



OPERATIONS COMMITTEE
Tuesday, November 13, 2012 – 1:00 p.m.
County of Renfrew Administration Building
AGENDA

-
1. Call to order.
 2. Roll call.
 3. Disclosure of pecuniary interest.
 4. Adoption of minutes of previous meeting held on October 15, 2012 ([on website](#)).
 5. Delegations. (*none at time of mailing*)
 6. Public Works & Engineering Department

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(ii) Limestone Road Bridges, Twp N. Algona Wilberforce	
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(i) PW-2011-01 – Supply & Delivery of Winter Salt	
(ii) Town of Arnprior – No Parking By-Law	
 6. New Business.
 7. Closed Meeting to discuss litigation, potential litigation, labour relations, the security of the property of the municipality, and for the purpose of educating or training the members and no member discusses a matter that materially advances the business or decision making of Council.
 8. Date of next meeting (Call of the Chair) and adjournment.

NOTE: Submissions received from the public, either orally or in writing may become part of the public record.

County Council: Wednesday, November 28, 2012

COUNTY OF RENFREW

PUBLIC WORKS & ENGINEERING DEPARTMENT REPORT

TO: Operations Committee

FROM: Dave Darch, P. Eng.,
Director of Public Works & Engineering

DATE: November 13, 2012

SUBJECT: Departmental Report

CORRESPONDENCE

1. The following correspondence has been received and is attached for Committee's information and direction.

- (a) As members of the Committee will recall, at the last Committee meeting staff presented an information item with respect to a memorandum received from the Honourable Bob Chiarelli dated October 2, 2012 (refer to Appendix I) with respect to a request from the province to the federal government to develop a federal long-term infrastructure plan.

As indicated by staff at that time, the federal government has been carrying out a 12-month process of research and consultations to develop a federal long-term infrastructure plan. The province has been actively engaged in this process and has released a document entitled Building Canada Together: Ontario's Recommendations for the Federal Long-Term Infrastructure Plan. The full report can be accessed via the following link: www.moi.gov.on.ca/en/infrastructure/ltip/

Staff has reviewed the recommendations contained within the aforementioned document and is supportive of the province's request to the federal government.

Recommendation: THAT this Committee support the province's position paper entitled "Building Canada Together: Ontario's Recommendations for the Federal Long-Term Infrastructure Plan" and that this support be forwarded to the November 28, 2012 meeting of County Council for its endorsement of the provincial position paper; AND FURTHER THAT copies of the resolution of support be forwarded to the Honourable Cheryl Gallant, MP, the Honourable Minister of Transport, Infrastructure and Communities and to the Honourable Bob Chiarelli, Minister of Infrastructure and Transportation.

- (b) The Township of North Algona Wilberforce has forwarded a letter dated October 23, 2012 (refer to Appendix II) requesting that the County of Renfrew "... assist in the cost of building the road and purchasing the property..." in lieu of rehabilitating the two Limestone Road bridge structures in the future.

Limestone Road has two County bridge structures situated on it with a posted load limit of 2 tonnes. Currently, the rehabilitation of these structures is not identified in the Department's approved 10-year Capital Works program. As members of Committee will recall, Committee directed staff at its November 14, 2011 meeting to review all current bridge related policies/principles and bring back a report to the February, 2012 Committee meeting with respect to amendments that may be deemed appropriate to existing policies and principles.

At the February 6, 2012 meeting, staff provided a detailed overview (inclusive of a chronology of reports/decisions relating to County bridge structures. As part of the chronology, staff highlighted a recommendation that was subsequently approved by Council indicating that "... local municipalities may enter into cost-sharing agreements to **advance** the timing of rehabilitation/replacement of a structure, subject to the following conditions:

- Costs are to be shared equally subject to a cap of \$50,000 for the County
- Only one structure would be rehabilitated/replaced per year in accordance with prioritization
- Requirement for the local municipality to enter into a front ending agreement
- Local municipalities cost share could be offset by services-in-kind

Since the Limestone Road Bridges are not identified in the Department's 10-year Capital Works program, should the municipality wish to **advance** the timing of these works, the aforementioned Council approved policy applies. The municipality's request, however, is somewhat unique in that it is requesting that the County cost-share in the construction of a road network which would negate the necessity of the two Limestone Road Bridges. Appendix III provides a map illustrating the location of the bridges and the new proposed road system.

Option Analysis:

In consideration of the Township's request, the Department reviewed the following three options:

Option 1 - Status Quo

This option would see the bridges rehabilitated sometime into the future and be done fully at the County's cost. Given the low priority to rehabilitate these structures in view of the low traffic volumes on the roadway, the lack of regional significance of the structures etc., it is envisioned that the rehabilitation would be well into the future unless there is a structural failure of one or both of the bridges.

Staff does not support **advancing** the rehabilitation of the structures.

Option 2 - Road Realignment Cost-Sharing

This option would have the County enter into a cost-sharing agreement with the Township under the following conditions:

- The County will pay the Township the equivalent value of 50% of the final roadway realignment costs (including property acquisition, surveying, engineering costs, etc.) to a maximum amount of \$50,000 per bridge structure.
- The road works are to be completed within a five-year timeframe.
- A by-law would be required to amend the Consolidation By-Law on completion of the road works.

Option 3 – Transfer Jurisdiction of Bridge Structures

This option provides that the County would transfer jurisdictional control of the two Limestone Road Bridge structures immediately to the Township and provide compensation in the amount of \$50,000 per structure. A by-law would be required to amend the Consolidation By-law if this option is approved.

Financial Implications:

The Department has consulted with the Director of Finance regarding financing strategies for the above options. Based on these discussions, funding for Option 3 could be made available from the 2012 Provision for Unallocated Funds budget of \$300,000. If Option 2 is approved, it will be necessary to consider potential financing sources (such as the Provision for Unallocated Funds budget) at the time the road realignment is completed and final costs are known.

Conclusions:

On review of the three options, staff recommends that Committee endorse Option 3. Funding for this option is immediately available from the 2012 Provision for Unallocated Funds budget and, as well, it provides the “cleanest” option in terms of addressing the Limestone Road Bridge structures. There would be no necessity to monitor costs, enter into cost-sharing agreements, etc.

Recommendation: THAT Committee endorse Option 3; AND THAT this Committee recommend to County Council that a by-law be passed to amend Schedule ‘B’ of By-Law 13-01 to remove County Structure B230 (Black Creek Bridge 1) and County Structure B231 (Black Creek Bridge 2) from the County Road System and transfer the structures to the Township of North Algona Wilberforce where they are situated; AND FURTHER THAT the payment to North Algona Wilberforce be taken from the 2012 Provision for Unallocated Funds budget.

- (c) Attached as Appendix IV is a communication from AMO with respect to changes to the *Navigation Protection Act*. As noted in the attachment, the amendments to the Act address many long-standing concerns municipal governments have had, particularly concerning the renewal of bridges and wharfs. They clarify when the requirement for ministerial approval is needed to build or repair infrastructure in navigable waters.

The new legislation effectively:

- Changes the name of this law to the Navigation Protection Act
- Lists major waterways for which regulatory approval is required
- Enables proponents of works in unlisted waters to opt-in and seek approval of their proposed work to give them additional legal certainty
- Expands the list of low-risk works that are preapproved

As noted, AMO has indicated that it will be reviewing the legislation in greater detail when available.

Recommendation: Receive as information.

INFORMATION

2. 2013 OGRA/ROMA Conference

We are now aware that the upcoming OGRA/ROMA conference deadline for the submission of delegation requests to the various provincial ministries is January 18, 2013.

As of the writing of this report, staff does not anticipate the need to make any delegation requests. On previous occasions, we have requested a delegation with the Minister of Transportation in regard to the expansion of the Highway 417 project. Since the County is currently undertaking an economic development impact assessment study, we will be requesting a separate meeting with the Minister of Transportation and Infrastructure in the early part of 2013 in order to present the findings of the study.

As is normally the case, we are more than willing to provide support for any delegation requests from our area municipalities that have a County interest.

3. Hwy 417 Accelerated Expansion Business Case & Report to the Minister of MTO

As Committee members may be aware, the Honourable Bob Chiarelli, Minister of Transportation and Infrastructure, at a recent meeting regarding the extension of Highway 417, strongly suggested that the County of Renfrew initiate an Economic Development Impact Study to assess the viability of expanding Highway 17 in the future. In response to this request, staff prepared a Request for Proposal (RFP) document and solicited expressions of interest from qualified firms to conduct the impact study.

The RFP closed on October 19, 2012 with five firms responding to the invitation. An evaluation of the respondents was conducted in accordance with the parameters detailed in the County's procurement by-law. The following table summarizes the name of the firms that responded, the price for the study and the associated scoring of the submission based on the pre-established evaluation criteria.

Company Name	RFP Amount	Final Evaluation Score	Rank
McSweeney & Associates	\$45,000.00	90.5	1
Urban Metrics Inc.	\$39,708.00	77.5	2
Delta Partners Inc.	\$39,765.60	73.5	3
Millier Dickinson & Blais Inc.	\$42,000.00	68	4
Amer & Associates	\$44,250.00	51.5	5

Above amounts exclude 13% HST

The successful firm is McSweeney and Associates. This study has been awarded via delegated authority to the Director since the total cost of the proposed study is less than \$50,000. This is in keeping with the approved County procurement by-law.

Economic Development Services conducted the initial project meeting with McSweeney & Associates on Tuesday, November 6, 2012. A Focus Group meeting with the Ottawa Valley Economic Development Partners group is scheduled for Thursday, November 15, 2012.

The project completion date is Thursday, February 28, 2013.

Recommendation: Receive as information.

4. Township of Madawaska Valley – Three-Way Stop Condition

Attached as Appendix V is a letter dated October 16, 2012 from the Corporation of the Township of Madawaska Valley with respect to operating conditions of the three-way stop in Barry's Bay.

It is difficult to consider traffic control measures based on "near misses", particularly, when motorists are disregarding existing signage. It is interesting to note that the stop signs at this intersection are oversized and there is a flashing red light as well. These cautions should be sufficient to alert motorists of the requirement to come to a full stop.

Staff does note, however, that on-street parking is permitted in very close proximity to this intersection. This may be a factor in distracting motorists from observing the oversized stop signs. Staff will be meeting with municipal officials in the near future and will be discussing the operating issues at this intersection.

Recommendation: Receive as information.

5. Monthly Treasurer's Report

Attached as Appendix VI for the information of Committee members is the September 30, 2012 Treasurer's report. Committee members will know that the Department has not included detailed variance reports for the Administration, Operations and Capital Works Divisions. The Department is currently migrating to a new financial reporting system (i.e. Great Plains) and as such does not have the most current cost accounting for our Capital and Operating programs.

Notwithstanding this, the Department should, as previously reported, be within budget allocations for the Administration Division. The Operations Division continues to project a slight overrun of approximately \$50,000. Winter Control will have a significant impact on whether or not the Operation's budget comes in over or under funding approvals. The Capital Program is anticipated to be approximately \$300,000-\$350,000 under budget.

In the event that the Department realizes under-expenditures in the Capital Works and Operations programs, staff recommends that realized 2012 under-expenditures be directed as follows:

(a) Capital Works Program

As stated above, the Department is forecasting a total under-expenditure in the Capital and Operating portions of the Capital Works Division budget of approximately \$300,000-\$350,000, exclusive of the Victoria Street rehabilitation project. It is anticipated that approximately \$1.3 million of construction work will have to be re-budgeted for 2013 for Victoria Street.

