$66,150	$21,165	$229,631	500000	8	9	9	Very Good	Rare	Major	M	2	2083	10	2093	2093	2193	77				5	2098	2098	2198	82
1008	Facilities - Non-spatial	Admin Office	Administration HVAC - Old Part of Building	Special HVAC Systems & Equipment	Administration			1993	20	0	23	$2,618	$2,618	$0	$6,000	0	4	4	Poor	Likely	Moderate	H	3	2011	10	2013	2017	2041	1				30	2019	2019	2039	3
1051	Facilities - Non-spatial	Admin Office	Administration Roof - Highway 10	Roof Coverings	Administration			1993	20	0	23	$8,859	$8,859	$0	$20,000	0	9	9	Very Good	Rare	Major	M	2	2011	10	2013	2017	2041	1				80	2029	2029	2049	13
978	Water - Well	Admin Office	Administration Well	Production Well	Administration			1992	30	6	24	$5,201	$3,988	$1,214	$10,000	2	7	7	Good	Unlikely	Major	M	2	2019	10	2022	2022	2052	6				40	2034	2034	2064	18
979	Equipment - Motor		Administration Building Well Pump -	AC Electric	Administration			1992	25	1	24	$2,601	$2,393	$208	$5,000	0	5	5	Average	Possible	Major	H	3	2015	10	2018	2018	2041	0				40	2028	2028	2053	12
1107	Facilities - Non-spatial	Admin Office	Administration Septic System -	Sanitary Waste	Administration			1992	25	1	24	$10,403	$9,571	$832	$30,000	0	8	8	Good	Unlikely	Moderate	M	2	2015	10	2018	2018	2044	2				60	2033	2033	2058	17
1009	Facilities - Non-spatial	Admin Office	John Wood Hot Water Heater -	Hot water heater	Administration			2008	20	12	8	$300	$105	$195	$369	6		6	Average	Possible	Moderate	M	2	2026	10	2028	2028	2048	12				0	2028	2028	2048	12
1469	Facilities - Non-Spatial	Admin Office	Admin Office Air Conditioner	Air Conditioner	Administration			2013	15	12	3	$2,997	$400	$2,597	$3,179	8		8	Good	Unlikely	Moderate	M	2	2027	10	2029	2029	2045	13				0	2029	2029	2044	13
1532	Facilities - Non-Spatial	Admin Office	Blinds - Admin Office	Blinds	Administration			2014	20	18	2	$2,391	$60	$2,332	$2,575	9		9	Very Good	Rare	Insignificant	L	1	2032	10	2034	2034	2054	18				0	2034	2034	2054	18
1010	Facilities - Non-Spatial	Admin Office	Broan Central Vac System -	Central Vac	Administration			1993	20	0	23	$471	$471	$0	not to be replaced	0	5	5	Average	Possible	Insignificant	L	1	2011	10	2013	2017	2041	1				30	2019	2019	2039	3
1469	Facilities - Non-spatial	Admin Office	Admin Office HVAC - New Part of Building	Special HVAC Systems & Equipment	Administration			2013	15	12	3	$2,997	$400	$2,597	$5,000	8	9	9	Very Good	Rare	Moderate	L	1	2027	10	2329	2329	2645	313				0	2329	2329	2344	313
1569	Equipment - Standby P	Admin Office	Generator for Emergency Readiness					2016	30	30	0	$12,563	$0	$12,563	$15,000	10		10	Very Good	Rare	Major	M	2	2043	10	2646	2646	3276	630				0	2646	2646	2676	630
			Sub-Total						**88**	**66**	**22**	**$117,551**	**$50,028**	**$252,169**	**$597,123**			**8.9**						**2**							**$0**							
			Hornings Mills Hall																																		
1062	Facilities - Buildings	Hornings Mills Hall	Horning's Mill Community Centre - Mill Stree	Community Centre	Hornings Mills Hall Board			1986	50	20	30	$139,910	$114,492	$25,417	$500,000	4	7	7	Good	Unlikely	Major	M	2	2031	10	2036	2036	2086	20				10	2041	2041	2091	25
1095	Facilities - Non-spatial	Hornings Mills Hall	Roof - Hornings Mills Hall -	Roof Coverings	Hornings Mills Hall Board			1986	25	0	30	$4,376	$4,376	$0	$15,000	0	8	8	Good	Unlikely	Major	M	2	2009	10	2012	2017	2048	1				60	2027	2027	2052	11
1097	Facilities - Non-Spatial	Hornings Mills Hall	Interior - Hornings Mills Hall -	Interior Finishes	Hornings Mills Hall Board			1986	40	10	30	$18,632	$13,508	$5,124	$54,829	3	5	5	Average	Possible	Insignificant	L	1	2022	10	2026	2026	2066	10				5	2028	2028	2068	12
1096	Facilities - Non-spatial	Hornings Mills Hall	HVAC - Hornings Mills Hall -	Special HVAC Systems & Equipment	Hornings Mills Hall Board			1986	20	0	30	$5,901	$7,223	$5,286	$10,000	0	8	8	Good	Unlikely	Major	M	2	2004	10	2006	2017	2048	1				60	2018	2026	2046	10
1076	Facilities - Non-Spatial	Hornings Mills Hall	Central Vacuum - Hornings Mills Hall -	Central Vac.	Hornings Mills Hall Board			1986	15	0	30	$84	$84	$0	not to be replaced	0	5	5	Average	Possible	Insignificant	L	1	2000	10	2002	2017	2048	1				30	2007	2017	2032	1
1087	Facilities - Non-Spatial	Hornings Mills Hall	Bathroom Sinks (x6) - Hornings Mills Hall -		Hornings Mills Hall Board			1986	20	0	30	$150	$150	$0	$2,500	0	5	5	Average	Possible	Moderate	M	2	2004	10	2006	2017	2048	1				40	2023	2023	2043	7
1086	Facilities - Non-Spatial	Hornings Mills Hall	Urinals (x2) - Hornings Mills Hall -		Hornings Mills Hall Board			1986	20	0	30	$209	$209	$0	$1,500	0	5	5	Average	Possible	Moderate	M	2	2004	10	2006	2017	2048	1				40	2023	2023	2043	7
1110	Facilities - Non-spatial	Hornings Mills Hall	Septic System - Hornings Mills - Mill	Sanitary Waste	Hornings Mills Hall Board			1986	25	0	30	$10,448	$10,448	$0	$25,000	0	7	7	Good	Unlikely	Moderate	M	2	2009	10	2012	2017	2048	1				50	2025	2025	2050	9
		Hornings Mills Hall	Hornings Mills - Well	Production Well	Hornings Mills Hall Board			1986	30	0	30	$3,838	$3,838	$0	$10,000	0	7	7	Good	Unlikely	Major	M	2	2013	10	2016	2017	2048	1				50	2031	2031	2061	15
	Equipment - Motor		Hornings Mills Well Pump	AC Electric	Hornings Mills Hall Board			1986	25	0	30	$1,919	$1,919	$0	$5,000	0	5	5	Average	Possible	Major	H	3	2009	10	2012	2017	2048	1				40	2022	2022	2047	6
		Hornings Mills Hall	UV System	Water Purification	Hornings Mills Hall Board			2006	20	13	7	$1,375	$413	$963	$2,500	7		7	Good	Unlikely	Major	M	2	2027	10	2029	2029	2049	13				0	2029	2029	2049	13
		Hornings Mills Hall	Handicap Lift					2011	25	20	5	$23,200	$3,712	$19,488	$30,000	8		8	Good	Unlikely	Major	M	2	2034	11	2037	2037	2063	21				0	2037	2037	2062	21
1570	Equipment - Standby P	Hornings Mills Hall	Generator for Emergency Readiness		Hornings Mills Hall Board			2016	30	30	0	$12,563	$0	$12,563	$15,000	10		10	Very Good	Rare	Major	M	2	2043	10	2046	2046	2076	30				0	2046	2046	2076	30
			Sub-Total						**45**	**17**	**28**	**$222,605.79**	**$160,372.28**	**$68,841.51**	**$671,329.27**			**7.0**						**2**							**$0.00**							
			Public Works Garage																																		
975	Facilities - Buildings	Public Works Garage	Public Works Garage - Highway 10	Garage	Public Works			1965	100	49	51	$17,506	$23,425	$75,741	$500,000	5	8	8	Good	Unlikely	Moderate	M	2	2055	10	2065	2065	2165	49				10	2075	2075	2175	59
1052	Facilities - Non-spatial	Public Works Garage	Public Works Garage Roof - Highway 10	Roof Coverings	Public Works			2006	20	10	10	$51,378	$23,120	$28,258	$60,000	5	8	8	Good	Unlikely	Moderate	M	2	2024	10	2026	2026	2046	10				10	2028	2028	2048	12
1111	Water - Well	Public Works Garage	Public Works - Well	Production Well	Public Works			1965	30	0	51	$1,503	$1,503	$0	$10,000	0	7	7	Good	Unlikely	Moderate	M	2	1992	10	1995	2017	2069	1				50	2010	2024	2054	8
1112	Equipment - Motor	Public Works Garage	Public Works Garage Well Pump -	AC Electric	Public Works			1965	25	0	51	$ 2,601	$ 2,601	$ -	$ 5,000	0	5	5	Average	Possible	Moderate	M	2	1988	10	1991	2017	2069	1				40	2001	2024	2049	8
1108	Facilities - Non-spatial	Public Works Garage	Public Works Septic System -	Sanitary Waste	Public Works			1965	25	0	51	$2,004	$2,004	$0	$20,000	0	8	8	Good	Unlikely	Minor	L	1	1988	10	1991	2017	2069	1				60	2006	2037	2062	21
1566	Facilities - Non-spatial	Public Works Garage	Septic System Pump	Latter's Plumbing	Public Works			2016	20	20	0	$638	$0	$638	$750	10		10	Very Good	Rare	Minor	L	1	2034	10	2036	2036	2056	20				0	2036	2036	2056	20
984	Facilities - Non-spatial	Public Works Garage	Public Works Garage Furnace -	Heat Generating Systems	Public Works			2005	20	9	11	$11,000	$5,500	$5,500	$25,000	5	8	8	Good	Unlikely	Moderate	M	2	2023	10	2025	2025	2045	9				10	2027	2027	2047	11
986	Facilities - Non-spatial	Public Works Garage	Public Works Garage Window Replacement	Exterior Windows	Public Works			2008	30	22	8	$9,192	$2,145	$7,048	$10,000	7	8	8	Good	Unlikely	Minor	L	1	2035	10	2038	2038	2068	22				0	2038	2038	2068	22
987	Facilities - Non-Spatial	Public Works Garage	Public Works Garage Insulation and Siding	Insulation and Siding	Public Works			2008	30	22	8	$30,370	$7,086	$23,284	$37,351	7		7	Good	Unlikely	Minor	L	1	2035	10	2038	2038	2068	22				0	2038	2038	2068	22
983	Facilities - Non-Spatial	Public Works Garage	6 - 16'x14' Garage Doors -	6 - 16'x14' Garage Doors -	Public Works			1993	20	0	23	$15,706	$15,706	$0	$25,827	0	7	7	Good	Unlikely	Minor	L	1	2011	10	2013	2017	2041	1				65	2026	2026	2046	10
			Sub-Total						**79**	**38**	**42**	**$141,898.36**	**$83,090.75**	**$140,467.30**	**$693,928.49**			**7.9**						**2**							**$0.00**							
			Salt Storage Dome																																		
973	Facilities - Buildings	Public Works Garage	Sand/Salt Storage Building - Highway 10	Sand/Salt Dome	Public Works			1991	50	25	25	$74,040	$35,539	$38,501	$250,000	5	**7**	7	Good	Unlikely	Minor	L	1	2036	10	2041	2041	2091	25				5	2044	2044	2094	28
									50			**$74,039.81**	**$35,539.14**	**$38,500.67**	**$250,000.00**																				
			Equipment Storage Building																																		
1568	Facilities - Buildings	Public Works Garage	**Building (work in Progress)**					2017	75	76		150000		150000	150000	10		10	Very Good	Rare	Minor	L	1	2085	10	2093	2093	2169	77				0	2093	2093	2168	77
									75			**$150,000.00**	**$0.00**	**$150,000.00**	**$150,000.00**																				

Current Leveles of Service
Replacement/Improvement Year Based on Current Levels Service

Expected Levels of Service
Replacement/Improvement Year Based on Expected Levels Service

