



**The Corporation of the City of St. Catharines  
CITY COUNCIL AGENDA  
Regular, Monday, October 7, 2019  
Council Chambers, City Hall, 6:30 PM**

*His Worship Mayor Walter Sendzik takes the Chair and opens the meeting*

Page

- 1. Mayor's Report**
- 2. Adoption of the Agendas**
- 3. Declarations of Interest**
- 4. Adoption of the Minutes (Council and General Committee)**

4.1 Regular Meeting of Council, Minutes of [September 23, 2019](#)

4.2 General Committee, Minutes of [September 23, 2019](#)

- 5. Resolve into General Committee**

*Council will proceed to General Committee Agenda Item 1 - Motion to Move Reports on Consent*

- 6. Public Meetings Pursuant to Planning Act**

4 - 27

6.1 Planning and Building Services, Planning Services  
*Planning Act Public Meeting – Recommendation Report*  
Application for Draft Plan of Subdivision Approval; Subject Lands: 49  
Ridley Road; Owner: Ridley College; Agent: T. Johns Consulting Group

- 7. Public Meetings Pursuant to Notice By-Law**

28 - 149

7.1 **(Staff presentation precedes discussion of report)**  
Financial Management Services, Corporate Asset Management  
2020 Capital Budget, Four Year Forecast and Asset Management Status  
Update

- 8. Special Presentations**

There are none

- 9. Resolve into General Committee**

*Council will proceed to General Committee Agenda Item 3 - Discussion Reports*

- 10. Motion Arising from In-Camera Session**

## **11. Motion to Ratify Forthwith Recommendations**

## **12. Motions**

### **12.1 Canadian Urban Libraries Council**

*Councillor Littleton will present the following motion:*

WHEREAS the City of St. Catharines recognizes the important role that libraries play in our community. Libraries and the early literacy programs that they run are integral to developing proficient readers and ensuring that children succeed in school. More and more, digital literacy programs run by libraries also help ensure that citizens can contribute to our digital world. Additionally, vulnerable demographic groups, including seniors, low income families, youth, and new Canadians rely on access to libraries as an important tool for their participation in the community – from education to searching for jobs to consuming Canadian cultural materials; and

WHEREAS libraries in our community recognize that users increasingly seek to access digital publications offered by multinational publishers, and that access to those publications is too often curtailed by prohibitively high licensing fees or else entirely denied to Canadian libraries; and

WHEREAS libraries must be in a position to offer digital publications to their users as part of their service offering to our community, particularly given the contemporary rapid pace of digitization of educational and cultural materials;

THEREFORE BE IT RESOLVED that the City of St. Catharines hereby supports the Canadian Urban Libraries Council in its efforts to increase access to digital publications for library users in St. Catharines and across Canada; and

BE IT FURTHER RESOLVED that the City of St. Catharines call on the Federal government to investigate the barriers faced by libraries in acquiring digital publications and the problems that poses for vulnerable demographic groups in Canada; and

BE IT FURTHER RESOLVED that the City of St. Catharines requests that the Federal government develop a solution that increases access to digital publications across Canada and assists libraries in meeting the cost requirements to acquire digital publications; and

BE IT FURTHER RESOLVED that this motion be forwarded to local MPs; the Honourable Lisa MacLeod, Minister of Tourism, Culture and Sport; and the Honourable Pablo Rodriguez, Minister of Canadian Heritage and Multiculturalism.

12.2 Accessory Dwelling Unit Sizes

*Councillor Sorrento will present the following motion:*

That staff consider an increase in the maximum accessory dwelling unit size to 93 square metres (1000 square feet) as part of the housekeeping amendment to the zoning by-law, targeted for Council's consideration in the First Quarter of 2020.

**13. Call for Notices of Motion**

**14. Report Requests**

**15. By-laws**

15.1 Reading of By-Laws

**16. Agencies, Boards, Committee Reports**

16.1 Minutes to Receive:

- Heritage Advisory Committee - [September 19, 2019](#) (Draft)
- Heritage Permit Advisory Committee - [August 22, 2019](#) (Draft); and [August 29, 2019](#) (Draft)
- Museum Advisory Committee - [January 29, 2019](#); [March 26, 2019](#); [June 25, 2019](#); [August 27, 2019](#); and [September 24, 2019](#) (Draft)

**17. Adjournment**

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## Corporate Report City Council

**Report from:** Planning and Building Services, Planning Services

**Report Date:** September 13, 2019

**Meeting Date:** October 7, 2019

**Report Number:** PBS-199-2019

**File:** 19 107439 SA

**Subject:** *Planning Act Public Meeting – Recommendation Report*  
Application for Draft Plan of Subdivision Approval  
Subject Lands: 49 Ridley Road  
Owner: Ridley College  
Agent: T. Johns Consulting Group

**Strategic Pillar:**



## Recommendation

That Council reserve its decision on the Staff Recommendation in Report PBS-199-2019 until the October 21, 2019, meeting of Council, at least 14 days after the Public Meeting of October 7, 2019, pursuant to Section 51 (20) of the Planning Act.

## Staff Recommendation

That approval be granted for the draft plan of subdivision, prepared by Matthews, Cameron, Heywood, Kerry T. Howe Surveying Ltd., dated June 11, 2019, for the lands described as Part of Lot 1438, Corporation Plan No. 2, and Part of Lot 20, Concession 7, known municipally as 49 Ridley Road, as illustrated in Appendix 3, subject to the Conditions of Draft Plan Approval, outlined in Appendix 7; and

That Draft Plan of Subdivision Approval shall lapse after 3 years from the date of Council approval, unless a request for extension has been submitted, reviewed and approved prior to the lapsing date; and

That the Notice of Decision required by the Planning Act, R.S.O. 1990, c.P. 13, as amended, be processed by staff, and that it include a statement that public input has been received, considered and has informed the decision of Council; and

That after Notice of Council's decision has been given, the City Clerk be authorized to endorse the plan as "draft approved" on the day after the appeal period has expired, in accordance with the Planning Act, provided that no appeals have been lodged; and



That upon expiration of the appeal period, staff be directed to forward any appeals to the Local Planning Appeal Tribunal (LPAT) for consideration and final approval; and

That, in the event of an appeal to the Local Planning Appeal Tribunal (LPAT), Council authorize the City Solicitor or her designate and City staff, as appropriate, to attend any LPAT hearing in support of Council's decision; and

Further, that the Clerk be directed to make all necessary notifications.

## Summary

The proposed draft plan of subdivision will facilitate the creation of a new public street providing an important link to the future GO transit station site immediately south of the of the subject lands. The plan will also create two large blocks of land for future development; however, no development concept is available at this time.

## Background

### GO Transit

On May 7, 2018, Council adopted the GO Transit Station Secondary Plan (GTSSP) and implementing Official Plan Amendment No. 19 (OPA 19). Subsequently, the Region of Niagara approved the GTSSP on July 5, 2018. OPA 19 is now in full force and effect. The GTSSP envisions higher density development and public improvements to support GO transit, including the provision of a new street from Ridley Road to the future GO station site.

Daily GO service to St. Catharines took effect in January 2019 using the current CN station building as an interim measure until the station can be renovated to meet GO service standards. Metrolinx, the provincial agency responsible for GO transit, is currently undertaking a redesign of the existing CN station site to accommodate GO service.

With the arrival of full GO service to St. Catharines, the Region of Niagara has commenced the preliminary design and environmental assessment study that are necessary for full replacement of the CN bridge along St. Paul Street West. Construction is targeted for 2020. The redesign includes an extended, more gradual approach on the east and west sides of the bridge, which will prohibit full turning movements at Great Western Street. As a result, Great Western Street will be modified in the future to be one-way only into the station site (right-in from St. Paul Street West). Accordingly, an alternative access to the station is required from Ridley Road to replace the compromised access off of St. Paul Street West.

On May 27, 2019, Council authorized the City to enter into a Memorandum of Understanding with the Region of Niagara and Ridley College, which sets out the terms and conditions under which Ridley College would initiate the planning application that is the subject of this report in order to create a new public street through its lands at 49 Ridley Road. At the same

time, Council granted early budget approval for the design and construction of the new public road in the 2020 Capital Budget and Four Year Forecast (\$500,000).

On October 7, 2019, Council will also consider Transportation and Environmental Services Report No. TES-196-2019, which seeks Council's endorsement of the recommendations of the Ridley Neighbourhood Traffic Management Study. The City retained CIMA+ to undertake the study and to develop a list of short- and longer-term recommendations / mitigating measures to address potential future concerns with traffic volumes and patterns associated with the introduction of GO transit service.

## **Council Decisions on Draft Plans of Subdivision and Condominium**

On February 11, 2019, Council approved a new reporting structure for planning applications, which provides that, in most cases, planning staff are to submit one Recommendation Report to Council on planning applications. As such, in addition to information concerning the subject Application, this Recommendation Report contains a planning analysis and provides a staff recommendation for consideration by Council at its meeting of October 7, 2019.

Draft plans of subdivision and condominium are subject to a requirement under the Planning Act that prohibits consideration of an application until at least 14 days after the Public Meeting. The Council meeting of October 21, 2019 is the next meeting of Council and meets the 14-day requirement under the Planning Act. In accordance with the one-report structure for planning applications, after the closing of the Public Meeting October 7, 2019, one of the following motions will be required of Council:

That Council reserve its decision on the Staff Recommendation herein until the October 21, 2019 meeting of Council, at least 14 days after the Public Meeting of October 7, 2019, pursuant to Section 51 (20) of the Planning Act, since no public input was submitted prior to or at the Public Meeting OR since Council is satisfied that the Recommendation Report adequately addresses the submissions made prior to or at the Public Meeting.

OR

That Council defer consideration of the Recommendation Report to (a defined date or a date to be determined based on the issues to be further considered) since public input prior to and/or at the Public Meeting warrants further consideration of the Application, and/or Council requests staff to report back on the following issues:

(Council to provide specific direction on issues warranting additional information and direction from staff).

## Report

### Location and Site Description

The subject lands are located within the Go Transit Station Secondary Plan Area in the City's West Planning District. Specifically, the lands are situated at the southeast corner of Louth Street (Regional Road 72) and Ridley Road (a local road), along two public transit routes, and immediately north of the existing CN rail station at 6 Great Western Street. A location map is attached as Appendix 1.

The subject lands are irregular in shape and have a total lot area of 4.45 hectares, with approximately 78 metres of frontage along Louth Street and 280 metres of flankage along Ridley Road. The subject lands are vacant, and relatively flat.

Surrounding land uses (Appendix 3) include:

North:	Institutional (Ridley College campus)
East:	Low rise residential
South:	Rail station, public park assembly use (Loyal Order of Moose)
West:	Commercial and industrial uses

### Proposal

The Applicant has submitted a draft plan of subdivision (Appendix 3) for the lands known municipally as 49 Ridley Road, which proposes to create three blocks of land: Block 1, being 1.29 hectares, for future development; Block 2, being 2.74 hectares, also for future development; and Block 3, being 0.42 hectares, for a new public street. There is no development proposed for Blocks 1 and 2 at this time. Block 3 will allow for the creation of a new public street, to be constructed by the City, that will provide access from Ridley Road into the future GO station site at 6 Great Western Street.

### Planning Analysis

#### Provincial Policy Statement

The Provincial Policy Statement, 2014 (the PPS), provides direction on matters of Provincial interest related to land use planning and development. Section 3(5) of the Planning Act stipulates that decisions of Council "shall be consistent" with the PPS.

The subject lands are located within a settlement area under the PPS, which are to be the focus of growth and development, with land use patterns based on densities and a mix of land uses that efficiently use land, resources, and infrastructure, and which are transit and active transportation supportive. A range of uses and opportunities for intensification and redevelopment are to be provided, with planning authorities having the ability to identify suitable locations for growth through official plans and zoning by-laws, subject to appropriate development standards. Minimum intensification targets and redevelopment within settlement areas are to be established.

The PPS provides that municipalities are to provide safe, energy efficient transportation systems that facilitate the movement of people and goods, and that are appropriate to address projected needs. Connectivity within and among transportation systems and

modes is to be maintain and improved. Land use patterns, density and a mix of uses are to be promoted so as to minimize the length and number of vehicle trips and to support the use of transit and active transportation now and into the future.

Although no development is proposed at this time, the proposed draft plan of subdivision will create two blocks of land for future development. The City's official plan envisions a mix of commercial and medium-to-high density residential uses on this site, however this has yet to be implemented through the necessary City-initiated zoning by-law amendment. This draft plan of subdivision is the first step in facilitating future transit-supportive development on the subject lands. In the nearer future, the plan will facilitate the creation of a new public street that improves multi-modal connections and accessibility to the public transit network. Planning staff are satisfied that the proposed draft plan of subdivision is consistent with the Provincial Policy Statement.

### **Growth Plan for the Greater Golden Horseshoe**

A Place to Grow - The Growth Plan for the Greater Golden Horseshoe (the Growth Plan), came into effect in May of this year. The Growth Plan reiterates many of the policies of the PPS; it stresses compact, well-designed, transit-supportive development and prioritizes intensification in built-up areas. Section 3(5) of the Planning Act stipulates that decisions of Council "shall conform with" the Growth Plan, or "shall not conflict with" the Growth Plan, as the case may be.

The subject lands are located within a built-up area and within a settlement area, as delineated by the Growth Plan. The vast majority of growth is to be directed to settlement areas that have a delineated built boundary, have existing or planned water and wastewater systems, and have existing or planned transit, with a priority on higher order transit where it exists or is planned. Municipalities are required to establish a hierarchy of growth within settlement areas, intended to achieve complete communities that provide a range and mix of land uses and housing, optimize infrastructure, including public transit, and have a high quality and attractive private and public realm.

The Growth Plan specifically sets out that by the time the next municipal comprehensive review is approved and in effect (currently underway), a minimum of 50% of all residential development occurring in Niagara will be within delineated built-up areas. Further, the Growth Plan requires that each municipality will have an intensification strategy, which identifies strategic growth areas and prioritizes planning and investment in infrastructure and public service facilities that will support intensification. Intensification strategies will identify the appropriate type and scale of development and transition of built form to adjacent areas, and will ensure lands are zoned and development is designed in such a manner as to support complete communities. Intensification strategies are to be implemented through official plan policies and designations, zoning, and other documents.

The Growth Plan provides a policy framework that is intended to be achieved within the context of each individual community, sensitive to adjacent areas. Applying the policies of the Growth plan will achieve complete communities that expand convenient access to

a range of transportation options, including options for the safe, comfortable and convenient use of active transportation. The City's Official Plan and Zoning By-law set out the policies and standards to achieve the level of intensification and growth intended to occur within the City's built-up area. These policies support the development of complete communities that are transit-supportive and help guide what is considered appropriate development given the context of the area.

These vacant lands are designated Mixed Use by the City's Official Plan and are therefore targeted for general intensification. Notwithstanding the 50% intensification target set out in the Growth Plan, the Regional Official Plan (ROP) provides that 95% of all residential development occurring annually in St. Catharines must be within the built-up area. Future development on the site will count toward this intensification target, will be transit-supportive, and will contribute to the mix of uses and range of housing opportunities in the neighbourhood. Through the Site Plan Approval process, the design of Blocks 1 and 2 will be refined to ensure that development is compatible and context sensitive and in keeping with the City's urban design guidelines. The proposed plan of subdivision will create a new public street that will improve the street and transit networks, providing important multi-nodal connections to the future GO transit station. Staff are satisfied that the proposed draft plan of subdivision conforms to and does not conflict with the policies of the Growth Plan.

### **Regional Official Plan**

As with the Growth Plan, the Regional Official Plan (ROP) directs that intensification in the form of compact, mixed-use, transit supportive development is to take place in built-up urban areas where appropriate servicing and infrastructure exist. The ROP establishes a framework for developing complete communities that include a diverse mix of land uses, a range of housing types, high quality public open spaces, and access to commercial uses by bike, car, and transit.

The subject lands are located within the St. Catharines Urban Area, as defined by the ROP. The ROP requires that municipalities develop intensification strategies, including the identification of specific Intensification Areas and general intensification to support the achievement of targets. The ROP establishes a residential intensification target of 95% for the City of St. Catharines, together with policies to establish Intensification Areas and to support general intensification throughout the built-up area.

The ROP prioritizes the development of convenient and efficient public transit services throughout the Region, and supports the continuation and improvement of the railway system for the movement of both passengers and goods. Planning for transportation systems should accommodate all desired modes of transportation.

Regional planning staff have confirmed their support for the Application and are satisfied that the proposal aligns with its Official Plan policies. Future medium and high density development on the site will count toward the City's 95% residential intensification target and contribute to the mix of uses and range of housing opportunities in the neighbourhood. The new road to be created will provide improved

access to the future GO transit station for motorists, pedestrians, cyclists and transit users. Planning staff agree with Regional staff that the proposal is consistent with the policies of the Regional Official Plan.

### **Local Official Plan (Garden City Plan)**

The City's Official Plan, The Garden City Plan (GCP) sets out land use designations, policies, and principles to direct and manage the future orderly and efficient growth of the City. The Plan reflects the City's individual community interests within the context of Provincial and Region planning regimes. Section 16.10.2 provides that "only those plans of subdivision which conform to the following criteria will be recommended for approval:

- a. The plan of subdivision conforms with the policies of this Plan.
- b. Adequate servicing, such as water supply, sewage disposal facilities, storm water drainage, solid waste collection and communications/telecommunications infrastructure, and access can be provided.
- c. The City is able to provide necessary community services without imposing undue increases in taxation on all residents."

A framework for managing growth in the city is set out in Section 2.3 of the GCP. The Plan provides a balanced approach that reflects and respects the character, function, scale and context of each area of the city, and which is consistent with and supports the growth and intensification strategies as set out in the Growth Plan. The city's Urban Area boundary is finite and cannot be expanded and there is only a small amount of Designated Greenfield Area remaining. Section 2.3.3.2 of the Official Plan provides that growth and development in the city will occur by using land and infrastructure efficiently, building compact forms, and having a mix of uses and housing forms. New housing will be provided in a manner not to compromise, but to accentuate and enhance the character, structure, function, and accessibility of established residential neighbourhoods.

The subject lands are located within the boundaries of the West Transit Station Area, as identified by the GO Transit Station Secondary Plan (GTSSP), and designated Mixed Use on Schedule D1 of the Garden City Plan (Appendix 4). The Mixed Use designation is intended to provide a broad array and mix of medium and higher density housing, live/work accommodation, commercial, local office, institutional, indoor recreation, and cultural uses, primarily intended to serve the immediate neighbourhood and community population. Mixed Use areas are so designated to recognize opportunities for redevelopment and intensification that are transit-supportive.

The range and scale of land uses permitted in the city's various mixed use areas are set out in District Plans contained within the GCP. Schedule E6/7 of the GCP designates the lands as Mixed Use 2, together with a policy overlay for the Transit Station Site (Appendix 5). The Mixed Use 2 designation permits a broad range and mix of uses intended to serve not only the neighbourhood and community populations, but also an intra-and inter-regional population and market. The Mixed Use 2 policies support higher-density mixed use development at a minimum density equivalent to 150 people and jobs per hectare. Maximum building height varies as you move from west to east along the subject lands from 54 metres (16 storeys) to 35 metres (10 storeys) and then to 22 metres (6 storeys).

The GCP provides that development and redevelopment within the Transit Station Site Overlay must be evaluated having regard for, among other matters, the following policies:

- Offer a high level of accessibility, prioritizing pedestrian and transferring movements;
- Support multiple modes of access to the station;
- Maximize development opportunities and orient new buildings toward Louth Street, Ridley Road, and other new public or private roads to be created;
- Achieve compatibility with and mitigate impacts on adjacent low rise homes through the use of appropriate building height and setbacks, landscaping, fencing, and berms.

The Applicant's draft plan of subdivision will facilitate the creation of a new road that will not only improve neighbourhood connectivity, but will also improve the street and transit networks. The new road will divert traffic away from the residential interior of the Ridley neighbourhood and will provide access to the future GO transit station site by motorists, pedestrians, cyclists, and transit users. The design of the future road will include vehicular lanes, bike lanes, and municipal sidewalks to support these users. While no development concept is proposed at this time, the draft plan of subdivision aligns with the growth management and land use policies of the Garden City Plan in that it will facilitate the development of vacant lands, which are located in an Intensification Area and which have access to existing services. The GCP envisions a mix of uses on Blocks 1 and 2, including medium- and high-density residential uses to support public transportation and to contribute to the city's housing supply and intensification targets. Future development here will make efficient use of existing public services and infrastructure. The blocks are sufficiently large to support the uses permitted in the Mixed Use designation and in a manner that is compatible with neighbouring low rise uses. It is staff's opinion that the draft plan of subdivision, illustrated in Appendix 3, is consistent with the policies of the Garden City Plan.

## **Zoning By-law**

Zoning By-law 2013-283 (refer to Appendix 6) zones the majority of the subject lands as Community Institutional with Special Provision No. 118 and Holding Provision No. 6 (I2-118-6). The I2 zone permits a broad range of community, education and social service uses. A portion of the site located at the intersection of Louth Street and Ridley Road is zoned High Density Residential with Special Provision No. 118 and Holding Provision No. 6 (R4-118-6). The R4 zone permits triplex, fourplex, quadruplex and townhouse dwellings, as well as private road developments, apartment buildings and long term care facilities. Building height is not restricted in the I2 and R4 zones.

Planning staff have not yet initiated the zoning by-law amendment process that is necessary to implement the new official plan policies that came into effect as a result of the GO Transit Station Secondary Plan (OPA19). Through that future process, staff will recommend certain changes in land use permissions and performance standards for these lands (e.g. building height and setbacks) that better align with the new official plan policies applicable to the lands and the greater Secondary Plan area.

## The Planning Act

Section 51(25) of the Planning Act sets out certain criteria to be considered when evaluating a draft plan of subdivision. Staff are satisfied that the proposal meets these criteria, subject to the conditions of draft plan approval outlined in Appendix 7, based on the following:

- The proposed plan is timely and in the public interest;
- The proposed plan conforms to the policies of the Official Plan;
- The lands are suitable for a new public street and a mix of uses, including medium- and high-density residential uses;
- The proposed development blocks are sufficiently large to support compatible development to be secured through site plan control;
- The lands to be conveyed to the City and Region will facilitate right-of-way improvements;
- The lands have adequate access to existing municipal services.

## Circulation of Application

This Application was circulated to all relevant departments and agencies in accordance with the requirements of the Planning Act; there were no objections received. Comments received on the Application are summarized below.

