

BRIDGENORTH SERVICING PROPOSAL

PRELIMINARY FEASIBILITY REPORT



RE/MAX EASTERN REALTY INC.

THE VISION

A popular cottage area for many years, Bridgenorth has emerged as a bedroom satellite of Peterborough, a suburban settlement without the defined borders or infrastructure of a traditional village. The absence of municipal water and sewer services has effectively halted further development of the community.

Our vision for Bridgenorth is to provide the same infrastructure that allowed comparable communities Millbrook, Norwood and Lakefield to grow and prosper. Downtown shops and cafes, waterfront condos, vacation villas and well-planned residential neighbourhoods with a variety of housing types would enhance the variety and quality of life for all.

The following reports confirm it is possible to provide municipal sewer and water services to Bridgenorth with a connection to Peterborough. The city, township and county have numerous existing agreements for shared services including water and sewer connections east, west and north of the city. It is certainly feasible to do the same for Bridgenorth but there is an alternative.

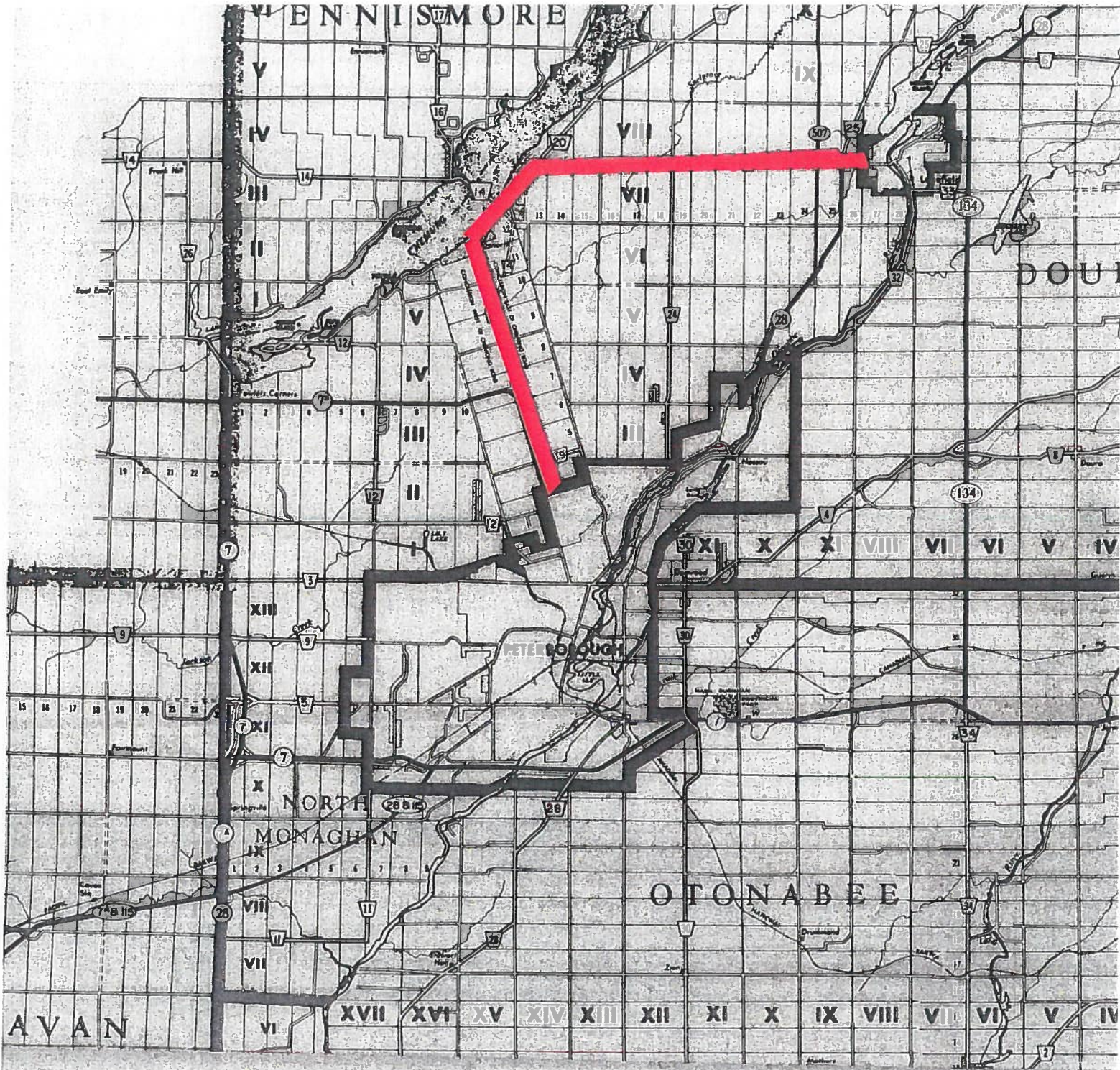
Cobble Beach Villas in Owen Sound is a golf course community serviced by its own sewage disposal plant and a municipal watermain. Selwyn Township could do the same with a line from its Lakefield water treatment plant and a package sewage disposal facility in Bridgenorth. A substantial part of the capital cost could be recovered from new development.