It is therefore recommended that any unexpended monies from the 2012 Capital Works budget (including the Victoria Street project), be transferred to the Public Works Capital Reserve.

(b) Operations Program

In the event of an under-expenditure of monies in this program, the Department recommends that these monies be transferred to the Winter Maintenance Reserve.

(c) Developer Contributions

Additionally, the Department is in receipt of two cheques from the Pegasus Development Corporation. The first cheque is for \$12,000 and represents the developer's share of a study completed by Morrison-Hershfield. The second cheque in the amount of \$40,000 is to cover the developer's share of future traffic control signal installations at the intersection of County Road 2 and County Road 45.

We advise Committee that the \$12,000 amount will be recorded as revenue in 2012. The \$40,000 will be set up as 'Deferred Revenue' on the Balance Sheet until such time as the traffic control signals are installed at this intersection.

Recommendation: THAT this Committee recommend to County Council that any unexpended monies from the 2012 Capital Works Program be transferred to the Public Works Capital Reserve; AND THAT any unexpended monies from the 2012 Operations Program be transferred to the Winter Control Reserve.

6. Staffing

(a) Day Labour Crew

Committee is advised that the four day labour crew employees will be completing their contracts with the Department in mid November, 2012.

(b) Engineering Technician – Contract

Mr. Don Peplinski will be completing his employment contract with the Department in mid November. Mr. Peplinski was retained to provide contract supervision services for Capital Works projects throughout the summer.

7. Capital Works Division

Attached as Appendix VII to this report is the Capital Works Division Report, prepared by Mr. Michael Pinet, P. Eng., Manager of the Capital Works Division, providing an update on activities.

8. Operations Division

Attached as Appendix VIII to this report is the Operations Division Report, prepared by Mr. Steve Boland, Manager of the Operations Division, providing an update on activities.

[Return to Agenda](#)

Ministry of Infrastructure

Ministère de l'Infrastructure

Ministry of
TransportationMinistère des
Transports

Office of the Minister

Bureau du ministre

Ferguson Block, 3rd Floor
77 Wellesley St. West
Toronto, Ontario
M7A 1Z8
(416) 327-9200
www.ontario.ca/infrastructure
www.mto.gov.on.ca

Édifice Ferguson, 3^e étage
77, rue Wellesley ouest
Toronto (Ontario)
M7A 1Z8
(416) 327-9200
www.ontario.ca/infrastructure
www.mto.gov.on.ca



October 2, 2012

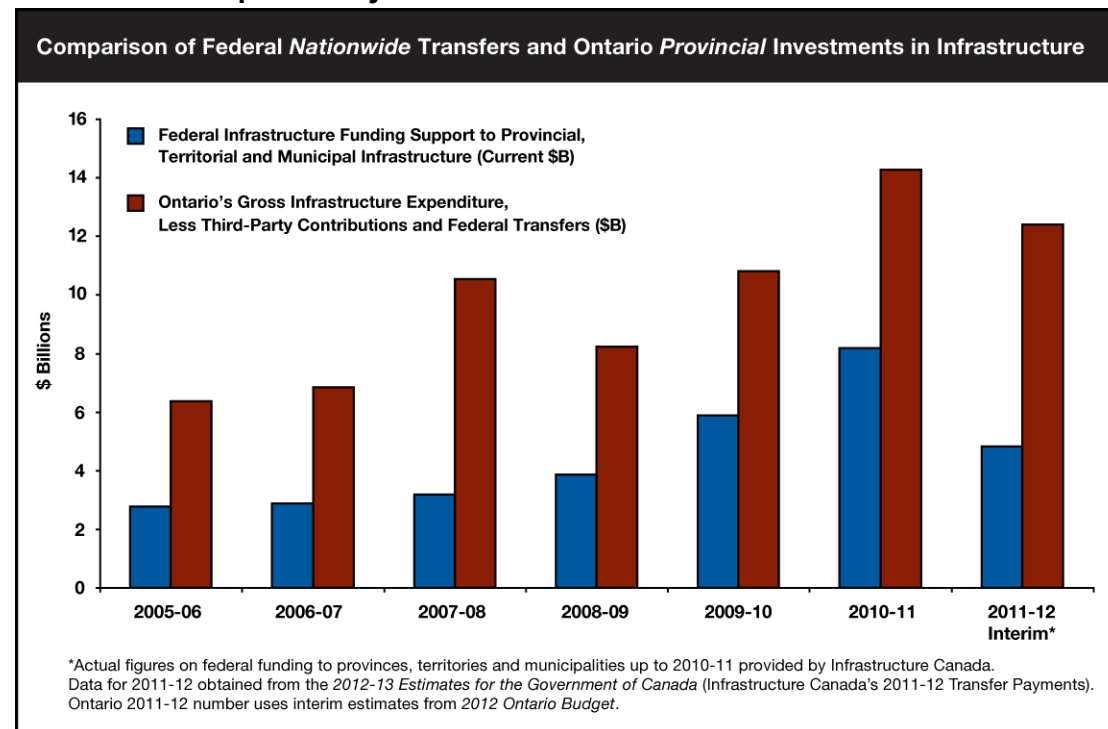
MEMORANDUM FROM: The Honourable Bob Chiarelli

RE: Federal Long-Term Infrastructure Plan

As you are aware, the federal government has been carrying out a 12-month-long process of research and consultations to develop a federal long-term infrastructure plan. Ontario has been actively engaged in this process since we are committed to ensuring infrastructure investments are delivered to support economic growth and strong communities. I am pleased to inform you of the release of *Building Canada Together: Ontario's Recommendations for the Federal Long-Term Infrastructure Plan*.

As shown in the following graph, the McGuinty government has been investing significantly more in Ontario's public infrastructure renewal to support local economic growth, enhance business competitiveness and local quality of life, than the federal government has invested in infrastructure through transfers to all provinces, territories and municipalities from coast to coast! The federal government now has the opportunity to invest more in infrastructure to achieve our shared national economic policy goals.

The Federal Responsibility to Invest More



.../cont'd

I believe we share a mutual interest in advancing Canada's infrastructure priorities – interests that are grounded in good public policy principles that we can all agree on. Without effective and efficient transportation networks, transit services, water and wastewater systems, and other infrastructure assets, we cannot get to work, get goods to market, or compete in the global economy. Well-maintained infrastructure is the foundation of a strong economy, and a cornerstone of vibrant and prosperous communities.

Infrastructure investment drives economic growth and enhances competitiveness. In a 2009 survey of executives from 21 countries, 90 per cent said that the quality and availability of infrastructure *directly* influences their choice in locating and expanding business operations. Research suggests that the rate of return on public capital in Canada is between 11 and 25 per cent.

Based on our experience developing our own long-term infrastructure plan, *Building Together*, as well as ongoing research and consultations, Ontario has developed the following five key recommendations for the federal long-term infrastructure plan:

- **Invest in Key Economic Infrastructure:** Core economic infrastructure produces larger economic benefits than other types of infrastructure at a ratio of 2:1.
- **Increase Federal Investment:** For 2011-12, Ontario's planned infrastructure investment was more than \$12.4 billion, while the federal government's infrastructure investment to all provinces, territories and municipalities combined was \$4.8 billion. As a percentage of Gross Domestic Product, Ontario's investment was 1.9 per cent versus the federal government's 0.3 per cent.
- **Asset Management Planning:** All orders of government need to understand the extent, age and condition of infrastructure in order to prioritize projects more effectively.
- **Private Sector Innovation:** Infrastructure Ontario has been involved with 79 projects using the Alternative Financing and Procurement (AFP) model since 2005, which includes significant private-sector engagement while protecting public ownership. The value for money savings of the projects that Infrastructure Ontario has brought to market is about \$3 billion. The next federal plan should promote wider use of AFPs when appropriate across federal infrastructure programs.
- **Streamline Administration:** The federal government should work with provinces and territories to establish program parameters and allow provinces more flexibility in using federal funding for priority projects. Cooperative partnerships across the **three orders of government** should be emphasized.

Ontario is recommending that the federal government focus investments in strategic **core economic infrastructure**, such as highways, roads and bridges, border crossing and gateways, public transit, and water and wastewater systems. These investments will boost our nation's productivity and the global competitiveness of our cities and regions. The Greater Golden Horseshoe alone accounts for about 25 per cent of Canada's Gross Domestic Product; the population in the Greater Golden Horseshoe is expected to grow by almost 50 per cent over the next 25 years. As a result, we are calling for a **national transit strategy** that is visionary and that will constitute real and significant nation building in Canada's cities. We must act together to address the congestion choking or threatening our major urban centres in order to position them for continued economic growth.

We are very encouraged by the federal government's actions to date to engage provinces, territories, municipalities and stakeholders in the development of a federal long-term infrastructure plan.

.../cont'd

Ontario encourages the federal government to act quickly to deliver a long-term plan that builds on our past successes and that brings stable and predictable funding to provinces and territories. Collectively, we have a responsibility – federal government, provinces and territories, and municipalities – to work together to realize the optimal level of investment in infrastructure, and invest in a way that best supports Canada’s economic future.

Our detailed submission is available on our ministry’s website. To access the full submission, please visit www.moi.gov.on.ca/en/infrastructure/ltip/.

I would encourage you to participate in the federal long-term infrastructure plan consultation process and voice your support for Ontario’s recommendations by contacting your local Member of Parliament, or the Honourable Denis Lebel, federal Minister of Transport, Infrastructure and Communities, by mail at Tower C, 330 Sparks Street, Ottawa, Ontario K1A 0N5, or by e-mail at plan@infcc.gc.ca.

We look forward to working with the federal government to develop a plan that strengthens economic growth, competitiveness and productivity, and doing so in a way that maximizes investments by provincial and federal governments.

Sincerely,

A handwritten signature in black ink, appearing to read "Bob Chiarelli". The signature is fluid and cursive, with the first name "Bob" written in a larger, more prominent script than the last name "Chiarelli".

Bob Chiarelli
Minister of Infrastructure
Minister of Transportation

Return to Report



North Algona Wilberforce Township

1091 Shaw Woods Road
RR #1 Eganville, Ontario K0J 1T0

Tel: 613-628-2080

Fax: 613-628-3341

October 23rd, 2012

Mr. Dave Darch, P. Eng.,
Director of Public Works & Engineering
County of Renfrew
9 International Drive
Pembroke, Ontario
K8A 6W5

RE: Replacement of Limestone Road Bridges

Dear Mr. Darch:

The Township of North Algona Wilberforce has been approached several times to provide access to the five bush lots on Limestone Road. The bridges on this road are County bridges and have been lowered to a 2 (two) tonne limit. This means that even a farm tractor can't go over the above noted bridges.

With the dry summer we have had our Fire Departments would not be able to take the pumper or trucks over these bridges. Our ratepayers want to log the timber and cut fire wood and they are they are extremely upset that they are unable to reach their property for at least five years.

The Township assessed the situation and decided to approach the property owner on the eastside of the creek, asking if they would be interested in selling property to build around the exciting creek and bridges. The property owner responded, that they were interested, this would effectively eliminate the County from the 2 (two) County bridge structures. A verbal quote from the County of Renfrew was approximately \$350,000.00 per bridge to install new ones. We estimate that \$200,000.00 would build the new road around the problem bridges and further can be taken off the list to repair.

REC'D BY _____

CIRC. TO _____

OCT 22 2012

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The detailed estimate of the road construction is attached as Appendix 'A'.

We ask if the County of Renfrew is prepared to assist in the cost of building the road and purchasing the property, as it is a benefit to the County as well.