### Region of Niagara

The Applicant will be required to dedicate gratuitously to the Region of Niagara a 4.5 metre x 4.5 metre daylighting triangle at the northeast and southeast corners of Regional Road 72 (Louth Street) and Ridley Road.

Environmental Compliance Approval from the Ministry of the Environment, Conservation and Parks will be required for the storm sewer to be constructed by the City within the future public right-of-way.

The Region will require that stormwater management for Blocks 1 and 2 be addressed by the Applicant as part of the future Applications for Site Plan Approval.

Based on current geometrics and proximity to existing rail lines, future access for Block 1 will not be permitted from Louth Street.

At the time of future development on Blocks 1 and 2, the Applicant may be required to cost-share with the Region for any potential upgrades to the Louth Street and Ridley Road intersection that stem from future traffic impact studies.

Based on historical aerial photography, it appears that several buildings existed on the subject lands that have since been demolished. Prior to development taking place on Blocks 1 and 2, the Applicant may be required to file a Record of Site Condition with the Ministry of the Environment, Conservation and Parks confirming that the lands are environmentally sound for the use(s) proposed.



Due to the proximity of the subject lands to heavily travelled Louth Street, the CN rail line, and industrial and commercial uses, the Applicant will be required to submit land use compatibility studies as part of any future planning application for Blocks 1 and 2.

Louth Street is designated as part of the Regional Niagara Bicycling Network. As such, it is the intent of the Region to make provisions for bicycle network upgrades in the future along Louth Street. This could include the provision of additional pavement width, elimination of on-street parking, etc.

The Region of Niagara's comments are reflected in the Draft Plan Conditions attached to this report as Appendix 7.

### **CN Rail**

CN Rail has no requirements related to the proposed draft plan of subdivision. Future development applications for Blocks 1 and 2 will be reviewed by CN. At minimum, CN will require the submission of noise and vibration studies that assess the impacts of the nearby rail line on the future development proposed.

### **Parks, Recreation & Culture Services**

Pursuant to the City's obligations under the Memorandum of Understanding with Ridley College and the Region of Niagara, the City will pay the cost to plant boulevard trees at 9 metre centres along both sides of the new public street. A streetscaping plan will be prepared, at the City's expense, and is to be communicated to future occupants of Blocks 1 and 2 by way of the future subdivision and site plan agreements.

Parks, Recreation & Culture Services comments are reflected in the Draft Plan Conditions attached to this report as Appendix 7.

### **Development Section of Planning & Building Services**

The Applicant will be required to dedicate to the City a 1.0 metre road widening along the north side of Ridley Road, extending the entire east-west length of the proposed plan of subdivision, plus additional lands on the north side of Ridley Road to accommodate the future roundabout at the northerly terminus of the new public street. Pursuant to the City's obligations under the Memorandum of Understanding, the City will pay the cost to design and construct the new public street, including a 10-metre wide road (with bicycle lanes), plus sidewalks, street lighting and stormwater management services within the municipal boulevard.

The Development Section's comments are reflected in the Draft Plan Conditions attached to this report as Appendix 7.

### **Public Consultation**

Planning Services staff held an open house on July 16, 2019 to provide information to the public on the proposed draft plan of subdivision. The open house was held jointly with staff from Transportation and Environmental Services who provided an updated on the Ridley Neighbourhood Traffic Management Study initiated by the City. The

Applicant's consulting planners were in attendance, in addition to the City's traffic consultant. Region of Niagara Transportation staff were also in attendance to answer questions related to the reconstruction of the St. Paul Street West bridge over the CN rail line. Approximately 30 members of the public completed the open house sign-in sheet. The following is a summary of, and response to, public comments received to-date.

**Comment:** Currently, traffic from the rail station uses Ambrose Street to get to Ridley Road and Louth Street; this impacts residents living on Ambrose Street. How will the new road improve traffic flow through the neighbourhood?

**Response:** The proposed new public street will provide full access into and out of the future GO station site; cars will no longer be required to navigate through the neighbourhood to access the station site. Further, pursuant to the Ridley Neighbourhood Traffic Management Study, Transportation staff are recommending that Council endorse the closure of the western leg of Permilla Street, which will prohibit vehicular traffic from entering and exiting the station site from Permilla Street. If Council approves the draft plan of subdivision and endorses the recommendations of the aforementioned Traffic Management Study, then access to the station site will be limited to inbound-only movements from St. Paul Street West (via Great Western Street), and inbound and outbound via the proposed new public street.

**Comment:** The Loyal Order of Moose lodge, located at 92 Permilla Street, makes use of the extreme southeast portion of the subject lands for parking. The development of the plan of subdivision and recommended changes to Permilla Street will result in a loss of parking for the lodge.

**Response:** Third party parking on the subject lands is or will be restricted in two ways: firstly, the Applicant has not authorized and is not obligated to authorize any third party to park on its lands; and secondly, City transportation staff are recommending changes to the street network in this neighbourhood that would see Permilla terminating in a cul-de-sac near the eastern edge of the Loyal Order of Moose property. As an alternative to parking on the subject lands, on-street parking is available.

**Comment:** Will a buffer be provided between the existing homes on Ambrose Street and future development on the subject lands?

**Response:** Appropriate building setbacks and landscape buffers will be provided along the eastern edge of the proposed Block 2 to ensure a compatible fit with neighbouring low-rise homes. The size of building setbacks will be established through the City-initiated zoning by-law amendment that is necessary to implement OPA19. Details of the design of buffers (e.g. fencing, trees and other plantings) will be determined and presented to the public through the future Application for Site Plan Approval.

**Comment:** Will the existing swale that runs along the easterly property boundary be filled in? Homes along Ambrose Street have experienced rear-yard flooding in the past.

**Response:** As there is no development proposal for Blocks 1 and 2 at this time, the only grading necessary on the subject lands will be in the location of the future public street. At the time of future development applications for Blocks 1 and 2, the Applicant will be required to submit engineered designs to ensure that storm water is contained within the limits of the subject lands so that neighbouring properties will not be impacted.

**Comment:** Are the subject lands contaminated?

**Response:** The Applicant completed soil remediation on the property in 2003. Since then, the Ministry of Environment, Conservation and Parks has revised its standards for environmental compliance. Through the future development applications for Blocks 1 and 2, the Applicant will be required to satisfy the Ministry that environmental standards have been met for the uses proposed.

**Comment:** An access easement exists along the eastern boundary of the property in favour of all homes on Ambrose Street. Will this easement be maintained?

**Response:** A title search indicates that no such easement exists.

## **Site Plan Approval**

As referenced above, an Application for Site Plan Approval will be required for any future development proposal on Blocks 1 and 2. Site Plan Control is the City's primary tool for implementing City standards and urban design guidelines; it regulates the placement of buildings, architectural elevations, access, parking, site servicing, grading, drainage, lighting, landscaping, fencing, storage of waste and other details of site design. Additional public consultation on the detailed design of Blocks 1 and 2 will be undertaken by planning staff as part of the future site plan process. Site plan approval involves the registration of a site plan agreement against the title of the lands that will be legally binding upon the existing and future property owners. The Applicant will be required to post securities to ensure the terms of the agreement are carried out.

## **Public Notice**

In accordance with established procedures, notice for the public meeting has been circulated.

## **Second Planning Opinion Advisory**

Should Council consider not supporting the Staff Recommendation, Council is advised to defer its decision until such time as a second planning opinion from an outside consultant can be obtained. In the event the second planning opinion is supported by Council, and Council makes a decision based on that second planning opinion, and if and when the matter should be heard before the Local Planning Appeal Tribunal, then the planner who has provided the second opinion shall be retained for the purpose of a hearing.

## Financial Implications

All costs associated with the future development of Blocks 1 and 2 will be borne by the Applicant. Pursuant to the Memorandum of Understanding between the City, Region of Niagara, and Ridley College, the City will be responsible for the design and construction of the new road. Council has previously granted budget approval for these works in the amount of \$500,000.

## Relationship to Strategic Plan

The staff recommendation to approve the proposed draft plan of subdivision supports the following goals of the economic, social, and environmental sustainability pillars outlined in the City's Strategic Plan:

1. Attract public and private investment, support local businesses and provide excellent customer service to demonstrate we are open for business.
2. Be an affordable city for all.
3. Develop partnerships to enhance the economic vitality of the community.
4. Strive for the highest quality of life for all citizens.
5. Connect people, places and neighbourhoods.
6. Lead in the protection of our environment for future generations.

The City has entered into a partnership-type agreement with the Applicant to facilitate the creation of a new public street that will provide greater neighbourhood connectivity and walkability and support multi-modal transit, thereby alleviating reliance on the automobile and the negative environmental impacts associated with them. The plan of subdivision will also create two large development blocks to facilitate future opportunities for a mix of uses, including medium-and high density residential uses, which are known to contribute to complete communities and a high quality of life for citizens. The future development will contribute towards the City's housing supply.

## Conclusion

This draft plan of subdivision is the first step in facilitating future transit-supportive development on the subject lands. In the near future, the plan will facilitate the creation of a new public street that will provide an important link to the future GO transit station site immediately south of the subject lands. The plan will also create two future development blocks on vacant lands, which are located in an Intensification Area and which have access to existing services. It is staff's opinion that the proposed draft plan of subdivision is consistent with the Provincial Policy Statement, conforms to the Growth Plan for the Greater Golden Horseshoe, and complies with the policies of the Regional Official Plan and the Garden City Plan. Staff are recommending approval of the draft plan of subdivision attached as Appendix 3, subject to the conditions outlined in Appendix 7.

## Notification

It is in order to advise Terri Johns of T. Johns Consulting Group, 310 Limeridge Road West, Suite 6, Hamilton, Ontario, L9C 2V2, the owner's agent.

**Prepared by:**

Amanda Knutson  
Senior Planner

**Submitted by:**

Judy Pihach, MCIP, RPP  
Manager, Planning Services

**Approved by:**

Tami Kitay, M.P.A., MCIP, RPP  
Director, Planning and Building Services

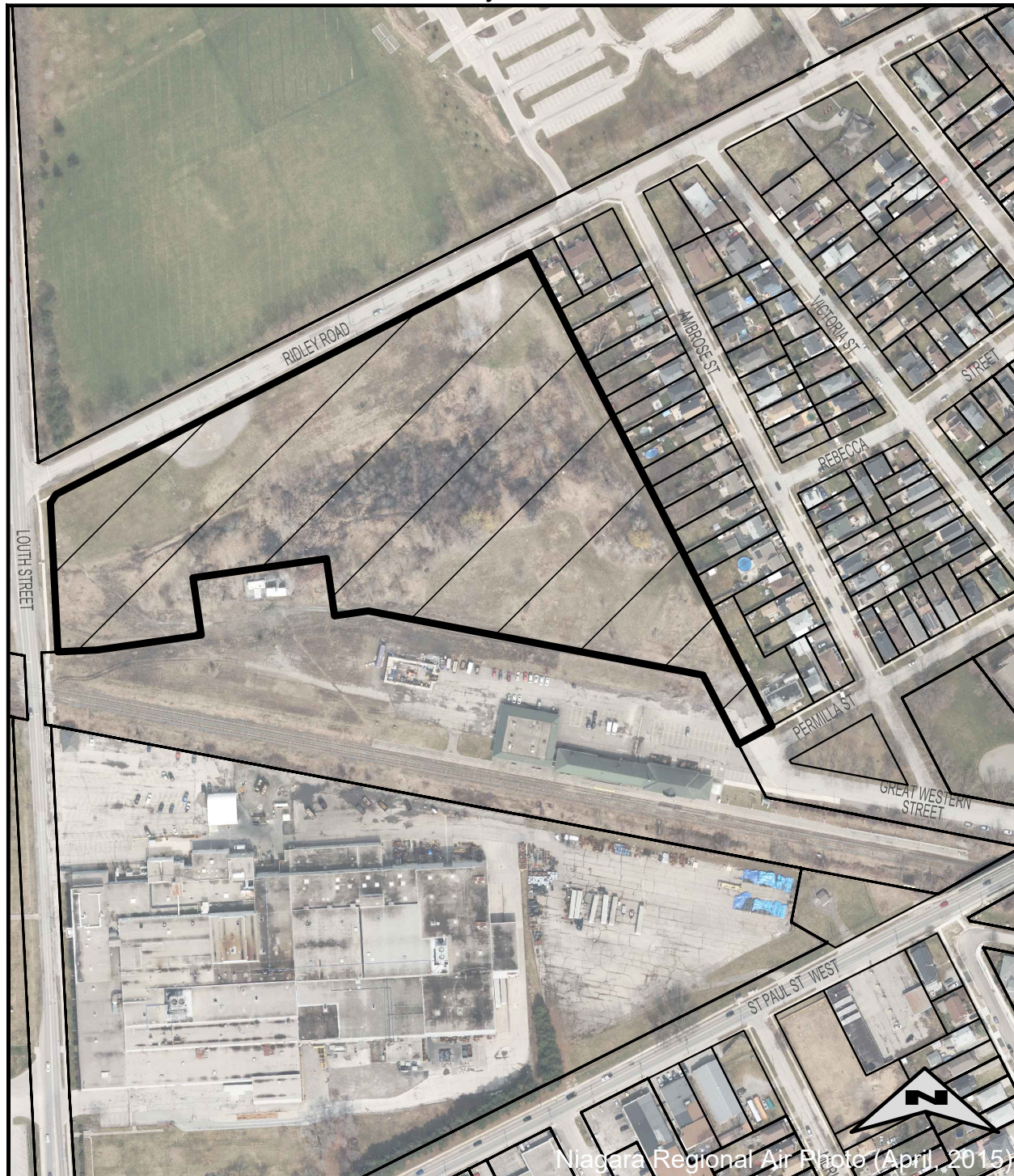
**Appendices:**

1. Aerial Photo – Subject Site
2. Aerial Photo – Surrounding Area
3. Draft Plan of Subdivision, prepared by Matthews, Cameron, Heywood, Kerry T. Howe Surveying Ltd., and dated June 11, 2019.
4. Existing Land Use Designation – Garden City Plan, Schedule D1
5. Existing Land Use Designation – Garden City Plan, Schedule E6/7
6. Existing Zoning
7. Conditions of Draft Plan Approval



# Aerial Photo

Subject Site



Niagara Regional Air Photo (April, 2015)



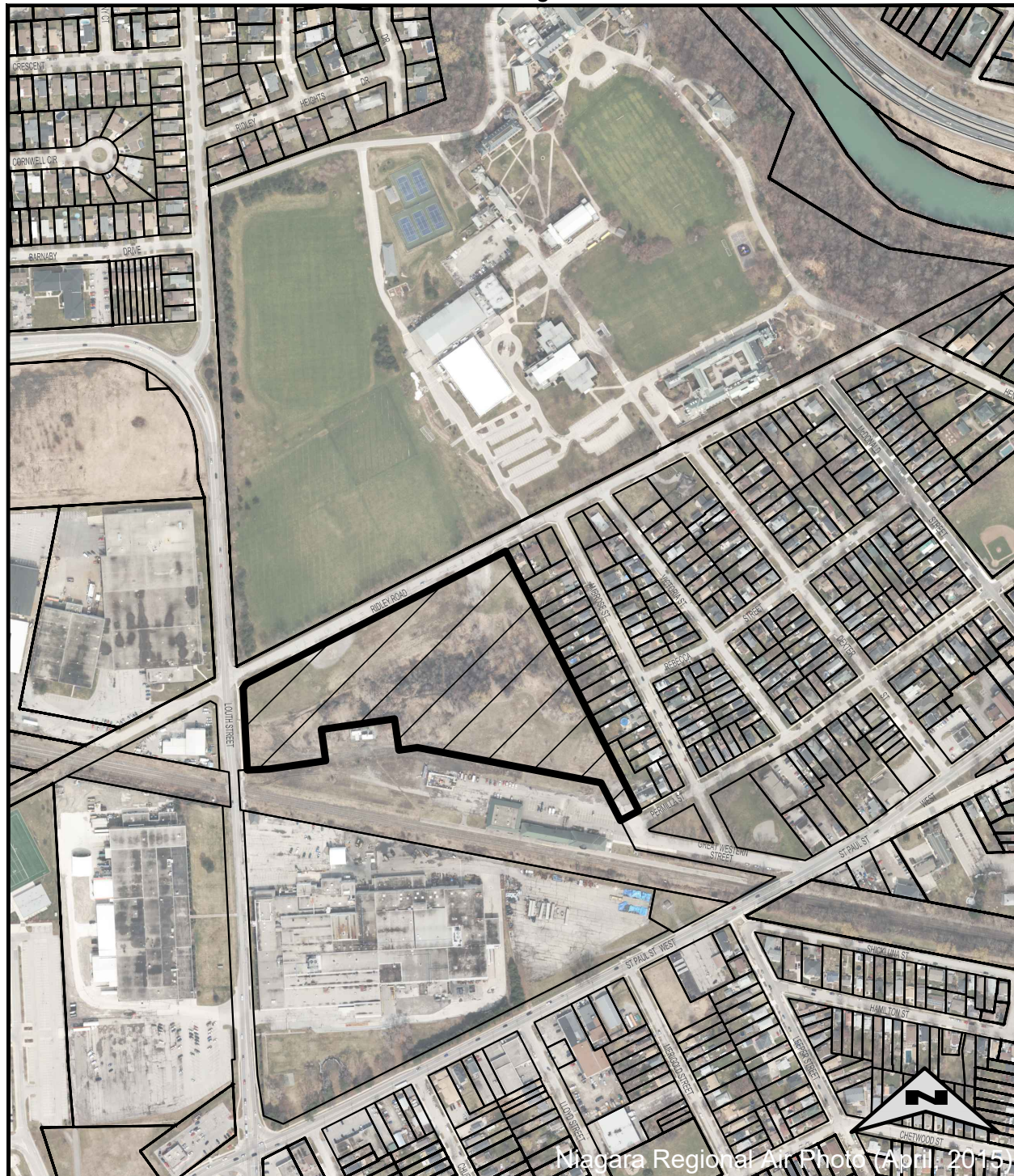
**Subject Lands**

49 Ridley Road

File: 19 107439



## Aerial Photo Surrounding Area



**Subject Lands**

49 Ridley Road

File: 19 107439

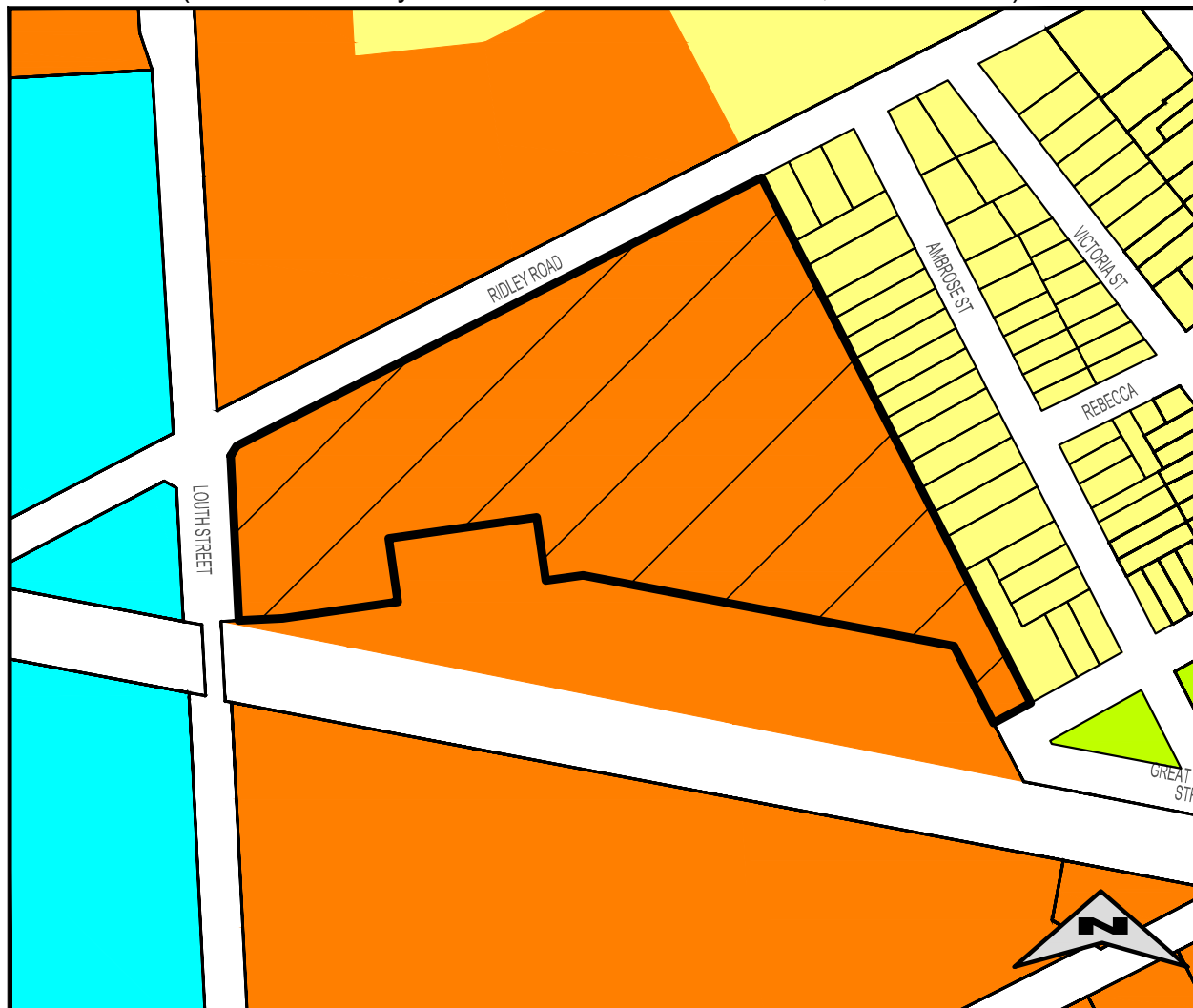






## Existing Land Use Designation

(The Garden City Plan - General Land Use Plan, Schedule D1)