Melancthon
Street Light Inventory

| | | |

Melancthon
Roads - Sign Inventory

Fixed Asset #	Subtype	Sign Description	Street ID	Street Location of Sinage	Sign Type	Sign Size (cm)	Sign Shape	Sign Colour	Reflectivity (2015)	Comments (2015)	Install Year	Useful Life	Remaining Useful Life	Age	Historic Cost	2015 Accumulated Amortization	2015 Net Book Value	Replacement Cost	Condition Based On Useful Life	Assessed Condition (Based on Reflectivity)	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	Current Leveles of Service Replacement/Improvement Year Based on Current Levels Service Year Replacement due to minimmal maintenance practices	Current Levels of Service % benefit	Revised Levels Service Replacement Year	Year Replacement Applying Risk Score	Subsequent Replacement Year	Revised Remaining Useful Life		Expected Levels of Service Replacement/Improvement Year Based on Expected Levels Service Rehabiliation Year	Rehabiliation Cost (2016)	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
												11	**10**	**1**	**$20,966**	**$2,076**	**$18,890**	**$21,150**			**9**					**1**									**$0**						
1434	Roads - Sign	No Trucks									2012	10	6	4	$6,486	$1,946	$4,540	$6,500	6	8	8	Very Good	Rare	Insignificant	L	1	2021	10	2022	2022	2032	6						2022	2022	2032	6
1524	Roads - Sign	No Trucks									2014	20	18	2	$2,609	$130	$2,479	$2,650	9	9	9	Very Good	Rare	Insignificant	L	1	2032	10	2034	2034	2054	18						2034	2034	2054	18
1572	Roads - Sign	Two Solar Radar Units			Davtech Analytical Services (Canada) Inc.						2016	10	10	0	$11,871	$0	$11,871	$12,000	10		10	Very Good	Rare	Insignificant	L	1	2025	10	2026	2026	2036	10						2026	2026	2036	10

Melancthon
Roads - Bridge Inventory

Link ID	AMS Asset ID	Structure Number	Asset Name	Asset Type	Bridge Type	Install Year	Useful Life	Remaining Useful Life	Age	Historic Cost	2015 Accumulated Amortization System	2015 Net Book Value System	Replacement Cost	Condition Based On Useful Life	Engineer Inspection BCI	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	Year Replacement due to minimal maintenance practices	Current Levels of Service Replacement/Improvement Year Based on Current Levels Service	Revised Levels Service Replacement Year	Year Replacement Applying Risk Score	Subsequent Replacement Year	Revised Remaining Useful Life	Proposed Rehabilitation Cost (2016 $)	Year for Rehabilitation	Extended Life (Years) due to Betterment	2nd Rehabilitation Cost	Year for 2nd Rehabilition	Extended life due to 2nd Betterment	Expected Levels of Service % benefit over Current + Condition	Expected Levels of Service Replacement/Improvement Year Based on Expected Levels Revised Levels Service Replacement Year	Year Replacement Applying Risk Score - or Staff Override	Subsequent Replacement Year	Revised Remaining Useful Life
							72	**38**	**34**	**$ 5,134,042**	**$ 1,874,523**	**$ 3,272,076**	**$ 20,889,250**			**7**					**2**							**$ 2,479,500**			**$ 250,000**							
939	939	4	Curphey Bridge - 5th Sideroad	rigid frame, vertical legs	BR-1	1930	75	0	86	$ 127,665	$ 51,066	$ 76,599		0	4	4	Poor	Likely	Minor	M	2	1998	10	2006	2017	2104	1							30	2029	2029	2104	13
933	933	10	Hutchinson Bridge - 280 Sideroad	I-beam Steel Girders	BR-1	2000	75	59	16	$ 51,426	$ 10,285	$ 41,141	$ 700,000	8	6	6	Average	Possible	Major	H	3	2068	10	2076	2068	2143	52	$185,000	2018	40				0	2058	2068	2143	52
954	954	2003	Culvert - 3rd Line	Multi-Plate Culverts	CS	1970	50	4	46	$ 22,912	$ 20,621	$ 2,291	$ 300,000	1	6	6	Average	Possible	Major	H	3	2015	10	2020	2015	2065	-1							40	2040	2018	2068	3
945	945	2013	Culvert - 30th Sideroad	Open Bottom Timber Structu	Wood	1950	50	0	66	$ 8,063	$ 8,063	$ -	$ 275,000	0	6	6	Average	Possible	Major	H	3	1998	10	2000	2017	2084	1	$30,000	2018	10				50	2028	2028	2078	12
942	942	1	RBRIDGE - 4th Line SW	rigid frame, vertical legs	BR	1960	75	19	56	$ 15,662	$ 11,485	$ 4,177	$ 350,000	3	7	7	Good	Unlikely	Major	M	2	2028	10	2036	2036	2112	20							30	2059	2032	2107	16
940	940	3	Lyons Bridge - 4th Line	rigid frame, vertical legs	BR	1993	75	52	23	$ 209,440	$ 61,436	$ 148,004	$ 400,000	7	7	7	Good	Unlikely	Major	M	2	2061	10	2069	2069	2145	53							0	2069	2031	2106	15
938	938	5	Leader Bridge - 2nd Line SW	rigid frame, vertical legs	BR-1	1975	75	34	41	$ 98,546	$ 52,558	$ 45,988	$ 600,000	5	7	7	Good	Unlikely	Major	M	2	2043	10	2051	2051	2127	35	$69,000	2022	40				10	2062	2062	2137	46
936	936	7	Gray Bridge - 7th Line SW	rigid frame, vertical legs	BR-1	1960	75	19	56	$ 43,815	$ 32,131	$ 11,684	$ 650,000	3	7	7	Good	Unlikely	Major	M	2	2028	10	2036	2036	2112	20	$110,000	2019	40				30	2059	2059	2134	43
935	935	8	RBRIDGE - 7th Line SW	rigid frame, vertical legs	BR-1	1980	75	39	36	$ 165,010	$ 77,005	$ 88,005	$ 584,250	5	7	7	Good	Unlikely	Major	M	2	2048	10	2056	2056	2132	40	$86,000	2022	40				10	2062	2062	2137	46
934	934	9	Anderson Bridge - 8th Line SW	Box Girder	BR-1	1980	75	39	36	$ 149,123	$ 69,591	$ 79,532	$ 700,000	5	7	7	Good	Unlikely	Major	M	2	2048	10	2056	2056	2132	40	$156,500	2023	40				10	2063	2063	2138	47
932	932	11	G. Anderson Bridge - 8th Line SW	rigid frame, vertical legs	BR-1	1960	75	19	56	$ 84,769	$ 62,164	$ 22,605	$ 1,200,000	3	7	7	Good	Unlikely	Major	M	2	2028	10	2036	2036	2112	20	$180,000	2019	40				30	2059	2059	2134	43
930	930	13	Riverview East Bridge - 260 Sideroad	CPCI Precast I-Girders	BR-1	1980	75	39	36	$ 302,200	$ 141,027	$ 161,173	$ 1,070,000	5	7	7	Good	Unlikely	Major	M	2	2048	10	2056	2056	2132	40	$249,000	2020	40				10	2060	2060	2135	44
929	929	14	Witowski Bridge - 4th Line SW	Box Girder	BR-1	1977	75	36	39	$ 164,283	$ 83,237	$ 81,046	$ 1,000,000	5	7	7	Good	Unlikely	Major	M	2	2045	10	2053	2053	2129	37	$185,000	2023	40				10	2063	2063	2138	47
928	928	15	Oldfield Bridge - 2nd Line SW	rigid frame, vertical legs	BR-1	1960	75	19	56	$ 59,438	$ 43,588	$ 15,850	$ 1,020,000	3	7	7	Good	Unlikely	Major	M	2	2028	10	2036	2036	2112	20	$218,000	2017	40				30	2057	2057	2132	41
927	927	16	Jack Bridge - 250 Sideroad	I-beam Steel Girders	BR-1	1998	75	57	18	$ 94,128	$ 21,336	$ 72,792	$ 880,000	8	7	7	Good	Unlikely	Major	M	2	2066	10	2074	2074	2150	58	$195,000	2025	40				0	2065	2065	2140	49
958	958	17	Isaac Bridge - 250 Sideroad	CSP Multi-Plate Arch Culvert	BR-1	2003	75	62	13	$ 193,629	$ 30,981	$ 162,648	$ 750,000	8	7	7	Good	Unlikely	Major	M	2	2071	10	2079	2079	2155	63	$150,000	2023	40				0	2063	2063	2138	47
957	957	18	Fluney Bridge - 2nd Line NE	rigid frame, vertical legs	BR-1	1960	75	19	56	$ 24,455	$ 17,934	$ 6,521	$ 470,000	3	7	7	Good	Unlikely	Major	M	2	2028	10	2036	2036	2112	20	$88,500	2022	40				30	2062	2062	2137	46
956	956	2001	Silk Bridge - 3rd Line	CSP Multi-Plate Arch Culvert	CS	1989	50	23	27	$ 78,000	$ 41,386	$ 36,612	$ 275,000	5	7	7	Good	Unlikely	Major	M	2	2034	10	2039	2039	2089	23							10	2044	2033	2083	17
953	953	2004	Culvert - 5th Sideroad	rigid frame, vertical legs	BR-1	1990	75	49	26	$ 502,936	$ 169,911	$ 333,025	$ 400,000	7	7	7	Good	Unlikely	Major	M	2	2058	10	2066	2066	2142	50	$80,000	2026	40				0	2066	2066	2141	50
951	951	2006	Culvert - 3rd Line	rigid frame, vertical legs	BR	1990	75	49	26	$ 191,881	$ 64,825	$ 127,056	$ 275,000	7	7	7	Good	Unlikely	Major	M	2	2058	10	2066	2066	2142	50							0	2066	2036	2111	20
972	972	2007	Culvert - 15th Sideroad East of 3rd Line OS	rigid frame, vertical legs	BR	1980	75	39	36	$ 86,424	$ 40,876	$ 45,548	$ 275,000	5	7	7	Good	Unlikely	Major	M	2	2048	10	2056	2056	2132	40							10	2064	2038	2113	22
950	950	2008	Culvert - 15th Sideroad	rigid frame, vertical legs	BR	1970	75	29	46	$ 25,929	$ 15,768	$ 10,161	$ 250,000	4	7	7	Good	Unlikely	Major	M	2	2038	10	2046	2046	2122	30							20	2061	2037	2112	21
947	947	2011	Culvert - 20th Sideroad	rigid frame, vertical legs	CC	1985	75	44	31	$ 121,272	$ 49,164	$ 72,108	$ 370,000	6	7	7	Good	Unlikely	Major	M	2	2053	10	2061	2061	2137	45							5	2065	2030	2105	14
946	946	2012	Culvert - 30th Sideroad	rigid frame, vertical legs	BR	1960	75	19	56	$ 15,662	$ 11,640	$ 4,022	$ 200,000	3	7	7	Good	Unlikely	Major	M	2	2028	10	2036	2036	2112	20							30	2059	2036	2111	20
944	944	2014	Culvert - 4th Line	rigid frame, vertical legs	BR	1950	75	9	66	$ 28,198	$ 24,769	$ 3,429	$ 270,000	1	7	7	Good	Unlikely	Major	M	2	2018	10	2026	2026	2102	10							50	2064	2038	2113	22
971	971	2016	Culvert - 4th Line NE South of County Rd 9	rigid frame, vertical legs	CC	1980	75	39	36	$ 96,379	$ 45,585	$ 50,794	$ 200,000	5	7	7	Good	Unlikely	Major	M	2	2048	10	2056	2056	2132	40							10	2064	2038	2113	22
970	970	2017	Culvert - 2nd Line NE North of 240 SR	CSP Multi-Plate Arch Culvert	CS	1980	50	14	36	$ 144,745	$ 101,322	$ 43,424	$ 200,000	3	7	7	Good	Unlikely	Major	M	2	2025	10	2030	2030	2080	14							30	2045	2033	2083	17
969	963	2018	Culvert - 2nd Line NE South of 260 SR	CIP Box Culvert	CC	1960	75	19	56	$ 21,853	$ 16,242	$ 5,611	$ 200,000	3	7	7	Good	Unlikely	Major	M	2	2028	10	2036	2036	2112	20							30	2059	2032	2107	16
967	697	2019	Culvert - 4th Line NE North of 250 SR	rigid frame, vertical legs	BR	1980	75	39	36	$ 156,438	$ 73,991	$ 82,447	$ 350,000	5	7	7	Good	Unlikely	Major	M	2	2048	10	2056	2056	2132	40							10	2064	2037	2112	21
966	966	2021	Culvert - 2nd Line NE North of 250 SR	CSP Multi-Plate Arch Culvert	CS	1980	50	14	36	$ 64,606	$ 45,224	$ 19,382	$ 330,000	3	7	7	Good	Unlikely	Major	M	2	2025	10	2030	2030	2080	14							30	2045	2031	2081	15
965	965	2022	Culvert - 4th Line NE North of 260 SR	CIP Box Culvert	CC	1980	75	39	36	$ 63,547	$ 30,056	$ 33,491	$ 300,000	5	7	7	Good	Unlikely	Major	M	2	2048	10	2056	2056	2132	40							10	2064	2038	2113	22
964	964	2023	Culvert - 4th Line NE South of 260 SR	CIP Box Culvert	CC	1960	75	19	56	$ 27,317	$ 20,303	$ 7,014	$ 350,000	3	7	7	Good	Unlikely	Major	M	2	2028	10	2036	2036	2112	20	$117,500	2019	20				30	2039	2039	2114	23
962	962	2025	Culvert - 260 Sideroad West of 2nd Line SW	CSP Multi-Plate Arch Culvert	CS	1970	50	4	46	$ 40,946	$ 40,612	$ 334	$ 200,000	1	7	7	Good	Unlikely	Major	M	2	2015	10	2020	2020	2070	4							50	2045	2007	2087	21
1434		2029	220 SR east of 4th Line NE	rigid frame, vertical legs	BR	1960	75	19	56	$ 21,906	$ 15,768	$ 6,138	$ 275,000	3	7	7	Good	Unlikely	Major	M	2	2028	10	2036	2036	2112	20							30	2059	3037	3112	1021
1492		2030	240 SR West of 6th Line NE	rigid frame, vertical legs	BR	1958	75	14	61	$ 16,948	$ 13,332	$ 3,616	$ 250,000	2	7	7	Good	Unlikely	Major	M	2	2023	10	2031	2031	2107	15							40	2061	2029	2104	13
1493		2032	2nd Line NE north of 280 SR	Twin Circular CSP Culvert	CS	1975	50	9	41	$ 50,990	$ 39,772	$ 11,218	$ 200,000	2	7	7	Good	Unlikely	Major	M	2	2020	10	2025	2025	2075	9							40	2045	2031	2081	15
1491		2033	7th Line SW South of 260 SR	Open Bottom Culvert	CC	1960	75	19	56	$ 23,891	$ 17,202	$ 6,689	$ 300,000	3	7	7	Good	Unlikely	Major	M	2	2028	10	2036	2036	2112	20							30	2059	2034	2109	18
1494		2034	Melancthon / Mulmur Townline between 15th and 20th	rigid frame, vertical legs	BR	1978	75	37	38	$ 69,829	$ 33,518	$ 36,311	$ 250,000	5	7	7	Good	Unlikely	Major	M	2	2046	10	2054	2054	2130	38							10	2062	2030	2105	14
937	937	6	Held Bridge - 4th Line SW	rigid frame, vertical legs	BR-1	2003	75	62	13	$ 146,733	$ 23,477	$ 123,256	$ 700,000	8	8	8	Good	Unlikely	Major	M	2	2071	10	2079	2079	2155	63	$140,000	2035	40				0	2075	2075	2150	59
931	931	12	Riverview South Bridge - 7th Line SW	I-beam Steel Girders	BR-2	2008	75	67	8	$ 570,676	$ 54,435	$ 528,799	$ 1,200,000	9	8	8	Good	Unlikely	Major	M	2	2076	10	2084	2084	2160	68	$240,000	2034	40	$250,000	2074	40	0	2114	2114	2189	98
955	955	2002	Clark Bridge - 5th Sideroad	CSP Multi-Plate Arch Culvert	CS	1988	50	22	28	$ 43,332	$ 23,877	$ 19,455	$ 300,000	4	8	8	Good	Unlikely	Major	M	2	2033	10	2038	2038	2088	22							30	2053	2034	2084	18
949	949	2009	Culvert - 15th Sideroad	Box Culvert	BR	2008	75	67	8	$ 247,311	$ 23,394	$ 223,917	$ 300,000	9	9	9	Very Good	Rare	Major	M	2	2076	10	2084	2084	2160	68							0	2084	2050	2125	34
943	943	2015	Culvert - 10th Line NE	Precast Box Culvert	BR	2008	75	67	8	$ 194,843	$ 18,431	$ 176,412	$ 300,000	9	9	9	Very Good	Rare	Major	M	2	2076	10	2084	2084	2160	68							0	2084	2050	2125	34
961	961	2026	Culvert - 8th Line SW North of Highway 89	CSP Multi-Plate Arch Culvert	CS	2008	50	42	8	$ 74,755	$ 10,466	$ 64,289	$ 250,000	8	9	9	Very Good	Rare	Major	M	2	2053	10	2058	2058	2108	42							5	2061	2041	2091	25
959	959	2031	Culvert - 240 Sideroad East of Highway 10	CSP Multi-Plate Arch Culvert	CS	2005	50	39	11	$ 43,979	$ 8,796	$ 35,183	$ 200,000	8	9	9	Very Good	Rare	Major	M	2	2050	10	2055	2055	2105	39							5	2058	2041	2091	25
1433	1432	2005	Culvert - 3rd Line OS South of County RD 17	CSP Multi-Plate Arch Culvert	CS	2013	50	47	3	$ 143,757	$ 5,674	$ 138,083	$ 200,000	9	10	10	Very Good	Rare	Major	M	2	2058	10	2063	2063	2113	47							5	2066	2047	2097	31
948	1564	2010	Culvert - 3rd Line	CSP Multi-Plate Arch Culvert	CS	2016	50	50	0	$ 102,090	$ -	$ 102,090	$ 110,000	10	10	10	Very Good	Rare	Major	M	2	2061	10	2066	2066	2116	50							0	2066	2066	2116	50
968	1563	2020	Culvert - 4th Line NE South of 240 SR	CIP Box Culvert	CC	2016	75	75	0	$ 125,433	$ -	$ 125,433	$ 150,000	10	10	10	Very Good	Rare	Major	M	2	2084	10	2092	2092	2168	76							0	2092	2092	2167	76
963	1562	2024	Culvert - 2nd Line NE South of 240 SR and Bridge 2018	Open Bottom Culvert	CC	2016	75	75	0	$ 127,361	$ -	$ 127,361	$ 150,000	10	10	10	Very Good	Rare	Major	M	2	2084	10	2092	2092	2168	76							0	2092	2092	2167	76
960	1559	2027	Culvert 2027 - 15 SR 2km West of County Road 124 (Lot	Precast Box Culvert	CC	2015	75	74	1	$ 318,529	$ -	$ 318,529	$ 300,000	10	10	10	Very Good	Rare	Major	M	2	2083	10	2091	2091	2167	75							0	2091	2061	2136	45
1117	1471	2028	Bridge 2028 - Main St Horning's Mills, South of 15 SR	Precast Box Culvert	CC	2013	75	72	3	$ 378,883	$ 7,578	$ 371,305		10	10	10	Very Good	Rare	Major	M	2	2081	10	2089	2089	2165	73							0	2089	2060	2135	44