Yours truly,

A handwritten signature in black ink, appearing to read 'Kathleen Thur', written in a cursive style.

Kathleen Thur
Acting Clerk Treasurer

APPENDIX 'A'

Proposed property purchase to divert Limestone Road for the elimination of two inadequate County bridges that have presented problems in the past, the ongoing concern about these two bridges and the costs associated with them will certainly only escalate in the future.

- Cost of purchasing the property will be \$9,200.00 per acre with a minimum of \$55,200.00 (we are approximating that 9 acres will be required to divert the roadway)
- Cost of purchasing the property will be \$82,800.00
- Cost of fencing \$8,000.00
- Cost of drilling a well \$11,000.00
- Cost of surveying property \$14,000.00
- Cost of legal fees \$10,000.00
- Cost of road construction \$60,000.00
- Cost of contingencies \$14,200.00

The total cost of this project to completion will be \$200,000.00

Return to Report



- Roads**
- County Road
 - Provincial Highway
 - Municipal Maintained Road
 - - - Municipal Maintained Seasonal Road
 - - - Private Road
 - Crown Roads
 - Quebec Road

- County Road Numbers**
Highway Numbers

- Watercourse**
- - - Intermittent
 - Permanent

- Property Parcels



Depending on the number of layers visible not all may be shown in the legend.

Notes

This map is illustrative only. Do not rely on it as being a precise indicator of routes, locations of features, nor as a guide to navigation. The County of Renfrew shall not be liable in any way for the use of, or reliance upon, this map or any information on this map.

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With Data supplied under Licence by Members of the Ontario Geospatial Data Exchange County of Renfrew, Ontario Ministry of Natural Resources, Pembroke, Ontario Ministry of Northern Development, Mines and Forestry

This map was produced automatically by the County of Renfrew Mapping Website

COUNTY OF RENFREW

BY-LAW NUMBER

**A BY-LAW TO AMEND BY-LAW 13-01, BEING A BY-LAW TO CONSOLIDATE
ALL BY-LAWS WITH RESPECT TO ROADS AND BRIDGES
INCLUDED IN THE COUNTY ROAD SYSTEM**

WHEREAS By-Law 13-01 was passed in May 2001 establishing the County Road System and designating the roads and bridges in the municipality that formed the County Road System;

AND WHEREAS under Section 52(4) of the Municipal Act, 2001, S.O. 2001, c.25, (as amended), an upper-tier municipality may remove a highway, which includes a bridge, from its system, and if a highway is removed, it is under the jurisdiction of the lower-tier municipality in which the highway is located.

THEREFORE the Council of the Municipal Corporation of the County of Renfrew hereby enacts as follows:

1. That Schedule “B” of By-Law 13-01 be amended by the deletion of County Structure B230 (Black Creek Bridge 1) and County Structure B231 (Black Creek Bridge 2) and that there jurisdictions revert back to the lower tier municipality in which they are situated.
2. That this amendment shall come into force and take effect on the date of the passing of this by-law.

READ a first time this 28th day of November, 2012.

READ a second time this 28th day of November, 2012.

READ a third time and finally passed this 28th day of November, 2012.

ROBERT SWEET, WARDEN

W. JAMES HUTTON, CLERK

TO THE IMMEDIATE ATTENTION OF THE CLERK AND COUNCIL

October 18, 2012

The Navigation Protection Act – Welcomed Changes

The Honorable Denis Lebel, Federal Minister for Transportation, Infrastructure and Communities, announced amendments to the *Navigable Waters Protection Act* today. The nature of the amendments would appear to address many of the long-standing concerns municipal governments have had, particularly concerning the renewal of bridges and wharfs. The announced changes are aimed at simplifying the process of building and maintaining bridges or other infrastructure. Providing greater certainty in planning for works, reducing time and project costs is welcomed.

The amendments are intended to clarify when approval of the Minister to build, repair or infrastructure in navigable waters will be required. In announcing the changes, Minister Lebel noted that the new legislation would:

- Change the name of this law (the *Navigable Waters Protection Act*) to the *Navigation Protection Act* to reflect its historic intent;
- Clearly list the major waterways for which regulatory approval is required prior to the placement or construction of a work and apply the common law to protect navigation in unlisted waterways;
- Allow proponents of works in unlisted waters, such as municipalities and provinces, to opt-in and seek approval of their proposed work to give them additional legal certainty by allowing them to choose; and
- Expand the list of low risk works (like minor repairs on bridges) that can be pre-approved because they pose very little impact on safe navigation.

AMO will be reviewing the legislation in detail when available.

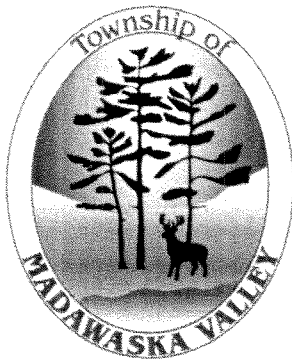
For more information, see the announcement:

<http://www.tc.gc.ca/eng/mediaroom/releases-2012-h110e-6908.htm> and backgrounder: <http://www.tc.gc.ca/eng/mediaroom/backgrounders-npa-6911.htm>.

AMO Contact: Craig Reid, Senior Policy Advisor, email: creid@amo.on.ca, (416) 971-9856 ext. 334.

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



**THE CORPORATION OF THE
TOWNSHIP OF MADAWASKA VALLEY**

85 Bay Street, P.O. Box 1000, Barry's Bay, Ontario K0J 1B0

TEL: (613) 756-2747 FAX: (613) 756-0553

E-MAIL - info@madawaskavalley.ca

October 16, 2012

Attention: Mr. Dave Darch
County of Renfrew
9 International Drive
Pembroke, ON
K8A 6 W5

RE: 3 Way Stop in Barry's Bay

Dear Mr. Darch:

I would like to bring to your attention that the Township has received a number of complaints regarding the traffic at the 3 way stop in Barry's Bay and the number of near misses with motorists disregarding these signs.

If you have any questions regarding this topic, please contact me.

Thank you,

Councillor Bob Kulas,
Chair of Roads, Property and Planning Committee

REC'D BY CK
CIRC. TO BS

OCT 18 2012

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Return to Report

COUNTY OF RENFREW
TREASURER'S REPORT - PUBLIC WORKS
As at September 30, 2012

	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>VARIANCE</u>	<u>FULL YEAR BUDGET</u>
<u>CAPITAL WORKS</u>	<u>105,355</u>	<u>485,000</u>	<u>(379,645)</u>	<u>500,000</u>
Capital Projects - Repairs	0	0	0	0
Infrastructure Mgt & Misc	105,355	485,000	(379,645)	500,000
Recoveries	0	0	0	0
<u>ADMINISTRATION</u>	<u>673,356</u>	<u>775,358</u>	<u>(102,002)</u>	<u>981,000</u>
Salaries & Benefits	403,274	438,824	(35,550)	600,500
Office Expenses	108,466	114,874	(6,408)	136,500
Professional Services	100,202	165,000	(64,798)	170,000
Staff Training	32,654	25,410	7,244	36,000
Misc	30,810	31,250	(440)	38,000
Recoveries	(2,050)	0	(2,050)	0
<u>MAINTENANCE</u>	<u>4,425,726</u>	<u>4,199,447</u>	<u>226,279</u>	<u>5,963,800</u>
Bridges and Culverts	121,622	126,965	(5,343)	189,500
Roadside Maintenance	453,270	284,380	168,890	482,000
Hard Top Maintenance	1,021,121	1,066,500	(45,379)	1,350,000
Loose Top Maintenance	33,866	36,900	(3,034)	41,000
Winter Control	2,128,472	2,290,460	(161,988)	3,226,000
Safety Devices	652,006	340,200	311,806	607,500
Misc	126,182	113,442	12,740	155,400
Recoveries	(110,812)	(59,400)	(51,412)	(87,600)
<u>EQUIPMENT</u>	<u>(293,690)</u>	<u>(281,837)</u>	<u>(11,853)</u>	<u>(302,100)</u>
Equipment Replacements	0	0	0	0
Small Equipment, Misc	9,080	36,763	(27,683)	37,900
Vehicle Operating Costs	912,020	1,036,600	(124,580)	1,420,000
Vehicle Operating Revenue	(1,214,790)	(1,355,200)	140,410	(1,760,000)
Recoveries	0	0	0	0
<u>HOUSING</u>	<u>141,703</u>	<u>152,266</u>	<u>(10,563)</u>	<u>213,900</u>
Operating Expenses	141,703	144,769	(3,066)	203,900
Major Repairs	0	7,497	(7,497)	10,000
Misc	0	0	0	0
Recoveries	0	0	0	0
<u>OTHER</u>	<u>4,012,839</u>	<u>6,050,000</u>	<u>(2,037,161)</u>	<u>13,015,900</u>
Depreciation	5,890,235	5,951,250	(61,015)	7,935,000
Surplus Adjustment - Depreciation	(5,890,235)	(5,951,250)	61,015	(7,935,000)
Surplus Adjustment - Capital	4,012,839	6,050,000	(2,037,161)	12,713,800
Surplus Adjustment - TRF to Reserves	0	0	0	302,100
<u>CLEARING ACCOUNT</u>	<u>1,219</u>	<u>0</u>	<u>1,219</u>	<u>0</u>
TOTAL EXPENDITURES	9,066,508	11,380,234	(2,313,726)	20,372,500

COUNTY OF RENFREW
TREASURER'S REPORT - PUBLIC WORKS
As at September 30, 2012

	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>VARIANCE</u>	<u>FULL YEAR BUDGET</u>
<u>ROADS REVENUES</u>				
Municipal Contribution	9,009,011	11,343,859	(2,334,848)	13,670,364
Provincial Grants & Subsidies	0	0	0	0
Surplus Adjustment - TRF from Reserves	0	0	0	6,658,636
Federal Grants & Subsidies	0	0	0	0
Other Revenue - Capital Asset	0	0	0	0
Misc	57,497	36,375	21,122	43,500
TOTAL REVENUES	9,066,508	11,380,234	(2,313,726)	20,372,500
Municipal Surplus / (Deficit)	0	0	0	0

Return to Report

CAPITAL WORKS DIVISION REPORT

Prepared by: Michael Pinet, P. Eng., Manager, Capital Works

Prepared for: Operations Committee

November 13, 2012

INFORMATION1. **Projected 2012 Capital Budget Expenditures & Funding**

Throughout the year, staff has provided monthly summary reports to Committee to update the Division's progress in tendering and implementing the 2012 capital program. The October report provided an update to Committee on actual costs of projects including adjustments for fuel and asphalt cement price indices. The October report forecasted a small surplus in the budget for this year.

Staff is currently finalizing the payments for several of the 2012 construction projects. In addition, staff is now able to project the final casts for ongoing projects and design assignments, which are dependent on the progress of the consultant teams and contractors working on the projects. The most current projections anticipate a surplus in funds of approximately \$350,000 at year end. This includes budget adjustments resulting from the infrastructure management and studies portion of the Capital program.

The following provides Committee with a summary of the significant program changes, and the anticipated progress until the end of the year.