John M. Bowes

September 27, 2018

The image shows a map with a dark, textured background. A red pentagonal boundary is drawn across the center. Inside this boundary, there is a white rectangular label with the text "PROPOSED SERVICING AREA". The map also shows some faint lines and a small red dot in the lower right quadrant.

PROPOSED SERVICING AREA



POTENTIAL SEWER AND WATER LINKS TO BRIDGENORTH

JOINT SERVICING AGREEMENT

Nature of the Concept

Various issues/matters need to be evaluated and resolved associated with any Joint Servicing Agreement between the City of Peterborough and any of the adjoining Municipalities.

A Joint Servicing Agreement contemplates no boundary adjustment. In that context, there is no "annexation of lands" associated with the geographic expansion of the area under direct control and jurisdiction of the City of Peterborough.

Parties to the Agreement

It is quite possible that the structure of any Joint Servicing would require the Agreement to include not only the City of Peterborough, as the Service Municipality (and source of servicing), together with the Benefitting Municipality (in this case, contemplated to be the Township of Selwyn) and the County of Peterborough.

The County of Peterborough may need to be directly involved because it would be anticipated that Municipal services would be located within highway road allowances under the care, control and jurisdiction of the County of Peterborough.

Engineering Evaluation

Any servicing has to be first evaluated from an engineering perspective. How the services are to be provided is an important component in reference to determining its feasibility. For example, pumping stations may be required. In addition, the cost components associated with the servicing requirements would need to be evaluated. Furthermore, an anticipated EA process might be a requirement, depending on the nature and parameters of the servicing and potential cost.

Nature of Services

It is contemplated that the Joint Servicing Agreement would contemplate the extension of bothsewage service as well as water service to the Benefitting Municipality.

The Route and Area Benefitted

An Engineering Analysis would have to identify the potential route of provision of services and also the area to be benefitted. Various constraints could impose financial impediments to servicing specific areas. The need for any "loop" in services would need to be assessed.

Servicing Agreement – When the Project Would Commence and End

Parameters in terms of full timing associated with any extension of services would have to be identified in any Joint Servicing Agreement.

Use of Road Allowances – Different Municipalities

The use of specific road allowances involving different Municipalities would be essential to the analysis. Appropriate approvals and identification of impediments as it would relate to construction activity would also need to be identified from a practical perspective for the route(s).

Urban Service Area – Lands Benefitted

The specific lands that would be benefitted by any Servicing arrangement would have to be identified and reflected in the Joint Servicing Agreement. The nature of services to specific areas would form a component of the foregoing analysis.

Land Use and Zoning Implications – Area Serviced

In most rural Municipalities, the land use and zoning implications associated with the development of unserviced property is identified under the existing Land Use and Zoning By-Laws. The area serviced with water and sewer would require a review and re-evaluation of the land use and zoning implications associated with such a proposal.