Melancthon
Roads - Cross Road Culverts

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Melancthon
Roads - Road Base Inventory

Fixed Asset #	Subtype	Asset Name - Roads	GIS/DMap Link	Street ID (RDG/GSD)	From	To	Name	Surface Material	Length(m)	# of Lanes	Total Lane (m)	Width (m)	Square meters (m)	Install Year	Useful Life	Remaining Useful Life	Age	Historic Cost	2015 Accumulated Amortization System	2015 Net Book Value System	Replacement Cost/Section	Condition Based On Useful Life	Condition from Town	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	Year Replacement due to minimum maintenance practices	Current Levels of Service % benefit	Current Levels of Service Replacement	Revised Levels Service Replacement Year	Year Replacement Applying Risk Score	Subsequent Replacement Year	Revised Remaining Useful Life	Proposed Rehabilitation Cost (2015 $)	Year for Rehabilitation	Extended Life (Years) due to Reliement	Expected Levels of Service % benefit over Current + Condition better than expected for now	Revised Levels Service Replacement Year	Year Replacement Applying Risk Score - or Staff Override	Subsequent Replacement Year	Revised Remaining Useful Life
									264,939	0	0	0	0		41	10	112	$3,835,616	$2,100,162	$1,735,454	$105,612,194.00			5.1					2.0								$396,960									
351	Roads - Road Base Valuation	Municipal Road Base - 15TH SIDEROAD	178	178	3RD LINE OS	CTY RD 124	15TH SIDEROAD	Asphalt	1145.18		0		0	1983	60	27	32	$45,616	$24,238	$21,296	$456,632	5	6	6	Average	Possible	Moderate	M	2	2025		2025	2033	2085	9				0	2033	2025	2085	9
702	Roads - Road Base Valuation	Municipal Road Base - 15TH SIDEROAD	177	1693	MAIN ST.	END OF ASPHALT (Bridge 2009)	15TH SIDEROAD	Asphalt	690.71		0		0	1983	60	27	32	$27,611	$14,736	$12,885	$276,284	5	6	6	Average	Possible	Moderate	M	2	2025		2025	2033	2085	9	$5,000	2021		0	2033	2025	2085	9
718	Roads - Road Base Valuation	Municipal Road Base - 15TH SIDEROAD	194	694	CTY RD 124	MAIN ST	15TH SIDEROAD	Asphalt	227.24		0		0	1983	60	27	32	$9,086	$4,845	$4,230	$90,896	5	6	6	Average	Possible	Moderate	M	2	2025		2025	2033	2085	9				0	2033	2025	2085	9
699	Roads - Road Base Valuation	Municipal Road Base - 20TH SIDEROAD	1345	1345	3RD LINE OS	CTY RD 124	20TH SIDEROAD	Asphalt	1377.72		0		0	1983	60	27	32	$55,079	$29,373	$25,701	$551,089	5	8	8	Good	Unlikely	Moderate	M	2	2025		2025	2033	2085	9				5	2038	2029	2085	12
567	Roads - Road Base Valuation	Municipal Road Base - 2GD SIDEROAD	29	29	2ND LINE SW	ARGYLE ST	2GD SIDEROAD	Asphalt	1525.86		0		0	1983	60	27	32	$60,996	$32,533	$28,463	$610,344	5		5	Average	Possible	Moderate	M	2	2025		2025	2033	2085	9	$10,000	2021		0	2033	2025	2085	9
569	Roads - Road Base Valuation	Municipal Road Base - 2GD SIDEROAD	31	31	7TH LINE SW	4TH LINE SW	2GD SIDEROAD	Asphalt	2012.82		0		0	1983	60	27	32	$80,482	$42,913	$37,549	$805,128	5		5	Average	Possible	Moderate	M	2	2025		2025	2033	2085	9	$10,000	2021		0	2033	2025	2085	9
570	Roads - Road Base Valuation	Municipal Road Base - 2GD SIDEROAD	32	32	6TH LINE SW	2ND LINE SW	2GD SIDEROAD	Asphalt	2228.06		0		0	1983	60	27	32	$89,086	$47,602	$41,564	$891,224	5		5	Average	Possible	Moderate	M	2	2025		2025	2033	2085	9	$10,000	2021		0	2033	2025	2085	9
623	Roads - Road Base Valuation	Municipal Road Base - 2ND LINE SW	83	83	250 SDRD	250 SDRD	2ND LINE SW	Asphalt	2054.32		0		0	1983	60	27	32	$82,120	$43,798	$38,323	$821,728	5		5	Average	Possible	Moderate	M	2	2025		2025	2033	2085	9				0	2033	2025	2085	9
624	Roads - Road Base Valuation	Municipal Road Base - 2ND LINE SW	82	82	250 SDRD	Melancthon / Southgate Boundary	2ND LINE SW	Asphalt	2349.58		0		0	1983	60	27	32	$93,924	$50,093	$43,831	$939,836	5		5	Average	Possible	Moderate	M	2	2025		2025	2033	2085	9	$25,000	2017		0	2033	2025	2085	9
621	Roads - Road Base Valuation	Municipal Road Base - 2ND LINE SW	117	117	280 Sideroad	270 Sideroad	2ND LINE SW	Asphalt	2028.71		0		0	1986	60	30	29	$93,087	$44,902	$48,095	$811,484	5		5	Average	Possible	Moderate	M	2	2028		2033	2033	2088	12	$10,000	2028		0	2033	2028	2088	12
622	Roads - Road Base Valuation	Municipal Road Base - 2ND LINE SW	118	1589	270 SDRD	260 SDRD	2ND LINE SW	Asphalt	2044.68		0		0	1983	60	27	32	$81,731	$43,163	$38,143	$817,872	5		5	Average	Possible	Moderate	M	2	2025		2025	2033	2085	9	$10,000	2028		0	2033	2025	2085	9
672	Roads - Road Base Valuation	Municipal Road Base - 2ND LINE SW	147	147	HWY 89	300 SDRD	2ND LINE SW	Asphalt	1799.47		0		0	1983	60	27	32	$71,933	$38,364	$33,569	$719,788	5		5	Average	Possible	Moderate	M	2	2025		2025	2033	2085	9	$20,000	2017		0	2033	2025	2085	9
620	Roads - Road Base Valuation	Municipal Road Base - 2ND LINE SW	1276	1276	CTY RD 17	280 SDRD	2ND LINE SW	Asphalt	2051.36		0		0	1983	60	27	32	$82,055	$43,745	$38,368	$820,554	5		5	Average	Possible	Moderate	M	2	2025		2025	2033	2085	9				0	2033	2025	2085	9
634	Roads - Road Base Valuation	Municipal Road Base - 3RD LINE	92	1587	HWY 10	5 SR	3RD LINE	Asphalt	1632.37		0		0	1983	60	27	32	$65,373	$35,186	$30,787	$660,148	5	6	6	Average	Possible	Moderate	M	2	2025		2025	2033	2085	9				0	2033	2025	2085	9
635	Roads - Road Base Valuation	Municipal Road Base - 3RD LINE	93	93	5 SR	2 KM N OF 5TH SIDEROAD	3RD LINE	Asphalt	2010.5		0		0	1987	60	31	28	$102,464	$47,817	$54,648	$804,200	5	6	6	Average	Possible	Moderate	M	2	2029		2029	2033	2089	13				0	2033	2029	2089	13
638	Roads - Road Base Valuation	Municipal Road Base - 3RD LINE	96	96	CTY RD 17	15 SR	3RD LINE	Asphalt	2688.52		0		0	1988	60	32	27	$147,745	$66,485	$81,260	$1,075,408	5	6	6	Average	Possible	Moderate	M	2	2030		2030	2038	2090	14				0	2038	2030	2090	14
644	Roads - Road Base Valuation	Municipal Road Base - 3RD LINE	102	102	1.5 KM SOUTH OF 20TH	20TH SIDEROAD	3RD LINE	Asphalt	3044.97		0		0	1983	60	27	32	$121,731	$64,918	$56,803	$1,217,988	5	6	6	Average	Possible	Moderate	M	2	2025		2025	2033	2085	9				0	2033	2025	2085	9
880	Roads - Road Base Valuation	Municipal Road Base - 3RD LINE	103	1498	20 SR	RD 21	3RD LINE	Asphalt	3054.87		0		0	1983	60	27	32	$122,109	$65,125	$56,984	$1,221,868	5	6	6	Average	Possible	Moderate	M	2	2025		2025	2033	2085	9				0	2033	2025	2085	9
900	Roads - Road Base Valuation	Municipal Road Base - 3RD LINE	548	548	2 KM N OF 5TH SIDERO	CTY RD 17	3RD LINE	Asphalt	2048.48		0		0	1988	60	32	27	$57,618	$25,938	$31,680	$419,356	5	6	6	Average	Possible	Moderate	M	2	2030		2030	2038	2090	14				0	2038	2030	2090	14
901	Roads - Road Base Valuation	Municipal Road Base - 3RD LINE	540	545	CTY RD 17	15 SR	3RD LINE	Asphalt	362.41		0		0	1983	60	27	32	$14,495	$7,731	$6,764	$145,044	5	6	6	Average	Possible	Moderate	M	2	2025		2025	2033	2085	9				0	2033	2025	2085	9
637	Roads - Road Base Valuation	Municipal Road Base - 4TH LINE	95	95	CTY RD 17	15 SR	4TH LINE	Asphalt	3051.32		0		0	1983	60	27	32	$121,973	$65,053	$56,922	$1,220,528	5	7	7	Good	Unlikely	Moderate	M	2	2025		2025	2033	2085	9				0	2033	2025	2085	9
877	Roads - Road Base Valuation	Municipal Road Base - 4TH LINE	152	1495	HWY 10	5TH SDRD	4TH LINE	Asphalt	713.18		0		0	1981	25	0	32	$31,383	$31,383	$0	$285,352	0	7	7	Good	Unlikely	Moderate	M	2	2001		2001	2017	2051	1				40	2026	2026	2051	10
678	Roads - Road Base Valuation	Municipal Road Base - 4TH LINE	153	1494	5TH SR	CTY RD 17	4TH LINE	Asphalt	3038.47		0		0	1983	60	27	32	$121,461	$64,780	$56,682	$1,215,388	5	7	7	Good	Unlikely	Moderate	M	2	2025		2025	2033	2085	9				0	2033	2025	2085	9
599	Roads - Road Base Valuation	Municipal Road Base - 4TH LINE NE	63	63	250 SDRD	240 SDRD	4TH LINE NE	Asphalt	2446.76		0		0	1983	60	27	32	$97,808	$52,164	$45,644	$978,704	5	5	5	Average	Possible	Moderate	M	2	2025		2025	2033	2085	9	$20,000	2018		0	2033	2025	2085	9
665	Roads - Road Base Valuation	Municipal Road Base - 4TH LINE NE	66	66	CTY RD 21	250 SDRD	4TH LINE NE	Asphalt	1633.98		0		0	1986	60	28	31	$67,245	$34,741	$32,505	$653,593	5	6	6	Average	Possible	Moderate	M	2	2026		2026	2034	2086	10	$10,000	2024		0	2034	2026	2086	10
681	Roads - Road Base Valuation	Municipal Road Base - 4TH LINE NE	65	65	5TH LINE OS	CTY RD 21	4TH LINE NE	Asphalt	3937.16		0		0	1987	60	31	28	$200,655	$93,635	$107,018	$1,574,864	5	6	6	Average	Possible	Moderate	M	2	2029		2029	2089	2089	13	$20,000	2025		0	2025	2029	2089	13
608	Roads - Road Base Valuation	Municipal Road Base - 4TH LINE NE	72	72	240 SDRD	RD 9 AND CTY RD 2	4TH LINE NE	Asphalt	2047.75		0		0	1983	60	27	32	$81,858	$43,658	$38,200	$819,100	5	6	6	Average	Possible	Moderate	M	2	2025		2025	2033	2085	9	$25,000	2018		0	2033	2025	2085	9
897	Roads - Road Base Valuation	Municipal Road Base - 4TH LINE OS	1279	1279	Railway Tracks	HWY 10	4TH LINE	Asphalt	956		0		0	1983	60	27	32	$25,224	$14,514	$10,710	$382,400	5	7	7	Good	Unlikely	Moderate	M	2	2025		2025	2033	2085	9	$10,000	2023		0	2033	2025	2085	9
636	Roads - Road Base Valuation	Municipal Road Base - 5TH LINE	94	94	CTY RD 17	5TH LINE JOG	280 SR	5TH LINE	Asphalt	2292.94		0		0	1983	60	27	32	$91,659	$48,885	$42,774	$917,176	5	6	6	Average	Possible	Moderate	M	2	2025		2025	2033	2085	9	$22,929	2019		0	2033	2025	2085	9
639	Roads - Road Base Valuation	Municipal Road Base - 5TH LINE	97	97	6TH LINE NE	15 SIDEROAD	5TH LINE	Asphalt	570.2		0		0	1981	60	27	32	$22,787	$12,159	$10,628	$228,120	5	6	6	Average	Possible	Moderate	M	2	2025		2025	2033	2085	9	$5,707	2019		0	2033	2025	2085	9
643	Roads - Road Base Valuation	Municipal Road Base - 5TH LINE	101	101	280 SDRD	4TH LINE NE	5TH LINE	Asphalt	205.49		0		0	1983	60	27	32	$8,210	$4,381	$3,833	$82,196	5	6	6	Average	Possible	Moderate	M	2	2025		2025	2033	2085	9	$2,057	2019		0	2033	2025	2085	9
683	Roads - Road Base Valuation	Municipal Road Base - 5TH LINE	169	169	6TH LINE NE	20th SIDEROAD	5TH LINE	Asphalt	465.73		0		0	1983	60	27	33	$18,617	$9,920	$8,688	$186,292	5	3	3	Poor	Likely	Moderate	H	3	2025		2025	2040	2100	24	$4,652	2019		0	2025	2027	2097	21