(a) Completed projects

The following projects are now complete and the final costs for the projects are being calculated:

- County Road 22, Grattan Road
- County Road 63, Flat Rapids Road
- County Road 68, Letterkenny Road
- County Road 71, Matawatchan Road
- Structure B-067 Addington Road Bridge
- Structure B-203 Petawawa River Bridge

(b) Provisional capital program activities

Each year the capital program includes funds for miscellaneous bridge and culvert repairs and replacements, as well as for the installation of guiderails and other safety devices. These works are often identified throughout the year as part of the ongoing infrastructure inspection activities. This year, the County has used the services of consultant teams to undertake the required inspections. The draft reports have recently been received, and staff is currently in the process of conducting an initial review of the findings and recommendations. It is unlikely, given the onset of winter conditions that any significant repair or replacement work can be undertaken before year-end. The cost projections for this work have been adjusted accordingly.

(c) Ongoing projects

Capital program work continues on several fronts. The County Day Labour crew is continuing with the construction of County Road 34, Norton Road. Work that can be completed which is not weather dependent will continue as long as conditions permit.

Engineering staff are also beginning the planning and design for various projects which will be completed over the next two years. Consultants are currently being retained for design and investigative work associated with these projects. The expected progress on these assignments has been taken into account in these projections.

2. 2012 Capital Program Updates

(a) County Road 16, Victoria Street

As discussed at the previous Committee meetings, the progress of the contractor on this reconstruction project continues to be slow. The project team, including the Town, the County and the Contractor has agreed to suspend operations on this project due to the onset of winter conditions. It was anticipated that approximately 1/3 of the project would be completed by October 26, however, the contractor was not able to meet that schedule.

Due to the lack of progress, the Town and the County identified the minimum work requirements necessary to bring the roadway to a condition to allow winter maintenance and to correct any deficiencies that could directly affect the safety of the road users and residents. This includes deficiencies in the Town's sewer system, as well as those required to reinstate the temporary sidewalk and the paving of at least one lift of asphalt on the road. The contractor has provided a detailed plan to ensure that these minimum requirements can be met. Although it is unlikely that the weather will allow the remaining works to be completed in their entirety, the contractor intends to complete the final asphalt paving and sidewalk installation if suitable weather conditions occur.

The project team will be meeting through the period in which the project is suspended to develop a detailed work plan and schedule to address the remaining work on the project.

(b) County Road 34, Norton Road

As Committee is aware, the reconstruction of Norton Road is a multi-year project. The 2012 project was delayed due to problems associated with relocation of the utility lines.

The County Day Labour Crew has begun construction on the next section of this project. The limits of the project have been extended to include some of the work within the 2013 project limits as part of this year's work. Work will continue as long as weather conditions permit. Staff will adjust the limits of the work to suit the remaining project budget. The road will remain as gravel surface for the winter.

(c) County Road 63, Flat Rapids Road

The 2012 contract for the reconstruction/rehabilitation of Flat Rapids Road from Watts Line easterly 1.3 km to the limits of the 2011 contract, was completed by B.R. Fulton Construction Limited in October. The cost projections for this project have been adjusted based on the final quantities for the project.

The design for the final phase of the construction is progressing well. The consultant has completed the preliminary design for the road and identified the property required. Over the next month, staff will contact the various landowners to review the property requirements and to obtain the required options to purchase the land. It is anticipated that most of the design can be completed before year end, so that the requirements for the utility relocations can be determined early in the new year.

(d) County Road 71, Matawatchan Road

The rehabilitation of Matawatchan Road was completed. The reconstruction of this road and the double surface treatment was applied by Greenwood Paving (Pembroke) Limited in October. The costs for the project have been updated to reflect the actual value of the work completed. As the surface treatment was placed late in the year, staff and the contractor continue to monitor the surface on a weekly basis.

(e) County Road 68, Letterkenny Road

The reconstruction of Letterkenny Road was awarded to BEI Construction with an expected start date of August 20, 2012. The contractor has completed the majority of the work on this project, and the final weather dependant activities, such as granular sealing and line painting remain.

3. Request for Proposals for Engineering Services for the Rehabilitation of County Structure B311 Indian River Bridge

The County of Renfrew has identified the rehabilitation of the Indian River Bridge as a priority project for the 2013 construction season. The bridge is located in the geographic Township of Alice.

The County of Renfrew will require the services of a qualified engineering consultant to undertake the environmental assessment, public and agency consultations and detailed design for the rehabilitation of the bridge. The proposal will also outline the requirement for contract administration.

PROJECT SCHEDULE

The following schedule for the project is based on the County taking the lead role in the project tendering and awarding contracts through County Council.

- Consultant Selection November 5, 2012
- Initial Meeting with Consultant November 14, 2012
- Confirm Rehabilitation Strategy November 16, 2012

- Preliminary Design Report December 3, 2012
- Environmental Assessment (Schedule A+) November to March
- Review of Preliminary Design Report..... December 14, 2012
- Submission of 90% Design Documents February 15, 2013
- Review of 90% Design Documents February 22, 2013
- Submission of Issued for Tender Documents March 4, 2013
- Tender closes April 2, 2013
- Committee review April 8, 2013
- Contract award by Council April 24, 2013
- Construction begins May 13, 2013

Proposals will be evaluated and scored according to the following criteria:

- Understanding of the assignment and quality of proposal..... 10%
- Capabilities of project team 15%
- Previous experience on assignments of a similar nature 10%
- Proposal strategy, methodology and innovativeness of design approach..... 15%
- Project schedule 10%
- Cost 40%

While cost has a bearing on the selection of the successful consultant, it will not be the only consideration. The County has reserved the right to accept a proposal from a firm that is not the low bidder.

The Terms of Reference for the project also required that the proposals include Contract Administration services for the project.

Proposals were due at 4:00 p.m., Thursday, October 18, 2012. The results of the proposals submitted are as follows:

	<u>Submitted</u>	<u>Evaluation</u>
	<u>Amount</u>	<u>Score</u>
1. HP Engineering	\$46,455.00	85
2. Genivar	66,117.50	81
3. Dillon Consulting Limited	95,427.50	58
4. McCormick Rankin	No Submission	

*Prices exclude 13% HST.

The proposals submitted were evaluated on a range of criteria including experience on similar projects, capabilities of project team, quality of proposal and work plan, and cost. The proposal submitted by HP Engineering was the best combination of all factors considered.

In accordance with Policy GA-01 – Procurement of Goods & Services, the Request for Proposal has been awarded to HP Engineering in the amount of \$46,455 plus HST. The total value of this procurement is less than \$50,000 and thus is within the limits of authority for the approval of the Director of Public Works & Engineering.

Recommendation: Receive as information.

4. County Structure B053 (Constant Creek Bridge) Replacement - Municipal Class Environmental Assessment - Consultant: Genivar

As Committee will recall, the June 2012 Committee meeting included an update report on the Municipal Class Environmental Assessment for the Constant Creek Bridge. Included as part of the report was a recommendation to Committee which subsequently was passed as Resolution No. OP-C-12-06-51 stating:

“THAT this Committee support the recommendation to proceed with the filing of the Environmental Study Report for the replacement of the Constant Creek Bridge on Ferguson Lake Road in the Township of Greater Madawaska, consistent with the technically recommended plan for Alternative 8.”

The consultant is now finalizing the environmental study report for the Environmental Assessment in accordance with the Committee resolution. The Study Report identifies the location and configuration of the replacement structure which will allow either a bridge or a culvert type structure to be installed. The intent is for the report to be filed and notices published in local newspapers by mid-November so that the 30-day notice period will expire prior to mid-December.

Once the notice period has expired, staff will complete the required property survey and acquire the property to accommodate the future structure.

BY-LAWS

5. By-Law to Purchase Land - County Road 68, Letterkenny Road – Township of Brudenell, Lyndoch & Raglan

County Road 68, Letterkenny Road has been completed as part of the 2012 Capital Works Program. The County of Renfrew required several parcels of land in order to construct the road to design standards. Agreements for the purchase of these parcels of land have been obtained and are described as follows:

1. Part of Lot 280, Range B South, (0.076 acres - 0.031 Ha) in the geographic Township of Brudenell, Township of Brudenell, Lyndoch & Raglan, described as Part ? on Plan 49R-?????, to be purchased from Maureen Rose Recoskie, Suzanne Theresa Hipkin and Jennifer Ann Kuiack for the sum of one thousand dollars (\$1,000).
2. Part of Lot 280, Range B South, (0.096 acres - 0.039 Ha) in the geographic Township of Brudenell, Township of Brudenell, Lyndoch & Raglan, described as Part ? on Plan 49R-?????, to be purchased from Bradley Charles Malone for the sum of one thousand, two hundred dollars (\$1,200).
3. Part of Lot 280, Range B South, (0.069 acres - 0.028 Ha) in the geographic Township of Brudenell, Township of Brudenell, Lyndoch & Raglan, described as Part ? on Plan 49R-?????, to be purchased from Brian Malone for the sum of one dollar (\$1).

4. Part of Lot 20, Concession 11, (0.12 acres - 0.05 Ha) in the geographic Township of Brudenell, Township of Brudenell, Lyndoch & Raglan, described as Part ? on Plan 49R-?????, to be purchased from Richard John Power and Pamela Michele Power for the sum of two thousand dollars (\$2,000).

The required legal plan is being prepared by the County's land surveyor. It is anticipated that the legal plan will be completed prior to the November session of County Council.

Recommendation: THAT this Committee recommend to County Council that, subject to the registration of the legal plan, a by-law be passed authorizing the purchase of the above noted parcels of land, for the reconstruction of County Road 68, Letterkenny Road, and that these parcels be dedicated as part of the public highway upon registration of the transfer documents.

6. By-Law to Purchase Land -County Road 63 (Flat Rapids Road)- Twp of McNab/Braeside

Committee is advised that By-Law No. 91-12 being A By-Law to Purchase Land for the Reconstruction of County Road 63 (Flat Rapids Road) was passed at the County Council session on September 26, 2012. Inadvertently, a part on the reference plan was added by the land surveyor, resulting in a description change to one of the transactions. A by-law is required to rescind By-Law No. 91-12 and pass a new by-law containing the revisions.

Recommendation: THAT By-Law Number 91-12 be rescinded; AND THAT this Committee recommend to County Council that a by-law be passed authorizing the purchase of four parcels of land for the reconstruction of County Road 63 (Flat Rapids Road); AND FURTHER THAT these parcels be dedicated as part of the public highway upon registration of the transfer documents.

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COUNTY OF RENFREW

BY-LAW NUMBER

**A BY-LAW TO PURCHASE LAND FOR THE
RECONSTRUCTION OF COUNTY ROAD 68 (LETTERKENNY ROAD)**

WHEREAS under Section 6(1) and Section 8 of the Municipal Act, S.O. 2001, c.25, (as amended), a municipality may pass by-laws to acquire land;

AND WHEREAS under Section 5(3) of the Act, the County of Renfrew's capacity, rights, powers and privileges must be exercised by by-law;

AND WHEREAS under Section 31(6) of the Act, if a municipality acquires land for the purpose of widening a highway, the land acquired forms part of the highway to the extent of the designated widening;

AND WHEREAS the County Operations Committee has reviewed and approved the purchase of the land described, for the purpose of road reconstruction.

THEREFORE the Council of the Municipal Corporation of the County of Renfrew hereby enacts as follows:

1. That the lands located on County Road 68, Letterkenny Road in the geographic Township of Brudenell, in the Township of Brudenell, Lyndoch & Raglan described in Schedule "A" attached hereto, be purchased from the identified persons for the noted consideration.
2. That the lands identified in Schedule "A" are hereby dedicated as part of the public road allowance immediately upon registration of the transfer documents.
3. That this by-law shall come into force and take effect immediately upon the passing thereof.

READ a first time this 28th day of November, 2012.

READ a second time this 28th day of November, 2012.