Subject Lands  
49 Ridley Road

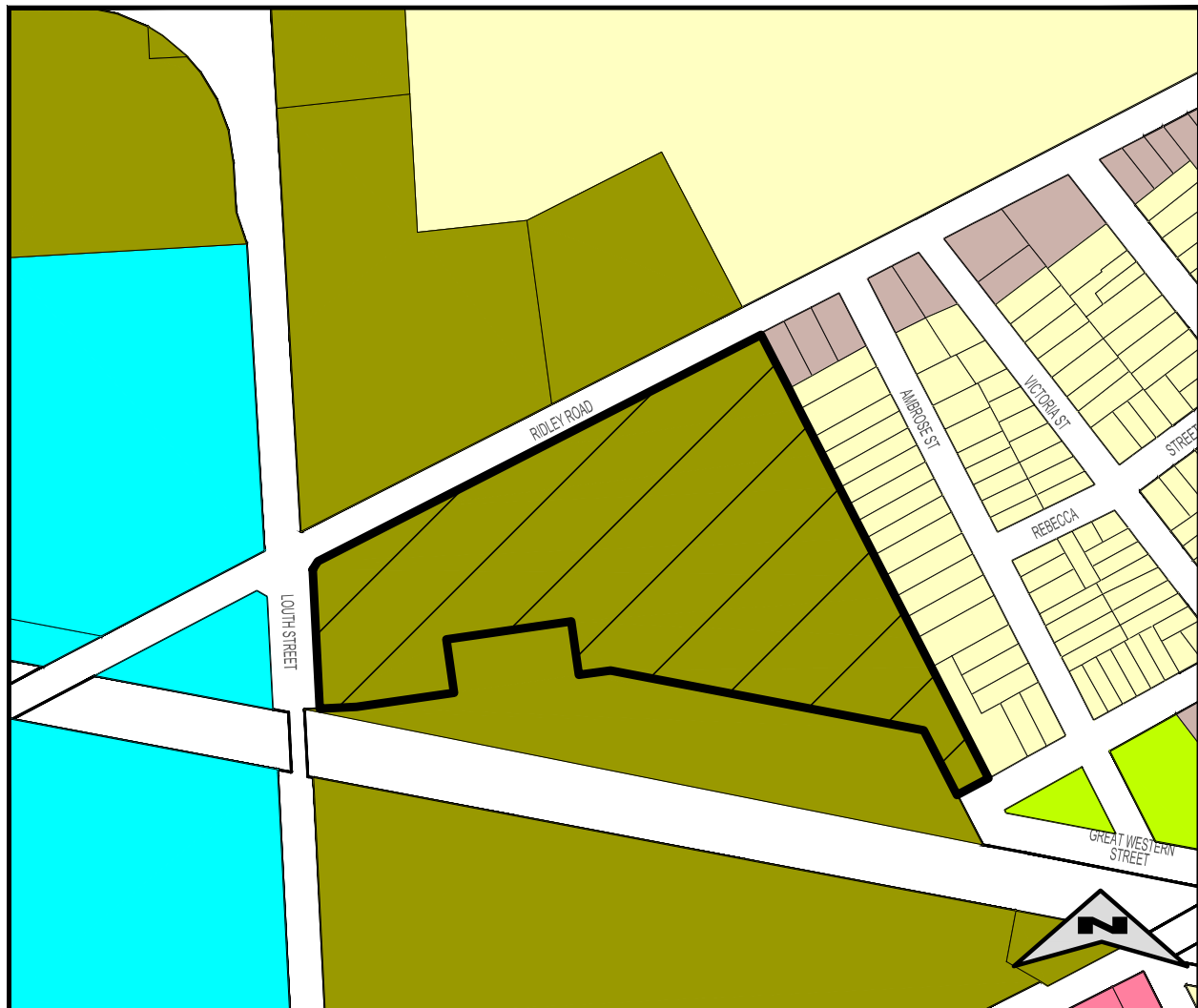
### Land Use Designations


- Neighbourhood Residential
- Employment
- Mixed Use
- Parkland & Open Space

File:19 107439







## Existing Land Use Designation

(The Garden City Plan - West Planning District, GO Transit  
Station Secondary Plan Schedule, E6/7)



 Subject Lands  
49 Ridley Road

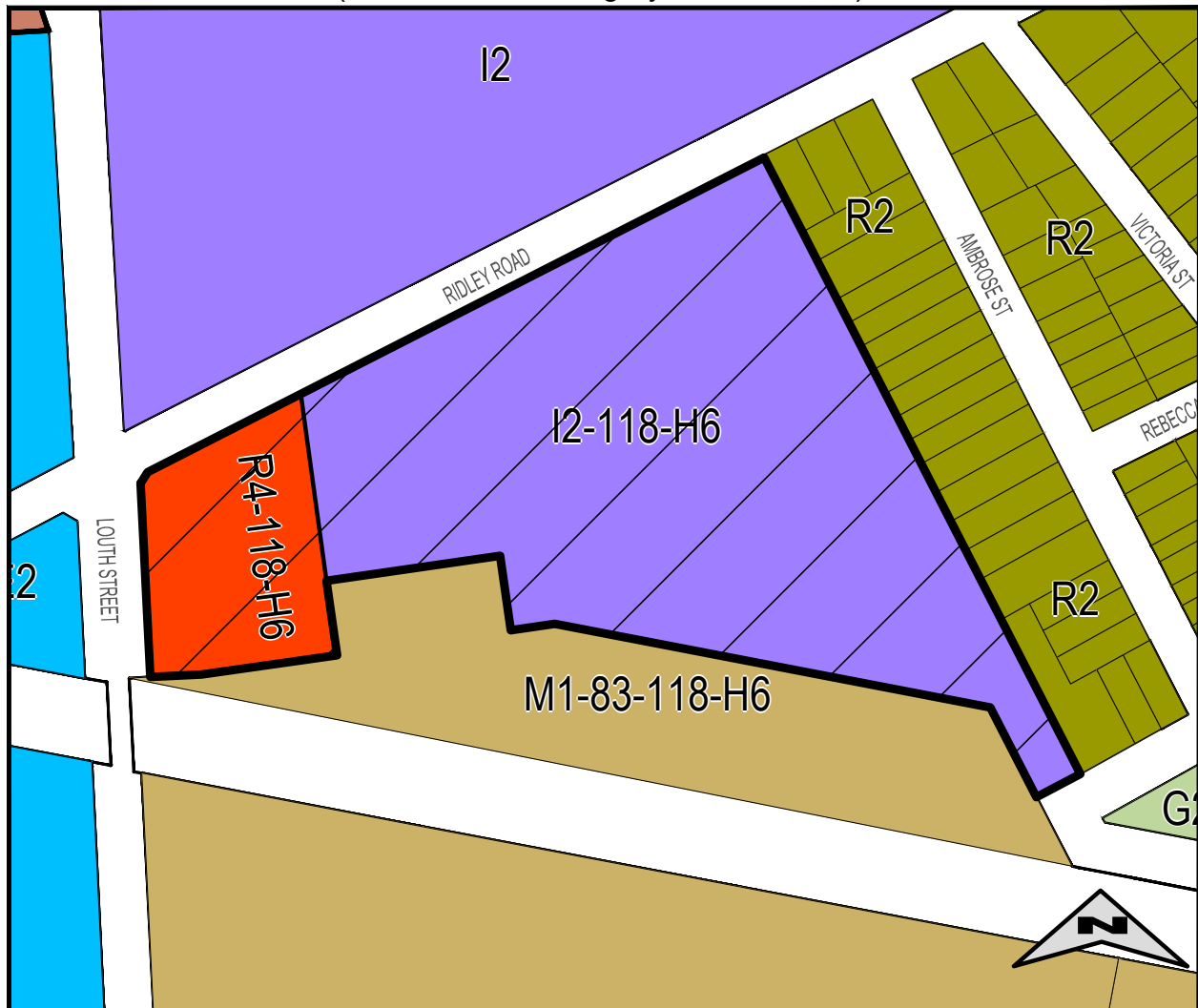
### Land Use Designations


-  Low Density Residential
-  Medium Density Residential
-  Mixed Use 1
-  Mixed Use 2
-  General Employment
-  Parkland & Open Space

File:19 107439

## Existing Zoning

(Schedule A - Zoning By-law 2013-283)



 Subject Lands  
49 Ridley Road

### Zones

 R2 Low Density Residential - Traditional Neighbourhood	 G2 Minor Green Space
 R4 High Density Residential	 I2 Community Institutional
 M1 Medium Density Mixed Use	
 E2 General Employment	

File:19 107439

**CONDITIONS OF DRAFT PLAN OF SUBDIVISION APPROVAL  
49 RIDLEY ROAD  
FILE NO.: 19 107439 SA**

**General Approval**

1. That this approval applies to the Draft Plan of Subdivision for the lands described as Part of Lot 1438, Corporation Plan No. 2, and Part of Lot 20, Concession 7, known municipally as 49 Ridley Road, prepared by Matthews, Cameron, Heywood, Kerry T. Howe Surveying Ltd., dated June 11, 2019, and showing two (2) blocks for future development (Blocks 1 and 2) and one block for a future public road (Block 3)

*(City of St. Catharines)*

**Subdivision Agreement**

2. That the owner and the City of St. Catharines enter into a subdivision agreement, wherein each party agrees to satisfy all requirements set out in these conditions of draft plan of subdivision approval as the City may deem necessary.

*(City of St. Catharines)*

3. That the subdivision agreement between the owner and the City of St. Catharines be registered by the municipality against the lands to which it applies, as provided for under the Planning Act.

*(City of St. Catharines)*

**Roads**

4. That the proposed street (Block 3) be dedicated as a public road and named to the satisfaction of the City of St. Catharines.

*(City of St. Catharines)*

**Dedication of Land**

5. That a 0.3 metre reserve along the southerly property boundary be dedicated to the City of St. Catharines.

*(City of St. Catharines)*

6. That a road widening, approximately 1.0 metre in width along the north side of Ridley Road, from Louth Street to the eastern extent of the lands to be subdivided, be dedicated to the City of St. Catharines, free and clear of any encumbrance, plus any additional road widening that may be necessary to accommodate the design and construction of a roundabout at the intersection of Ridley Road and the new road to be created.

*(City of St. Catharines)*

7. That a 0.3 metre reserve along the westerly property boundary be dedicated to the Regional Municipality of Niagara to restrict access to/from Louth Street.  
*(Regional Municipality of Niagara)*
8. That a daylighting triangle approximately 4.5 metres by 4.5 metres at the northeast corner of Ridley Road and Louth Street be dedicated to the Regional Municipality of Niagara, free and clear of any encumbrance.  
*(Regional Municipality of Niagara)*
9. That a daylighting triangle approximately 4.5 metres by 4.5 metres at the southeast corner of Ridley Road and Louth Street be dedicated to the Regional Municipality of Niagara, free and clear of any encumbrance.  
*(Regional Municipality of Niagara)*

### **Future Development of Blocks 1 and 2**

10. That the subdivision agreement include a clause advising the owner that the future development of Blocks 1 and 2 will be subject to future planning approvals, through which process(es) the following matters must be addressed:
  - a. Vehicular access from Louth Street for Block 1 will not be permitted.  
*(Regional Municipality of Niagara)*
  - b. Should future development necessitate upgrades to the intersection of Louth Street and Ridley Road, the owner may be required to cost-share those upgrades.  
*(Regional Municipality of Niagara)*
  - c. A Regional Construction Encroachment Permit will be required prior to any construction taking place in the Regional road allowance (Louth Street).  
*(Regional Municipality of Niagara)*
  - d. An acceptable stormwater management design, addressing both quality and quantity, will be required.  
*(Regional Municipality of Niagara)*
  - e. Future Agreements of Purchase and Sale or Lease for Block 1 will include the following clause: "Purchasers/Tenants are advised that this property has frontage on a roadway designated as being within the Regional Niagara Bicycling Network Plan. If the bicycle route is currently not established and identified with signage, it is the intent of the Regional Municipality of Niagara to make provisions for doing so and this may involve additional pavement width, elimination of on-street parking, etc., if required on this street section."  
*(Regional Municipality of Niagara)*

- f. Blocks 1 and 2 shall be zoned in accordance with the intended use, pursuant to the provision of the Planning Act. The holding provision applicable to the lands will not be lifted until a Record of Site Condition has been filed with the Ministry of Environment, Conservation and Parks, confirming that the lands are environmentally sound for the use(s) proposed.

*(City of St. Catharines)*

## **Municipal Obligations**

11. That the City of St. Catharines have prepared by a qualified soil engineering consultant at its own expense a geotechnical report, detailing the existing soil conditions of Block 3; identifying any service construction constraints for Block 3; and recommending a design for the road section.

*(City of St. Catharines)*

12. That the City of St. Catharines construct at its own expense a new public street on Block 3, the design for which shall be prepared by a professional civil engineer, and in accordance with municipal standards.

*(City of St. Catharines)*

13. That the City of St. Catharines construct at its own expense a street lighting system for Block 3, the design for which shall be prepared by a qualified engineer, and in accordance with the City's Engineering Design Standards Manual, as amended.

*(City of St. Catharines)*

14. That the City of St. Catharines plant at its own expense boulevard trees at 9.0 metre centres along both side of the proposed street within Block 3.

*(City of St. Catharines)*

15. That the City of St. Catharines construct at its own expense a 1.5 metre wide municipal sidewalk along both sides of the proposed street within Block 3.

*(City of St. Catharines)*

16. That the City of St. Catharines have prepared at its own expense a Streetscape Plan for Block 3, which shall include the location of the new road, sidewalks, street trees, street light pedestals, and other similar utility structures that are to be located within the municipal road allowance.

*(City of St. Catharines)*

17. That the City of St. Catharines have prepared at its own expense a storm sewer system for Block 3, the design for which shall be prepared by a professional civil engineer, in accordance with the Ministry of Environment, Conservation and Parks Design Guidelines for Sewage Works, and the City of St. Catharines Engineering Standards Design Manual, as amended.

*(City of St. Catharines)*

18. That the City of St. Catharines submit the storm sewer system design drawings and calculations to the Regional Municipality of Niagara under the Transfer of Review Program and obtain the necessary Environmental Compliance Approvals from the Ministry of Environment, Conservation and Parks.

*(Regional Municipality of Niagara)*

### **Administration**

19. That if final approval of this plan of subdivision is not given within three (3) years of the date of the draft plan approval and no further extension has been granted, draft plan approval shall lapse. If the owner wishes to request an extension to the draft approval period, a written explanation with reasons why the extension is required must be received by the City prior to the lapsing date. An updated review and revisions to the conditions of draft plan approval may be necessary at that time.

Prior to granting approval to the final plan of subdivision the City of St. Catharines Planning and Building Services Department will require written notification from the following agencies that their respective conditions have been met satisfactorily.

**City of St. Catharines for Conditions:** 1, 2, 3, 4, 5, 6, 10 f), 11, 12, 13, 14, 15, 16, 17, 19

**Regional Municipality of Niagara for Conditions:** 7, 8, 9, 10 a) thru e), 18



## Corporate Report City Council

**Report from:** Financial Management Services, Director

**Report Date:** September 27, 2019      **Meeting Date:** October 7, 2019

**Report Number:** FMS-206-2019      **File:** 10.57.10

**Subject:** 2020 Capital Budget, Four Year Forecast and Asset Management Status Update

**Strategic Pillar:**



### Recommendation

That Council approve the 2020 Capital Budget, and Four Year Forecast as detailed in Appendix 1, Tab 2, Schedules A to U, as recommended by the Budget Standing Committee at its meeting of September 16, 2019; and

That Council receive for information, as detailed in Appendix 1, the 2020 Asset Management Status Update, and Schedules V to AE; and

That the City Solicitor be directed to prepare the necessary borrowing by-laws.

### Report

The 2020 Capital Budget, Four Year Forecast and Asset Management Status Update were discussed at the Budget Standing Committee Meeting of [September 16, 2019](#). At the Council Meeting of September 23, 2019, Council received and approved Report FMS-195-2019 (Appendix A), which directed staff to schedule a Public Meeting for October 7, 2019, for Council to consider the 2020 Capital Budget, Four Year Forecast and Asset Management Status Update. Refer to Appendix A for the 2020 Capital Budget, Four Year Forecast and Asset Management Status Update report.

#### Prepared by:

Evan McGinty  
Council and Committee Coordinator

#### Submitted and Approved by:

Kristine Douglas  
Director of Financial Management Services / City Treasurer

### Appendices:

- Appendix A – Report FMS-195-2019



**Report from** Financial Management Services, Corporate Asset Management

**Date of Report:** August 14, 2019

**Date of Meeting:** September 23, 2019

**Report Number:** FMS-195-2019

**File:** 10.57.10

**Subject:** 2020 Capital Budget, Four Year Forecast and Asset Management Status Update

**Strategic Pillar:**



## Recommendation

That the report from Financial Management Services and Transportation and Environmental Services Departments, dated August 14, 2019, regarding the 2020 Capital Budget, 2021- 2024 Forecast and Asset Management Status Update be approved by Budget Standing Committee and referred to Council for consideration after the Public Meeting scheduled for October 7, 2019 for which notice will be duly given.  
FORTHWITH

## Summary

The 2020 Capital Budget, including the related funding, and the 2021-2024 Forecast in conjunction with the 2020 Corporate Asset Management Status Update is provided for consideration in Appendix 1. The 2020 Capital Budget of \$48,837,068 includes \$14,865,000 of previously approved projects, requiring Council to approve a Capital Budget of \$33,972,068. The Capital Budget is significantly higher than in the prior years as a result of:

- 1) Moving expenditures from other budgets to the Capital Budget,
- 2) Several large one time projects such as the Canada Summer Games Legacy Project and Ridley Road improvements, and
- 3) Increases in the water / wastewater capital expenditures in alignment with the Water / Wastewater 10-year Financial Plan approved by Council in Q1 2019.

The (2021-2024) forecast also includes similar levels of expenditure to address infrastructure deficits, and ongoing shortfalls between target reinvestment rates and the asset renewal rates. Staff is continuing to focus on Corporate Asset Management and meet the related legislated requirements under O. Reg. 588 / 17.

While Debt levels are forecast to increase to fund the increasing budgets, the City continues to comply with the Provincial legislated Annual Repayment Limit (ARL) as well as Council's policy for maintaining debt charges below 10% of expenditures. A

portion of the budget is funded by the Operating and Water / Wastewater Budget which will be presented to Council in October 2019, and Q1 2020, respectively.

## Background

The City of St. Catharines' infrastructure is essential for the delivery of services to our citizens, and its condition impacts the levels of service the City can provide. The City owns, operates and maintains varied and complex infrastructure with an estimated replacement value of \$4.7 billion.

As indicated in Figure 1 below the City's infrastructure deficit is estimated at \$406 million, representing approximately 9% of the replacement value of the total assets, which is less than the national average of 12%<sup>1</sup>. The City's infrastructure deficits include the replacement value of assets with poor or very poor condition assessment ratings, or a high priority building deficiency. The continued growth in the infrastructure deficit is attributable to both increasing costs and improved information on asset condition. Updates to the condition assessment information for pavement and storm sewer condition is close to completion. This information will be available later in 2019 and staff will utilize it to support the refinement of the 2021 capital budget in 2020. Using annual reinvestment rates based on the average life expectancy for each asset class, the target annual reinvestment rate is estimated between \$69 million and \$96 million. The 2020 capital renewal budget provides for 43% of the lower end of the target.

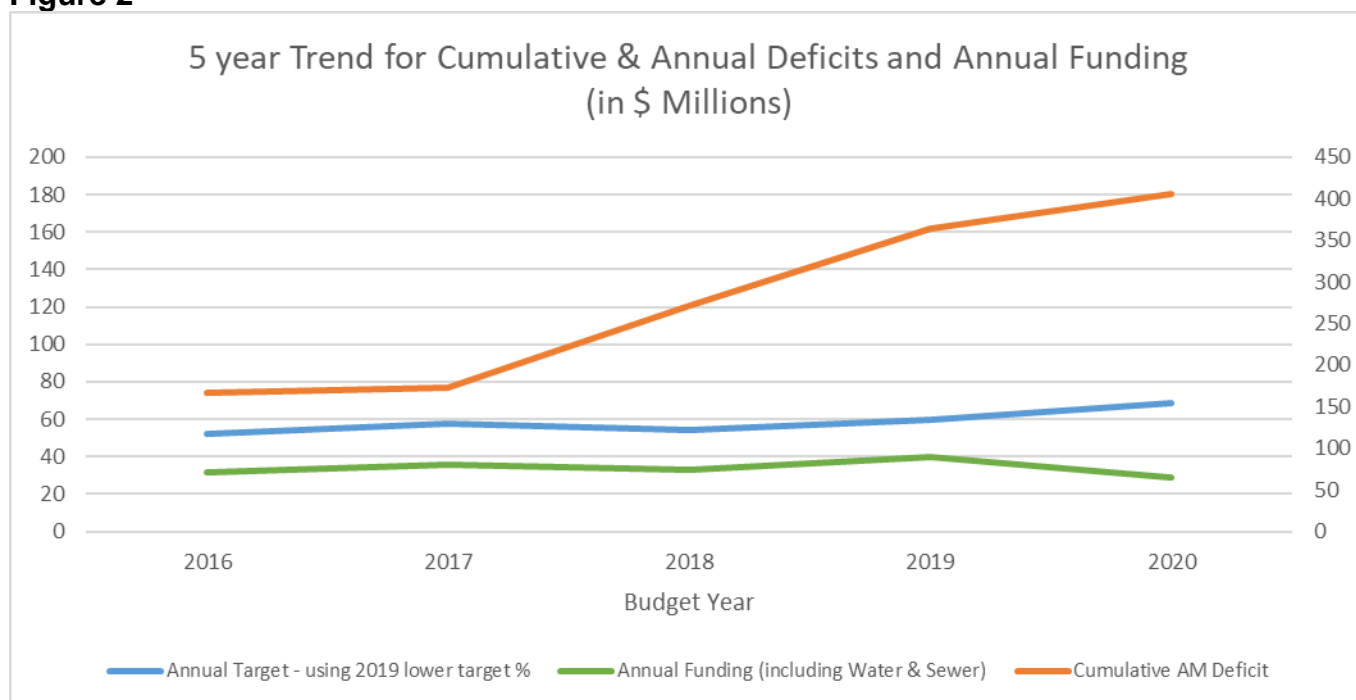
**Figure 1. Replacement Values, Infrastructure Deficit, & Reinvestment Rates**

Asset Category	Asset Replace-ment	Infra-structure Deficit	Target Reinvestment Rate (1)				Capital Budget Renewal Projects (\$M) (2)
	Value (\$M)	Value (\$M)	Lower %	Upper %	Lower \$M	Upper \$M	
Roads	967.0	59.0	2.0%	3.0%	\$19.3	\$29.0	\$8.1
Bridges and Major Culverts	51.0	12.1	1.0%	1.5%	0.5	0.8	2.4
Water Distribution System (3)	1,317.0	64.0	1.5%	2.0%	19.8	26.3	7.7
Sanitary Sewer Collection System	900.0	140.0	1.0%	1.3%	9.0	11.7	4.5
Storm Sewer Collection System	716.0	67.0	1.0%	1.3%	7.2	9.3	0.2
Sidewalks (4)	135.4	6.8	2.3%	3.3%	3.1	4.5	0.8
Facilities & Improved Lands (5)	567.0	51.0	1.7%	2.5%	9.6	14.2	5.4
Playgrounds / Courts	18.8	6.3	1.7%	2.5%	0.3	0.5	0.3
<b>Total</b>	<b>4,672.2</b>	<b>406.2</b>			<b>\$68.8</b>	<b>\$96.3</b>	<b>\$29.4</b>
							<b>43% of lower limit</b>

Notes (1). Source: Canadian Infrastructure Report Card 2016 (CIRC) published by Federation of Canadian Municipalities (FCM); (2) Only includes 2020 renewal projects denoted by (R), and excludes projects identified as providing for service improvement or growth (i.e. excludes new separate storm sewers, new sidewalks, or new road between Ridley Road and Go Station); (3) City's target reinvestment rate is higher than 1%-1.5% (CIRC) prescribed rate because City has experienced shorter useful asset lives; (4) City's target reinvestment rate is higher than 2%-3% (CIRC) prescribed rate because City has experienced shorter useful asset lives; (5) Includes parking garages and paid parking lots (6) Shoreline protection, Waterways, Fleet and Corporate Infrastructure are excluded from analysis

Each project in the 2020 Capital Budget is classified as either asset renewal (R), service improvement (SI) or growth (G). The Canada Summer Games Legacy project (\$8.7 million) and storm sewer separation projects (\$4.0 million) make up the majority of the projects providing service improvements.