Compensation to the City of Peterborough

Since the City of Peterborough would be providing for such services, then compensation payable to the City would have to be identified. A payment schedule would also form a component of any Servicing arrangement. A payment for compensation should include additional load/use of the water treatment system and any servicing treatment plant associated with sewage.

As a consequence, it is not just the direct services provided exterior to the City's boundaries that would form the basis of a payment of compensation to the City.

Development Charges

Since a particular area is being serviced, with water and sewer, there could be the need for an amendment to the Development Charges By-Law in the Benefitting Municipality. A special area would have to be identified. Development Charges should be attributed to both the City and Township (and possibly the County) arising out of any Development Charge review.

Municipal Tax Implications – Split Mill Rate

The benefitting area would likely be the subject of an assessment review. This could lead to the creation of a split mill rate in the Municipality receiving such services, with a specific assessment to the land benefitted. Revisions to the Assessment Rolls for each of the benefitting properties would be part of the process. Furthermore, the Host Municipality would have to consider any By-Laws to compel connections to the new services. This invites the consideration of “grandfather provisions” (ie. to compel connections when septic systems fail or require tie-ins to the new services within a specified time period(ie. 10 years or 20 years)). The costs associated with the foregoing and such contributions would have to be contemplated by the Benefitting Municipality.

Dispute Resolution

The Joint Servicing Agreement typically contemplates dispute resolution mechanisms to contemplate and resolve matters expeditiously in regard to items that are not specifically identified (but which may arise) arising from the joint servicing.

RICHARD J. TAYLOR, B.A. LL.B.
BARRISTER, SOLICITOR, NOTARY PUBLIC

M.J. Davenport & Associates Ltd.

CONSULTING ENGINEERS AND PLANNERS

MURRAY J. DAVENPORT, P.Eng. MICHAEL M. DAVENPORT, P.Eng.

September 19, 2018

Remax Eastern Realty
91 George Street North,
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K9J 7Y8

Re: Extending Municipal Servicing to Bridgenorth
 City of Peterborough

Dear John,

You asked the question: Is it possible for the City of Peterborough to extend sanitary sewer and watermain servicing to Bridgenorth?

Technically speaking the simple answer to this question is yes; these municipal services can be physically extended to the hamlet of Bridgenorth. In fact, the precedent has been set by the City of Peterborough by extending these services to the Township of Selwyn, the Township of Otonabee South Monaghan and the Township of Cavan Monaghan.

The City of Peterborough has extended these services through the Township of Cavan Monaghan to the City owned Peterborough Airport.

The City of Peterborough also provides sanitary sewer and watermain servicing to the Woodland Acres Subdivision in Selwyn Township. Selwyn Township pays a fee for these services to the City of Peterborough based on meter records taken at the City/Township municipal boundary then collects fees from each resident that benefits from using these services.

The City of Peterborough also provides sanitary sewer and watermain servicing into Otonabee South Monaghan Township to the Ashburnham Subdivision on Television Road under similar arrangements.

Sewage treatment plants are expensive to construct and operate so the City of Kawartha Lakes gave serious consideration to extending a sanitary sewer from

Lindsay to Omemee rather than construct a new sewage treatment plant in Omemee. No political decision has been made on this issue to date and as a result no major new development is occurring in Omemee.

Technically, the Ontario Ministry of Municipal Affairs and Housing Provincial Policy Statement 2014 discourages the extension of municipal services outside a settlement area (urban boundary); ie extending full municipal services from the former Town of Lindsay to the former Ops Township even though both former municipalities are located within the City of Kawartha Lakes. The argument can be made, however, that sanitary sewer and water services are required to service a settlement area like Bridgenorth on an emergency basis. ie. Chemong Lake is too shallow to permit the treatment of sanitary sewage to Ontario Ministry of the Environment standards.

A decade ago, or longer, the Township of Smith and the Township of Ennismore were awarded a government grant to service Bridgenorth and Ennismore with sanitary sewer and watermain. It is a known fact that Youngstown in Ennismore has a low volume groundwater well problem so the provincial grant was extended to these municipalities to address this issue. A municipal election settled the political decision by electing new councillors, who opposed the cost of providing full municipal services, to replace the key members of council that supported the creation of full municipal servicing within the hamlets of Ennismore and Bridgenorth. No major new developments have occurred in these hamlets as a result.