READ a third time and finally passed this 28th day of November, 2012.

ROBERT SWEET, WARDEN

W. JAMES HUTTON, CLERK

SCHEDULE "A"

Owner	Description	Consideration
Maureen Rose Recoskie Suzanne Theresa Hipkin Jennifer Ann Kuiack	Part Lot 280, Range B South, Part ??, Plan 49R-?????	\$1,000
Bradley Charles Malone	Part Lot 280, Range B South Part ??, Plan 49R-?????	\$1,200
Brian Malone	Part Lot 280, Range B South Part ??, Plan 49R-?????	\$1
Richard John Power Pamela Michele Power	Part Lot 20, Concession 11 Part ??, Plan 49R-?????	\$2,000

COUNTY OF RENFREW

BY-LAW NUMBER

**A BY-LAW TO PURCHASE LAND FOR THE
RECONSTRUCTION OF COUNTY ROAD 63 (FLAT RAPIDS ROAD)**

WHEREAS under Section 6(1) and Section 8 of the Municipal Act, S.O. 2001, c.25, (as amended), a municipality may pass by-laws to acquire land;

AND WHEREAS under Section 5(3) of the Act, the County of Renfrew's capacity, rights, powers and privileges must be exercised by by-law;

AND WHEREAS under Section 31(6) of the Act, if a municipality acquires land for the purpose of widening a highway, the land acquired forms part of the highway to the extent of the designated widening;

AND WHEREAS the County Operations Committee has reviewed and approved the purchase of the land described, for the purpose of road reconstruction.

THEREFORE the Council of the Municipal Corporation of the County of Renfrew hereby enacts as follows:

1. That By-Law Number 91-12 be rescinded.
2. That the lands located on County Road 63, Flat Rapids Road in the geographic Township of McNab, Township of McNab/Braeside described in Schedule "A" attached hereto, be purchased from the identified persons for the noted consideration.
3. That the lands identified in Schedule "A" are hereby dedicated as part of the public road allowance immediately upon registration of the transfer documents.
4. That this by-law shall come into force and take effect immediately upon the passing thereof.

READ a first time this 28th day of November, 2012.

READ a second time this 28th day of November, 2012.

READ a third time and finally passed this 28th day of November, 2012.

ROBERT SWEET, WARDEN

W. JAMES HUTTON, CLERK

SCHEDULE "A"

Owner	Description	Consideration
Laura May Dennee Larry Edgar Dennee	Part Lot 12, Concession 7 Parts 1 & 2, Plan 49R-17929	\$1,100
Christopher Todd Wheeler Paula Michelle Vinet	Part Lot 12, Concession 7 Part 3, Plan 49R-17929	\$1,650
James Gregory Van Sickle Chantelle Van Sickle	Part Lot 12, Concession 7 Part 4, Plan 49R-17929	\$500
Andrew Stuart McNulty Kelly Ann McNulty	Part Lot 13, Concession 6 Part 8, Plan 49R-17929	\$6,250

OPERATIONS DIVISION REPORT

Prepared by: Steven P. Boland, C.E.T., LEL, Manager of Operations
Prepared for: Operations Committee
November 13, 2012

INFORMATION

1. Summer Operations

- (a) Summer operations are for the most part, completed for this year. As weather conditions permit, staff will continue with a variety of operations involving sign replacements and repairs, roadside brushing at selected locations, and road surface maintenance.

2. Winter Operations

(a) Operational Status

As of November 15, 2012 the Department will be in an operational state of 100% readiness in respect to winter maintenance.

(b) Winter Responses

The first winter event was on November 2, 2012 when staff was required to respond to minor snow accumulation in the Foymount area. Activity was limited to spreading salt for traction control and to prevent ice formation.

3. Housing Improvements

(a) Cobden Patrol Garage Door Replacements

The contractor, Pynacker Overhead Doors Limited, for the replacement of the garage doors at the Cobden Patrol Garage has taken delivery of the new doors and has advised that work should be completed prior to mid November.

(b) Cobden Patrol Furnace Replacements

The contractor, Kool Temp Valley Refrigeration, for the supply and installation of the new replacement high efficiency gas furnaces at the Cobden Patrol Garage has indicated that the new furnaces should be installed by the end of November.

4. Fleet Management

(a) Replacement Tandem Truck & Plow Unit – Contract PWO-2012-03

As of the date of writing, it was expected that the new combination unit supplied by Francis Canada Truck Centre will be delivered by November 9, 2012.

(b) Hands Free Exemption for Two-Way Radios

During The October 15, 2012 meeting of the Operations Committee, staff reported that a five-year extension had been granted on the use of handheld devices for municipal employees. Staff was directed to investigate the types of equipment that may be used under the extension as well as which employees are covered by the exemption. In this regard, staff has reviewed the regulation granting the exemption, a copy of which is attached as Appendix OP-I, and advises as follows:

1. The regulation extends the exemption on the use of wireless communications devices that include handheld devices and mobile data terminals beyond the original date of January 1, 2013. Of particular note are the use of hand microphones, portable radios and two-way radios. The requirement is that this equipment be operated by a Push to Talk (PTT) function for voice communication and does not allow for simultaneous bidirectional voice communication. A two way radio meets the definition as a PTT device. However, a cell phone does not meet the definition as it provides for the transmission and receipt of voice communication at the same time.
2. The regulation applies only to those exempted persons while engaged in the performance of their duties. This includes law enforcement officers, other enforcement officers and others involved in performing public functions. Of particular note is the exemption for employees of, or persons contracted, to a road authority while they are engaged in road patrol, repair, maintenance or construction activities.
3. The requirement for the use of hands-free technology remains in place for the use of cell phones while operating a motor vehicle.
4. Section 78.1(4)(a) of the *Highway Traffic Act (HTA)* states that the prohibition on the use of handheld devices does not apply to the driver of an ambulance, fire department vehicle, or police department vehicle.

RESOLUTIONS

5. Supply and Delivery of Winter Salt - Contract PW-2011-01

In March 2011 the County entered into a contract with The Canadian Salt Company for the supply and delivery of bulk coarse highway salt for winter operations. The period of the contract covered the 2011/12 and 2012/13 winter seasons. Clause TC-16 of the contract reads as follows:

TC-16 Successful Tenderer – Period of Contract

- 16.1 This Contract covers the period from June 1, 2011 until May 31, 2013 (two years) and may be extended for three (3) additional one (1) year periods, subject to satisfactory service, price, terms and conditions. Extensions are to be mutually acceptable and subject to a continued requirement by the County and budget approval. Should a mutual agreement not be reached, it will be the prerogative of the County to call new tenders.

Clause TC-19 Pricing of the contract also included the following:

“For each extension, negotiations will be conducted and if unsuccessful, the maximum increase shall be the annual average of the CPI for the County of Renfrew, as listed by Statistics Canada, as of December 31 prior to the Contract expiry (i.e. December 31, 2012).”

Staff has been very pleased with the products and the service provided by The Canadian Salt Company in the execution of this contract. There will also be a continued need for this material in the future as part of the winter maintenance program. It is estimated that approximately 14,500 tonnes of salt are required annually to meet the County’s winter maintenance needs. This translates to an expenditure of approximately \$1,250,000 annually based on the 2012/13 winter season pricing of \$86.04 per tonne. The present Consumer Price Index (CPI) rate for Ontario for the twelve months ending in September 2012 is 0.7%. While the contract speaks to the end of December CPI rate, the current (September 2012) rate would result in an increase in the contract value of approximately \$8,750 or \$0.60 per tonne of salt.

Staff suggests that direction be given to negotiate an extension to the contract for the 2013/14 winter season with a maximum increased value that does not exceed the December 31 CPI. In the event that a satisfactory contract cannot be negotiated, staff would proceed to prepare and circulate tenders for the supply and delivery of winter salt. In either case, a report will be presented at the January 2013 meeting of the Operations Committee outlining the status of the contract.

Recommendation: THAT staff be directed to enter into negotiations with The Canadian Salt Company for an extension to Contract PW-2011-01 for the 2013/14 winter season to a maximum increase which does not exceed the December 2012 Consumer Price Index (CPI); AND FURTHER THAT failing successful negotiation of a contract extension, staff be directed to tender for the supply and delivery of winter salt.

6. No Parking By-law – Town of Arnprior

Attached as Appendix OP-II is a letter received from the Town of Arnprior pertaining to traffic control and parking restrictions on roads within the Town. Some of those restrictions pertain to roads which fall under the jurisdiction of the County. The Town has requested the following:

1. That the County consent to the Town of Arnprior implementing traffic control and parking regulations on County roads within the Town’s boundaries.
2. That the County authorizes the Town of Arnprior to carry out by-law enforcement with respect to the by-law.
3. That the County permit the Town to retain any fines received as a result of violations of the by-law.

In regards to the first request, staff had been previously advised by Mr. David Stewart, the County’s solicitor, that the County cannot delegate the responsibility for the passage of by-laws pertaining to the roads under its jurisdiction. Accordingly the County will need to pass

the appropriate by-law(s) to impose the parking restrictions on County Roads. To that end, we have included a draft by-law for the review and comments of the Operations Committee.

The second request deals with the authority to enforce the by-law on the County's behalf. The County solicitor had previously indicated that the County may delegate the responsibility for enforcement. In this case, the Town of Arnprior has agreed to accept the responsibility for the enforcement of the by-law within its boundaries. The draft by-law includes the delegation of the authority for enforcement to the Town of Arnprior.

The third item in the Town's letter speaks to the retention of the fines received as a result of violations of the by-law within the Town of Arnprior. Given that the County's ability to enforce such a by-law is extremely limited and the Town of Arnprior has offered to enforce the by-law on the County's behalf, it appears reasonable that the Town should be compensated for the enforcement by being able to retain the associated fines revenue. In this regard, staff supports the Town's request to retain the revenue generated from the fines imposed as a result of violations of the by-law.

Recommendation: THAT staff be directed to finalize preparation of the Parking Restrictions By-Law for County Roads within the Town of Arnprior in consultation with the County's solicitor and Town staff.

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[Français](#)

Highway Traffic Act

ONTARIO REGULATION 366/09

DISPLAY SCREENS AND HAND-HELD DEVICES

Consolidation Period: From September 6, 2012 to the [e-Laws currency date](#).

Last amendment: O. Reg. [253/12](#).

This is the English version of a bilingual regulation.

DEFINITIONS

Definitions

1. In this Regulation,

"hand microphone or portable radio" means a wireless communication device, consisting of a hand-held unit that is both receiver and microphone, that is operated by a push-to-talk function on a set frequency and that allows for voice communication but not for the transmission and receipt of voice communication at the same time; ("microphone à main ou radio portative")

"mobile data terminal" means a computerized device that is used exclusively to communicate with a dispatcher or control centre; ("terminal mobile")

"two-way radio" means a wireless communication device, consisting of a main receiver unit and a separate hand-held microphone, that is operated by a push-to-talk function on a set frequency and that allows for voice communication but not for the transmission and receipt of voice communication at the same time. ("radio bidirectionnelle") O. Reg. 366/09, s. 1.