**Figure 2**



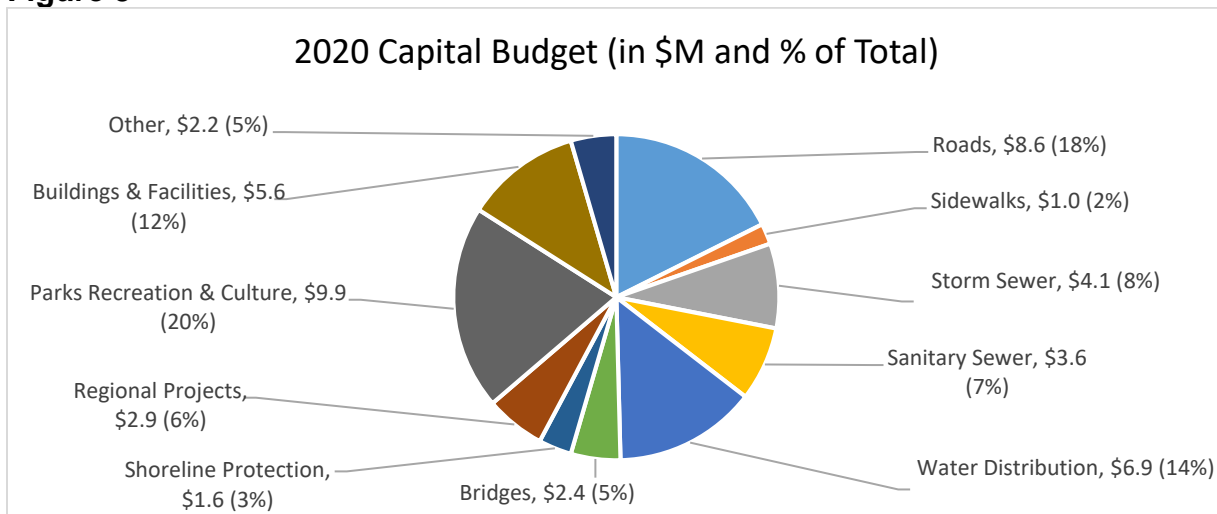
Capital renewal levels below target reinvestment rates has been an ongoing trend for St. Catharines (and other municipalities) that results in the infrastructure deficits as shown on Figure 2 above.

In 2018 Council approved consideration of the 2020 Capital Budget in the fall of 2019, prior to consideration of the 2020 Operating Budget. The presentation of this Capital Budget complies with the recommendation, and aligns with best practice. Considering the City's capital needs separate from funding focuses attention on asset requirements rather than prioritizing projects within a specified funding envelope.

## Report

The 2020 Capital Budget provides for a \$48,837,068 investment in the City's infrastructure, spread between the various types of assets as shown in Figure 3 below.

**Figure 3**



**Figure 4**

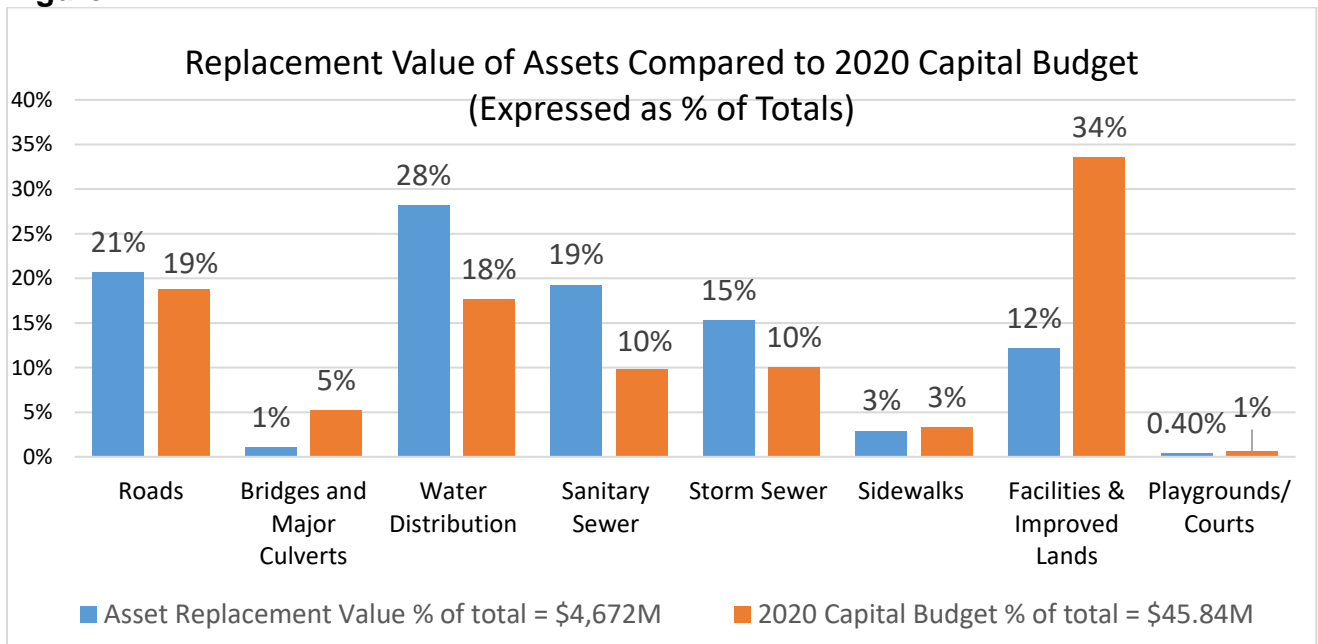


Figure 4 above shows the relationship between asset replacement values and the 2020 Capital budget and shows slightly different percentages as the regional projects have been allocated to the applicable asset group. Consistent with prior years, the 2020 Capital Budget expenditures for each asset category generally approximates the percentages for the replacement value for each asset category. After excluding the Canada Summer Games Legacy Project (\$8.7 million), the Facilities and Improved Lands budget is 15% of the Capital Budget which is more in line with the replacement value percentage of 12% rather than 34% shown above.

The Capital budget project details and related funding as well as summary information on the four-year forecast is included in Appendix 1. The contents of the 2020 Capital Budget, Four Year Forecast and Asset Management Status Update in Appendix 1 is as follows:

Section Description		Page #
<b>1. Asset Management Status Update</b>		3
<b>2. 2020 Capital Budget Program Details</b>		
Schedule A	Capital Budget Summary (breakdown of 2020 capital expenditures with funding sources)	9
Schedule B-R	2020 Capital Budget Details proposed by function, including narrative for each function.	11
Schedule S	2020 Coordinated Projects	65
<b>3. Future Capital Budget and Forecast Information</b>		
Schedule T	2021 Capital Forecast	69
Schedule U	2020 Capital Budget and Four Year Forecast	71
Schedule V	Other Potential Capital Projects	73
<b>4. Funding Our Capital Budget</b>		
Schedule W	Project Funding Details	75
Schedule X	Funding Our Capital Assets	81
Schedule Y	Funding from Federal Gas Tax	85
Schedule Z	Debt Management Strategy	87
Schedule AA	Municipal Act Debt Limits	89
Schedule AB	Capital Budget and Debt – Municipal Comparators	91
Schedule AC	Reprioritized Prior Four Year Forecast Capital Budget and Debt	93
<b>5. 2020 Construction Program – Ward Listing</b>		
Schedule AD	2020 Construction Program by Ward Listing – Linear	95
Schedule AE	2020 Construction Program by Ward Listing - Facilities	103

### Prioritizing Capital Projects

Limited funding necessitates that renewal (sustainability) of infrastructure is the highest priority and that expansion and service improvement is the second priority.

Introductory information for each major asset category (Schedule B –R) includes detail on the specific prioritization processes within the asset group. These processes are intended to identify deficiencies, target service levels (such as condition ratings) and risk related to asset failure. While processes for making these determinations vary between asset categories the general priority is similar. The highest priorities are given to:

- Regulatory requirements
- Health and safety concerns
- Capital maintenance / preventative maintenance

- Maintaining service levels
- Programming quality of the asset

Capital budget projects which are the result of regulations or guidelines are as follows:

- Accessibility upgrades (roads, buildings and facilities)
- Pollution control plan implementation
- New storm sewers replacing combined sewer
- Water / Wastewater 10-Year Financial Plan

### **Coordination of Projects**

The City coordinates many of its linear construction projects to minimize the impact on the public and manage the costs of asset renewal. Schedule S reformats the budget information from schedules B through R, and shows the various asset categories included within the City's coordinated projects.

### **Reclassification between Operating and Capital Budgets**

The 2020 Capital Budget includes major changes undertaken to support Corporate Asset Management, which have increased the total budget to \$48,837,068. In comparison, the City's typical previous annual capital budget was between approximately, \$25 million and \$32 million. In 2020, several programs previously reported in the operating or water / wastewater budgets have been reclassified and included in the Capital Budget. The programs are as follow:

- Water Distribution Systems
- Sanitary Sewer Collection Systems
- Roads rehabilitation
- Sidewalks rehabilitation
- Bridges and Major Culverts rehabilitation

In 2019, the Water and Sanitary Sewer Collection System amounts were shown for information only (Schedules Q and R). For 2020, they are shown in schedules G & E respectively. Similarly, the amounts related to rehabilitation projects for roads, sidewalks, bridges and major culverts were shown for information only in schedule S to U in the 2019 Capital Budget. In 2020, these projects are included in Schedules B, C and H respectively.

This change has been made to include more of the City's capital expenditures within the Capital Budget. These changes do not impact the calculation of taxes or Water / Wastewater rates as these amounts will continue to be funded by the same operating and water / wastewater budgets. However, this budget relies upon Council approving the rates and property taxes within the respective 2020 Operating Budget and 2020 Water / Wastewater Budget. As planned these budgets will be presented to Council in October 2019, and Q1 2020.

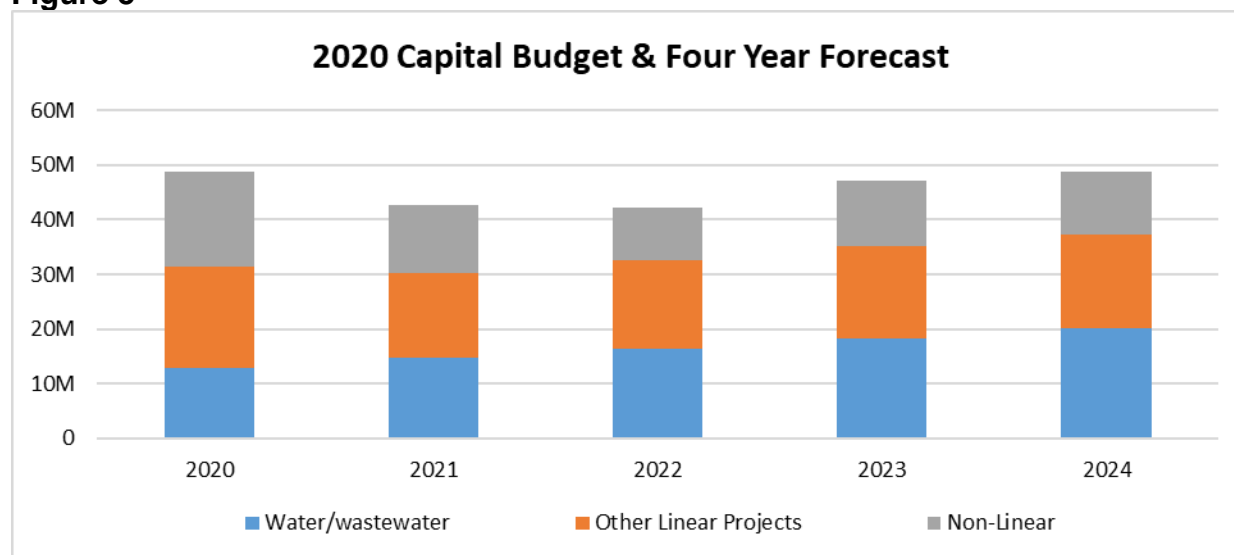
Going forward, administration will continue to identify other capital expenditures that can be aligned to make the Capital Budget more comprehensive.

### Council's Preapprovals

In addition to reclassifying expenditures from the operating budget and the water / wastewater budget to the capital budgets, the 2020 Capital Budget includes two significant projects approved by Council in the first half of 2019, as required by 3<sup>rd</sup> parties providing funding or other significant agreements.

Council pre-approved \$8.72 million for the City's portion of the Canada Summer Games Legacy Project (CSGLP) which includes a new Canada Games Park and new Rowing Centre (CAO-101-2019 & FMS-141-2019). Council has also pre-approved \$5.7 million for Ridley Road upgrades and a new public road to provide access to the GO Station site. Council also previously approved a 4-year budget of \$320,000 annually for 2018 to 2021 for asset improvements related to the Canada Summer Games and the Totem Pole Renewal Project for \$125,000. While these projects totaling \$14,865,000 are included in the Capital Budget, they require no further Council approval. As a result, Council is being asked to approve \$33,972,068 within the 2020 capital budget for projects to commence in 2020.

**Figure 5**



### Alignment of Budgets and Plans

Consistent with Asset Management policy, the Capital Budget is aligned to significant plans approved by Council in 2019. The budget reflects approximately a \$2.6 million year over year increase in expenditures for water / wastewater collection systems. These increases were included in the Water / Wastewater 10-year Financial Plan to address the ongoing infrastructure deficits. (FMS-057-2019). The Plan includes annual increases of no more than 6.5% on a typical residential household bill.

The redevelopment of Sunset Beach approved by Council (PRCS-149-2019) identified almost \$6.5 million of capital improvements. The 2020 Capital Budget includes \$970,000 of gross costs for design and construction of washrooms and accessibility requirements (schedule M). While other components of the project have been included in the 2021 to 2024 forecast, \$1.4 million has been included in the other potential projects for 2025 and beyond (Schedule V).

### **Future Capital Budget and Forecast Information**

Consistent with prior years, the budget document includes the four year forecast for capital expenditures for 2021 to 2024 in schedules T and U under Tab 3. These forecasts are estimates, which are expected to change as the project scopes become better defined and costs are refined.

The forecast expenditures shown below in Figure 5 depict continued growth in capital expenditures. The growth in water / wastewaters' expenditures is the major contributor to the overall growth in forecast expenditures. The water / wastewater growth is aligned with the Water / Wastewater 10-year Financial Plan approved by Council in Q1 2019. The forecast includes the continuation of work in Sunset Park (PRCS-149-2019) and significant budgets for fire hall rehabilitation (as outlined in the 2017 Fire Master Plan, presented to Council on October 18, 2017). Forecasts for 2022 and 2023 include Martindale Pond Weir (\$4 million) within watercourses. Also, the Region's planned expenditures over the 2020-2024 are more than \$12 million higher than previously forecast. This growth reflects the Region's increasing investment in capital infrastructure. Finally, the Transit Commission (Transit) requires an annual capital contribution to provide for the City's funding portion of fleet renewal (and to a lesser extent other asset renewal). Upper levels of government provide the largest share of its required funding, resulting in significant leverage of the City's funding contributions. However, the Province is in the process of reviewing its Gas Tax funding formula. Confirmation of the funding arrangement is expected by the end of September. Should the change reduce the current level of gas tax funding a funding gap would result, requiring the City to revisit Transit's 2020 and future year capital funding requirements. More information on the Transit capital budget and four-year forecast is included in Appendix 1, Schedule Q.

### **Other Potential Projects (Unfunded)**

For the 2020 Capital budget, order of magnitude cost estimates are included in Schedule V related to other potential projects for 2025 and beyond. The schedule includes the projects that Council has previously discussed and considered, particularly Plans such as The Parks Renewal Plan (PRCS-B002-2018) and the Fire Master Plan brought to Council in October 2017. The schedule provides a tool for promoting alignment between Council endorsed Plans and capital budgets. Limited funding requires Council to prioritize how it spends its limited resources to best serve the



community, however should additional funding from upper levels of government become available, this list is intended to highlight the City's highest unfunded priorities.

### Funding the Capital Assets

The Capital Budget is funded first by available grants, reserves, developer contributions, and tax payer and rate payers operating fund contributions. The remainder is funded by debt. Figure 6 below depicts the split in funding sources.

**Figure 6**

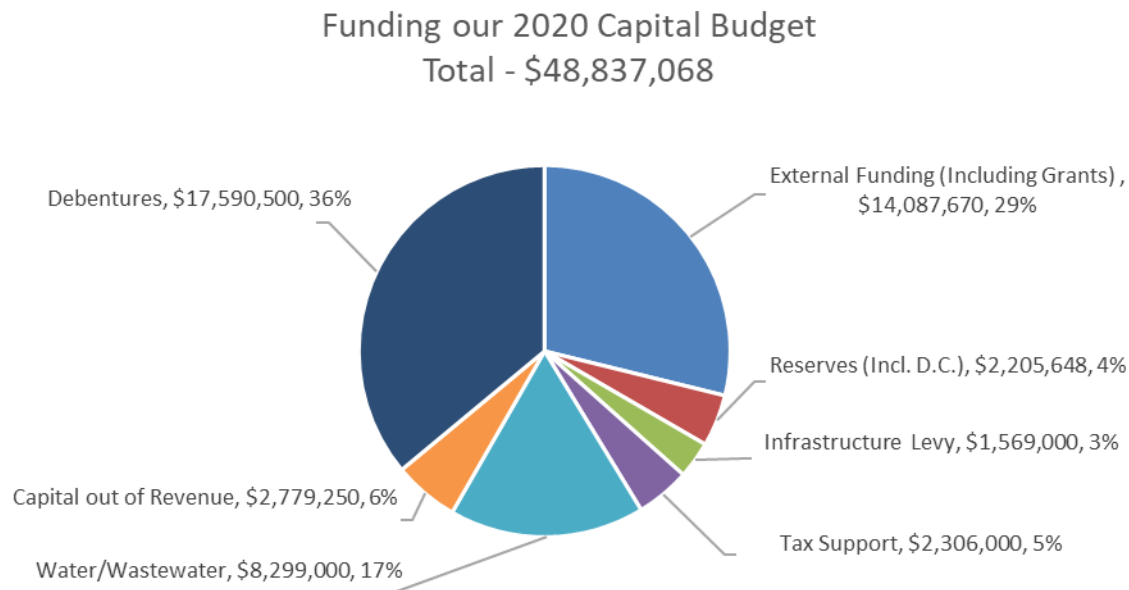
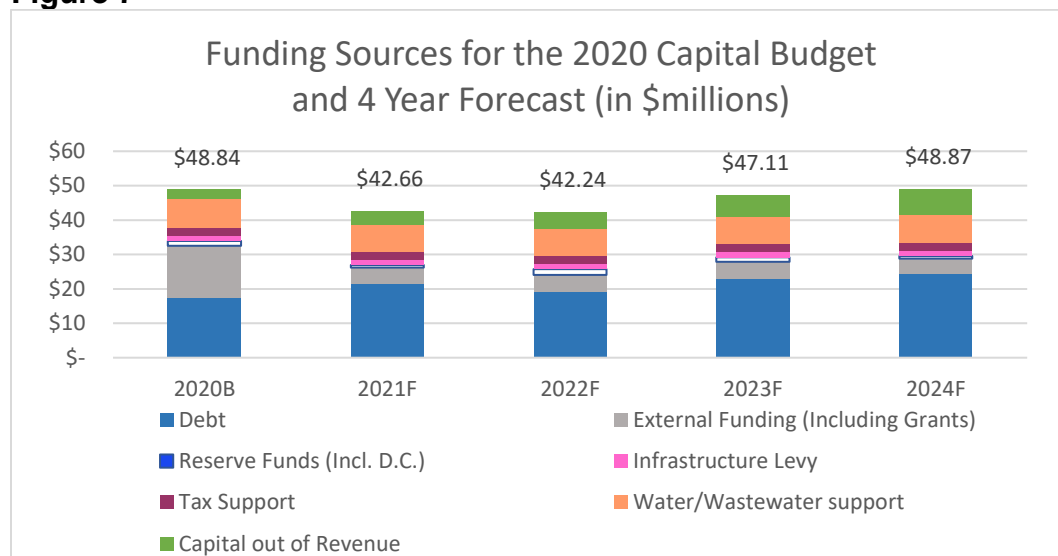


Figure 7 below shows the funding trend for the Capital Budget as well as the four year forecast.

**Figure 7**

The increase in the 2020 grants and other external funding is the result of one-time additional funding of \$3.9 million from the St. Catharines Hydro dividends and the Federal Gas Tax one-time top-up of \$4.185 million utilized to fund the Canada Summer Games Legacy Project (CSGLP).

Reserve funding for 2020 includes developer charges of \$1.296 million funding the Ridley Road Improvements related to the GO station.

As a result of moving capital expenditures from the operating budget and the water / wastewater budget, the funding includes transfers from the water / wastewater budget and operating budget. The capital out of revenue contributions included within the tax and water / wastewater rate supported funding are discussed in more detail below.