Bridgenorth is located approximately 6 kilometres north of the City of Peterborough limits so the cost of extending these services along Chemong Road and County Road No. 18 will be very expensive. The cost of servicing can be addressed using special area development charges for any developer or property owner that may benefit from the extension of full municipal services.

Yours truly,

M.J. DAVENPORT & ASSOCIATES LTD.

Murray J. Davenport, P.Eng.

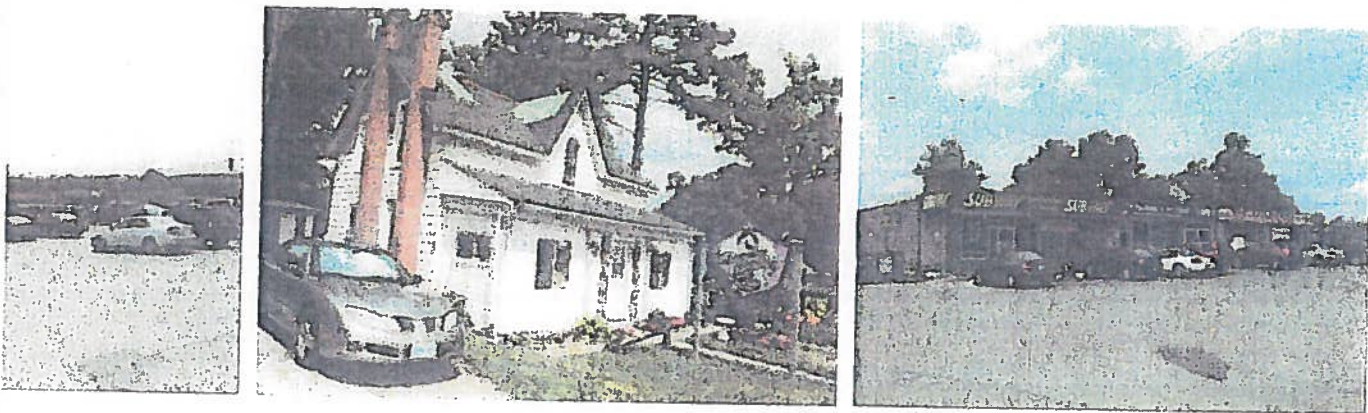
2.2 Bridgenorth Village Core

2.1.1 History

The Village of Bridgenorth is located in the southern area of the Township in what was formerly the Township of Smith. Smith Township was one of the first areas in the County opened up to settlement, after being surveyed in 1818. Settled based on the agricultural capabilities of the area, the Township began to prosper in the late 1820s with the establishment of a grist mill in the area and thrived on the production of grain and fruit in the area. The village of Bridgenorth situated on Lake Chemong has its roots in the 1840s, growing with the growth of steam navigation on the surrounding lakes and particularly with its connection to Bobcaygeon. The bridge across Chemong Lake at Bridgenorth resulted in most traffic from Ennismore Township travelling through the village. Bridge north grew as a service centre in the community, for both residents and tourists, with shops, services and accommodation needs. The Bridgenorth Village Core now provides a range of retail and service commercial uses to local residents and seasonal cottagers from the surrounding area.