DISPLAY SCREENS

Exemption for law enforcement officers

2. The following persons, while engaged in the performance of their duties, may drive a motor vehicle on a highway with a display screen of a computer or other device in the motor vehicle visible to the driver:

1. Police officers, within the meaning of the *Police Services Act*.
2. Special constables appointed under section 53 of the *Police Services Act*.
3. Auxiliary members of a police force.
4. First Nations Constables appointed under subsection 54 (1) of the *Police Services Act*.
5. Persons appointed under a statute of the Parliament of Canada and who are peace officers within the meaning of section 2 of the *Criminal Code* (Canada).
6. Persons appointed as police constables under section 44 of the *Railway Safety Act* (Canada).
7. Persons designated as park wardens by the Minister of Natural Resources or under the *Canada National Parks Act* (Canada).
8. Park wardens under the *Provincial Parks and Conservation Reserves Act, 2006*.
9. Conservation officers under section 87 of the *Fish and Wildlife Conservation Act, 1997*. O. Reg. 366/09, s. 2.

Exemption for other enforcement officers

3. The following persons, while engaged in the performance of their duties, may drive a motor vehicle on a highway

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with a computer display screen in the motor vehicle visible to the driver:

1. Provincial offences officers designated under subsection 1 (3) of the *Provincial Offences Act*.
2. Municipal law enforcement officers appointed under section 15 of the *Police Services Act*.
3. The Fire Marshal and Deputy Fire Marshal appointed under the *Fire Protection and Prevention Act, 1997*.
4. Municipal fire chiefs and deputy fire chiefs.
5. Guards appointed under the *Public Works Protection Act*. O. Reg. 366/09, s. 3.

Exemption for certain evaluation and monitoring functions

4. (1) Drivers employed by or on contract to a road authority and engaged in collecting data and viewing pavement evaluation indices may drive a motor vehicle equipped with an automatic road analyser on a highway with a computer display screen in the motor vehicle visible to the driver. O. Reg. 366/09, s. 4 (1).

(2) Persons appointed as spectrum management officers under the *Radiocommunication Act* (Canada) and engaged in frequency spectrum management may drive a motor vehicle on a highway with a computer display screen in the motor vehicle that is connected to equipment used to monitor radio frequencies and is visible to the driver. O. Reg. 366/09, s. 4 (2).

(3) Persons employed by or on contract to a telecommunication enterprise and engaged in monitoring service levels may drive a motor vehicle on a highway with a computer display screen in the motor vehicle that is connected to equipment used to monitor service levels and disruptions and is visible to the driver. O. Reg. 366/09, s. 4 (3).

(4) Persons employed as automobile technicians or mechanics may test drive a motor vehicle on a highway with a computer display screen that provides diagnostic information about the vehicle's performance in the motor vehicle visible to the driver. O. Reg. 366/09, s. 4 (4).

Exemption for other public functions

5. (1) The following persons, while engaged in the performance of their duties, may drive a motor vehicle on a highway with a mobile data terminal display screen in the motor vehicle visible to the driver:

1. Employees of and persons contracted to a public utility within the meaning of the *Public Utilities Act*, the *Municipal Act, 2001* or the *City of Toronto Act, 2006*.
2. Employees of and persons contracted to a transmitter or distributor within the meaning of the *Electricity Act, 1998*. O. Reg. 366/09, s. 5 (1).

(2) Employees of or persons contracted to a road authority, while they are engaged in road patrol, repair, maintenance or construction activities, may drive a motor vehicle on a highway with a mobile data terminal display screen in the motor vehicle visible to the driver. O. Reg. 366/09, s. 5 (2).

Exemption for certain commercial activities

6. (1) Drivers of commercial motor vehicles, within the meaning of subsection 16 (1) of the Act, may drive a commercial motor vehicle on a highway with a mobile data terminal display screen in the vehicle visible to the driver. O. Reg. 366/09, s. 6 (1).

(2) The following persons, while engaged in the performance of their duties, may drive a motor vehicle on a highway with a mobile data terminal display screen in the motor vehicle visible to the driver:

1. Drivers of motor vehicles clearly identified as courier delivery vehicles.
2. Drivers of tow trucks or roadside assistance service vehicles.
3. Drivers of taxicabs and limousines licensed by a municipality or airport authority to provide passenger service. O. Reg. 366/09, s. 6 (2).

Exempt devices

7. The display screens of the following devices may be visible to any driver in a motor vehicle driven on a highway:

1. A device that displays,
 - i. information on the conditions, use and immediate environment of the vehicle, or
 - ii. information on road or weather conditions.
2. An ignition interlock device.
3. A car audio control that displays only text or static images.
4. A hand-held device that displays only text or static images and is connected directly into and operates using the audio system controls of the motor vehicle. O. Reg. 366/09, s. 7.

Requirement that display screens be secure

8. The exemptions in sections 2, 3, 4, 5, 6 and 7 apply only if the display screen of the computer, mobile data terminal or other device is placed securely in or mounted to the motor vehicle so that it does not move while the vehicle is in motion. O. Reg. 366/09, s. 8.

HAND-HELD DEVICES

Exemption for law enforcement officers

9. The following persons, while engaged in the performance of their duties, may drive a motor vehicle on a highway while holding or using a hand-held wireless communication device:

1. Police officers, within the meaning of the *Police Services Act*.
2. Special constables appointed under section 53 of the *Police Services Act*.
3. Auxiliary members of a police force.
4. First Nations Constables appointed under subsection 54 (1) of the *Police Services Act*.
5. Persons appointed under a statute of the Parliament of Canada and who are peace officers within the meaning of section 2 of the *Criminal Code* (Canada).
6. Persons appointed as police constables under section 44 of the *Railway Safety Act* (Canada).
7. Persons designated as park wardens by the Minister of Natural Resources or under the *Canada National Parks Act* (Canada).
8. Park wardens under the *Provincial Parks and Conservation Reserves Act, 2006*.
9. Conservation officers under section 87 of the *Fish and Wildlife Conservation Act, 1997*. O. Reg. 366/09, s. 9.

Exemption for other enforcement officers

10. The following persons, while engaged in the performance of their duties, may drive a motor vehicle on a highway while holding or using a two-way radio:

1. Provincial offences officers designated under subsection 1 (3) of the *Provincial Offences Act*.
2. Municipal law enforcement officers appointed under section 15 of the *Police Services Act*.
3. The Fire Marshal and Deputy Fire Marshal appointed under the *Fire Protection and Prevention Act, 1997*.
4. Municipal fire chiefs and deputy fire chiefs.
5. Guards appointed under the *Public Works Protection Act*. O. Reg. 366/09, s. 10.

Time-limited exemption for other public functions

11. (1) Until January 1, 2013, the following persons, while engaged in the performance of their duties, may drive a motor vehicle on a highway while holding or using a two-way radio:

Note: On January 1, 2013, subsection (1) is amended by striking out "Until January 1, 2013" at the beginning of the portion before paragraph 1". (See: O. Reg. [253/12](#), ss. 1 (1), 5)

1. Employees of and persons contracted to a public utility within the meaning of the *Public Utilities Act*, the *Municipal Act, 2001* or the *City of Toronto Act, 2006*.
2. Employees of and persons contracted to a transmitter or distributor within the meaning of the *Electricity Act, 1998*. O. Reg. 366/09, s. 11 (1).

(2) Until January 1, 2013, employees of or persons contracted to a road authority, while they are engaged in road patrol, repair, maintenance or construction activities, may drive a motor vehicle on a highway while holding or using a two-way radio. O. Reg. 366/09, s. 11 (2).

Note: On January 1, 2013, subsection (2) is amended by striking out "Until January 1, 2013" at the beginning. (See: O. Reg. [253/12](#), ss. 1 (2), 5)

(3) This section is revoked on January 1, 2013. O. Reg. 366/09, s. 11 (3).

Note: On January 1, 2013, subsection (3) is amended by striking out "January 1, 2013" at the end and substituting "January 1, 2018". (See: O. Reg. [253/12](#), ss. 1 (3), 5)

Time-limited exemption for certain commercial activities

12. (1) Until January 1, 2013, drivers of commercial motor vehicles, within the meaning of subsection 16 (1) of the Act, may drive a commercial motor vehicle on a highway while holding or using a two-way radio. O. Reg. 366/09, s. 12 (1).

Note: On January 1, 2013, subsection (1) is amended by striking out "Until January 1, 2013" at the beginning. (See: O. Reg. [253/12](#), ss. 2 (1), 5)

(2) Until January 1, 2013, the following persons, while engaged in the performance of their duties, may drive a motor vehicle on a highway while holding or using a two-way radio:

Note: On January 1, 2013, subsection (2) is amended by striking out "Until January 1, 2013" at the beginning of the portion before paragraph 1. (See: O. Reg. [253/12](#), ss. 2 (2), 5)

1. Drivers of motor vehicles clearly identified as courier delivery vehicles.
2. Drivers of tow trucks or roadside assistance service vehicles.
3. Drivers of taxicabs and limousines licensed by a municipality or airport authority to provide passenger service.
4. Drivers of street cars.
5. Drivers of road-building machines. O. Reg. 366/09, s. 12 (2).

(3) Subsection (1) does not apply if the driver is using the commercial motor vehicle for personal purposes without compensation. O. Reg. 366/09, s. 12 (3).

(4) This section is revoked on January 1, 2013. O. Reg. 366/09, s. 12 (4).

Note: On January 1, 2013, subsection (4) is amended by striking out "January 1, 2013" at the end and substituting "January 1, 2018". (See: O. Reg. [253/12](#), ss. 2 (3), 5)

Time-limited exemption for amateur radio operators

13. (1) Until January 1, 2013, drivers who hold a valid radio operator certificate issued under the *Radiocommunication Act* (Canada) may drive a motor vehicle on a highway while holding or using a two-way radio. O. Reg. 366/09, s. 13 (1).

Note: On January 1, 2013, subsection (1) is amended by striking out "Until January 1, 2013" at the beginning. (See: O. Reg. [253/12](#), ss. 3 (1), 5)

(2) This section is revoked on January 1, 2013. O. Reg. 366/09, s. 13 (2).

Note: On January 1, 2013, subsection (2) is amended by striking out "January 1, 2013" at the end and substituting "January 1, 2018". (See: O. Reg. [253/12](#), ss. 3 (2), 5)

Exemption for pressing buttons

14. (1) A person may drive a motor vehicle on a highway while pressing a button on a hand-held wireless communication device to make, answer or end a cell phone call or to transmit or receive voice communication on a two-way radio if the device is placed securely in or mounted to the motor vehicle so that it does not move while the vehicle is in motion and the driver can see it at a quick glance and easily reach it without adjusting his or her driving position. O. Reg. 366/09, s. 14 (1).

(2) A person may drive a motor vehicle on a highway while pressing a button on a device that is worn on his or her head or hung over or placed inside his or her ear or is attached to his or her clothing and is linked to a hand-held wireless communication device to make, answer or end a cell phone call or to transmit or receive voice communication on a two-way radio or a hand microphone or portable radio. O. Reg. 366/09, s. 14 (2).

15. Omitted (provides for coming into force of provisions of this Regulation). O. Reg. 366/09, s. 15.

Note: On January 1, 2013, section 15 is revoked. (See: O. Reg. [253/12](#), ss. 4, 5)

[Français](#)

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Return to Report



CORPORATION OF THE
TOWN OF ARNPRIOR

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September 25, 2012

Email Transmission:
ddarch@countyofrenfrew.on.ca

Mr. David Darch,
 Director of Public Works & Engineering
 County of Renfrew
 9 International Drive
 Pembroke, ON K8A 6W5

Dear Mr. Darch:

Re: Traffic Control & Parking Regulations on County Roads

Please be advised that the Town's Traffic Control & Parking By-laws incorporates regulations on County Roads (Daniel St., Elgin St., Division St., Madawaska St.). A copy of the current by-law has been enclosed for your reference.