In 2016 a separate annual infrastructure tax levy was implemented to help address the infrastructure deficit. The 2020 Capital Budget includes an additional 0.5% levied to provide \$523,000 of funding for the CSGLP. The four year forecast maintains this higher rate of infrastructure levy (1.5%) providing \$1.57 million annually to address the infrastructure deficits and manage debt levels.

As shown in Figure 7 above, debt continues to provide the largest portion of funding in 2020 and forecasts show this trend continuing. However, a portion of this debt will be funded from the water / wastewater budget and transit commission budget as shown in Figure 8. Debt allows the City to acquire large long-life assets by spreading the acquisition cost over the life of the asset. However, in compliance with Council policy borrowing terms are typically five or ten years, which is a shorter timeframe than the useful life of many of the assets the debt finances.

**Figure 8**

	2020	2021	2022	2023	2024
<b>Debenture allocation</b>					
Tax Supported	15,717,750.00	18,424,570.00	15,386,101.00	18,436,917.50	19,332,517.00
Utilities	1,332,750.00	2,477,524.00	3,314,112.00	3,973,832.50	4,471,910.55
Transit Commission	540,000.00	540,000.00	540,000.00	540,000.00	540,000.00
<b>Total Debenture</b>	<b>17,590,500.00</b>	<b>21,442,094.00</b>	<b>19,240,213.00</b>	<b>22,950,750.00</b>	<b>24,344,427.55</b>
<b>Capital out of Revenue allocation</b>					
Tax Supported	1,751,000.00	2,047,000.00	1,825,000.00	2,048,000.00	2,149,000.45
Utilities	968,250.00	1,919,636.00	2,906,990.00	3,973,833.00	5,104,467.00
Transit Commission	60,000.00	60,000.00	60,000.00	60,000.00	60,000.00
<b>Total Capital Out of Revenue</b>	<b>2,779,250.00</b>	<b>4,026,636.00</b>	<b>4,791,990.00</b>	<b>6,081,833.00</b>	<b>7,313,467.45</b>

Ontario Regulation 403 / 2 Debt Repayment Limit, also restricts annual debt charges to no more than 25% of the City's net revenues. This is known as the Annual Repayment Limit (ARL). The City Treasurer has updated the Limit for the City and the debenture amount proposed in the 2020 Capital Budget will not cause the City to exceed its limit. The updated calculation is available in Appendix 1 Tab 4 schedule AA. The Limit calculation identifies remaining debt capacity of at least \$194 million. Therefore, the City is not close to the 25% Provincial ARL.

Council has also approved a policy that limits debt charges to 10% of the City's own expenditures. This Policy is aligned with the Ministry of Municipal Affairs guidance that debt costs between 5% -10% are considered moderate risk. As shown in Figure 9 below the debt charges as a percentage of operating expenditures is forecast to move slightly above 10% in 2022, resulting in very little additional debt capacity within the City's internal guideline. In contrast, significant debt capacity is available within the Provincial regulation and the Limit it provides for the City.

**Figure 9**

	2019	2020	2021	2022	2023	2024
<b>Outstanding Debt</b>	\$122.9m	\$126.5m	\$130.4m	\$133.5m	\$135.9m	\$139.2m
<b>Debt Per Household</b>	\$1,919	\$1,999	\$2,060	\$2,119	\$2,184	\$2,237
<b>Total Annual Debt Charges</b>	\$16.6m	\$17.2m	\$18.8m	\$21.0m	\$21.5m	\$22.6m
<b>As % of Operating Expense (including water / wastewater)</b>	8.56%	8.73%	9.27%	10.14%	10.12%	10.39%

The annual debt forecasts shown above are based on several conservative assumptions including interest rates of 4% (compared to 2019 borrowing rates of 2.37%). Any differences between the assumptions and actual results, including debt terms, rates and debt issuances will impact the actual results. As a consequence, actual results will vary from the estimates provided above.

In addition to the debt limits outlined above, the current debt management strategy requires a 10% down payment through the tax levy for each capital project funded by debt, referred to as Capital out of Revenue. This stipulation is also required for water / wastewater and transit commission debt, provided by the specific entity. Figure 8 above outlines the Capital out of Revenue that will be provided from the different areas in 2020 to comply with this requirement.

## Financial Implications

The 2020 Capital Budget including the Asset Management Status Update, allows the City to address the highest capital priorities. Short and longer term financial implications are outlined within the report. This budget will determine portions of the operating and water / wastewater budgets which will come to Council later in 2019 and Q1 2020, respectively. The required water / wastewater and operating budget support includes capital out of revenue, operating transfers (for capital expenditures previously included the respective budgets) and the 1.5% infrastructure levy (only for the operating budget).

## Relationship to Strategic Plan

The 2020 Capital Budget, Four Year forecast and Asset Management Status Update reflects and implements many of the Strategic Plan's goals and actions. Renewal of existing infrastructure and newly constructed infrastructure is critical to a municipality. The recommendations of this report support the following:

### Economic Stability:

Goal 1: Attracting public investment

- By providing safe, reliable, attractive infrastructure and by providing employment opportunities to locally owned companies.

Goal 2: Strive for the highest quality of life for all citizens

- Action 2.4 Optimize capital infrastructure through effective asset management and sustainable investment.

### Social Sustainability:

Goal 4. Strive for the highest quality of life for all citizens. The construction program addresses all areas of the City's infrastructure.

- Action 4.1. Implementing a recommendation of the Parks and Recreation Master Plan.
- Action 4.4. Implement the St. Catharines accessibility plan, (use Ontario's built environment standard as a minimum standard during sidewalk replacements and the construction of new sidewalks).

Goal 5: Connect people, places and neighbourhoods

- Action 5.1. To be a city that embraces connectivity between people, places and neighbourhoods.

- Action 5.2. Establish a complete neighbourhoods matrix to ensure that redevelopment of properties enhances the livability of neighbourhoods. All road reconstructions will be designed in consideration of the “Complete Streets” philosophy.
- Action 5.3. Accelerate the implementation of active transportation networks that link people with parks, trails and waterfront and support the development of complete streets.

## Environmental Sustainability

Goal 7: Lead in the protection of our environment for future generations.

- Action 7.1. Establish a plan to integrate green energy and sustainable technologies in municipal infrastructure and program delivery.
- Action 7.2. Continue to achieve the tree canopy targets in the city as identified in the Urban Forestry Management Plan. All road reconstruction and new building projects include provisions for greening. All other infrastructure includes funding for replacement of any trees removed by the proposed construction.
- Action 7.3. Increase protection of our water resources by working with partners to reduce pollution and ensure long-term sustainability. Storm sewer separation projects will directly improve water quality in our watercourses (Appendix 1 Tab 2, schedule D).
- Action 7.4. Maintain and enhance the health and accessibility of our waterfront through the waterfront trail system, municipal beaches, rivers and creeks, is supported by the Shoreline Protection Program (Appendix 1 Tab 2, schedule I)

Goal 8: Be prepared for the impacts of climate change.

- Action: 8.1. Review and update all municipal operations to minimize the impacts of and ensure preparation for climate change including winter control procedures and flooding. All sanitary sewer and storm sewer designs are undertaken using updated design criteria.

## Conclusion

The 2020 Capital budget of \$48.8 million is significantly higher than the prior year budget as a result of:

1. The consolidation of more of the capital expenditures into the Capital Budget (to better support Asset Management),
2. Large one time projects, such as the Canada Summer Games Legacy Project and Ridley Road improvements, and
3. Increases in water / wastewater capital expenditures as outlined in the Water / Wastewater 10-year Financial Plan approved by Council in Q1 2019.

Even with the increase in the 2020 Capital Budget the asset renewal rates continue to be less than half of the target reinvestment rates. The ongoing funding shortfalls impact the City’s ability to sustain current service levels and manage risk. To promote

sustainability and comply with Provincial legislation (O. Reg. 588 / 17), the City will continue to enhance its Corporate Asset Management. The changes in the 2020 Capital Budget timing and reporting are one of the many planned process improvements in this area.

After including the planned debenture issuances to fund the 2020 Capital Budget, the City continues to comply with the Provincially legislated Annual Repayment Limit (ARL) as well as Council's Policy limiting debt charges to 10% of expenditures.

The four year forecast includes growth in the annual capital budget largely driven by water / wastewater infrastructure renewal requirements (as per the Water / Wastewater 10-year Financial Plan). Debt funding is also expected to increase over the next five years, resulting in forecast debt charge limits rising slightly above the 10% limit by 2022. Differences between the actual results and any of the conservative assumptions utilized to create the debt forecasts will impact the actual results. Administration will continue to review the actual debt limits as well as debt strategy, to ensure financial sustainability.

## **Notification**

It is in order to notify the St. Catharines Transit Commission, General Manager and Manager of Finance & Administration, of Council's decision.

It is in order to notify SMG, General Manager and Manager of Finance & Administration, of Council's decision.

## **Prepared and Submitted by:**

Anne Tourigny

Financial Management Services, Corporate Asset Manager;

## **Approved by:**

Kristine Douglas

Director of Financial Management Services / City Treasurer;

## **Appendices**

Appendix 1 2020 Capital Budget, 2021 – 2024 Forecast and Asset Management Status Update



# **2020 CAPITAL BUDGET, 2021-2024 FORECAST and Asset Management Status Update**

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The City of St. Catharines

## **2020 Capital Budget, and 2021-2024 Forecast and Asset Management Status Update**

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City of St. Catharines 2020 Capital Budget and 2021-24 Forecast



## **2020 Capital Budget, and 2021-2024 Forecast and Asset Management Status Update**

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Schedule AC - Re-prioritized Prior Four Year Forecasts

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Schedule AE - 2020 Construction Program by Ward Listing - Facilities

## Asset Management Status Update

### Background

The City's Asset Management Plan (AMP) was presented to Council in 2013. The AMP included the major asset categories of roads, bridges & major culverts, water mains, sanitary sewers and facilities. Subsequently, staff have, with limited resourcing, continued to refine the City's asset management planning, so that this report also includes information on sidewalks, playgrounds/courts and the storm sewer collection system.

In response to the new legislation from the Province related to Asset Management (O. Reg.588/17), the Asset Management Working Group (AMWG) comprising of TES, FMS and other senior staff has been working together since 2018. In June 2019, AMWG brought forward the Strategic Asset Management Policy for Council's approval. Staff will continue to work together onward to ensure that the City of St. Catharines meets all of the various milestones required by O. Reg. 588/17.

### Infrastructure Deficit

A 2016 Federation of Canadian Municipalities report on the state of Canadian Infrastructure in Canada <sup>(1)</sup> identified that the replacement value of assets rated as poor to very poor across the entire country was estimated to be approximately \$141 billion or 12% of the total replacement value of those assets. The City of St. Catharines was one of a total of 120 survey respondents from municipalities across Canada that helped to inform the report.

The City's current infrastructure deficit of approximately \$406 million represents approximately 8.7% of the replacement value of those asset categories as shown in Figure 1. This value has increased by almost \$42 million from the prior year values, largely due to the refinement of estimates in most asset classes. However, the largest increase is attributable to the sanitary and storm sewer collection systems (\$31.5 million). The City's infrastructure deficit for a particular asset is being defined as the replacement value of known deficiencies and includes assets rated as poor or very poor or as a high priority building deficiency identified through condition assessments.

With the City's infrastructure deficit currently below the national average, of 12% <sup>(1)</sup> the infrastructure deficit needs to be considered in relation to sustainable funding and annual reinvestment targets for the City's assets, as the City's current contributions are below the recommended reinvestment targets.

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### Notes

- (1) Federation of Canadian Municipalities (FCM), in cooperation with the Canadian Construction Association (CCA), the Canadian Public Works Association (CPWA) and the Canadian Society for Civil Engineering (CSCE) published the *Canadian Infrastructure Report Card – 2016 (CIRC – 2016)*.

**Figure 1.**

Asset Category			Asset Replace-ment	Infra-structure Deficit	Target Reinvestment Rate (1)				Total Renewal Cap, OP, W/WW Budgets (\$M) (2)	
			Value (\$M)	Value (\$M)	Lower %	Upper %	Lower \$M	Upper \$M		
	Sch. #									
Roads	569 km	B	967.0	59.0	2.0%	3.0%	19.3	29.0	8.1	
Bridges and Major Culverts	71	H	51.0	12.1	1.0%	1.5%	0.5	0.8	2.4	
Water Distribution System (3)	605 km	G	1,317.0	64.0	1.5%	2.0%	19.8	26.3	7.7	
Sanitary Sewer Collection System	570 km	E	900.0	140.0	1.0%	1.3%	9.0	11.7	4.5	
Storm Sewer Collection System	406 km	D	716.0	67.0	1.0%	1.3%	7.2	9.3	0.2	
Sidewalks (4)	559 km	C	135.4	6.8	2.3%	3.3%	3.1	4.5	0.8	
Facilities & Improved Lands (5)	128	M	567.0	51.0	1.7%	2.5%	9.6	14.2	5.4	
Playgrounds/Courts	109	L	18.8	6.3	1.7%	2.5%	0.3	0.5	0.3	
Total			4,672.2	406.2			68.8	96.3	29.4	43% of lower limit

**Notes:**

(1) – Source for lower and upper target reinvestment percentage rates is Canadian Infrastructure Report Card 2016; (2) - Only includes 2020 renewal projects denoted by (R), and excludes projects identified as providing for service improvement or growth (i.e. excludes new separate storm sewers, new sidewalks, or new road between Ridley Road and GO Station; (3) - City's estimated target reinvestment rate is higher than 1%-1.5% prescribed because City has a lower estimated life expectancy; (4) - City's target reinvestment rate is higher than 2%-3% prescribed rate because the City has a lower estimated life expectancy for sidewalks; (5) Includes parking garages and paid parking lots (6) Shoreline Protection, Waterways, Fleet and Corporate Infrastructure are excluded from this analysis

**Sustainable Funding**

Each asset category has a life expectancy, and so there is a need to renew these assets on a regular basis. Generally speaking, the replacement value divided by the average expected life provides an approximation of the anticipated level of annual sustainable funding. The CIRC – 2016 report provides a lower and upper range of suggested annual reinvestment rates (based as a percentage of replacement value) for various asset classes. A summary of the target reinvestment rates required to support sustainability for the City’s assets are presented in Figure 1 above.

As highlighted above and discussed further in the 2020 Capital Budget, Four Year Forecast and Asset Management Status Update, funding levels still fall well short of the sustainable levels of funding required. The 2020 funding for capital from all budgets represents

43% of the estimated lower funding target. These annual shortfalls impact the City’s ability to sustain its current levels of service and increase risk of asset failure and contribute to the City’s growing infrastructure deficit.

In 2019 Council approved the 10-year Financial Plan for Water and Wastewater, which included significant increases in the investment in related infrastructure over the next ten years. Including these capital investments in the annual capital budgets in the next ten years will assist in closing the funding gap for the Water/Wastewater assets. The 2020 Capital Budget and 10-year Financial Plan for Water and Wastewater (2020 – 2029) are aligned.

The asset replacement costs, infrastructure deficit, sustainable funding and the 2020 budget allocations are shown graphically below in Figure 2, 3 and 4.

**Figure 2.**

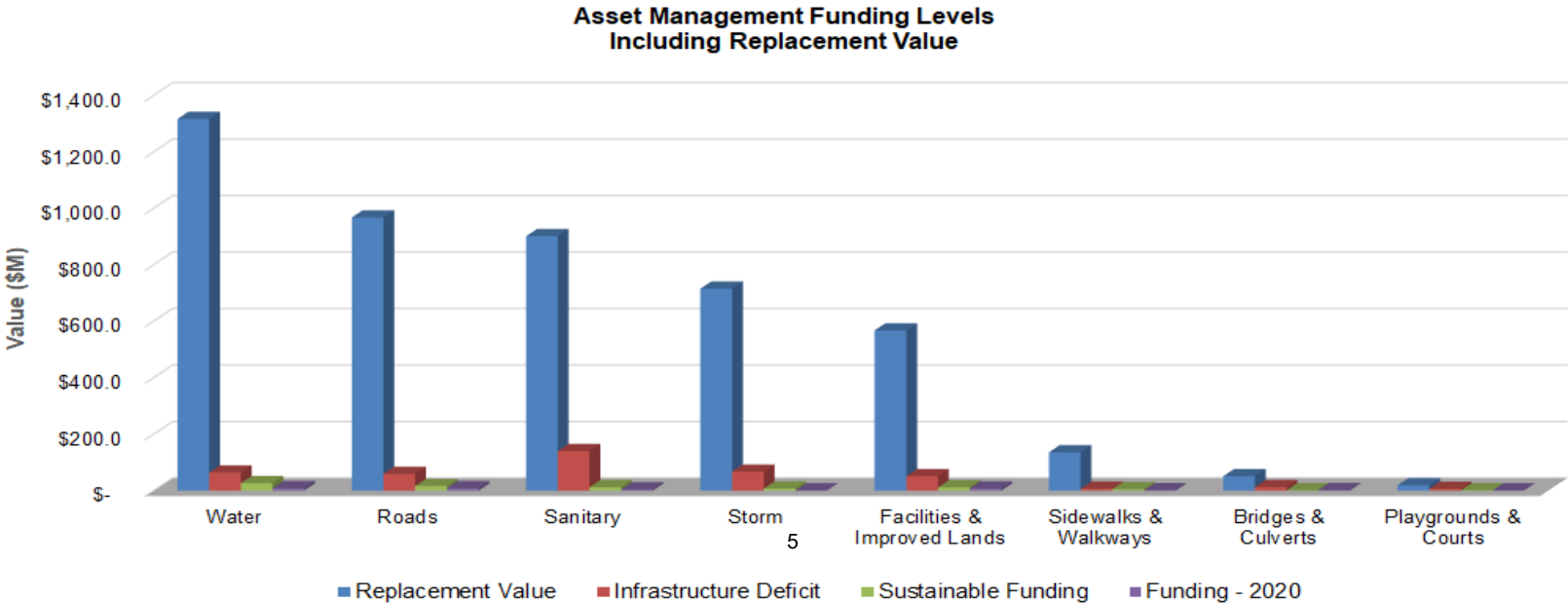


Figure 3.

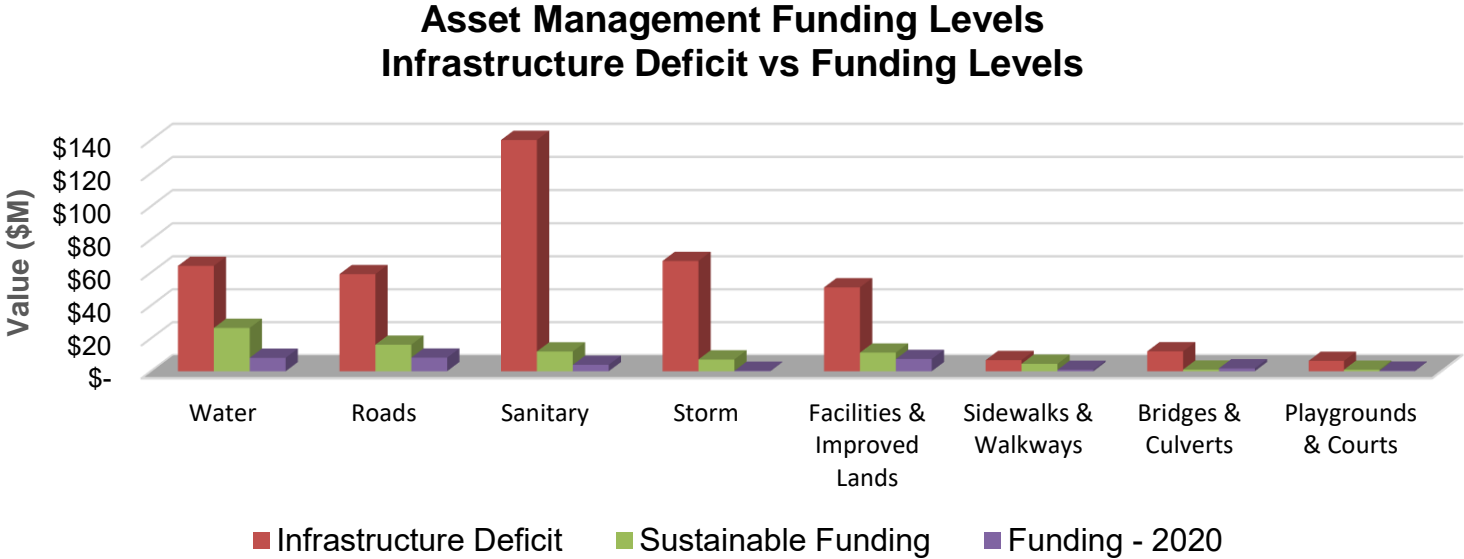
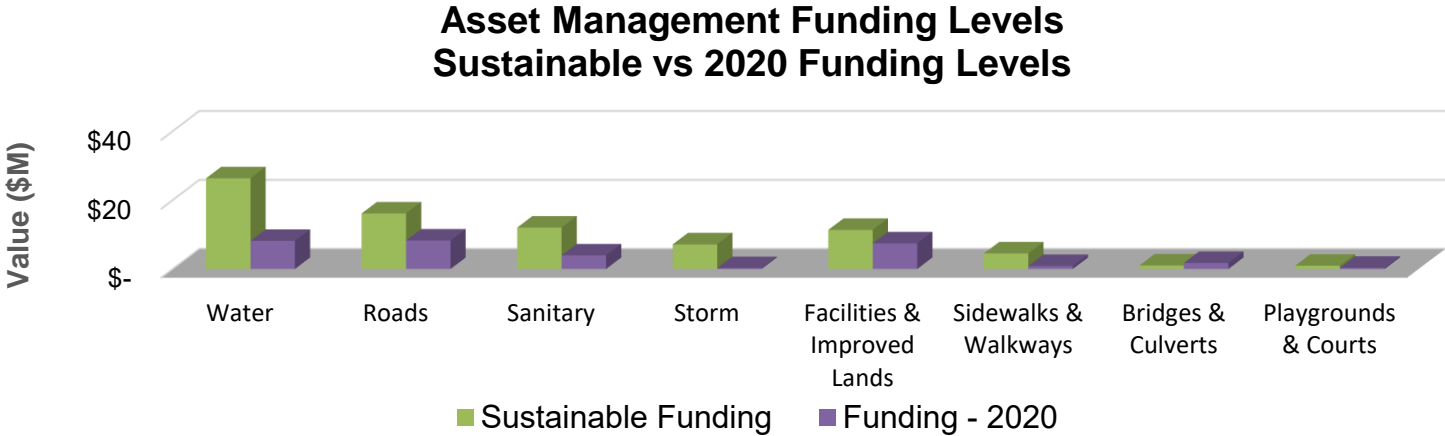


Figure 4.