686	Roads - Road Base Valuation	Municipal Road Base - 5TH LINE	161	161	20 SR	RD 21 5TH LINE JOG	5TH LINE	Asphalt	1577.14		0		0	1983	60	27	33	$63,045	$33,624	$29,421	$630,854	5	3	3	Poor	Likely	Moderate	H	3	2025		2025	2040	2100	24	$15,771	2019		0	2025	2027	2097	21
684	Roads - Road Base Valuation	Municipal Road Base - 5th Line OS - 15th SR - 270 SR	159	159	15TH SIDEROAD	270 SIDEROAD	5TH LINE	Asphalt	1930.35		0		0	1983	60	27	33	$77,165	$41,153	$36,010	$772,140	5	3	3	Poor	Likely	Moderate	H	3	2025		2025	2040	2100	24	$19,304	2019		0	2025	2027	2097	21
683	Roads - Road Base Valuation	Municipal Road Base - 5th Line OS - 270 SR - 6th Line NS	158	158	270 SIDEROAD	6th LINE NS	5TH LINE	Asphalt	654.08		0		0	1983	60	27	33	$26,145	$13,944	$12,201	$261,616	5	3	3	Poor	Likely	Moderate	H	3	2025		2025	2040	2100	24	$6,540	2019		0	2025	2027	2097	21
729	Roads - Road Base Valuation	Municipal Road Base - 5TH SIDEROAD	206	206	CTY RD 124	TL	5TH SIDEROAD	Asphalt	1249.74		0		0	1983	60	27	32	$65,236	$34,793	$30,444	$499,896	5	6	6	Average	Possible	Moderate	M	2	2025		2025	2033	2085	9				0	2033	2025	2085	9
730	Roads - Road Base Valuation	Municipal Road Base - 5TH SIDEROAD	207	207	3RD LINE OS	CTY RD 124	5TH SIDEROAD	Asphalt	1487.81		0		0	1983	60	27	32	$54,797	$29,225	$25,572	$595,124	5	7	7	Good	Unlikely	Moderate	M	2	2025		2025	2033	2085	9				0	2033	2025	2085	9
653	Roads - Road Base Valuation	Municipal Road Base - 7TH LINE SW	111	111	280 SDRD	270 SDRD	7TH LINE SW	Asphalt	2033.98		0		0	1983	60	27	32	$81,284	$43,351	$37,932	$813,352	5		5	Average	Possible	Moderate	M	2	2025		2025	2033	2085	9	$7,500	2024		0	2033	2025	2085	9
668	Roads - Road Base Valuation	Municipal Road Base - 7TH LINE SW	142	142	CTY RD 17	280 SDRD	7TH LINE SW	Asphalt	2039.68		0		0	1983	60	27	32	$81,536	$43,486	$38,050	$815,870	5		5	Average	Possible	Moderate	M	2	2025		2025	2033	2085	9	$7,500	2024		0	2033	2025	2085	9
669	Roads - Road Base Valuation	Municipal Road Base - 7TH LINE SW	143	143	HWY 89	CTY RD 17	7TH LINE SW	Asphalt	852.84		0		0	1983	60	27	32	$34,050	$18,182	$15,909	$341,136	5		5	Average	Possible	Moderate	M	2	2025		2025	2033	2085	9	$7,500	2024		0	2033	2025	2085	9
668	Roads - Road Base Valuation	Municipal Road Base - 7TH LINE SW	1488	1488	270 SR	260 SR	7TH LINE SW	Asphalt	2047.71		0		0	1983	60	27	32	$81,855	$43,657	$38,200	$819,084	5		5	Average	Possible	Moderate	M	2	2025		2025	2033	2085	9	$7,500	2024		0	2033	2025	2085	9
749	Roads - Road Base Valuation	Municipal Road Base - ADDISON	186	186	GEORGE	LLOYD	ADDISON	Asphalt	155.03		0		0	1983	60	27	32	$4,625	$2,467	$2,158	$62,008	5		5	Average	Possible	Moderate	M	2	2025		2025	2033	2085	9				0	2033	2025	2085	9
725	Roads - Road Base Valuation	Municipal Road Base - CHARLES ST W	201	201	MAIN	END OF ROAD	CHARLES ST W	Asphalt	141.37		0		0	1983	60	27	32	$5,651	$3,016	$2,637	$56,548	5		5	Average	Possible	Moderate	M	2	2025		2025	2033	2085	9				0	2033	2025	2085	9
724	Roads - Road Base Valuation	Municipal Road Base - CHURCH	200	200	MAIN	END OF ROAD	CHURCH	Asphalt	242.65		0		0	1983	60	27	32	$9,676	$5,165	$4,515	$96,828	5		5	Average	Possible	Moderate	M	2	2025		2025	2033	2085	9				0	2033	2025	2085	9
706	Roads - Road Base Valuation	Municipal Road Base - FIELDWAY	182	182	MAIN	END OF ROAD	FIELDWAY	Asphalt	800.48		0		0	1983	60	27	32	$31,999	$17,068	$14,931	$320,192	5		5	Average	Possible	Moderate	M	2	2025		2025	2033	2085	9				0	2033	2025	2085	9
712	Roads - Road Base Valuation	Municipal Road Base - GEORGE	188	188	ADDESON	MAIN	GEORGE	Asphalt	113.03		0		0	1983	60	27	32	$3,287	$1,807	$1,581	$45,426	5		5	Average	Possible	Moderate	M	2	2025		2025	2033	2085	9				0	2033	2025	2085	9
709	Roads - Road Base Valuation	Municipal Road Base - HIGH	185	185	MAIN	70 M E OF MAIN	HIGH	Asphalt	170.36		0		0	1983	60	27	32	$6,818	$3,632	$3,178	$68,144	5		5	Average	Possible	Moderate	M	2	2025		2025	2033	2085	9	$5,000	2017		0	2033	2025	2085	9
728	Roads - Road Base Valuation	Municipal Road Base - HUNTER	205	205	CTY ROAD 124	END OF ROAD	HUNTER PKWY	Asphalt	290.57		0		0	1983	60	27	32	$11,631	$6,195	$5,421	$116,228	5		5	Average	Possible	Moderate	M	2	2025		2025	2033	2085	9				0	2033	2025	2085	9
711	Roads - Road Base Valuation	Municipal Road Base - LLOYD	187	187	ADDESON	MAIN	LLOYD	Asphalt	110.1		0		0	1983	60	27	32	$3,290	$1,755	$1,536	$44,120	5		5	Average	Possible	Moderate	M	2	2025		2025	2033	2085	9				0	2033	2025	2085	9
564	Roads - Road Base Valuation	Municipal Road Base - MAIN	26	26	GRIERSON ST	MANITOBA ST	MAIN	Asphalt	158.61		0		0	1978	28	37	37	$14,735	$7,286	$7,450	$63,446	5		5	Average	Possible	Moderate	M	2	2031		2031	2031	2106	15				0	2031	2031	2106	15
561	Roads - Road Base Valuation	Municipal Road Base - MAIN	25	25	MANITOBA ST	CEDAR ST	MAIN	Asphalt	74.08		0		0	1978	28	37	37	$6,807	$3,402	$3,404	$29,629	5		5	Average	Possible	Moderate	M	2	2031		2031	2031	2106	15				0	2031	2031	2106	15
566	Roads - Road Base Valuation	Municipal Road Base - MAIN	24	24	CEDAR ST	SHOOK ST	MAIN	Asphalt	153.25		0		0	1978	28	37	37	$14,275	$7,040	$7,235	$61,306	5		5	Average	Possible	Moderate	M	2	2031		2031	2031	2106	15				0	2031	2031	2106	15
646	Roads - Road Base Valuation	Municipal Road Base - MAIN	107	107	VICTORIA ST RD ALIGN	HWY 10	MAIN	Asphalt	418.17		0		0	1983	60	27	33	$16,733	$8,915	$7,801	$167,268	5		5	Average	Possible	Moderate	M	2	2025		2025	2033	2085	9				0	2033	2025	2085	9
707	Roads - Road Base Valuation	Municipal Road Base - MAIN	183	183	15 SR	CTY RD 124	MAIN	Asphalt	365.52		0		0	1983	60	27	33	$14,612	$7,793	$6,819	$146,208	5		5	Average	Possible	Moderate	M	2	2025		2025	2033	2085	9				0	2033	2025	2085	9
717	Roads - Road Base Valuation	Municipal Road Base - MAIN	193	193	MILL LANE	15 SR	MAIN	Asphalt	335.27		0		0	1983	60	27	33	$13,402	$7,148	$6,254	$134,108	5		5	Average	Possible	Moderate	M	2	2025		2025	2033	2085	9				0	2033	2025	2085	9
721	Roads - Road Base Valuation	Municipal Road Base - MAIN	1316	1316	MILL ST	CHURCH ST	MAIN	Asphalt	214.1		0		0	1978	28	37	37	$19,938	$9,836	$10,102	$85,646	5		5	Average	Possible	Moderate	M	2	2031		2031	2031	2106	15				0	2031	2031	2106	15
722	Roads - Road Base Valuation	Municipal Road Base - MAIN	1313	1313	HIGH ST	MILL ST	MAIN	Asphalt	119.91		0		0	1978	28	37	37	$11,187	$5,520	$5,668	$47,964	5		5	Average	Possible	Moderate	M	2	2031		2031	2031	2106	15				0	2031	2031	2106	15
723	Roads - Road Base Valuation	Municipal Road Base - MAIN	1312	1312	CHURCH ST	CHARLES ST W	MAIN	Asphalt	152.78		0		0	1978	28	37	37	$14,228	$11,460	$2,828	$61,112	5		5	Average	Possible	Moderate	M	2	2031		2031	2031	2106	15				0	2031	2031	2106	15
726	Roads - Road Base Valuation	Municipal Road Base - MAIN	1313	1313	CHARLES ST W	GEORGE	MAIN	Asphalt	126.41		0		0	1978	28	37	37	$11,772	$9,432	$2,340	$50,564	5		5	Average	Possible	Moderate	M	2	2031		2031	2031	2106	15				0	2031	2031	2106	15
727	Roads - Road Base Valuation	Municipal Road Base - MAIN	1314	1314	GEORGE ST	TO LLOYD ST	MAIN	Asphalt	211.73		0		0	1978	28	37	37	$19,713	$15,798	$3,915	$84,690	5		5	Average	Possible	Moderate	M	2	2031		2031	2031	2106	15				0	2031	2031	2106	15
715	Roads - Road Base Valuation	Municipal Road Base - MAIN	1315	1315	FIELDWAY CRT	HIGH ST	MAIN	Asphalt	323.32		0		0	1983	60	27	32	$12,925	$6,890	$6,032	$129,328	5		5	Average	Possible	Moderate	M	2	2025		2025	2033	2085	9				0	2033	2025	2085	9
716	Roads - Road Base Valuation	Municipal Road Base - MAIN	1346	1346	OLDFIELD CRT	FIELDWAY CRT	MAIN	Asphalt	276.91		0		0	1983	60	27	32	$11,069	$5,906	$5,166	$110,764	5		5	Average	Possible	Moderate	M	2	2025		2025	2033	2085	9				0	2033	2025	2085	9
717	Roads - Road Base Valuation	Municipal Road Base - MAIN	1347	1347	CTY RD 124	OLDFIELD CRT	MAIN	Asphalt	692.43		0		0	1983	60	27	32	$27,679	$14,762	$12,917	$276,972	5		5	Average	Possible	Moderate	M	2	2025		2025	2033	2085	9				0	2033	2025	2085	9
719	Roads - Road Base Valuation	Municipal Road Base - MILL LN	195	195	MAIN	END OF ROAD	MILL	Asphalt	654.78		0		0	1983	60	27	32	$26,174	$13,960	$12,215	$261,912	5		5	Average	Possible	Moderate	M	2	2025		2025	2033	2085	9				0	2033	2025	2085	9
720	Roads - Road Base Valuation	Municipal Road Base - MILL ST	196	196	MAIN	WILLIAM	MILL	Asphalt	95.12		0		0	1983	60	27	32	$3,802	$2,028	$1,774	$38,048	5		5	Average	Possible	Moderate	M	2	2025		2025	2033	2085	9				0	2033	2025	2085	9
708	Roads - Road Base Valuation	Municipal Road Base - OLDFIELD	184	184	MAIN	END OF ROAD	OLDFIELD	Asphalt	643.26		0		0	1983	60	27	32	$25,716	$13,714	$12,003	$257,304	5		5	Average	Possible	Moderate	M	2	2025		2025	2033	2085	9				0	2033	2025	2085	9
713	Roads - Road Base Valuation	Municipal Road Base - RIVER	189	189	Mulmur-Melancthon T	WILLIAM	RIVER RD	Asphalt	1401.47		0		0	1983	60	27	32	$56,023	$29,876	$26,144	$560,588	5		5	Average	Possible	Moderate	M	2	2025		2025	2033	2085	9	$10,000	2017		0	2033	2025	2085	9
705	Roads - Road Base Valuation	Municipal Road Base - WILLIAM	181	181	HIGH	MILL	WILLIAM	Asphalt	119.88		0		0	1983	60	27	32	$4,793	$2,555	$2,238	$47,936	5		5	Average	Possible	Moderate	M	2	2025		2025	2033	2085	9				0	2033	2025	2085	9
1052	Roads - Road Base Valuation	Municipal Road Base 2nd Line SW	1351	1351	300 SDRD	CTY RD 17	2ND LINE SW	Asphalt	1980		0		0	2011	60	55	4	$73,745	$4,780	$68,962	$792,400	9		9	Very Good	Rare	Moderate	L	1	2053		2053	2053	2113	37				0	2053	2053	2113	37
592	Roads - Road Base Valuation	Municipal Road Base - 10TH LINE NE	56	1495	240 SDRD	Grey Road 9	10TH LINE NE	Gravel	856.14		0		0	1853	30	0	162	$691	$691	$0	$142,456	0	S	5	Average	Possible	Minor	M	2	1874		1874	2017	2181	1				20	2032	2022	2052	6
632	Roads - Road Base Valuation	Municipal Road Base - 10TH LINE NE	1238	1496	5TH LINE OS	240 SDRD	10TH LINE NE	Gravel	858.55		0		0	1