This letter is to request confirmation for the following:

1. The County of Renfrew consents to the Town of Arnprior implementing traffic control and parking regulations on County streets located within the boundaries of the Town;
2. The County of Renfrew authorizes the Town of Arnprior to carry out by-law enforcement with respect to same at the Town's cost; and
3. The County of Renfrew permits the Town of Arnprior to retain any fines received for violation of traffic control and parking regulations with respect to County roads located in the Town of Arnprior.

The foregoing is being requested to minimize possible legal objections which could arise due to jurisdiction authority.

Please contact me if you have any questions regarding this matter.

Yours truly,

Jacquie Farrow-Lawrence, M.Ed., MMC
 Town Clerk

cc: Reeve Walter Stack, Town of Arnprior (*via e-mail*)
 Steven Boland, Manager of Operations, County of Renfrew (*via e-mail*)
 Jim McBain, Municipal Law Enforcement Services (*via e-mail*)
 John Steckly, Civil Engineering Technologist (*via e-mail*)

ps: The original of this letter will follow by mail.

MUNICIPAL

OFFICE

105 Elgin St. W.
 Arnprior, Ontario
 K7S 0A8

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 Fax: 613-623-8091

- Administration
 - Building
- Cemeteries
- Engineering
 - Finance
 - Planning
- Public Works

**PARKS AND
 RECREATION**

Nick Smith Centre
 77 James Street
 Arnprior, Ontario
 K7S 1C9

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FIRE

DEPARTMENT

67A Meehan Street
 Arnprior, Ontario
 K7S 2B7

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**CORPORATION OF THE COUNTY OF RENFREW
TRAFFIC AND PARKING BY-LAW NO.**



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Traffic Control and Parking

BEING a By-law to regulate and control traffic and the parking of vehicles on County Roads in the Town of Arnprior.

WHEREAS pursuant to the *Municipal Act, 2001*, Chapter M.45, R.S.O. 1990, as amended, by-laws may be passed by the councils of local municipalities;

AND WHEREAS under Section 170 (15), a police officer, police cadet, municipal law enforcement officer, upon discovery of any vehicle parked or standing in contravention of a municipal by-law, may cause it to be moved or taken to and placed or stored in a suitable place and all costs and charges for removing, care and storage thereof, if any, are a lien upon the vehicle, which may be enforced in the manner provided by the *Repair and Storage Liens Act*, Chap. R.25, R.S.O. 1990 as amended;

AND WHEREAS other various provisions of the *Highway Traffic Act*, Chapter H.8, R.S.O. 1990 as amended, apply to by-laws passed by the councils of local municipalities respecting the prohibition, regulating and controlling of the parking, standing, stopping of vehicles on highways;

AND WHEREAS the Council of the Corporation of the County of Renfrew deems it expedient to regulate and control traffic and parking of vehicles on County Roads in the Town of Arnprior;

NOW THEREFORE the Council of the Corporation of the County of Renfrew enacts as follows:

PART I - INTERPRETATION

Unless specifically modified or changed herein, words or expressions used in this by-law have the same meaning as given or used in the *Highway Traffic Act*, Chapter H.8, R.S.O. 1990, as amended.

1. TITLE

This By-Law shall be known and may be cited as “THE TRAFFIC AND PARKING BY-LAW”

2. DEFINITIONS

For the purpose of this by-law, the following definitions shall apply:

(a) “**access routes for fire department**” means any highway, road, driveway, lane, ramp, or other means of vehicular access or egress so designated and shall conform to the requirements of the *Fire Protection and Prevention Act*, the *Ontario Building Code Act* and regulations thereto as amended.

(b) “**By-law Enforcement Officer**” means a person so appointed by the Municipality under the *Police Services Act*.

(c) “**corner**” means the point of intersection of curbs or edges of the portion of the highway for vehicular traffic.

(d) “**crosswalk**” means:

Traffic Control and Parking

- (i) that part of the highway at an intersection that is included within the confines of the lateral lines of the sidewalk on opposite sides of the highway measured from the curbs; or in the absence of curbs, from the edges of the highway; or
 - (ii) any portion of a highway at an intersection or elsewhere distinctly indicated for pedestrian crossing by signs, lines or other markings on the surface.
- (e) **“curb”** shall include the edge of the travelled portion of the highway.
- (f) **“designated parking space”** means a parking space designated under this by-law for the exclusive use of a vehicle displaying a permit in accordance with the requirements of the *Highway Traffic Act* and the regulations made there under and this By-law as amended.
- (g) **“Director of Public Works & Engineering”** means a person so appointed by the Municipality.
- (h) **“disabled person”** means a person who has applied for and has met the requirements and has been issued a disabled person parking permit in accordance with the *Highway Traffic Act*, Chap H.8 R.S.O. 1990 as amended.
- (i) **“driveway”** means improved land on a highway which provides vehicular access between a highway to a laneway or a parking area on adjacent land.
- (j) **“highway”** includes a common and public highway, street, avenue, parkway, driveway, square, place, bridge, viaduct, or trestle, designed and intended for, or used by, the general public for the passage of vehicles.
- (k) **“highway direction”** means the direction that a highway is deemed to run for the purposes of this by-law and is not necessarily the direction the highway runs in its entire length.
- (l) **“intersection”** means the area embraced within the prolongation or connection of the lateral curb lines or, if none, then of the lateral boundary lines of two or more highways which join one another at an angle, whether or not one highway crosses the other.
- (m) **“laneway”** means improved land adjacent to the highway that provides access between a highway and a parking area or other destination.
- (n) **“Municipality”** means The Corporation of the County of Renfrew.
- (o) **“normal business hours”** means 8:00 a.m. to 4:00 p.m., Monday to Friday except on holidays defined under the *Retail Business Holiday Act*, Chapter R.30, R.S.O. 1990, as amended.
- (p) **“obstruct traffic”** means to park a vehicle in a manner that obstructs the orderly flow and safe passage of traffic moving on a highway in any direction.

Traffic Control and Parking

- (q) **“one-way street”** means a highway upon which the movement of vehicular traffic is designated by a by-law for movement in one direction only.
- (r) **“park or parking”** - means the halting of a vehicle, whether occupied or not, except when standing temporarily for the purpose of and while actually engaged in loading or unloading merchandise or passengers.
- (s) **“parking lot (public or private)”** means any open area or portion of a structure, other than a street or highway intended for the temporary parking of vehicles whether its use involves the payment of a fee or otherwise.
- (t) **“parking space”** - means a part of the highway, the use of which is designated by signs or posts or lines or other markings on the highway or any other area used for the purpose of parking a vehicle.
- (u) **“permit”** means a Disabled Person Parking Permit issued under the *Highway Traffic Act*; a permit, number plate or other marker or device issued by another jurisdiction and recognized under that Act; or a permit issued by the Town of Arnprior for extended parking in a municipal parking lot.
- (v) **“police officer, constable, special constable”** - means a person so appointed by the Ontario Provincial Police.
- (w) **“sidewalk”** means that portion of a highway between the curb lines and the property line of the lot abutting the highway and which is intended for the use of pedestrians.
- (x) **“sign”** means any sign or marking on a highway, curb or sidewalk or other device placed or erected under the authority of the By-law for the purpose of regulating, warning or guiding traffic and parking; or for the purpose of the removal of snow.
- (y) **“stand or standing”** means the halting of a vehicle, whether occupied or not, except for the purpose of and while actually engaged in receiving or discharging passengers.
- (z) **“stop or stopping”** means the halting of a vehicle, even momentarily, except when necessary to avoid conflict with other traffic or in compliance with the directions of a Police officer or of a traffic control sign or signal.
- (aa) **“Town”** means The Corporation of the Town of Arnprior.
- (bb) **“unsigned highway”** means a highway or portion of highway with no posted signs restricting or not permitting the parking of vehicles.
- (cc) **“vehicle”** includes an automobile, truck, motorcycle, motorized snow vehicle, bus, trailer, traction engine, farm tractor, road-building machine and any vehicle drawn, propelled or driven by any kind or power, including muscular power, but does not include vehicles running only upon rails.

3. TIME

Notwithstanding the *Time Act*, Chapter T. 9, R.S.O. 1990 as amended, so long as the time commonly observed in the municipality is one hour in advance of Standard Time, the times mentioned in this by-law shall be reckoned in accordance with the time so commonly observed and not Standard Time.

4. SCHEDULES AND SEVERABILITY

- (1) The Schedules A, to and including C, attached to this by-law shall be read with and form part of this by-law. All measurements contained in the attached schedules are referenced from the nearest intersecting highway limit unless otherwise specified therein.
- (2) Should any part, section, subsection or portion of this by-law be repealed or declared by a court of competent jurisdiction to be illegal, the same shall not affect the validity of the by-law as a whole or in part thereof, except for that which was declared to be invalid.

PART II - PARKING

5. METHOD OF PARKING

(1) Direction

No person shall park a vehicle on any highway, other than a one-way street, unless on the right-hand side of the street, having regard for the direction in which the vehicle had been proceeding. The nearest front and rear wheels of the parked vehicle shall be parallel to and not more than 30 cm from the edge of the highway. Notwithstanding, the distance between the wheels and the highway edge shall not apply where angle parking is specifically authorized by this by-law.

(2) Within Parking Space

Individual parking spaces may be defined by painted lines or other suitable marks on the surface of the parking lot or highway. Where such parking spaces are so defined, it shall be unlawful to park a vehicle other than within the confines of the parking spaces so defined.

6. PARKING AND STOPPING PROHIBITED AT ANY TIME

No person shall park or stop, or cause to be parked or stopped any vehicle in any of the following places at any time of the day unless such stopping is explicitly permitted by painted lines on the pavement, signs or other municipal markings or at the direction of a Police Officer:

Traffic Control and Parking

- a. On any sidewalk;
- b. In any intersection;
- c. In a turning basin;
- d. In front of a public driveway;
- e. Within 9 metres of any intersection;
- f. Within a distance of 3 metres from the closest point on the curb to any fire hydrant;
- g. Within 6 metres of a crosswalk at an intersection;
- h. Within 15 metres of a level railway crossing;
- i. On any bridge;
- j. On any highway in such a manner as to obstruct traffic;
- k. In such a position as to prevent the convenient departure of any other vehicle previously parked or standing;
- l. In front of the entrance to a fire station;
- m. On any Yield Lane or within 5 metres of any Yield Lane;
- n. In front of an entrance to a theatre where large assemblies are being held for a reasonable time immediately before and following such assemblages;
- o. On any crosswalk;
- p. On any curb;
- q. On any level railway crossing;
- r. Adjacent to any median strip constructed on the highway;
- s. In front of a private driveway;
- t. Within 0.5 metres of a public driveway;
- u. Within 0.5 metres of a private driveway;
- v. Within 15 metres of a controlled intersection;
- w. On the approaches to any bridge;
- x. In front of the entrance to a hospital;
- y. In front of an entrance to a building where large assemblies are being held for a reasonable time immediately before and following such assemblages.

7. DESIGNATED "NO PARKING" AREAS

- (1) Those highways and portions of highways named and described in **Schedule A** hereto attached shall be designated "No Parking" areas.
- (2) Where signs to that effect are on display, no person shall park a vehicle at any time within the highway or portion of highway named or described in **Schedule A** as "**No Parking**" areas.
- (3) In the event of a conflict between a provision in the By-law made under this section and a provision of any other section, the provision that is the most restrictive of parking prevails.