### **Prioritization of Capital Projects**

Recognizing that the City must prioritize its projects so as to reduce corporate risk, the general priority criteria are similar; namely that the highest priorities are given to:

- Regulatory requirements
- Health and safety concerns
- Maintenance of the basic asset / preventative maintenance
- Service level requirements or system reliability
- Programming quality of the asset

The introductory paragraphs of each capital budget section provide additional details of how these general priority criteria are applied to each asset class.

Prioritization of projects within each asset class are based on a series of criteria specific to the asset class. As an example, the pavement management system that provides suggested roads to be rehabilitated utilizes pavement condition ratings; water main break rates prioritize the replacement of water mains, etc.

### **Prioritization of Construction Programs**

For asset categories within the road allowance (roads, sidewalks, sewers, water mains), coordination with other construction activities is also always taken into consideration to take advantage of economies of scale and reduce the impact of construction on abutting property owners and the travelling public. This coordination may impact the timing of asset renewal for some asset categories. As an example, the need to rehabilitate a certain section of roadway may accelerate the timing of sewer or water main replacement under that section of roadway. Determination of the

final construction program for all of the assets for a particular year is the result of an iterative effort by staff in reviewing all of the asset categories.

Schedule S within the 2020 Capital Budget and Four Year Forecast, provides a list of the 2020 coordinated projects, showing the budget for each asset class within the project.

### **Assets not within the AMP**

As the City strengthens its Corporate Asset Management and continues to comply with O. Reg. 588/17, asset classes listed below that are currently not represented in the AMP will be addressed as required.

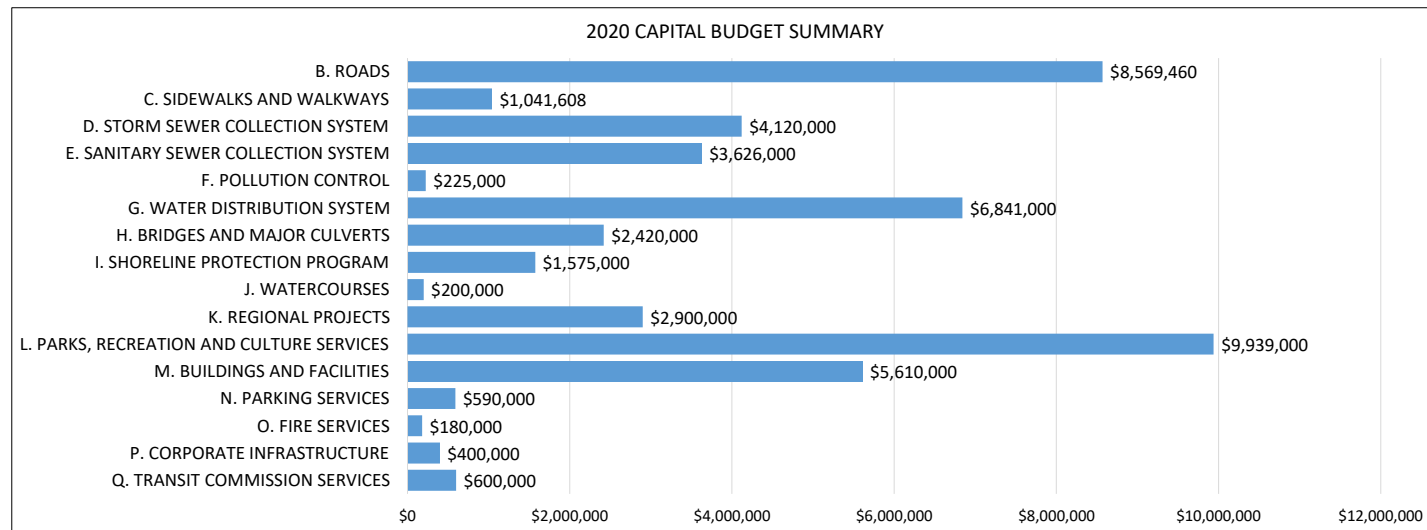
- |                           |                                   |
|---------------------------|-----------------------------------|
| - Fleet                   | - Watercourse improvements        |
| - Trees (Street and Park) | - Niagara District Airport assets |
| - Street lights           | - Traffic lights & signage        |
| - Shoreline protection    | - Recreational trails             |
| - Other Corporate Assets  | - Street and Park Furniture       |
- (Furniture, IT equipment, etc.)

While not incorporated into the AMP, information regarding these assets is maintained to varying degrees by staff to inform decisions regarding the rehabilitation or replacement of those assets. For example, information is maintained regarding the operational and replacement costs and ultimate replacement timing for our various fleet equipment. Funding for fleet replacement is incorporated as part of various equipment reserves in the Operating Budget.

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CITY OF ST. CATHARINES  
2020 CAPITAL BUDGET SUMMARY (SCHEDULE A)

DESCRIPTION	SCHEDULE	GROSS COST	GAS TAX	OTHER EXTERNAL/ RESERVES	TAX/RATE PAYER	DEBT
ROADS	SCHEDULE B	8,569,460	250,000	1,067,040	2,711,000	4,541,420
SIDEWALKS AND WALKWAYS	SCHEDULE C	1,041,608	121,000	228,608	438,000	254,000
STORM SEWER COLLECTION SYSTEM (INCL. SEWER SEP.)	SCHEDULE D	4,120,000	753,000	1,292,500	209,000	1,865,500
SANITARY SEWER COLLECTION SYSTEM	SCHEDULE E	3,626,000	65,000	-	3,130,500	430,500
POLLUTION CONTROL	SCHEDULE F	225,000	-	-	112,500	112,500
WATER DISTRIBUTION SYSTEM (WATERMAINS)	SCHEDULE G	6,841,000	1,352,000	-	5,349,250	139,750
BRIDGES AND MAJOR CULVERTS	SCHEDULE H	2,420,000	175,170	525,000	208,000	1,511,830
SHORELINE PROTECTION	SCHEDULE I	1,575,000	-	-	158,000	1,417,000
WATERCOURSES	SCHEDULE J	200,000	-	-	20,000	180,000
REGIONAL PROJECTS	SCHEDULE K	2,900,000	1,457,000	-	703,000	740,000
PARKS, RECREATION AND CULTURE SERVICES	SCHEDULE L	9,939,000	4,185,000	4,012,000	1,174,000	568,000
BUILDINGS & FACILITIES (INCLUDING ACCESSIBILITY)	SCHEDULE M	5,610,000	-	620,000	582,000	4,408,000
PARKING SERVICES	SCHEDULE N	590,000	-	190,000	40,000	360,000
FIRE SERVICES	SCHEDULE O	180,000	-	-	18,000	162,000
CORPORATE INFRASTRUCTURE	SCHEDULE P	400,000	-	-	40,000	360,000
TRANSIT COMMISSION SERVICES	SCHEDULE Q	600,000	-	-	60,000	540,000
		<b>\$ 48,837,068</b>	<b>\$ 8,358,170</b>	<b>\$ 7,935,148</b>	<b>\$ 14,953,250</b>	<b>\$ 17,590,500</b>
LESS: CAPITAL BUDGETS COUNCIL PREAPPROVED IN 2019/PRIOR YRS		14,865,000	4,185,000	5,307,648	2,494,150	2,878,202
CAPITAL BUDGET REQUIRING COUNCIL APPROVAL		<b>\$ 33,972,068</b>	<b>\$ 4,173,170</b>	<b>\$ 2,627,500</b>	<b>\$ 12,459,100</b>	<b>\$ 14,712,298</b>





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## Road Construction and Improvement Program Schedule B

The City owns and maintains 569 km of roadway or 1,150 km of traffic lanes. The current replacement cost is estimated at \$967 million, in 2020 dollars. The current roadway infrastructure deficit estimated at \$59 million is currently under review.

The City has utilized a pavement management system to guide the road improvement program since 1989. The City is transitioning from one software system to another. Both pavement management systems identify the highest priorities for road renewal based on a predicted future road condition using historical experience and the risks of delaying treatments. Generally, this means priority is given to roads with higher traffic volumes. Both software will generally recommend resurfacing rather than more costly reconstruction.

The Road Construction and Improvement Capital Program (Schedule B) includes \$8.569M of which \$2.28M is for road resurfacing. In addition to the Capital Budget, \$375,000 proposed in the 2020 Operating Budget supports guiderail improvements, studies and preventative maintenance such as spot road repairs and crack sealing.

Many of the projects within the Road Construction and Improvements Capital program (Schedule B) are coordinated with other major asset improvement projects occurring at the same time on the same street.

Given the identified road deficiencies and the current level of funding, further declines in the overall condition of the road network is expected within 10 years if

funding remains at 2020 levels.

Management will update the City's asset management plan for the road network before July 1, 2021, to comply with the recent Provincial legislation (O. Reg. 588/17). As part of this process levels of service, cost of service and risk will be revisited. This work will include updating Council's approved average Pavement Condition Rating (PCR) target of 75, as this measure does not correspond directly with the new pavement management system's Pavement Quality Index (PQI).

2020 CAPITAL BUDGET  
ROADS (SCHEDULE B)

Project No.	Project Type	Project Name/Location	From	To	Gross Cost	Details	Notes	
<b>Previously Approved Projects - additional budget requirements</b>								
P17-021	R	Cecil St. Underground Improvements	Ontario St.	Ernest St.	\$ 162,000	Semi urban resurfacing in conjunction with underground improvements		#
P17-062	R	Cumming St./Kent Reconstruction Kent St.	Rykert St.	Pelham Rd. Rykert St.	100,000	Reconstruction & drainage imprvmnts in conjunction with storm sewer construction & underground imprvmnts (Cumming St. bus route)		#
P17-063	R	Glenwood Ave/South Dr Reconstruction South Dr.	Rockcliffe Rd.	North limit Cliff Rd.	178,000	Road resurfacing in conjunction with underground improvements		#
P17-066	R	Russell/Woodland Ave. Russell Ave. Woodland Ave.	Lake St. George St. Maple St.	George St. Geneva St. Russell Ave.	496,000	Mill, resurface and spot curb repairs Road improvements in conjunction with underground improvements		#
P17-101	SI	Bromley Dr. (Bromley Gardens)	Stepney St.	Approx. 50m south of Stepney St.	50,000	Cost sharing with developer for road improvements		#
P19-020	R	Avalon/Bernhardt/Embassy Rd & Underground Imprvmnts Bermhardt St. Embassy Rd.	Lakeport Rd. Avalon PL. Lakepond Rd.	South Limit Embassy Ave. South Limit	100,000	Road resurfacing in conjunction with underground improvements		#
P19-065	R	Ridley Rd. Reconstruction	Louth St.	Henrietta St.	3,110,000	Council Approval PBS-108-2019 Reconstruction in conjunction with the development at the GO station	PA	#
P19-067	R	Arglye Crescent road Improvements	Collier St.	Westchester Cres.	900,000	Additional funds for road rehabilitation construction phase		
<b>Subtotal</b>					<b>\$ 5,096,000</b>			

Project Type:

R = Renewal, SI = Service Improvement, G= Growth

City of St. Catharines 2020 Budget and 2021-24 Forecast

2020 CAPITAL BUDGET  
ROADS (SCHEDULE B)

Project No.	Project Type	Project Name/Location	From	To	Gross Cost	Details	Notes	
New Projects								
P20-062	R	Scarth Rd. Reconstruction	South Dr.	Highland Ave.	\$ 50,000	Design for future road reconstruction		#
P20-065	G	New road from Ridley to GO Station	Ridley Rd.	GO Station	425,000	Council Approval PBS-108-2019 Construction of a new roadway through subdivision development from Ridley Road into the GO station (incl. streetlights)	PA	#
P20-080	R	2020 Resurfacing Program			2,280,460			
		Ameer Dr.	Granada Dr.	Shoreline Dr.				
		Bullocks Corner	Rochelle Dr.	Cul-de-sac				
		Geneva St.	Grote St.	Scott St.				
		Park Ave.	Rockwood Ave.	Seymour Ave.				
		Pasut Dr.	Vansickle Rd.	West Farmington Dr.				
		Pelham Rd.	Kent St.	Rykert St.		Mill, resurface and spot curb repairs		
		Pelham Rd.	Rykert St.	St Paul Cres				
		St Paul St.	William St.	James St.				
		Ventura Dr.	Haig St.	Haig St.				
		Bessborough Dr.	Grantham Ave.	Foxglove Ave.		Semi urban road resurfacing in conjunction with underground improvements		
		Daley Dr.	Grantham Ave.	Edinburgh Dr.				
		Oriole Dr.	Grantham Ave.	Foxglove Ave.				
		Welland Canals Parkway	Glendale Ave.	Queenston St.		Semi urban road resurfacing		
		Various	Various Locations					

Project Type:

R = Renewal, SI = Service Improvement, G= Growth

City of St. Catharines 2020 Budget and 2021-24 Forecast

2020 CAPITAL BUDGET  
ROADS (SCHEDULE B)

Project No.	Project Type	Project Name/Location	From	To	Gross Cost	Details	Notes
P20-100	R	Edinburgh/Tamarack	Scott St.	Bessborough Dr.	\$ 168,000	Resurface with watermain replacement	#
		Tamarack Ave.	Grantham Ave.	East Limit			
P20-097	R	Traffic Signals (including pedestrian crossings)			300,000	Annual program based on Region's condition assessments and priorities	
P20-069	R	2020 Active Transportation			250,000	Multi year initiative to implement recommendations of the Active Transportation Committee	
<b>Subtotal</b>					<b><u>\$ 3,473,460</u></b>		
					<b><u>\$ 8,569,460</u></b>		
<b>Less:</b>							
	PA	New road From Ridley to GO Station			425,000	Council Approval PBS-108-2019	
	PA	Ridley Rd. Reconstruction			3,110,000	Council Approval PBS-108-2019	
<b>Total budget requiring Council approval</b>					<b><u><u>\$5,034,460</u></u></b>		

Notes:

PA - "Previously Approved " During 2019, Council approved this 2020 budget item.

# - Co-ordinated project involving more than one asset class (See Schedule S)

Project Type:

R = Renewal, SI = Service Improvement, G= Growth

City of St. Catharines 2020 Budget and 2021-24 Forecast

**Sidewalks and Walkways  
Schedule C**

The City’s sidewalks are those which are located within road allowances. Walkways and emergency accesses are located on City owned lands. Walkways include those sidewalks which run mid block between two streets or are located between houses to connect a park or school to an adjacent street. An emergency access is like a walkway but is wide enough to allow vehicles to drive along it. The sidewalk construction program excludes recreational trails or sidewalks within a City facility’s site such as within a park, arena or parking lot.

**Table 1 – City of St Catharines – Rehabilitation Programs – City Sidewalks & City Walkways**

Category	Total length	Estimated replacement value
City Sidewalks	Approx. 559 km	\$129.4 m
City Walkways & Emergency Accesses	26.2 km	\$6.0 m
Total	585.2km	\$135.4m

Based on an estimated life cycle of 30 years, the annual sustainable reinvestment rate of the sidewalks, walkways and emergency accesses is more than \$4 million which is substantially higher than the 2020 \$436,000 budget for the renewal component of this program. The City is supporting approximately 10% of the recommended minimum reinvestment level.

Existing sidewalks are replaced to maintain safe walking routes for pedestrians. To mitigate risk of user injury, locations for sidewalk replacements are determined from a list of sidewalk deficiencies compiled by Operations staff based on annual field observations and resident complaints. The lists are then analyzed and in cases where more than 40% of the existing sidewalks are deficient, the entire block is recommended for replacement. Locations not meeting the 40% threshold are repaired as “spot” repairs. Spot repairs are carried out by both City crews and contractors. The spot repairs are included in the operating budget (and not in the amounts above).

The construction of new sidewalks is based on requests from residents and businesses, and to complete the gaps in the sidewalk network. Priorities for new sidewalks are based on safety considerations (traffic volume, traffic speed), pedestrian demand (bus routes, generators, destinations), and coordination with other City works. In 2020, 100% of the sidewalk replacements will be done in conjunction with other municipal works.

2020 CAPITAL BUDGET  
SIDEWALKS AND WALKWAYS (SCHEDULE C)

Project No.	Project Type	Project Name/Location	From	To	Gross Cost	Details	Notes	
<b>Previously Approved Projects - additional budget requirements</b>								
P17-062	R	Cumming St./Kent Reconstruction Kent St.	Rykert St.	Pelham Rd.	\$ 62,000	Replace deteriorated sidewalks in conjunction with road and underground improvements		#
P17-063	R	Glenwood/South Reconstruction South Dr.	Rockcliffe Rd.	North Limit	80,000	Replace deteriorated sidewalks in conjunction with road and underground improvements		#
P17-066	R	Russell/Woodland	George St.	Geneva St.	155,000	Replace deteriorated sidewalks in conjunction with road and underground improvements		#
P17-067	R	Thorold - St. Davids Rd. Reconstruction	Burleigh Hill Dr.	Townline Rd. E	89,000	Replace deteriorated sidewalks in partnership with Thorold Rd.		
P19-065	G	Ridley Rd. Reconstruction Ridley Rd.	Louth St.	Henrietta St.	471,000	Council Approval PBS-108-2019, construct new sidewalk in conjunction with road works and replace deteriorated sidewalks	PA	#
<b>Subtotal</b>					<b>\$ 857,000</b>			

Project Type:

R = Renewal, SI = Service Improvement, G = Growth

City of St. Catharines 2020 Capital Budget and 2021-24 Forecast

2020 CAPITAL BUDGET  
SIDEWALKS AND WALKWAYS (SCHEDULE C)

Project No.	Project Type	Project Name/Location	From	To	Gross Cost	Details	Notes
<b>New Projects</b>							
P20-041	SI	2020 New Sidewalk Program	tbd		\$ 134,608	Annual - priority location(s) to be determined	
P20-040-	R	2020 Sidewalk and Walkway Repairs			50,000	Priority walkway or sidewalk repairs - location(s) to be determined	
<b>Subtotal</b>					<u>\$ 184,608</u>		
					<u>\$ 1,041,608</u>		
<b>Less:</b>							
PA		Ridley Rd. Reconstruction			471,000	Council Approval PBS 108-2019	
<b>Total budget requiring Council Approval</b>					<u><u>\$570,608</u></u>		
Notes:							
PA - "Previously Approved " During 2019, Council approved this 2020 budget item.							
# - Co-ordinated project involving more than one asset group (See schedule)							
Addition budget for sidewalk construction within Regional Projects (Schedule K)					<u>\$ 393,000</u>		

Project Type:

R = Renewal, SI = Service Improvement, G = Growth

City of St. Catharines 2020 Capital Budget and 2021-24 Forecast



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## **Storm Sewer Collection System (Including Sewer Separation) Schedule D**

The total length of storm sewers in the City is approximately 406 km with current estimated replacement value of \$716 million, in 2020 dollars.

As previously reported to Council, storm sewer separation forms a significant component of a multifaceted approach to alleviate basement flooding problems. Removal of storm water from combined sanitary sewers creates additional capacity in the sanitary sewer system reducing the chances of basement flooding and incidents of combined sewer overflows to the environment. New storm sewers are also proposed in areas with surface flooding when open channel solutions cannot be effective.

The new storm sewers will reduce the amount of surface water entering the sanitary or combined sewer system thereby providing relief to the immediately adjacent areas as well as the properties upstream and downstream of the new sewers.

Staff recommend very few newly identified projects in 2020. The majority of the funds recommended in the 2020 budget are additional funds for projects previously approved (and not yet tendered). Funds for cost sharing in two Regional projects are also a part of the recommended budget (schedule K).

The project requiring the largest amount of additional funding is a storm sewer on Else Street. Advancement of the project design has identified additional costs due to existing infrastructure and nature of the area in relation to storm water.

Unlike sanitary and combined sewers, storm sewers are not inspected and as a result it is more difficult to assess their condition.

A zoom camera inspection program that began in August 2017 is currently underway to prioritize further investigations, maintenance and replacements. Complete results for the inspections are expected later in 2019. Preliminary data for the inspected sewers (which is a significant portion of the whole system) indicates that approximately 9.4% and 1.7% of the existing storm sewer system is in a poor condition, or critical condition, respectively, resulting in an infrastructure deficit of approximately \$67 million in 2020 dollars.

Based on an estimated life cycle of a hundred years, the annual sustainable reinvestment rate for the storm sewer system should be at least \$7.2 million. Only a very small portion (less than 10%) of the proposed \$4.37 million 2020 budget is slated for replacement or rehabilitation of existing storm sewers. The remaining budget is required for the construction of new storm sewers. Therefore, the actual reinvestment rate in the existing storm sewer system is extremely low as compared to the required sustainable reinvestment rate. The Asset Management Plans legislated for completion by July 1, 2021 will address this issue.