Melancthon
Roads - Road Section Inventory

Fixed Asset #	Subtype	Asset Name - Roads	Map Link	From	To	Classification	Surface Material	Type	Length (m)	# of Lanes	Total Lane (m)	Width (m)	Square meters (m)	Install Year	Useful Life	Remaining Useful Life	Age	Historic Cost	2015 Accumulated Amortization System	2015 Net Book Value System	Replacement Cost/Section	Condition Based On Useful Life	Condition from Town	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	Year Replacement due to minimum 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 ($2015 $)	Year for Rehabilitation	Extends # Life (Years) due to Betterment	Expected Levels of Service % benefit over Current + Condition better than expected for now	Revised Levels Service Replacement Year	Year Replacement Applying Risk Score - or Staff Override	Subsequent Replacement Year	2nd Subsequent Replacement Year	3rd Subsequent Replacement Year	4th Subsequent Replacement Year	5th Subsequent Replacement Year	6th Subsequent Replacement Year	Revised Remaining Useful Life
									233,074	328	455,930	73	########		15	4	18	$4,266,927	$2,163,676	$2,590,733	$6,460,483			5.9					2								50														
176	Roads - Road Section	15TH SIDEROAD From: 3RD LINE OS To: CTY RD 124	176	3RD LINE OS	CTY RD 124	Rural	Asphalt		1142	2	2,285	6.7	7649	1986	15	0	29	$32,893	$32,893	$0	$85,618	0	5	5	Average	Possible	Moderate	M	2	1997	20	2003	2017	2048	1			20	2018	2038	2032	2048	2063	2078	2093	2108	2
184	Roads - Road Section	15TH SIDEROAD From: CTY RD 124 To: MAIN ST	184	CTY RD 124	MAIN ST	Rural	Asphalt		227	2	454	6.7	1523	1983	15	0	32	$5,704	$5,704	$0	$17,040	0	9	9	Very Good	Rare	Moderate	L	1	1994	20	1997	2017	2051	1			60	2025	2035	2040	2056	2070	2085	2100	2115	9
1491	Roads - Road Section	15th SR - Main to end of asphalt	177	MAIN ST.	END OF ASPHALT (Bridge 2009)	Rural	Asphalt		691	2	1,381	6.7	4628	2013	15	12	3	$2,877	$575	$2,302	$51,653	0	5	5	Average	Possible	Moderate	M	2	2024	20	2027	2027	2042	11			0	2027	2027	2042	2053	2072	2087	2102	2117	11
1345	Roads - Road Section	15TH SIDEROAD	1345	3RD LINE OS	CTY RD 124	Rural	Asphalt		1378	2	2,755	6.7	9231	2010	15	9	5	$108,016	$21,603	$86,413	$103,326	0	9	9	Very Good	Rare	Moderate	L	1	2021	20	2024	2024	2039	8			5	2025	2025	2040	2055	2070	2085	2100	2115	9
29	Roads - Road Section	2ND SIDEROAD From: 2ND LINE SW To: ARGYLE ST	29	2ND LINE SW	Gierson St	Rural	Asphalt		1526	2	3,052	6.7	10223	1983	15	0	32	$38,202	$41,762	$0	$114,439	0	5	5	Average	Possible	Moderate	M	2	1984	20	1997	2017	2051	1			20	2018	2034	2038	2054	2069	2084	2099	2114	8
32	Roads - Road Section	2ND SIDEROAD From: 4TH LINE SW To: 2ND LINE SW	32	4TH LINE SW	2ND LINE SW	Urban	Asphalt		2228	2	4,456	6.7	14928	1983	15	0	32	$55,926	$59,389	$0	$167,105	0	5	5	Average	Possible	Moderate	M	2	1984	20	1997	2017	2051	1			20	2018	2034	2038	2054	2069	2084	2099	2114	8
31	Roads - Road Section	2ND SIDEROAD From: 7TH LINE SW To: 4TH LINE SW	31	7TH LINE SW	4TH LINE SW	Rural	Asphalt		2012	2	4,026	6.7	13486	1983	15	0	32	$50,526	$50,526	$0	$150,962	0	5	5	Average	Possible	Moderate	M	2	1984	20	1997	2017	2051	1			20	2018	2034	2038	2054	2069	2084	2099	2114	8
1278	Roads - Road Section	2ND LINE SW	1278	CTY RD 17	280 SDRD	Rural	Asphalt		2051	2	4,103	6.7	13744	2009	15	8	6	$102,282	$24,548	$77,734	$153,854	0	7	7	Good	Unlikely	Moderate	M	2	2020	20	2023	2023	2038	7			0	2023	2023	2038	2053	2068	2083	2098	2113	7
1270	Roads - Road Section	2ND LINE SW	1270	280 SDRD	270 Sideroad	Rural	Asphalt		449	2	898	6.7	2802	2009	15	8	6	$20,852	$5,004	$15,847	$31,365	0	7	7	Good	Unlikely	Moderate	M	2	2020	20	2023	2023	2038	7			0	2023	2023	2038	2053	2068	2083	2098	2113	7
1535	Roads - Road Section	2nd Line SW from 270 SR - 280 SR	118	270 SDRD	280 SDRD	Rural	Asphalt		2045	2	4,089	6.7	13699	2014	15	13	1	$105,078	$2,132	$104,446	$153,353	0	8	8	Good	Unlikely	Moderate	M	2	2025	20	2028	2028	2043	12			0	2028	2028	2043	2058	2073	2088	2103	2118	12
1351	Roads - Road Section	2ND LINE SW from 300 SR to County RD 17	1351	300 SDRD	County ROAD 17	Rural	Asphalt		1981	2	3,961	6.7	13273	2011	15	10	4	$97,598	$57,381	$40,177	$148,978	0	9	9	Very Good	Rare	Moderate	L	1	2022	20	2025	2025	2040	9			0	2025	2025	2040	2056	2070	2085	2100	2115	9
82	Roads - Road Section	2ND LINE SW From: 250 SDRD To: Melancthon / Southgate Boundary Line	82	250 SDRD	Melancthon/Sou thgate Boundary Line	Rural	Asphalt		2350	2	4,698	6.7	15722	1981	15	0	32	$58,980	$58,980	$0	$9,445	0	3	3	Poor	Likely	Moderate	H	3	1994	20	1997	2017	2051	1			5	2017	2017	2034	2029	2044	2059	2074	2089	3
81	Roads - Road Section	2ND LINE SW From: 260 SDRD To: 250 SDRD	81	260 SDRD	250 SDRD	Rural	Asphalt		2054	2	4,109	6.7	13764	1981	15	0	32	$51,568	$92,218	$140,762	$154,078	0	9	9	Very Good	Rare	Moderate	L	1	1994	20	1997	2017	2051	1			60	2025	2035	2040	2056	2075	2090	2105	2120	14
117	Roads - Road Section	2ND LINE SW From: 280 Sideroad To: 270 Sideroad	117	280 Sideroad	270 Sideroad	Rural	Asphalt		1611	2	3,221	6.7	10790	2006	15	5	9	$119,587	$41,496	$104,150	$120,786	0	7	7	Good	Unlikely	Moderate	M	2	2017	20	2020	2020	2035	4			10	2022	2032	2037	2053	2068	2083	2098	2113	7
147	Roads - Road Section	2ND LINE SW From: HWY 89 To: 300 SDRD	147	HWY 89	300 SDRD	Rural	Asphalt		1788	2	3,599	6.7	12056	1981	15	0	32	$45,171	$45,171	$0	$134,992	0	3	3	Poor	Likely	Moderate	M	3	1994	20	1997	2017	2051	1			5	2017	2017	2034	2049	2064	2079	2094	2109	3
102	Roads - Road Section	3RD LINE From: 1.5 KM SOUTH OF 20TH SIDEROAD To: 20TH SIDEROAD	102	1.5 KM SOUTH OF 20TH SIDEROAD	20TH SIDEROAD	Rural	Asphalt		1122	2	3,045	6.7	10201	1983	15	0	32	$38,218	$38,218	$0	$114,189	0	5	5	Average	Possible	Moderate	M	2	1994	20	1997	2017	2051	1			20	2018	2034	2038	2054	2069	2084	2099	2114	8
1407	Roads - Road Section	3rd Line From: 15th Sideroad To: 1.5km S of 20th Sideroad	1407	15th Sideroad	1.5km S of 20th Sideroad	Rural	Asphalt		1122	2	3,045			1983	15	0	32	$38,218	$38,218	$0	$114,189	0	5	5	Average	Possible	Moderate	M	2	1994	20	1997	2017	2051	1			20	2018	2034	2038	2054	2069	2084	2099	2114	8
544	Roads - Road Section	3RD LINE From: 2 KM N OF 5TH SIDEROAD To: CTY RD 17	544	2 KM N OF 5TH SIDEROAD	CTY RD 17	Rural	Asphalt		1948	2	2,897	6.7	7025	2008	15	7	7	$72,288	$20,240	$52,048	$78,637	0	7	7	Good	Unlikely	Moderate	M	2	2019	20	2022	2022	2037	7			0	2022	2022	2037	2052	2067	2082	2097	2112	6
93	Roads - Road Section	3RD LINE From: 5 SR To: 2 KM N OF 5TH SIDEROAD	93	5 SR	2 KM N OF 5TH SIDEROAD	Rural	Asphalt		2011	2	4,021	6.7	13470	2007	15	6	8	$126,922	$40,806	$86,786	$150,784	0	7	7	Good	Unlikely	Moderate	M	2	2018	20	2021	2021	2036	5			5	2021	2021	2036	2051	2067	2082	2097	2112	6
96	Roads - Road Section	3RD LINE From: CTY RD 17 To: 15 SR	96	CTY RD 17	15 SR	Rural	Asphalt		4052	2	6,104	6.7	20448	2008	15	7	7	$185,357	$51,900	$133,457	$229,900	0	7	7	Good	Unlikely	Moderate	M	2	2019	20	2022	2022	2037	6			0	2022	2022	2037	2052	2067	2082	2097	2112	6
1498	Roads - Road Section	3rd Line OS - 20th SR to 21	165	20 SR	9D 21	Rural	Asphalt		4052	2	6,139	6.7	20466	2013	15	12	2	$250,460	$24,904	$225,541	$229,100	0	7	7	Good	Unlikely	Moderate	M	2	2024	20	2027	2027	2042	11			0	2027	2027	2042	2057	2072	2087	2102	2117	11
1507	Roads - Road Section	3rd Line OS - from Highway 10 to 5th SR	92	HWY 10	5 SR	Rural	Asphalt		1650	2	3,301	6.7	11057	2014	15	13	1	$88,673	$1,774	$86,902	$123,779	0	9	9	Very Good	Rare	Moderate	L	1	2025	20	2028	2028	2043	12			0	2028	2028	2043	2058	2073	2088	2103	2118	12
1276	Roads - Road Section	4TH LINE	1276	Railway Tracks	HWY 10	Rural	Asphalt		956	2	1,912	6.7	6406	2009	3	0	6	$35,440	$8,506	$26,934	$3,825	0	5	5	Average	Possible	Minor	M	2	2012	20	2013	2017	2025	1			20	2017	2025	2033	2034	2037	2040	2043	2046	9
72	Roads - Road Section	4TH LINE NE From: 240 SDRD To: RD 9 AND CTY RD 2	72	240 SDRD	9D 9 AND CTY 9D 2	Rural	Asphalt		3048	2	4,096	6.7	13720	1983	15	0	32	$51,403	$62,922	$46,077	$153,681	0	5	5	Average	Possible	Moderate	M	2	1994	20	1997	2017	2051	1			20	2018	2034	2038	2054	2069	2084	2099	2114	8
63	Roads - Road Section	4TH LINE NE From: 250 SDRD To: 240 SDRD	63	250 SDRD	240 SDRD	Rural	Asphalt		2447	2	4,894	6.7	16393	1983	15	0	32	$61,416	$61,416	$0	$183,557	0	5	5	Average	Possible	Moderate	M	2	1994	20	1997	2017	2051	1			20	2018	2034	2038	2054	2069	2084	2099	2114	8
65	Roads - Road Section	4TH LINE NE From: 5TH LINE OS To: CTY RD 21	65	5TH LINE OS	CTY RD 21	Rural	Asphalt		3932	2	7,874	6.7	26379	2007	15	6	8	$247,726	$79,273	$168,456	$295,283	0	5	5	Average	Possible	Moderate	M	2	2018	20	2021	2021	2036	5			0	2021	2036	2041	2056	2072	2087	2102	2117	10
64	Roads - Road Section	4TH LINE NE From: CTY RD 21 To: 250 SDRD	64	CTY RD 21	250 SDRD	Rural	Asphalt		1634	2	3,268	6.7	10948	2004	15	3	11	$85,720	$37,722	$48,010	$122,548	0	5	5	Average	Possible	Moderate	M	2	2015	20	2018	2018	2033	2			5	2018	2038	2041	2056	2071	2086	2101	2116	10
1496	Roads - Road Section	4th Line OS - 5th SR to 17	153	5TH SR	CTY RD 17	Rural	Asphalt		3038	2	6,077	6.7	20358	2013	15	12	2	$22,515	$4,503	$18,012	$227,886	0	6	6	Average	Possible	Moderate	M	2	2024	20	2027	2027	2042	11			0	2027	2027	2042	2057	2072	2087	2102	2117	11