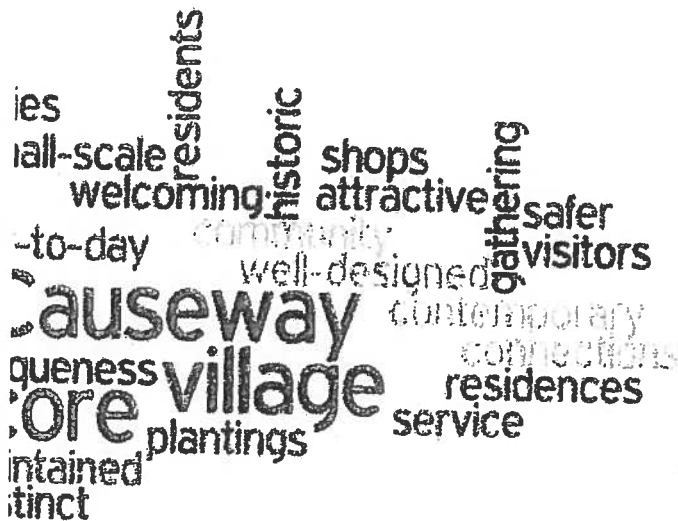
2.1.2 Design Context

The Bridgenorth Village Core is characteristically a more "arterial" main street in form, as compared to the "traditional" main street form of Lakefield. Generally, the area is a more car-oriented form of development with a coarse-grained built form pattern consisting of larger building footprints, generous off-street parking areas located in the front yards of properties, predominately one storey buildings set back further from the street edge, and a contemporary and utilitarian style and form of architecture. From a streetscape perspective, the challenges in the Bridgenorth Village Core include a relatively barren look in terms of plantings and greenery as well as a discontinuous and varied form and treatment of pedestrian infrastructure in the area.



2.2.3 Vision

The LOOK: A place that has a distinct visual identity that is particular to Bridgenorth and sets it apart from other communities in the Township and the surrounding area. It is a place that embraces the James Gifford Causeway and celebrates the waterfront as an integral feature of the community's historic presence. It connects with a visually more appealing Causeway that physically and visually links Bridgenorth and Ennismore. It has a greener and softer Ward Street streetscape that features more plantings and amenities, coupled with well-designed and attractive looking business storefronts and signage, which are maintained over time to preserve their attractive look and provide evidence of care of ownership. It has softer, greener interface where the edges of properties with more contemporary developments abut with the street edge.



The FUNCTION: A place that continues to function as the day-to-day service centre for residents and visitors in the surrounding area, albeit it with a more complete offering of uses and activities within the village core, including services, unique shops, residences, and gathering places. It capitalizes on the village core's potential as a complete community with the provision of municipal water and sewer infrastructure. It has safer and more comfortable pedestrian movements along and across Ward Street with a continuous system of moving people on foot, including more connections and access to the waterfront. It has calmer and more efficient traffic patterns along Ward Street in terms of intersections, turning movements, traffic calming, and access.

The FEEL: A place that demonstrates its small scale, village feel and that celebrates its history and context along Chemong Lake. It has welcoming entrances from all directions that invite visitors to stay and explore. It has improvements to its streets and buildings that incorporate principles of a traditional main street but which cater to the uniqueness of Bridgenorth and set it apart from other communities. It is a place that builds on a thriving tourism environment by further connecting the waterfront to the businesses, and the businesses to the waterfront. It builds on the work and improvements of community groups in making further improvements.