2020 CAPITAL BUDGET  
STORM SEWER COLLECTION SYSTEM - INCLUDING SEWER SEPARATION (SCHEDULE D)

Project No.	Project Type	Project Name/Location	From	To	Gross Cost	Details	Notes	
<b>Previously Approved Projects - additional budget requirements</b>								
P16-003	SI	Else St.	Linwell Rd.	Scott St.	\$1,450,000	Additional funds for storm sewer construction for CSO Control		
P17-062	SI	Cumming/Kent Reconstruction	Pelham Rd.	Rykert St.	465,000	Additional funds for storm sewer construction in area with combined sewer system		#
		Kent St.	Pelham Rd.	West Limit				
P17-063	SI	Glenwood/South Reconstruction	Rockcliffe Rd.	North Limit	670,000	Additional funds for storm sewer construction in conjunction with watermain, sewer and road re-construction		#
		South Dr.	Cliff Rd.	Rockcliffe Rd.				
P17-066	SI	Russell/Woodland	McGhie St.	Geneva St.	700,000	Additional funds for storm sewer construction in conjunction with watermain, sewer and road work		#
		Woodland Ave.	Maple St.	Russell Ave.				
P17-101	SI	Bromley Dr. (Bromley Gardens)	Stepney St.	South Limit	50,000	City share of construction of a new storm sewer in conjunction with a new sub-division (Bromley Gardens)		#
P19-020	SI	Avalon/Bernhardt/Embassy Rd and Underground	Avalon Place	Embassy Ave.	310,000	Additional funds for the construction of catch basins and leads in conjunction with watermain replacement		#
		Avalon Place	Lakeport Rd.	South Limit				
		Embassy Ave.	Lakeport Rd.	South Limit				
P19-065	R	Ridley Rd. Reconstruction	Louth St.	Henrietta St.	124,000	Council Approval PBS-108-2019, spot repairs in conjunction with road reconstruction and underground improvements	PA	#
<b>Subtotal</b>					<b>\$3,769,000</b>			

Project Type:

R = Renewal, SI = Service Improvement, G = Growth

City of St. Catharines 2020 Capital Budget and 2021-24 Forecast

2020 CAPITAL BUDGET  
STORM SEWER COLLECTION SYSTEM - INCLUDING SEWER SEPARATION (SCHEDULE D)

Project No.	Project Type	Project Name/Location	From	To	Gross Cost	Details	Notes	
<b>New Projects</b>								
P20-006	SI	Catch Basins and Storm Service installations			\$ 100,000	Installation of catch basins, catch basin leads, and storm laterals to alleviate isolated surface flooding		
P20-015	SI	Design for possible future storm sewer projects			50,000	Engineering services for future storm sewer construction projects		
P20-016	SI	Storm Sewer Spot Repairs			126,000	Spot repairs of storm sewers at various locations as necessary		
P20-065	G	New road From Ridley Rd. to GO Station	Ridley Rd.	Go Station	75,000	Council Approval PBS-108-2019, install new storm sewer for new road from Ridley Rd. to the GO Station	PA	#
<b>Subtotal</b>					<b>\$ 351,000</b>			
					<b>\$4,120,000</b>			
<b>Less:</b>								
PA		Ridley Rd. Reconstruction			124,000	Council Approval PBS-108-2019		
PA		New road From Ridley to GO Station			75,000	Council Approval PBS-108-2019		
<b>Total budget requiring Council approval</b>					<b>\$3,921,000</b>			
Additional budget for storm sewer and sewer separation within Regional Projects (Schdule K)					<b>\$ 247,000</b>			

Notes:

PA - "Previously Approved " During 2019, Council approved this 2020 budget item.

# - Co-ordinated project involving more than one asset group (See Schedule S)

Project Type:

R = Renewal, SI = Service Improvement, G = Growth

City of St. Catharines 2020 Capital Budget and 2021-24 Forecast

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## Sanitary Sewer Collection System Schedule E

The total length of combined and sanitary sewers in the City is approximately 570 km. The estimated replacement value of these sewers, is in the order of \$900 million.

The 2020 Capital Budget is aligned with the 10- Year Financial Plan for Water and Wastewater (The Water/Wastewater Plan), which Council approved in 2019. The Plan includes year over year increases for investment in capital infrastructure, which will reduce the funding gap for this asset class.

Commencing in 2020, a portion of the capital expenditures related to Wastewater infrastructure, which was previously included in the Water/Wastewater Budget is included in the Capital Budget to improve transparency and understandability. As a result of the change, \$3.13 million of budgeted wastewater capital projects are funded from wastewater rates (See Schedule W) which will be included in the 2020 Water/Wastewater Budget, that Council will approve in Q1 2020.

To mitigate the risk of asset failure, sewers for replacement and rehabilitation are selected on a priority basis. The priorities are set principally from the results of CCTV inspection reports and an ongoing city-wide sewer zoom camera inspection project. Information from operations field personnel is also solicited when developing the program. Also when possible, sewer repair, replacement and rehabilitation works are carried out in conjunction with other works, such as road repairs and watermain replacements.

Deficiencies in the sewer system include blockages from collapsed pipe sections, grease and severe root infiltration, which restricts capacity and may lead to backup during periods of high flow. Rehabilitation of these sewers is intended to ensure an adequate level of service and reduce the likelihood of basement flooding in adjacent and upstream areas of the sewer system.

A City-wide Zoom camera inspection of the sewer systems started in August 2017. Complete results for the inspections are expected later in 2019. Preliminary data indicates that approximately 15.6% and 9% of the sanitary sewer system is in a poor condition or critical condition, respectively. This results in an infrastructure deficit of approximately \$140 million in 2020 dollars.

As shown on Schedule E, the 2020 budget is \$3.63 million, (excluding \$1 million in Pollution Control – Schedule F) which is 40% of the recommended reinvestment minimum, ranging from \$9.0 million to \$11.7 million. (Assuming an average service life between 75 and 100 years for sanitary sewer lines). Therefore, the actual reinvestment rate in the wastewater system is low as compared to the required sustainable reinvestment rate. The Asset Management Plans legislated for completion by July 1, 2021 will address this issue.

2020 CAPITAL BUDGET  
SANITARY SEWER COLLECTION SYSTEM (SCHEDULE E)

Project No.	Project Type	Project Name/Location	From	To	Gross Cost	Details	Notes	
<b>Previously Approved Projects - additional budget requirements</b>								
P15-066	R	Moffatt St. Reconstruction	25m south of Glory Hill Rd.	210m south of Glory Hill Rd.	\$ 305,000	Additional funds for replacement of additional sections of existing sewer in conjunction with road re-construction		
P17-021	R	Cecil St. Underground Improvements	Ernest St.	Ontario St.	200,000	Necessary spot repairs of existing sanitary sewers in conjunction with road works		#
P17-062	R	Cumming/Kent Reconstruction	Pelham Rd.	Rykert St.	570,000	Replacement and necessary spot repairs of existing sanitary sewers in conjunction with storm sewers, watermain, and road works		#
		Kent St.	Pelham Rd.	West Limit				
P17-063	R	Glenwood/South Reconstruction	Rockcliffe Rd.	North Limit	1,095,000	Necessary spot repairs of existing sanitary sewers in conjunction with storm sewer, watermain, and road works		#
P17-066	R	Russell/Woodland	George St.	Geneva St.	620,000	Sanitary sewer replacements in conjunction with storm sewer, watermain, and road works		#
		Woodland Ave.	Maple St.	Russell Ave.				
P17-101	R	Bromely Dr. (Bromley Gardens)	Stepney St.	South limit	6,000	Sanitary sewer lateral replacements in conjunction with other works in relation to a new sub-division (Bromley Gardens)		#
P19-065	R	Ridley Rd. Reconstruction	Louth St.	Henrietta St.	320,000	Council Approval PBS-108-2019, replacement of sanitary sewer sections in conjunction with storm sewer, watermain, and road works	PA	#
<b>Subtotal</b>					<b>\$3,116,000</b>			

Project Type:

R = Renewal, SI = Service Improvement, G = Growth

City of St. Catharines 2020 Capital Budget and 2021-24 Forecast

2020 CAPITAL BUDGET  
SANITARY SEWER COLLECTION SYSTEM (SCHEDULE E)

Project No.	Project Type	Project Name/Location	From	To	Gross Cost	Details	Notes
<b>New Projects</b>							
P20-001	R	North St.	Court St.	60m west of Court St.	\$ 50,000	City share of costs for replacement of sewer in conjunction with a new development (111 Church Street)	
P20-010	SI	Extraneous Flow Elimination			50,000	Study to determine sources of inflow and infiltration into sanitary sewer system	
P20-011	R	Sewer Spot Repair			175,000	Spot repairs for sanitary sewers as req'd	
P20-012	R	Sanitary Sewer Flushing and Reaming			25,000	Sewer flushing and reaming for physical cleaning of selected sewer sections with operational issues	
P20-014	R	CCTV Sewer Inspections			150,000	CCTV inspections of existing sewers to identify condition and future works	
P20-015	R	Design for Possible Future Sanitary Sewer Projects			50,000	Engineering services for future construction projects	
P20-019	SI	Sewershed Analysis			10,000	Engineering services required for analysis	
<b>Subtotal</b>					<b>\$ 510,000</b>		
					<b>\$3,626,000</b>		
<b>Less:</b>							
PA		Ridley Rd. Reconstruction			320,000	Council Approval PBS-108-2019	
<b>Total budget requiring Council approval</b>					<b>\$3,306,000</b>		
Additional budget for sanitary sewer improvements within Regional Prj. (Sch. K)					<b>\$ 935,000</b>		

Notes:

PA - "Previously Approved " During 2019, Council approved this 2020 budget item.

# - Co-ordinated project involving more than one asset group (See Schedule S)

Project Type:

R = Renewal, SI = Service Improvement, G = Growth

City of St. Catharines 2020 Capital Budget and 2021-24 Forecast



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## **Pollution Control Plan Schedule F**

Projects identified by the City's Pollution Control Plan (PCP) are the City's effort to meet or exceed the requirements of the Ministry of the Environment and Climate Change's Procedure F-5-5, Determination of Treatment Requirements for Municipal and Private Combined and Partially Separated Sewer Systems. The PCP identified a number of initiatives to upgrade the existing sewage infrastructure to address combined sewer overflow discharges to the natural environment.

An update of the City's Pollution Control Plan is underway. The 2020 budget includes undertaking additional flow monitoring by acquiring updated flow monitoring equipment and SCADA control software. An application will be submitted for an additional \$70,000 (40%) funding from the Region's CSO MAP program for eligible activities.

The first construction phase for the Burleigh Hill/Glendale Combined Sewer Overflow (CSO) is complete. A second construction phase for works north of Glendale Avenue should be operational late 2020.

2020 CAPITAL BUDGET  
POLLUTION CONTROL (SCHEDULE F)

Project No.	Project Type	Project Name	From	To	Gross Cost	Details
<b>New Projects</b>						
P20-018	SI	2020 Flow Monitoring, Studies and Scada Upgrade			\$ 225,000	Update equipment and software that has reached the end of its service life
Subtotal					<u>\$ 225,000</u>	
					<u><u>\$ 225,000</u></u>	

Project Type:  
R = Renewal, SI = Service Improvement, G = Growth

## **Water Distribution System (Watermains) Schedule G**

The total length of watermains under the City's jurisdiction is approximately 605 km with an estimated replacement value of \$1,317 million (including water service replacements) in 2020 dollars.

Approximately 4.9% of all of the watermain sections are currently in a critical condition. Critical watermain sections are the sections that have broken in the current year, or have broken multiple times in the past, or are undersized as per current standards. The cost to replace or upgrade these sections is approximately \$64 million in 2020 dollars.

The \$7.7 million 2020 capital budget for renewal (Schedule G & K), is approximately 39% of the recommended reinvestment minimum, which ranges from \$19.8 million to \$26.3 million. (Assuming an average service life of 50 to 75 years for watermains). The 2020 Capital Budget is consistent with the 10-Year Financial Plan for Water and Wastewater (2020- 2029) (The Water/Wastewater Plan), which Council approved in 2019. The Water/Wastewater Plan includes year over year increases in capital infrastructure which will reduce the annual funding gap for this asset class.

Commencing in 2020 a portion of the capital expenditures related to watermains which was previously included in the Water/Wastewater Budget, are included in the Capital Budget to improve transparency and understandability. As a result of the change, \$5.35 million of budgeted watermain projects are funded from water rates (See Schedule W), which will be included in the 2020 Water/Wastewater Budget, that Council will approve in Q1 2020.

Council has also directed that each year's water budget should include an allocation of at least \$750,000 for the replacement of old and deteriorated cast iron watermains in areas experiencing coloured water problems. The 2020 budget includes \$7.08 million for replacement of old and deteriorated cast iron watermains which are usually the cause of coloured water in the system. Approximately 25% of the City's watermain system is comprised of older cast iron watermains. Not all cast iron watermains have reached the end of their useful lives yet and replacements are prioritized based on watermain break histories, coloured water issues, and in conjunction with other projects.

Staff continues to monitor the number and location of existing watermain breaks. Figures 1 and 2 present records for the past 15 years and reflect the high variability in the number of annual watermain breaks. Despite the variability in annual watermain breaks, a continuous targeting of watermains with relative high break rates for replacements seem to be gradually reducing the average number of annual watermain breaks. Increasing age of existing watermains, especially watermains made of older materials, makes the watermains more prone to possible failures. A proactive approach is necessary to keep the watermain system in a good and reliable condition which also reduces maintenance costs and the risks of contamination of the system. In spite of these mitigation strategies while capital reinvestment remains under the target levels, break rates are expected to increase.

Figure 1

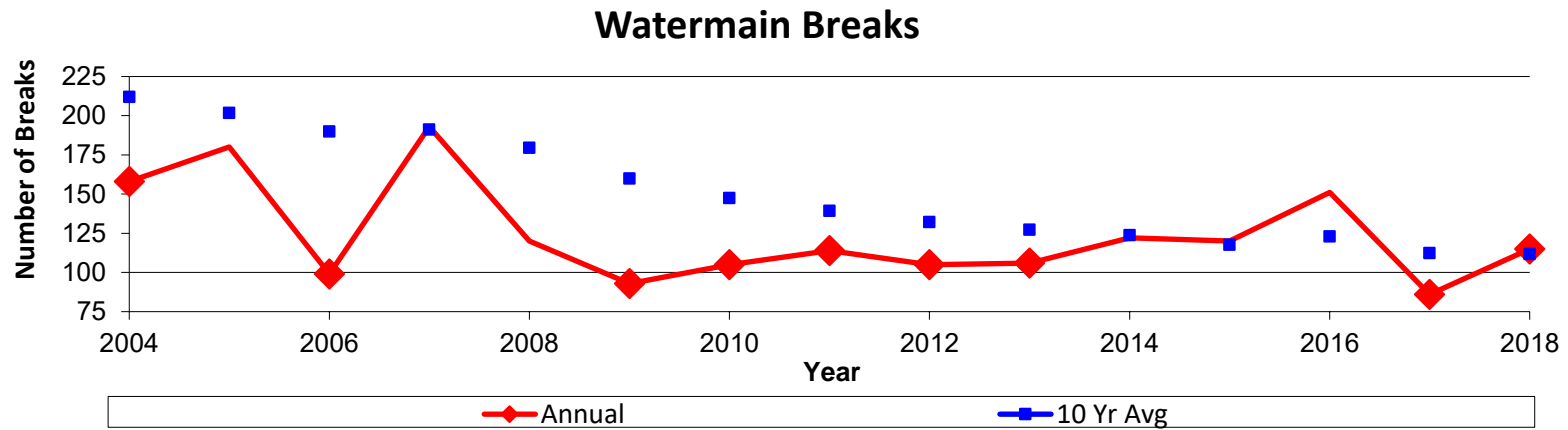
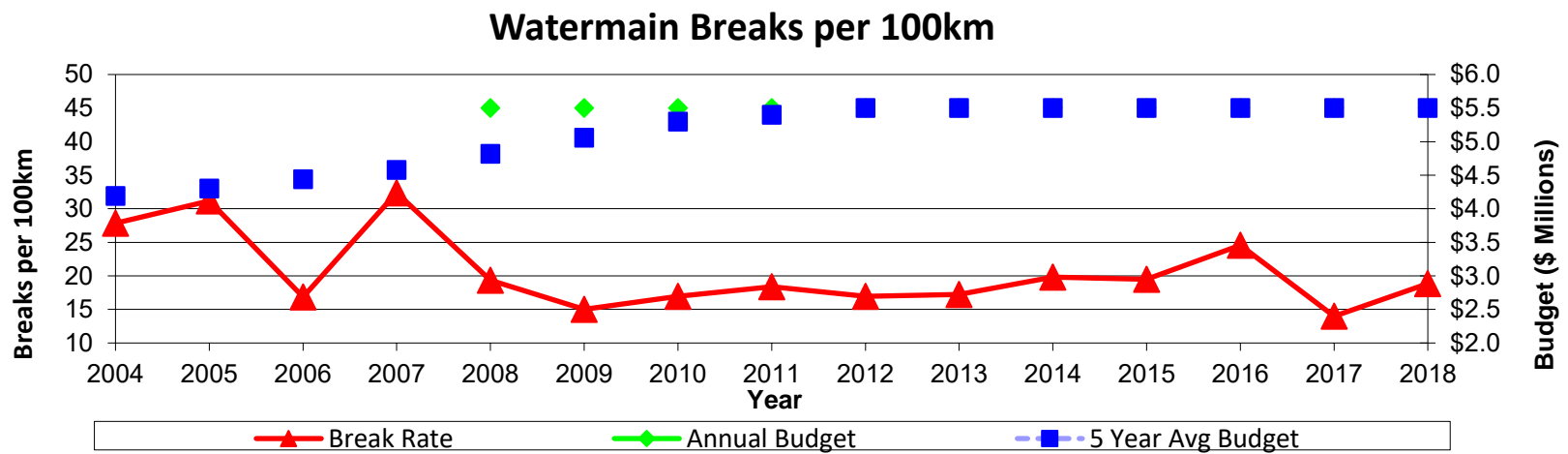


Figure 2



2020 CAPITAL BUDGET  
WATER DISTRIBUTION SYSTEM - WATERMAINS (SCHEDULE G)

Project No.	Project Type	Project Name/Location	From	To	Gross Cost	Details	Notes	
<b>Previously Approved Projects - additional budget requirements</b>								
P17-062	R	Cumming/Kent Reconstruction	Pelham Rd.	Rykert St.	\$ 505,000	Additional funds for construction to replace existing cast iron (C.I.) watermain in conjunction with sewer and road works		#
		Kent St.	Pelham Rd.	West Limit				
P17-063	R	Glenwood/South Reconstruction	Rockcliffe Rd.	North Limit	475,000	Replacement of existing C.I. watermain in conjunction with sewer and road works		#
P17-066	R	Russell/Woodland	George St.	Geneva St.	1,538,818	Replacement of existing C.I. watermain in conjunction with sewer and road works		#
		Woodland Ave.	Maple St.	Russell Ave.				
		Russell Ave.	George St.	Catherine St.				
P19-020	R	Avalon/Bernhardt/Embassy Rd and Underground	Lakeport Rd.	South Limit	505,000	Additional funds for replacement of asbestos cement (A.C.) watermain in conjunction with storm sewer and road works		#
		Bernhardt St.	Avalon Place	Embassy Ave.				
		Embassy Ave.	Lakeport Rd.	South Limit				
P19-065	R	Ridley Rd. Reconstruction	Louth St.	Henrietta St.	1,175,000	Council Approval PBS-108-2019, replacement of existing C.I. watermain in conjunction with sewer and road works	PA	#
<b>Subtotal</b>					<b>\$4,198,818</b>			
<b>New Projects</b>								
P20-062	R	Scarth Rd.	South Dr.	Highland Ave.	14,500	Design for replacing existing C.I. watermain with high break rate in conjunction with road re-construction		#
P20-100	R	Tamarack Ave./Edinburgh Dr.	Grantham Ave.	50m East of Foxglove Ave.	1,200,000	Replacement/upgrade of existing C.I. watermain with very high break rate in conjunction with roadworks		#
		Edinburg Dr.	Bessborough	Scott St.				#
P20-101	R	Jacobson Ave.	Chestnut St. W	Oscar Ave.	850,000	Replacement of existing C.I. watermain		

Project Type:

R = Renewal, SI = Service Improvement, G = Growth

City of St. Catharines 2020 Capital Budget and 2021-24 Forecast

2020 CAPITAL BUDGET  
WATER DISTRIBUTION SYSTEM - WATERMAINS (SCHEDULE G)

Project No.	Project Type	Project Name/Location	From	To	Gross Cost	Details	Notes
P20-102	R	Lakeshore Rd. at Welland Canal	Broadway St.	85m West of Broadway St.	\$ 27,682	Design for existing watermain replacement across Welland Canal in conjunction with Seaway bridge work	
P20-116	SI	Storz Hydrant Port Conversions			450,000	Phase 1 of multi-year conversion of existing hydrant ports to Storz type connections in priority areas	
P20-118	R	Valves, Hydrant and Services			50,000	Replacement of existing valves, hydrants, and services etc. in conjunction with other works	
P20-119	R	Design for 2021 Projects			50,000	Engineering Services for possible 2021 projects	
<b>Subtotal</b>					<b>\$2,642,182</b>		
					<b>\$6,841,000</b>		
<b>Less:</b>							
PA		Ridley Rd. Reconstruction			1,175,000	Council Approval PBS-108-2019	
<b>Total budget requiring Council approval</b>					<b>\$5,666,000</b>		
Additional budget for watermains within Regional Projects (Schedule K)					<b>\$1,325,000</b>		

Notes:

PA - "Previously Approved " During 2019, Council approved this 2020 budget item.

# - Co-ordinated project involving more than one asset group (See Schedule S)

Project Type:

R = Renewal, SI = Service Improvement, G = Growth

City of St. Catharines 2020 Capital Budget and 2021-24 Forecast

## Bridges and Major Culverts Schedule H

The 2020 replacement value for the City's 71 owned bridges and major culverts (greater than 3m span) is approximately \$51 million. Provincial regulations require that biennial inspections (once every two years) be carried out on bridge and culverts with spans greater than three metres. These inspections were last undertaken during the 2018 calendar year, and are scheduled for 2020.

The estimated priority infrastructure deficit is \$12.1 million, which includes identified needs for the "NOW" and "1 to 5 Year" categories.

	Bridge & Culvert Deficiencies – January 30, 2019		
Priority Rating in 2019	Total Structures	% of Total	Total Deficiency (\$000)
Adequate	21	28%	\$ -
6-10 Year	6	8%	2,890
1-5 Year	26	35%	8,175
NOW	22	29%	3,923
<b>Total</b>	<b>75*</b>	<b>100%</b>	<b>\$14,988</b>

\*There are 75 records above because 4 structures require work for two different time frames.

The consequences of not implementing a proactive plan and sustainable levels of funding for the City's bridge assets include:

- Further aging of the City's structural infrastructure
- An increase in the amount of backlog work to be completed

- Increased capital expenditures at the time of rehabilitation or replacement
- Unexpected emergency structure closures or maintenance activity affecting the travelling public, businesses, and emergency services, and
- The possibility of catastrophic failures

The 2020 capital budget includes partial funding for three structures which require major rehabilitation or replacement and engineering studies associated with a future project. One location, Third Avenue Louth/Glass Ave is a boundary bridge and jointly owned with the Town of Lincoln. Costs will be shared 50/50 with the Town. The City's \$2.4 million investment in bridges and culverts is higher than the average annual funding level of approximately \$1.5 million over a 10-year period shown above, and the annual funding target range of \$0.5-\$0.8 million.