1495	Roads - Road Section	4th Line OS - Highway 10 to 5th SR	152	HWY 10	5TH SDRD	Rural	Asphalt		713	2	1,427	6.7	4780	2013	15	12	2	$2,877	$575	$2,302	$53,502	0	8	8	Good	Unlikely	Moderate	M	2	2024	20	2027	2027	2042	11			0	2027	2027	2042	2057	2072	2087	2102	2117	11
90	Roads - Road Section	4TH LINE OS From: CTY RD 17 To: 15 SR	90	CTY RD 17	15 SR	Rural	Asphalt		4052	2	6,103	6.7	20444	1983	15	0	32	$76,686	$76,595	$0	$228,849	0	5	5	Average	Possible	Moderate	M	2	1994	20	1997	2017	2051	1			20	2018	2034	2038	2054	2069	2084	2099	2114	8
169	Roads - Road Section	4TH LINE From: 15TH SIDEROAD To: 270 SIDEROAD	169	15TH SIDEROAD	270 SIDEROAD	Rural	Asphalt		1930	2	3,861	6.7	12933	1983	15	0	32	$48,456	$48,456	$0	$144,778	0	5	5	Average	Possible	Moderate	M	2	1994	20	1997	2017	2051	1			20	2018	2034	2038	2054	2069	2084	2099	2114	8
161	Roads - Road Section	4TH LINE From: 20 SR To: RD 21 5TH LINE JOG	161	20 SR	9D 21 5TH LINE JOG	Rural	Asphalt		1577	2	3,154	6.7	10567	1983	15	0	32	$39,590	$39,590	$0	$118,288	0	5	5	Average	Possible	Moderate	M	2	1994	20	1997	2017	2051	1			20	2018	2034	2038	2054	2069	2084	2099	2114	8
181	Roads - Road Section	4TH LINE From: 280 SDRD To: 4TH LINE NE	181	280 SDRD	4TH LINE NE	Rural	Asphalt		2051	2	411	6.7	1377	1983	15	0	32	$5,158	$5,158	$0	$15,412	0	5	5	Average	Possible	Moderate	M	2	1994	20	1997	2017	2051	1			20	2018	2034	2038	2054	2069	2084	2099	2114	8
160	Roads - Road Section	4TH LINE From: 4TH LINE NE To: 20th SIDEROAD	160	4TH LINE NE	20th SIDEROAD	Rural	Asphalt		466	2	931	6.7	3120	1983	15	0	32	$11,691	$11,691	$0	$34,926	0	5	5	Average	Possible	Moderate	M	2	1994	20	1997	2017	2051	1			20	2018	2034	2038	2054	2069	2084	2099	2114	8
84	Roads - Road Section	4TH LINE From: CTY RD 17 5TH LINE JOG To: 280 SR	84	CTY RD 17 5TH LINE JOG	280 SR	Rural	Asphalt		2293	2	4,586	6.7	15363	1983	15	0	32	$57,558	$57,558	$0	$171,972	0	5	5	Average	Possible	Moderate	M	2	1994	20	1997	2017	2051	1			20	2018	2034	2038	2054	2069	2084	2099	2114	8
1499	Roads - Road Section	4th Line OS - 270 SR to 6th Line NE	158	270 SDRDROAD	6th LINE NE	Rural	Asphalt		614	2	1,308	6.7	4382	2013	15	12	2	$17,883	$3,597	$14,287	$49,052	0	5	5	Average	Possible	Moderate	M	2	2024	20	2027	2027	2042	11			0	2027	2027	2042	2057	2072	2087	2102	2117	11
1492	Roads - Road Section	4th Line OS - 4th Line NE to 15th SR	97	4TH LINE NE	15 SIDEROAD	Rural	Asphalt		570	2	1,141	6.7	3821	2013	15	12	2	$19,422	$3,884	$15,538	$42,772	0	5	5	Average	Possible	Moderate	M	2	2024	20	2027	2027	2042	11			0	2027	2027	2042	2057	2072	2087	2102	2117	11
207	Roads - Road Section	5TH SIDEROAD From: 3RD LINE OS To: CTY RD 124	207	3RD LINE OS	CTY RD 124	Rural	Asphalt		1371	2	2,742	6.7	9184	1983	15	0	32	$34,410	$39,048	$18,554	$102,809	0	5	5	Average	Possible	Moderate	M	2	1994	20	1997	2017	2051	1			20	2018	2034	2038	2054	2069	2084	2099	2114	8
206	Roads - Road Section	5TH SIDEROAD From: CTY RD 124 To: TL	206	CTY RD 124	TL	Rural	Asphalt		1367	2	2,734	8	10934	1983	15	0	32	$40,965	$40,965	$0	$102,507	0	5	5	Average	Possible	Moderate	M	2	1994	20	1997	2017	2051	1			20	2018	2034	2038	2054	2069	2084	2099	2114	8
1489	Roads - Road Section	7th Line SW - 270 SR to 260 SR	1489	270 SR	260 SR	Rural	Asphalt		2046	2	4,095	6.7	13719	2013	15	12	2	$5,366	$1,079	$4,318	$153,574	0	5	5	Average	Possible	Moderate	M	2	2024	20	2027	2027	2042	11			0	2027	2027	2042	2057	2072	2087	2102	2117	11
111	Roads - Road Section	7TH LINE SW From: 280 SDRD To: 270 SDRD	111	280 SDRD	270 SDRD	Rural	Asphalt		2033	2	4,067	6.7	13624	1983	15	0	32	$51,042	$51,042	$0	$152,584	0	5	5	Average	Possible	Moderate	M	2	1994	20	1997	2017	2051	1			20	2018	2034	2038	2054	2069	2084	2099	2114	8
142	Roads - Road Section	7TH LINE SW From: CTY RD 17 To: 280 SDRD	142	CTY RD 17	280 SDRD	Rural	Asphalt		2040	2	4,079	6.7	13666	1983	15	0	32	$51,201	$51,201	$0	$152,971	0	5	5	Average	Possible	Moderate	M	2	1994	20	1997	2017	2051	1			20	2018	2034	2038	2054	2069	2084	2099	2114	8
143	Roads - Road Section	7TH LINE SW From: HWY 89 To: CTY RD 17	143	HWY 89	CTY RD 17	Rural	Asphalt		852	2	1,705	6.7	5714	1983	15	0	32	$21,458	$21,458	$0	$63,962	0	5	5	Average	Possible	Moderate	M	2	1994	20	1997	2017	2051	1			20	2018	2034	2038	2054	2069	2084	2099	2114	8
186	Roads - Road Section	ADDISON From: GEORGE To: LIDYO	186	GEORGE	LIDYO	Rural	Asphalt		152	2	310	5	775	1983	25	0	32	$2,904	$2,904	$0	$11,627	0	5	5	Average	Possible	Moderate	M	2	2001	20	2006	2017	2051	1			20	2021	2032	2047	2072	2097	2122	2147	2172	6
203	Roads - Road Section	CHARLES ST W From: MAIN To: END OF ROAD	203	MAIN	END OF ROAD	Semi-Urban	Asphalt		143	2	293	6.7	947	1983	25	0	32	$3,548	$3,549	$0	$10,652	0	5	5	Average	Possible	Moderate	M	2	2001	20	2006	2017	2051	1			20	2021	2032	2047	2072	2097	2122	2147	2172	6
200	Roads - Road Section	CHURCH From: MAIN To: END OF ROAD	200	MAIN	END OF ROAD	Urban	Asphalt		242	2	486	6.7	1622	1983	25	0	32	$6,076	$6,076	$0	$18,154	0	5	5	Average	Possible	Moderate	M	2	2001	20	2006	2017	2051	1			20	2021	2032	2047	2072	2097	2122	2147	2172	6
182	Roads - Road Section	FIELDWAY From: MAIN To: END OF ROAD	182	MAIN	END OF ROAD	Urban	Asphalt		800	2	1,601	6.7	5363	1983	25	0	32	$20,094	$20,094	$0	$60,036	0	5	5	Average	Possible	Moderate	M	2	2001	20	2006	2017	2051	1			20	2021	2032	2047	2072	2097	2122	2147	2172	6
188	Roads - Road Section	GEORGE From: ADDESON To: MAIN	188	ADDESON	MAIN	Urban	Asphalt		116	2	227	5	568	1983	25	0	32	$2,127	$2,127	$0	$8,516	0	5	5	Average	Possible	Moderate	M	2	2001	20	2006	2017	2051	1			20	2021	2032	2047	2072	2097	2122	2147	2172	6
185	Roads - Road Section	HIGH From: MAIN To: 70 M E OF MAIN	185	MAIN	70 M E OF MAIN	Rural	Asphalt		170	2	341	6.7	1141	1983	25	0	32	$4,276	$4,276	$0	$12,777	0	5	5	Average	Possible	Moderate	M	2	2001	20	2006	2017	2051	1			20	2021	2032	2047	2072	2097	2122	2147	2172	6
205	Roads - Road Section	HUNTER From: CTY ROAD 124 To: END OF ROAD	205	CTY ROAD 124	END OF ROAD	Rural	Asphalt		291	2	581	6.7	1947	1983	25	0	32	$7,294	$7,294	$0	$21,782	0	5	5	Average	Possible	Moderate	M	2	2001	20	2006	2017	2051	1			20	2021	2032	2047	2072	2097	2122	2147	2172	6
187	Roads - Road Section	LIDYO From: ADDESON To: MAIN	187	ADDESON	MAIN	Semi-Urban	Asphalt		110	2	221	5	551	1983	25	0	32	$2,066	$2,066	$0	$8,272	0	5	5	Average	Possible	Moderate	M	2	2001	20	2006	2017	2051	1			20	2021	2032	2047	2072	2097	2122	2147	2172	6
183	Roads - Road Section	MAIN From: Hamings Mills From: MILL LANE To: 15 SR	183	MILL LANE	15 SR	Rural	Asphalt		110	2	671	6.7	3246	1983	25	0	32	$8,410	$8,410	$0	$25,140	0	5	5	Average	Possible	Moderate	M	2	2001	20	2006	2017	2051	1			20	2021	2032	2047	2072	2097	2122	2147	2172	6
26	Roads - Road Section	MAIN St Corbetton From: CEDAR ST To: SHOOK ST	26	CEDAR ST	SHOOK ST	Urban	Asphalt		153	2	307	6.7	1027	1978	25	0	37	$5,072	$5,072	$0	$11,494	0	5	5	Average	Possible	Moderate	M	2	1996	20	2001	2017	2056	1			20	2021	2032	2052	2077	2102	2127	2152	2177	9
24	Roads - Road Section	MAIN St Corbetton From: GRIERSON ST To: MANITOBA ST	24	GRIERSON ST	MANITOBA ST	Urban	Asphalt		155	2	317	6.7	1063	1978	25	0	37	$5,246	$5,246	$0	$11,886	0	5	5	Average	Possible	Moderate	M	2	1996	20	2001	2017	2056	1			20	2021	2032	2052	2077	2102	2127	2152	2177	9
25	Roads - Road Section	MAIN St Corbetton From: MANITOBA ST To: CEDAR ST	25	MANITOBA ST	CEDAR ST	Urban	Asphalt		74	2	148	6.7	496	1978	25	0	37	$2,451	$2,451	$0	$5,550	0	5	5	Average	Possible	Moderate	M	2	1996	20	2001	2017	2056	1			20	2021	2032	2052	2077	2102	2127	2152	2177	9
407	Roads - Road Section	MAIN St Corbetton From: VICTORIA ST RD ALLOW To: HWY 10	107	VICTORIA ST RD ALLOW	HWY 10	Rural	Asphalt		418	3	836	6.7	2802	1983	25	0	32	$10,497	$10,497	$0	$31,363	0	5	5	Average	Possible	Moderate	M	2	2001	20	2006	2017	2051	1			20	2021	2032	2047	2072	2097	2122	2147	2172	6
1311	Roads - Road Section	MAIN St Hornings Mills	1311	FIELDWAY CRT	HIGH ST	Semi-Urban	Asphalt		322	2	647	6.7	2166	2009	25	18	8	$111,760	$22,352	$89,408	$24,246	0	7	7	Good	Unlikely	Moderate	M	2	2027	20	2032	2032	2057	16			0	2032	2032	2047	2072	2097	2122	2147	2172	6
1346	Roads - Road Section	MAIN St Hornings Mills	1346	OLDFIELD CRT	FIELDWAY CRT	Semi-Urban	Asphalt		277	2	554	6.7	1855	2010	25	19	5	$17,632	$3,526	$14,105	$20,786	0	8	8	Good	Unlikely	Moderate	M	2	2028	20	2033	2033	2058	17			0	2033	2033	2047	2072	2097	2122	2147	2172	6
1347	Roads - Road Section	MAIN St Hornings Mills	1347	CTY RD 124	OLDFIELD CRT	Rural	Asphalt		692	2	1,385	6.7	4639	2010	25	19	5	$44,086	$8,818	$35,271	$51,933	0	8	8	Good	Unlikely	Moderate	M	2	2028	20	2033	2033	2058	17			0	2033	2033	2047	2072	2097	2122	2147	2172	6
1310	Roads - Road Section	MAIN St Hornings Mills	1310	MILL ST	CHURCH ST	Urban	Asphalt		214	2	428	6.7	1434	2009	25	18	6	$74,006	$14,801	$59,205	$16,059	0	7	7	Good	Unlikely	Moderate	M	2	2027	20	2032	2032	2057	16			0	2032	2032	2047	2072	2097	2122	2147	2172	6
1311	Roads - Road Section	MAIN St Hornings Mills	1311	HIGH ST	MILL ST	Urban	Asphalt		120	2	240	6.7	803	2009	25	18	6	$41,446	$8,290	$33,156	$8,950	0	7	7	Good	Unlikely	Moderate	M	2	2027	20	2032	2032	2057	16			0	2032	2032	2047	2072	2097	2122	2147	2172	6
1312	Roads - Road Section	MAIN St Hornings Mills	1312	CHURCH ST	CHARLES ST W	Urban	Asphalt		152	2	306	6.7	1024	2009	25	18	6	$52,812