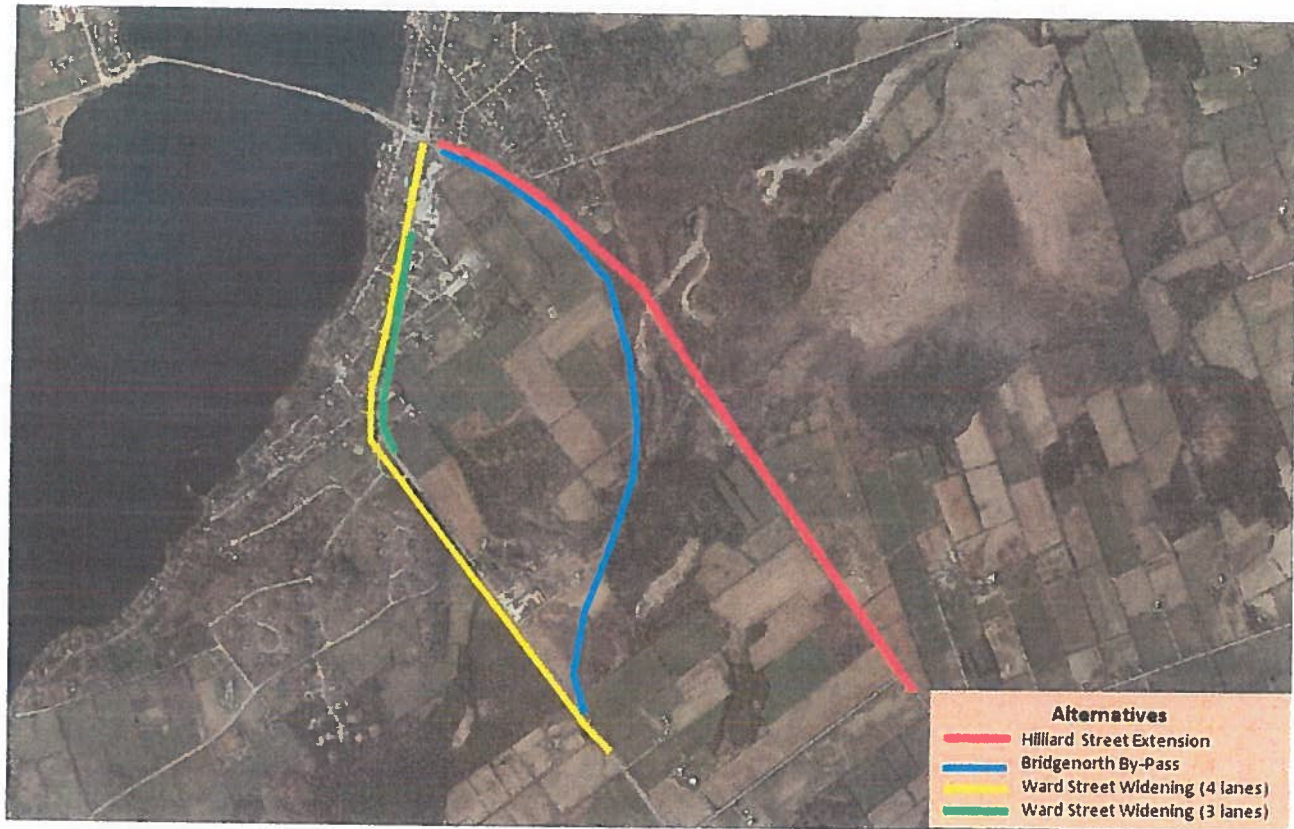
PETERBOROUGH PUBLIC HEALTH 2017 SUBMISSION TO COUNTY COUNCIL:

VILLAGE and HAMLET GUIDELINES

"It capitalizes on the village core's potential as a complete community with the provision of municipal water and sewer infrastructure."



Figure 4-2: Bridgenorth Network Alternatives



The Bridgenorth By-pass Environmental Assessment was filed in 1996 and the County has undertaken a series of updates to the EA over the past few years to maintain its approval status. Most recently, the County undertook an initial widening of Ward Street (CR 18) to provide a centre two-way left turn lane from Gore Street north to the County Road 14 (James A. Gifford Causeway) intersection and completed an economic impact study for the By-pass.

In 2009, the County completed the Ward Street Corridor Traffic Study, which had the following recommendations:

- Extend Two-Way-Left-Turn-Lane south from Gore Street to Champlain Street
- Install traffic signals at Ward Street / Wilcox Street – **Completed in 2011**
- Construct sidewalks on Ward Street to improve pedestrian access
- Create one-way inbound entrance to Hunter Street
- Install signage to available parking in Hunter Street / Maitland Street area.

As a result of the Ward Street Corridor Traffic Study traffic signals were installed at the Wilcox Street intersection in 2011. These measures represent an effective corridor management strategy that was designed to optimize the operation of the Ward Street corridor through the community and defer the need to implement the By-pass for as long as possible.

As a follow up to the 2009 Ward Street Corridor Traffic Study, the County completed a feasibility study for widening Ward Street to 3 lanes (Gore Street to Champlain Street). This widening alternative is consistent with the green coloured alternative highlighted in **Figure 4-2** above.