8. RESTRICTED PARKING

- (1) Those highways or portions of highways named and described in **Schedule B** hereto attached shall be designated as "**Restricted Parking**" areas.
- (2) Where authorized signs to that effect are on display, no person shall park a vehicle within the highway or portion of highway named or described in Schedule B for a period longer than specified, during the time period for which such parking restrictions are in effect as indicated on the said Schedule.
- (3) No person shall park on any highway, a heavy vehicle, in excess of 5,000 kg vehicle weight, for a period longer than two hours.
- (4) No person shall park on any unsigned highway for a period longer than 24 hours.
- (5) In the event of a conflict between a provision in the by-law made under this section and a provision of any other section, the provision that is the most restrictive of parking prevails.

9. WINTER PARKING RESTRICTIONS

- (1) No person shall park, or stand a vehicle or permit a vehicle to remain parked on any highway between the hours of 2:00 a.m. to 7:00 a.m. from December 1 in any year to March 31 of the following year, both dates inclusive.
- (2) No person shall park or stand a vehicle or permit a vehicle to remain parked on any highway at any time when the highway is specially marked with signs indicating snow removal or when such person has received verbal or written notice from a representative of the Town indicating the prohibition of parking.
- (3) This section shall be enforced by the By-law Enforcement Officer and/or the Director of Public Works & Engineering or his/her designate.

10. MUNICIPAL VEHICLES EXEMPTION

Any vehicle owned by the Municipality or the Town and any authorized emergency vehicle shall be permitted to park in any parking space, provided always that said vehicle displays on the exterior of the vehicle, a recognized symbol of the Municipality or the Town or wording displaying the ownership of the vehicle and is being used in the performance of municipal duties. This exemption also includes the personal vehicles of volunteer firefighters when on duty.

11. EMERGENCY PROHIBITION

- (1) Notwithstanding anything to the contrary contained, herein, a Police Officer, Director of Public Works or By-law Enforcement Officer, during any emergency or special circumstance may:
 - a. prohibit any or all parking on a highway within the area affected by the emergency or special circumstances;
 - b. authorize the erection of temporary "No Parking" signs or barricades on any highway or portion of highway; or
 - c. declare that any vehicle already parked is parked illegally regardless of the time permitted for parking such vehicle under the provisions of this by-law.
- (2) Where possible, the owner or driver of a vehicle declared to be illegally parked shall be notified by a Police Officer or By-law Enforcement Officer that such parking has been prohibited and shall be ordered to remove the vehicle within a time specified.
- (3) Where the owner or driver notified under section 11 (2) to remove the vehicle does not do so, or where the owner or driver cannot immediately be located, the said vehicle declared to be parked illegally may be removed and impounded forthwith by an order of a Police Officer or By-law Enforcement Officer in accordance with Section 18 of this by-law "Removal of Illegally Parked Vehicles". Where in the opinion of the Officer, the vehicle owner has not voluntarily contravened the order, the costs associated with the towing and impounding will be borne by the County.

12. DESIGNATED PARKING SPACES FOR DISABLED PERSONS

- (1) No person shall park a vehicle in a designated "Parking Space for Disabled Persons" when a properly marked sign is displayed unless a valid disabled persons parking permit is displayed on the front dash of the vehicle or the front of an extended sun visor so as to be clearly visible from the exterior of the vehicle.
- (2) The vehicle is operated by the holder of a disabled person parking permit or by a person engaged to pick up or transport the holder of a disabled person parking permit.
- (3) No person shall use or display a disabled person parking permit in any fashion other than for which the permit was issued.
- (4) Those highways or portions of highways and public property named and described in **Schedule C** hereto attached shall be designated as "**Designated Parking Spaces**".

13. AUTHORIZED SIGNS AND PARKING CONTROL DEVICES

- (1) The Municipality shall erect all authorized signs and other parking control devices necessary for the lawful implementation and enforcement of this by-law.
- (3) No person shall place, maintain or display upon or in the view of any highway, any sign, signal, marking or device which purports to be or is an imitation or resembles any authorized sign or parking control device.
- (4) No person shall damage, deface or tamper with any authorized sign or other parking control device and no unauthorized person shall move, or remove the same.

PART III - TRAFFIC

14. OBEY SIGNALS

Every person shall promptly obey all signals given either by a Police Officer or a By-law Enforcement Officer or a traffic control device or a traffic signal.

15. TEMPORARY CHANGES

Absolute control of street traffic is vested in the Ontario Provincial Police (OPP). The OPP of the County of Renfrew shall have the power to make temporary changes in the traffic regulations as may be necessary from time to time, in order to provide for emergency and other special occasions. Such temporary changes shall be effective for a period not exceeding ten (10) days unless validated by a by-law of the Council of the County of Renfrew.

PART IV - OFFENCES & PENALTIES

16. PARKING INFRACTION NOTICE

- (1) Where a vehicle is found to be in contravention of the parking or stopping provisions of this by-law, the Issuing Officer may issue and place on the vehicle, a serially numbered Parking Infraction Notice, in the form prescribed by the Provincial Offences Act.
- (2) The serially numbered Parking Infraction Notice shall state:
 - a. The licence number of the vehicle;
 - b. The nature of the alleged infraction;
 - c. The date, time and place of the alleged infraction;
 - d. The set fine provided therein for the violation and
 - e. A statement that the owner shall within fifteen (15) days pay the set fine provided for the infraction by taking it or mailing it to the Town of Arnprior Municipal Office.
- (3) The Parking Infraction Notice mentioned in Section 16(2) above shall be prepared as required and the Issuing Officer shall attach one copy to the vehicle and retain the other copy for further processing in accordance with the *Provincial Offences Act*, Chapter P.33, R.S.O. 1990, as amended.
- (4) If payment is not made in accordance with the procedure set out on the Parking Infraction Notice provided for in Section 16(2) e. above, the Provincial Offences Act shall apply.

17. PENALTIES

- (1) Any person violating any of the provisions of this by-law is guilty of an offence and on conviction shall be liable to a penalty pursuant to the Provincial Offences Act, Chapter P.33, R.S.O. 1990 as amended.
- (2) The driver of a vehicle, not being the owner, is liable to any penalty provided under this by-law.
- (3) The owner of the vehicle may be charged with and convicted of an offence under this by-law for which the driver of the vehicle is subject to be charged unless, at the time of the offence, the vehicle was in the possession of some person other than the owner without the owner's consent and on conviction the owner is liable to the penalty prescribed or provided for the offence.
- (4) Set fines may be established for certain offences contained in this by-law. Such set fines shall be established pursuant to the Provincial Offences Act and shall become effective upon the approval of same by the Chief Judge of the Provincial Offences Court.

18. REMOVAL OF ILLEGALLY PARKED VEHICLE

- (1) A police officer, by-law enforcement officer or an officer appointed for carrying out the provisions of the Highway Traffic Act, upon discovery of any vehicle parked or left in contravention of this by-law, may cause it to be moved or taken to and placed or stored in a suitable place and all costs and charges for removing, caring and storage thereof, if any, are a lien upon the vehicle which may be enforced in the manner provided by Part III of the Repair and Storage Liens Act, Chapter R.25, R.S.O. 1990 as amended.
- (2) The provisions of this section also apply to The Director of Public Works & Engineering or his/her designate for purposes of enforcing Section 14 Winter Parking Restrictions.
- (3) The County will not be liable for damages that may occur to vehicles being moved under the provisions of Section 29(1).

19. ENFORCEMENT AND AUTHORITY

- (1) Responsibility for the enforcement of the provisions of this by-law is hereby delegated to the Municipal Corporation of the Town of Arnprior.
- (2) The provisions of this by-law shall be enforced by By-law Enforcement Officers and Police Officers appointed by the Town.
- (3) The provisions of Section 9 of this by-law shall be enforced by the Director of Engineering & Public Works or his/her designate.
- (4) The Town of Arnprior shall be entitled to retain any fines collected pursuant to this by-law.

PART V - APPLICATION & ADMINISTRATION

20. REPEAL SECTION

BE IT FURTHER ENACTED, that all By-laws, or parts thereof, and all or any Resolutions Council contrary thereto, or inconsistent herewith, be and the same are hereby repealed.

21. EFFECTIVE DATE

The provisions of this by-law shall come into force and take effect on the day of its passing.

THE COUNCIL OF THE CORPORATION OF THE COUNTY OF RENFREW ENACTS AS FOLLOWS:

SCHEDULE	DESIGNATION
Schedule 'A'	No Parking
Schedule 'B'	Restricted Parking
Schedule 'C'	Designated Parking Spaces For Disabled Persons

ENACTED and PASSED in Open Council this ___ day of _____, 2012.

Warden

CAO

THE CORPORATION OF THE COUNTY OF RENFREW

SCHEDULE 'A'
No Parking

Column 1	Column 2	Column 3		Column 4
Highway	Side(s)	From	To	Period
Baskin Drive	Northeast 37m	Intersection at Stonehaven Way at Baskin Drive, being the east edge of the A.J. Charbonneau Bus Lay-By		Between 8:00 am and 5:00 pm
Daniel Street	West	Madawaska St.	Arthur St.	Anytime
Daniel Street	East	Madawaska St.	Rock Lane	Anytime
Daniel Street S.	East	Havey St.	Michael St.	Anytime
Daniel Street	East	Elgin St.	A point 33.5 metres southerly there from	Anytime
Daniel Street	East	Atkinson St.	McGonigal St.	Anytime
Elgin Street	North	From a point 6 metres east of Division St.	Division St.	Anytime
Elgin Street	South	Madawaska St.	Division St.	Anytime
Madawaska Street	South	From intersection of the prolongation northerly of the western limit of Daniel St. with the easterly limit of Madawaska St.	Extending in a westerly direction a distance of 79 metres	Anytime
Madawaska Street	North	The Madawaska River Bridge	John St.	Anytime
Madawaska Street	North	From curb line on Harrington St.	A point 12.85 metres easterly	Anytime
Madawaska Street	North	One parking space immediately east of Bell Street		8:00 am – 9:00 am 11:30 am -1:00 pm 3:00 pm – 4:00 pm
Madawaska Street	North	One parking space immediately west of Bell Street		8:00 am – 9:00 am 11:30 am -1:00 pm 3:00 pm – 4:00 pm
Madawaska Street	South	The west curb of John St.	A point 49.0 metres westerly	All times
Madawaska Street	South	Commencing from a point 79.4 metres west from curb at Harriet St.	Extending westerly a distance of 17.4 metres	Anytime
Madawaska Blvd.	South	The Madawaska River Bridge	Decosta Street	Anytime
Madawaska Blvd.	North	The Madawaska River Bridge	A point 520 metres east of McNab Street	Anytime

**SCHEDULE 'B'
Restricted Parking**

Column 1	Column 2	Column 3		Column 4	Column 5
Highway	Side(s)	From	To	Period	Period of Time
Daniel Street	East	Michael St.	Arthur St.	All times	Two hours
Madawaska Street	North	John St. N.	Harrington St.	8:00 am – 6:00 pm Monday to Saturday	Three hours
Madawaska Street	South	Measured from the west curb face of Daniel St. N., commencing at a point 79 metres westerly	A point 17.4 metres east of the east curb face of Harrington St.	8:00 am – 6:00 pm Monday to Saturday	Three hours

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SCHEDULE 'C'
Designated Parking Spaces For Persons With Disabilities

Column 1	Column 2	Column 3		Column 4	Column 5
Highway	Side(s)	From	To	Period	Period of Time
Madawaska Street	South	Measured from the west curb of John St. commencing at a point 49.0 metres westerly	A point 55.0 metres westerly	All times	Two hours

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