Melancthon
Roads - Sidewalk Inventory

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Melancthon
Storm/Sanitary - Catch Basin Inventory

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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 Township of Melancthon's PSAB 3150 compliance procedures and/or annual reporting process.

2. Asset additions, disposals, betterments, and write-offs will be recorded based on the Township'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 Township 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 proper service levels.
   b) Current asset replacement cost. This is to be based on replacing the asset under current legislation/requirements using Township specification; and
   c) Remaining service life, assuming current identified maintenance and usage levels.

Table B-1

Condition Assessment Time Table

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 (eg. 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
Street Lights	Every month	To ensure they are working
Vehicles		As per Manufacturer's Warranty and Maintenance Program
Generators	Every season	Minimum four times per year

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Appendix C

20 Year Detailed Asset Management Strategy & Financing Strategy

2016 Asset Management Plan
Scheduled Capital Replacement - Uninflated
Scenario 1

Tax Supported Assets

Asset Type	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	TOTAL
Replacement - Uninflated	**447,775**	**1,069,248**	**449,144**	**1,010,288**	**746,386**	**1,103,238**	**902,528**	**1,152,302**	**985,590**	**831,504**	**919,834**	**1,065,347**	**924,780**	**1,261,208**	**1,383,756**	**1,373,475**	**1,329,176**	**1,085,778**	**1,067,288**	**1,156,020**	**20,264,663**
Road Surface	447,275	491,498	435,659	735,288	684,666	973,713	583,419	851,249	527,297	737,688	824,507	662,179	636,745	460,099	89,763	398,200	499,706	439,484	735,288	643,765	11,857,488
Road Base																					-
Signs	-	-	-	-	-	13,000	-	-	-	24,000	-	-	-	-	-	-	-	5,300	-	-	42,300
Street Lights	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Cross Road Culverts	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bridge & Culvert	-	300,000	-	-	-	-	-	-	-	-	-	275,000	250,000	620,000	930,000	550,000	475,000	600,000	-	475,000	4,475,000
Storm Mains	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Catch Basin	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Facilities	-	-	6,000	-	-	5,000	4,000	15,000	25,000	35,827	40,000	120,198	25,679	-	10,000	-	30,000	12,575	-	750	330,030
Vehicles	-	275,000	-	275,000	40,000	83,000	275,000	275,000	420,000	-	40,000	-	-	177,000	315,000	400,000	275,000	-	295,000	-	3,145,000
Equipment & Machinery	500	-	-	-	4,366	25,500	40,109	3,568	13,193	-	500	7,970	4,221	-	2,400	25,000	49,470	15,033	37,000	4,366	233,196
Software	-	2,750	7,485	-	7,354	3,025	-	7,485	100	33,989	4,826	-	8,135	4,108	36,593	275	-	13,385	-	31,239	160,749
Land Improvements	-	-	-	-	10,000	-	-	-	-	-	10,000	-	-	-	-	-	-	-	-	900	20,900

Asset Type	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	TOTAL
Rehabilitation - Uninflated	**278,000**	**260,000**	**490,460**	**249,000**	**35,000**	**243,500**	**501,500**	**40,000**	**215,000**	**80,000**	**-**	**20,000**	**-**	**-**	**-**	**-**	**-**	**240,000**	**140,000**	**-**	**2,792,460**
Road Surface	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Road Base	60,000	45,000	76,960	-	35,000	-	10,000	40,000	20,000	-	-	20,000	-	-	-	-	-	-	-	-	306,960
Signs																					-
Street Lights																					-
Cross Road Culverts																					-
Bridge & Culvert	218,000	215,000	407,500	249,000	-	243,500	491,500	-	195,000	80,000	-	-	-	-	-	-	-	240,000	140,000	-	2,479,500
Storm Mains																					-
Catch Basin																					-
Facilities																					-
Vehicles																					-
Equipment & Machinery																					-
Software			6,000																		6,000
Land Improvements																					-

Asset Type	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	TOTAL
Total Scheduled Capital - Uninflated	**849,883**	**1,344,248**	**972,804**	**1,274,288**	**834,586**	**1,346,738**	**1,422,228**	**1,192,302**	**1,233,790**	**911,504**	**938,034**	**1,085,347**	**942,980**	**1,261,208**	**1,421,956**	**1,373,475**	**1,347,376**	**1,325,778**	**1,225,488**	**1,156,020**	**23,460,031**
Road Surface	447,275	491,498	435,659	735,288	704,666	973,713	583,419	851,249	527,297	737,688	824,507	662,179	636,745	460,099	109,763	398,200	499,706	439,484	735,288	643,765	11,897,488
Road Base	60,000	45,000	76,960	-	35,000	-	10,000	40,000	20,000	-	-	20,000	-	-	-	-	-	-	-	-	306,960
Signs	-	-	-	-	-	13,000	-	-	-	24,000	-	-	-	-	-	-	-	5,300	-	-	42,300
Street Lights	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Cross Road Culverts	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bridge & Culvert	340,908	530,000	439,500	264,000	32,000	243,500	508,500	-	212,000	80,000	17,000	275,000	267,000	620,000	947,000	550,000	492,000	840,000	157,000	475,000	7,290,408
Storm Mains	-	-	-	-	-	-	-	-	15,000	-	-	-	-	-	-	-	-	-	-	-	15,000
Catch Basin	1,200	-	1,200	-	1,200	-	1,200	-	1,200	-	1,200	-	1,200	-	1,200	-	1,200	-	1,200	-	12,000
Facilities	-	-	6,000	-	-	5,000	4,000	15,000	25,000	35,827	40,000	120,198	25,679	-	10,000	-	30,000	12,575	-	750	330,030
Vehicles	-	275,000	-	275,000	40,000	83,000	275,000	275,000	420,000	-	40,000	-	-	177,000	315,000	400,000	275,000	-	295,000	-	3,145,000
Equipment & Machinery	500	-	-	-	4,366	25,500	40,109	3,568	13,193	-	500	7,970	4,221	-	2,400	25,000	49,470	15,033	37,000	4,366	233,196
Software	-	2,750	13,485	-	7,354	3,025	-	7,485	100	33,989	4,826	-	8,135	4,108	36,593	275	-	13,385	-	31,239	166,749
Land Improvements	-	-	-	-	10,000	-	-	-	-	-	10,000	-	-	-	-	-	-	-	-	900	20,900

Levels of Service Costs - Uninflated

Asset Type	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	TOTAL
Total Scheduled LOS	**33,200**	**15,000**	**33,200**	**15,000**	**53,200**	**-**	**18,200**	**-**	**33,200**	**-**	**18,200**	**-**	**18,200**	**-**	**38,200**	**-**	**18,200**	**-**	**18,200**	**-**	**312,000**
Road Surface					20,000										20,000						40,000
Road Base																					
Signs																					
Street Lights																					
Cross Road Culverts																					
Bridge & Culvert	32,000	15,000	32,000	15,000	32,000		17,000		17,000		17,000		17,000		17,000		17,000		17,000		245,000
Storm Mains									15,000												15,000
Catch Basin	1,200		1,200		1,200		1,200		1,200		1,200		1,200		1,200		1,200		1,200		12,000
Facilities																					
Vehicles																					
Equipment & Machinery																					
Software																					
Land Improvements																					

2016 Asset Management Plan
Scheduled Capital Replacement - Inflated
Scenario 1: Expected LoS (Optimal)

Tax Supported Assets

Inflation Factor	100.0%	102.0%	104.0%	106.1%	108.2%	110.4%	112.6%	114.9%	117.2%	119.5%	121.9%	124.3%	126.8%	129.4%	131.9%	134.6%	137.3%	140.0%	142.8%	145.7%	
Asset Type	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**	**2036**	**TOTAL**
Capital Replacement - Inflated	**447,775**	**1,090,632**	**467,290**	**1,072,126**	**807,912**	**1,218,064**	**1,016,393**	**1,323,633**	**1,154,776**	**993,724**	**1,121,272**	**1,324,625**	**1,172,845**	**1,631,507**	**1,825,837**	**1,848,516**	**1,824,674**	**1,520,351**	**1,524,350**	**1,684,103**	**25,070,403**
Road Surface	447,275	501,327	453,260	780,293	741,104	1,075,058	657,025	977,817	617,813	881,605	1,005,070	823,336	807,547	595,188	118,440	535,924	685,989	615,384	1,050,172	937,844	14,307,472
Road Base	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Signs	-	-	-	-	-	14,353	-	-	-	28,682	-	-	-	-	-	-	-	7,421	-	-	50,457
Street Lights	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Cross Road Culverts	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bridge & Culvert	-	306,000	-	-	-	-	-	-	-	-	-	341,928	317,060	802,036	1,227,115	740,228	652,073	840,145	-	691,985	5,918,571
Storm Mains	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Catch Basin	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Facilities	-	-	6,242	-	-	5,520	4,505	17,230	29,291	42,817	48,760	149,451	32,568	-	13,195	-	41,184	17,608	-	1,093	409,464
Vehicles	-	280,500	-	291,832	43,297	91,639	309,695	315,889	492,097	-	48,760	-	-	228,968	415,636	538,347	377,516	-	421,333	-	3,855,508
Equipment & Machinery	500	-	-	-	4,726	28,154	45,169	4,099	15,458	-	609	9,909	5,353	-	3,167	33,647	67,912	21,050	52,845	6,361	298,959
Software	-	2,805	7,787	-	7,960	3,340	-	8,598	117	40,620	5,883	-	10,317	5,314	48,283	370	-	18,742	-	45,509	205,647
Land Improvements	-	-	-	-	10,824	-	-	-	-	-	12,190	-	-	-	-	-	-	-	-	1,311	24,325

Inflation Factor	100.0%	102.0%	104.0%	106.1%	108.2%	110.4%	112.6%	114.9%	117.2%	119.5%	121.9%	124.3%	126.8%	129.4%	131.9%	134.6%	137.3%	140.0%	142.8%	145.7%	
Asset Type	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**	**2036**	**TOTAL**
Capital Rehab & Maint.- Inflated	**278,000**	**265,200**	**510,274**	**264,241**	**37,885**	**268,844**	**564,770**	**45,947**	**251,907**	**95,607**	**-**	**24,867**	**-**	**-**	**-**	**-**	**-**	**336,058**	**199,954**	**-**	**3,143,556**
Road Surface	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-
Road Base	60,000	45,900	80,069	-	37,885	-	11,262	45,947	23,433	-	-	24,867	-	-	-	-	-	-	-	-	329,364
Signs	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Street Lights	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Cross Road Culverts	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bridge & Culvert	218,000	219,300	423,963	264,241	-	268,844	553,509	-	228,474	95,607	-	-	-	-	-	-	-	336,058	199,954	-	2,807,950
Storm Mains	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Catch Basin	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Facilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Vehicles	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Equipment & Machinery	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Software	-	-	6,242	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6,242
Land Improvements	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Inflation Factor	100.0%	102.0%	104.0%	106.1%	108.2%	110.4%	112.6%	114.9%	117.2%	119.5%	121.9%	124.3%	126.8%	129.4%	131.9%	134.6%	137.3%	140.0%	142.8%	145.7%	
Asset Type	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**	**2036**	**TOTAL**
Total Scheduled Capital - Inflated	**849,883**	**1,371,132**	**1,012,106**	**1,352,284**	**903,382**	**1,486,908**	**1,601,659**	**1,369,581**	**1,445,582**	**1,089,331**	**1,143,458**	**1,349,492**	**1,195,927**	**1,631,507**	**1,876,241**	**1,848,516**	**1,849,658**	**1,856,409**	**1,750,298**	**1,684,103**	**28,667,457**
Road Surface	447,275	501,327	453,260	780,293	762,753	1,075,058	657,025	977,817	617,813	881,605	1,005,070	823,336	807,547	595,188	144,830	535,924	685,989	615,384	1,050,172	937,844	14,355,510
Road Base	60,000	45,900	80,069	-	37,885	-	11,262	45,947	23,433	-	-	24,867	-	-	-	-	-	-	-	-	329,364
Signs	-	-	-	-	-	14,353	-	-	-	28,682	-	-	-	-	-	-	-	7,421	-	-	50,457
Street Lights	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Cross Road Culverts	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bridge & Culvert	340,908	540,600	457,256	280,159	34,638	268,844	572,654	-	248,392	95,607	20,723	341,928	338,621	802,036	1,249,546	740,228	675,411	1,176,203	224,235	691,985	9,099,972
Storm Mains	-	-	-	-	-	-	-	-	17,575	-	-	-	-	-	-	-	-	-	-	-	17,575
Catch Basin	1,200	-	1,248	-	1,299	-	1,351	-	1,406	-	1,463	-	1,522	-	1,583	-	1,647	-	1,714	-	14,434
Facilities	-	-	6,242	-	-	5,520	4,505	17,230	29,291	42,817	48,760	149,451	32,568	-	13,195	-	41,184	17,608	-	1,093	409,464
Vehicles	-	280,500	-	291,832	43,297	91,639	309,695	315,889	492,097	-	48,760	-	-	228,968	415,636	538,347	377,516	-	421,333	-	3,855,508
Equipment & Machinery	500	-	-	-	4,726	28,154	45,169	4,099	15,458	-	609	9,909	5,353	-	3,167	33,647	67,912	21,050	52,845	6,361	298,959
Software	-	2,805	14,030	-	7,960	3,340	-	8,598	117	40,620	5,883	-	10,317	5,314	48,283	370	-	18,742	-	45,509	211,889
Land Improvements	-	-	-	-	10,824	-	-	-	-	-	12,190	-	-	-	-	-	-	-	-	1,311	24,325

Levels of Service Costs - Inflated

Asset Type	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**	**2036**	**TOTAL**
Total Scheduled Capital - Inflated	**33,200**	**15,300**	**34,541**	**15,918**	**57,585**	**-**	**20,496**	**-**	**38,899**	**-**	**22,186**	**-**	**23,082**	**-**	**50,404**	**-**	**24,985**	**-**	**25,994**	**-**	**362,591**
Road Surface					21,649	-	-	-	-	-	-	-	-	-	26,390	-	-	-	-	-	48,038
Road Base																					
Signs																					
Street Lights																					
Cross Road Culverts																					
Bridge & Culvert	32,000	15,300	33,293	15,918	34,638	-	19,145	-	19,918	-	20,723	-	21,560	-	22,431	-	23,337	-	24,280	-	282,543
Storm Mains	-	-	-	-	-	-	-	-	17,575	-	-	-	-	-	-	-	-	-	-	-	17,575
Catch Basin	1,200	-	1,248	-	1,299	-	1,351	-	1,406	-	1,463	-	1,522	-	1,583	-	1,647	-	1,714	-	14,434
Facilities																					
Vehicles																					
Equipment & Machinery																					
Software																					
Land Improvements																					

2016 Asset Management Plan
Scheduled Capital Replacement - Uninflated
Scenario 2

Tax Supported Assets

Asset Type	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	TOTAL
Scenario 2a - $750,000 Start	750,000	794,000	838,000	882,000	926,000	970,000	1,014,000	1,058,000	1,102,000	1,146,000	1,190,000	1,234,000	1,278,000	1,322,000	1,366,000	1,410,000	1,454,000	1,498,000	1,542,000	1,586,000	**23,360,000**
Scenario 2b - $1,000,000 Start - needs	1,000,000	1,017,500	1,035,500	1,053,500	1,071,500	1,089,500	1,107,500	1,125,500	1,143,500	1,161,500	1,179,500	1,197,500	1,215,500	1,233,500	1,251,500	1,269,500	1,287,500	1,305,500	1,323,500	1,341,500	**23,410,500**
Scenario 2c - $1,000,000 Start - Needs + Reserves	1,000,000	1,021,000	1,042,000	1,063,000	1,084,000	1,105,000	1,126,000	1,147,000	1,168,000	1,189,000	1,210,000	1,231,000	1,252,000	1,273,000	1,294,000	1,315,000	1,336,000	1,357,000	1,378,000	1,399,000	**23,990,000**
																					-

2016 Asset Management Plan
Scheduled Capital Replacement - Inflated
Scenario 2: Capital Phased-In Approach - Medium Deferral (Recommended)

Tax Supported Assets

Inflation Factor	100.0%	102.0%	104.0%	106.1%	108.2%	110.4%	112.6%	114.9%	117.2%	119.5%	121.9%	124.3%	126.8%	129.4%	131.9%	134.6%	137.3%	140.0%	142.8%	145.7%

Asset Type	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	TOTAL
Scenario 2a	750,000	809,880	871,855	935,985	1,002,332	1,070,958	1,141,929	1,215,309	1,291,169	1,369,576	1,450,603	1,534,324	1,620,813	1,710,148	1,802,408	1,897,674	1,996,030	2,097,562	2,202,356	2,310,503	**29,081,415**
Scenario 2b	1,000,000	1,037,850	1,077,334	1,117,983	1,159,826	1,202,896	1,247,225	1,292,846	1,339,793	1,388,100	1,437,804	1,488,941	1,541,548	1,595,664	1,651,328	1,708,580	1,767,462	1,828,015	1,890,284	1,954,312	**28,727,789**
Scenario 2c	1,000,000	1,041,420	1,084,097	1,128,064	1,173,356	1,220,009	1,268,059	1,317,542	1,368,498	1,420,965	1,474,983	1,530,594	1,587,839	1,646,761	1,707,406	1,769,817	1,834,042	1,900,128	1,968,123	2,038,079	**29,479,782**