2020 CAPITAL BUDGET  
BRIDGES AND MAJOR CULVERTS (SCHEDULE H)

Project No.	Project Type	Project Name/Location	Gross Cost	Details
<b>Previously Approved Projects - additional budget requirements</b>				
P17-121	R	Third Ave. Louth/Glass Ave. Bridge@ 15 Mile Creek	\$ 1,050,000	Construction phase for replacement of bridge with load restrictions. Costs shared with Town of Lincoln
P17-123	R	Pelham Rd. Bridge @ CN	1,000,000	Final construction funding for bridge rehabilitation; rehab was delayed to accommodate Regional construction at Burgoyne Bridge and St. Paul St. W.
P18-123	R	Third Ave. Louth @ Richardson Creek	330,000	Additional funds to replace bridge with identified deficiencies and increase hydraulic capacity
<b>Subtotal</b>			<b>\$ 2,380,000</b>	
<b>New Projects</b>				
P20-122	R	First Ave. Louth, s/o Pelham @ 12 Mile Creek - Engineering Services	40,000	Funds for rehab/replacement analysis for structure with identified deficiencies
<b>Subtotal</b>			<b>\$ 40,000</b>	
			<b><u>\$ 2,420,000</u></b>	

Project Type:

R = Renewal, SI = Service Improvement, G = Growth

City of St. Catharines 2020 Capital Budget and 2021-24 Forecast

## Shoreline Protection Schedule I

The City has approximately 4,360 metres of shoreline. The City has installed approximately 3,275 metres of shoreline protection. The 2019 replacement value of the existing shoreline protection is approximately \$40 million.

Approximately 2,380 metres of shoreline is in good condition requiring no immediate foreseeable remediation/actions.

The City undertook a city wide review in 2018 of both protected shoreline (with existing City installed shoreline protection) and unprotected (natural) shoreline. The report was finalized in early 2019 and is summarized below;

Remediation Priority		Sites with existing shoreline protection			Site with no protection or temporary protection			All city owned shoreline		
Description	Timing (years)	# of Sites	Length (m)	Cost (\$000)	# of Sites	Length (m)	Cost (\$000)	# of Sites	Length (m)	Cost (\$000)
High	1-5	-	-	\$ -	4	470	\$ 4,725	4	470	\$ 4,725
Med. or Low/Med. Maintenance	Ongoing	1	425	130	1	440	\$175	2	865	305
Medium or Low/Medium	1-5	1	240	2,950	4	140	\$1,723	5	380	4,673
Medium or Low/Medium	6-10	1	210	13	-	-	-	1	210	13
Low	n/a	15	2,400	-	5	580	-	20	2,980	-
Total		18	3,275	\$ 3,093	14	1,630	\$ 6,623	32	4,905	\$ 9,716

The HIGH priority sites should be addressed between the 1 to 5-year timeframe, while the medium or Low/Medium priority sites include ongoing maintenance and repairs between the 1 to 5-year timeframe and repairs within the 6 to 10-year period.

The \$75,000 project included in the 2020 Capital Budget will fund the update to the 2018 city wide review, focusing on the impact of record high 2019 Lake Ontario water levels.

The project for \$1,500,000 includes the engineering studies and partial construction for the highest priority location (Abby Mews).

2020 CAPITAL BUDGET  
SHORELINE PROTECTION (SCHEDULE I)

Project No.	Project Type	Project Name	From	To	Gross Cost	Details
<b>Previously Approved Projects - additional budget requirements</b>						
P20-132	SI	Abby Mews - engineering & partial construction	Considine Ave.	Christie St.	\$1,500,000	Engineering services and partial construction to address Lake Ontario shoreline with identified deficiencies in proximity to private structures
<b>Subtotal</b>					<b>\$1,500,000</b>	
<b>New Projects</b>						
ST20-10	R	Interim Priority Review			75,000	Update 2019 Shoreline Review to assess impact of 2019 record high water levels in Lake Ontario
<b>Subtotal</b>					<b>\$ 75,000</b>	
					<b>\$1,575,000</b>	

Project Type:

R = Renewal, SI = Service Improvement, G = Growth

City of St. Catharines 2020 Capital Budget and 2021-24 Forecast

## Watercourse Rehabilitation Program Schedule J

### Natural Watercourses

The City of St. Catharines has approximately 36.5 km of natural watercourses that generally drain water from within the City out to Lake Ontario. The deterioration of the protective works for these watercourses and the limited funds available to rehabilitate them, may lead to the erosion of public and private lands and structures.

A Watercourse Flooding and Erosion Control Priority Study Report was completed in February 2015 for creeks within the urban areas of St. Catharines. Staff is using the report's findings and recommendations for prioritizing watercourse restoration works in conjunction with other required infrastructure works/projects. The study also prioritized rehabilitation needs of culverts with diameters too small to be included in the mandatory biennial Bridge and Major Culvert Inspections.

That 2015 study identified 87 watercourse sites within the urban boundary that are eroded and need rehabilitation. Of those sites, 16 are identified as highest priority based on erosion levels with an estimated \$8.7 million cost for remediation. Based on high level estimates, the total citywide watercourse rehabilitation costs, excluding Twelve Mile Creek, will be approximately \$44.3 million in 2020 dollars.

### Martindale Pond Control Structures

In 2018 a Dam Safety Review was completed for the Martindale Pond Weir and Heywood Generating Station on Twelve Mile Creek. These two structures control the water level in Martindale Pond. The review concludes that deficiencies exist in the existing weir and to a much lesser extent at the Heywood Generating Station. Additional studies will be carried out with existing funding to suggest alternatives and recommend a preferred option for the

Weir. The five-year Capital Forecast includes high level estimates for full replacement of the weir with additional spillway capacity.

### Old Welland Canal Lock Walls

There have been 4 alignments of the Welland Canal including the present canal through Port Weller. In 2018, a detailed inspection program was undertaken on the exposed lock walls constructed for the first three (3) Welland Canals, and assigned a timeline for the recommended maintenance and capital rehabilitation. Based on the 2018 inspections the following table summarizes the maintenance and capital needs:

Priority Rating	Total
Adequate	\$ -
6-10 Years	73,250
1-5 Years	757,500
NOW	897,250
Total	\$1,728,000

These priority ratings highlight the need for immediate capital work and translate into an average annual funding level of more than \$170,000 over a 10-year period.

The 2020 capital project for \$200,000, includes the necessary engineering services including detailed design and tender process for lock #2. Funding to undertake the construction is included in the 2021–24 forecast.

2020 CAPITAL BUDGET  
WATERCOURSES (SCHEDULE J)

Project No.	Project Type	Project Name	Gross Cost	Details
<b>Previously Approved Projects - additional budget requirements</b>				
P19-131	R	2nd Welland Canal, Lock 7 lock wall stabilization - studies and detail	\$ 200,000	Additional funds for engineering services at high priority locations identified in 2018 Lock Wall Inspection Report
			<u><u>\$ 200,000</u></u>	

Project Type:

R = Renewal, SI = Service Improvement, G = Growth

## Regional Projects Schedule K

This category includes the City's share of municipal works (such as sewer repairs, watermain replacements, sidewalk replacements and new storm sewer construction) on projects undertaken in cooperation with the Regional Municipality of Niagara. The Region consults with the City, when determining the timing of projects, which are managed by the Region. Coordinating the City's efforts in this way helps to minimize cost and disruption to the affected residents and businesses, and provides infrastructure renewal within the City.

For 2020 Niagara Region has advised they will proceed with construction tenders for two projects, namely St. Davids Road from Highway 406 to Burleigh Hill/Collier Road and replacement of the St. Paul Street West Bridge over CN railway.

St. Davids Road is a boundary road between Thorold and St. Catharines. The road allowance and Burleigh Hill were uploaded to the Region's jurisdiction following the Region's most recent Transportation Strategy. The Region proposes to convert the road's cross-section from semi-urban to urban (i.e.; install curbs) and extend a south side multi-use trail being constructed by MTO across their reconfigured Highway 406 interchange to Burleigh Hill/Collier Road. The City's share of costs includes replacement sidewalks, replacement watermains, existing sewer repairs, new storm sewers and a short section of new sidewalk west of Barbican Trail.

The existing bridge which carries St. Paul Street West over the CN railway tracks is currently posted with a load restriction and its configuration has substandard sightlines. The replacement bridge and modified bridge approaches will improve safety for vehicles and pedestrians, provide increased clearances from the rail tracks and modify Great Western Street, the existing primary entrance to the St Catharines train station (future GO station). The City's share of costs includes replacement sidewalks and a wider sidewalk on the bridge structure, replacement watermains, existing sewer repairs and new storm sewers for combined sewer separation.

2020 CAPITAL BUDGET  
REGIONAL PROJECTS (SCHEDULE K)

Project No.	Project Type	Project Name/Location	From	To	Gross Cost	Details	Notes
<b>Sidewalks</b>							
RN20-std	SI	St. Davids Rd. (RR#71) Reconstruction	Barbican Trail	Grangeway Court	\$ 18,000	New sidewalk to emergency access at Grangeway in conjunction with Regional road reconstruction to improve network conductivity	#
RN20-std	R	St. Davids Rd. (RR#71) Reconstruction	Barbican Gate	Burleigh Hill Dr.	140,000	Replace deteriorated sidewalks in conjunction with Region of Niagara	#
RN20-stp	R	St. Paul St. West (RR#81) (Bridge over CN Tracks)	Merigold St.	St Paul Cres.	235,000	Replace deteriorated sidewalks and City share of wider sidewalk on proposed Regional bridge	#
<b>Subtotal</b>					<b>\$ 393,000</b>		
<b>Storm Sewer</b>							
RN20-std	R	St. Davids Rd. (RR#71) Reconstruction	Highway 406	Burleigh Hill Dr.	112,000	City's & Thorold's share of costs for storm sewer upgrades in conjunction with underground upgrades and Regional road reconstruction	#
RN20-stp	SI	St. Paul St. West (RR#81) (Bridge over CN Tracks)	Merigold St.	St Paul Cres.	135,000	New storm sewer for combined sewer separation in conjunction with bridge replacement by the Region	#
<b>Subtotal</b>					<b>\$ 247,000</b>		

Project Type:

R = Renewal, SI = Service Improvement, G = Growth

City of St. Catharines 2020 Capital Budget and 2021-24 Forecast

2020 CAPITAL BUDGET  
REGIONAL PROJECTS (SCHEDULE K)

Project No.	Project Type	Project Name/Location	From	To	Gross Cost	Details	Notes
<b>Sanitary Sewer</b>							
RN20-std	R	St. Davids Rd. (RR#71) Reconstruction	Highway 406	Burleigh Hill Dr.	485,000	Replacement of sanitary sewer sections in conjunction with watermain and Regional road works	#
RN20-stp	R	St. Paul St. West (RR#81) (Bridge over CN Tracks)	Merigold St.	St Paul Cres.	450,000	Replacement of sanitary sewer sections in conjunction with underground upgrades, road works and bridge replacement	#
<b>Subtotal</b>					<b>\$ 935,000</b>		
<b>Watermains</b>							
RN20-std	R	St. Davids Rd. (RR#71) Reconstruction	Marmac Dr.	Burleigh Hill Dr.	845,000	Replacement of existing cast iron watermain in conjunction with Regional road re-construction project	#
RN20-stp	R	St. Paul St. West (RR#81) (Bridge over CN Tracks)	Merigold St.	Leeper St.	480,000	Replacement of existing cast iron watermain in conjunction with Regional bridge replacement project	#
<b>Subtotal</b>					<b>\$ 1,325,000</b>		
					<b>\$ 2,900,000</b>		

Notes:

# - Co-ordinated project involving more than one asset group (See Schedule S)

Project Type:

R = Renewal, SI = Service Improvement, G = Growth

City of St. Catharines 2020 Capital Budget and 2021-24 Forecast



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## **Parks, Recreation and Culture Services – Non-Building Assets Schedule L**

Parks, Recreation and Cultural services will be involved in a number of capital projects in 2020, which includes larger multi-year projects and ongoing annual capital renewal projects.

### **Canada Summer Games (Initial Project)**

In the spring of 2017, Niagara was named the host of the 2021 Canada Summer games. The capital budget dollars set aside for this event is the third of a four-year commitment the City has made for this unique occasion that will take place in our City and Region. Funds are targeted towards capital facility investments as detailed in report PRCS/CAO-320-2016. The \$320,000 annual commitment set aside for this event has been included in the four year forecast for Parks, Recreation and Culture Services.

### **Canada Summer Games Legacy Project**

In Q2 2019, Council approved \$8.72 million funding The City's portion of the Canada Summer Games Legacy Project (CAO-101-2019 & FMS-141-2019). The project includes upgrades to existing sports facilities and the development of new sport infrastructure and equipment that will be located at a new Canada Games Park adjacent to Brock University. The project also includes a new Rowing Centre at the Henley Rowing Course. The completion of the project is contingent upon confirmation of funding from other levels of government and other named parties. The funding for the City's portion of the new assets will come from an additional receipt of Federal Gas Tax and Hydro Dividends as well as additional Infrastructure Levy and prior year surpluses.

### **Parks Renewal Plan**

There are 72 playgrounds, 15 tennis court and 22 basketball court locations that serve the residents of St. Catharines. Playground equipment and court renewal as well as upgrades are required to maintain service levels and ongoing safe play spaces. The City's Parks Renewal Plan prioritizes asset renewal based on asset condition, as well as health and safety considerations, with the assets in the poorest condition being prioritized for replacement.

Asset condition evaluation is classified into red, yellow and green categories:

- Red category: replacement expected within the next five years
- Yellow category: replacement expected within the next five to 10 years
- Green category: replacement not expected within the next 10 years

Current red category assets within the Parks Renewal Plan include: 41 playgrounds, 15 basketball courts and 10 tennis courts. In 2020, the playground equipment at Happy Rolph's Animal Farm is scheduled for replacement.

### **Tree Planting**

The City of St Catharines plants trees to help improve air quality and add economic value, beauty and shade to its neighbourhoods. Trees are planted on public boulevards, road allowances fronting residences, and in circles where trees are currently not planted.

This capital program assists in increasing the tree canopy percentage on both public and private property, which is currently at 22%. The 2020 budget will allow the City to hold two tree giveaways intended to assist in reaching the City's 30% tree canopy goal by 2030.

#### **Memorial Bench Program**

The City currently has an inventory of 304 wooden benches with many of the benches approaching end of useful life. The Memorial Bench Program will replace 50 benches per year from 2020-2025 with the replacements concluding in 2025. The new benches will be made from composite materials that are expected to last 25-30 years.

#### **Totem Pole Restoration & Re-installation**

In July 2019 Council pre-approved a \$125,000 budget for the restoration of the 51 year old Totem Pole, allowing the restoration project to commence in 2019.

The Totem Pole is reaching the end of its current life cycle, and 2018 testing on the Totem Pole, confirmed that the pole interior has significant deterioration. Staff have worked collaboratively with Niagara Regional Native Centre, a representative from the Alert Bay Kwakwaka'wakw and undertaken public consultation. The Capital funding will address identified structural deficiencies. As preferred by all parties consulted, the Totem Pole will be taken down, restored and returned to Centennial Gardens.

2020 CAPITAL BUDGET  
PARKS, RECREATION AND CULTURE SERVICES (SCHEDULE L)

Project No.	Project Type	Project Name	Gross Cost	Details	Notes
<b>Previously Approved Projects - additional budget requirements</b>					
PRC18-01	SI	Canada Summer Games (Year 3 of 4)	\$ 320,000	Address asset deficiencies and improvements for the Canada Summer Games (PRCS/CAO-320-2016)	PA
<b>Subtotal</b>			<b>\$ 320,000</b>		
<b>Ongoing Annual Capital Renewal Projects</b>					
PRC20-01	SI	Tree Planting Program	364,000	Address asset deficiencies and achieve Council approved tree canopy goal of 30%	
PRC20-02	R	Park Renewal Program - Happy Rolph's Playground Equip.	330,000	To replace playground assets which are at end of useful life, and to maintain level of service	
<b>Subtotal</b>			<b>\$ 694,000</b>		

Project Type:

R = Renewal, SI = Service Improvement, G = Growth

City of St. Catharines 2020 Capital Budget and 2021-24 Forecast

2020 CAPITAL BUDGET  
PARKS, RECREATION AND CULTURE SERVICES (SCHEDULE L)

Project No.	Project Type	Project Name	Gross Cost	Details	Notes
<b>New Projects</b>					
PRC20-03	R	Memorial Bench Program - 50 benches 2020-2025	\$ 80,000	Replace assets which are approaching end of useful life, and to maintain level of service	
PRC20-04	R	Totem Pole Restoration & Reinstallation	125,000	Restore Totem Pole which is at end of useful life (Testing confirmed the significant structural deterioration and deficiencies) PRCS-126-2019	PA
PRC20-05	SI	Canada Summer Games Legacy Project	8,720,000	St. Catharines portion of the upgrades to new sport infrastructure & equipment located at a new Canada Games Park adjacent to Brock University. Also a Rowing Centre at the Henley Rowing Course. (CAO-101-2019 & FMS-141-2019)	PA
<b>Subtotal</b>			<b>\$ 8,925,000</b>		
			<b>\$ 9,939,000</b>		
<b>Less:</b>					
PA		Canada Summer Games Legacy Project Canada	8,720,000	Council Approval CAO-101-2019 Council	
PA		Summer Games	320,000	Approval PRCS/CAO-320-2016	
PA		Totem Pole Restoration & Reinstallation	125,000	Council Approval PRCS-126-2019	
<b>Total budget requiring Council approval</b>			<b>\$ 774,000</b>		

Notes:

PA - "Previously Approved " During 2019 or prior years, Council approved this 2020 budget item.

Project Type:

R = Renewal, SI = Service Improvement, G = Growth

City of St. Catharines 2020 Capital Budget and 2021-24 Forecast

## **Buildings and Facilities (Including Accessibility) Schedule M**

The estimated total replacement value of City owned structures addressed in the program is \$567 million, the related current infrastructure deficit is estimated at \$51.0 and the target annual reinvestment rate is between \$9.6 million and \$ 14.2 million.

The facility improvements proposed in 2020 total \$6.2 million, (budgets shown in schedules M and N), which is slightly below the target reinvestment rate. The Arena Strategy was updated in 2019 and the capital items identified in that plan are consistent with the amount and timing of the items included in the 2020 Capital budget.

The Master Plan for Sunset Beach was also developed in 2019, and the 2020 Capital budget incorporates the highest priority capital requirements identified in the plan. However, due to cost, and corporate prioritization all the elements in the plan are not fully incorporated within the 2020 budget and 2020-2024 forecast. The unfunded portion of the plan is included in Schedule V - Other potential Capital Projects - 2025 and Beyond.

The 2017 Fire Master Plan, includes the replacement of 3 fire halls. The 2021-2024 Capital Forecast includes a portion of the replacement cost of Fire Hall #1. The estimated unfunded portion of the fire hall replacement costs are included in Schedule V – Other potential Capital Projects - 2025 and Beyond. During 2020, planning work related to Fire Hall replacements will be undertaken, which will result in more accurate project cost estimates.

The City maintains many buildings differentiated by factors such as usage, (i.e. arenas, fire halls, operations work centres), or third party designation (i.e. Historical buildings). Various components within buildings also receive attention (i.e. roofs, washrooms) as

well as overall standards for buildings (i.e. accessibility). The City undertakes several ongoing key initiatives and programs to maintain and improve City owned facility assets such as structures, buildings and related land improvements.

### **Accessibility Implementation**

The City is striving to meet the provincially mandated Accessibility standards by the 2025 target as set out by the Accessibility for Ontarians with Disability Act (AODA). To rectify the estimated \$5.750 million in non-compliant items, the City continues to complete accessibility upgrades, including barrier free washrooms. The 2020 Capital budget of \$250,000 includes washroom improvements at Merritton and Bill Burgoyne Arenas. Based on 2020-2024 forecast budget levels (ranging annually from \$250,000 to \$500,000), the highest priority items will be completed, however some portion of the lower priority items will remain unaddressed, at the target date.

### **Heritage Building Rehabilitation**

The Old Court House, Montebello Park Pavilion and Band Shell, City Hall, the Morningstar Mill, Dalhousie House, and the Old Robertson School at 85 Church Street are examples of City owned buildings which are classified as Heritage Buildings.

Due to the age of the heritage buildings many of the architectural, structural, mechanical, and electrical components of these structures have well exceeded their useful service life and require regular maintenance and rehabilitation in order to preserve the integrity of these buildings. There are some components within these structures that do not meet current codes and safety regulations and require retrofits in order to remain in operation.

The 2020 heritage building rehabilitations will include upgrades to City Hall and Port Dalhousie Library.

#### **Arena Improvement Initiative**

The 2019 Arena Strategy highlighted the need to right size the City's arenas (excluding Meridian Centre), to ensure that current levels of service can be delivered at an optimal cost.

In 2020, several mechanical and electrical systems are being replaced within the capital budget of \$2.47 million. This includes ice pad & board replacement at Bill Burgoyne Memorial Arena, washroom upgrades at Merritton Centennial Arena, and LED lighting upgrades at Seymour Hannah Sports and Entertainment Centre.

#### **Parking Services (Schedule N)**

In 2020, \$320,000 of the Capital budget is allotted to Improvements at the Carlisle Street Parking Garage and Structural Repairs to the Ontario Street Parking Garage. There is also an additional \$270,000 included in Schedule N for parking lot reconstruction.

#### **General Building Improvement**

Recent condition assessments and regulatory requirements were considered in determining the Facilities Capital budget. In 2020 the \$650,000 reserve contribution funded from 2020 operating budget will fund a portion of the smaller projects which include the structural, architectural, mechanical and electrical components of various City buildings that have reached the end of their service life.

2020 CAPITAL BUDGET  
BUILDINGS AND FACILITIES - INCLUDING ACCESSIBILITY (SCHEDULE M)

Project No.	Project Type	Project Name	Gross Cost	Details	Notes
<b>Additional budget for existing projects</b>					
P17-135	R	Yates St. - Structural Repairs/Reinforcing to Stone Retaining Wall - Phase 2	\$ 200,000	Address additional structural concerns, and mitigate risk of future repairs	
P19-177	SI	Destination Pool Feasibility Study	25,000	Study to evaluate feasibility of future outdoor pool. (replaces original funds)	
P18-160-	R	Merritton Arena - Dehumidification system replacement	110,000	Additional funds required to acquire system	
<b>Subtotal</b>			<b>\$ 335,000</b>		
<b>New Projects</b>					
Administration & Operational centres					
P20-133	R	City Hall - Critical repairs (atrium, James St. doors and roof)	335,000	Address roofing deficiency, and recurring repairs to doors and glass seals	
P20-134	R	City Hall - Office/space renovation	20,000	Space renovation to maintain level of service	
P20-135	R	Lake St. Svc Centre - Replace lighting in truck bays for efficiency	250,000	Replace outdated fixtures to minimize recurring maintenance issues, and improve energy efficiency	
P20-136	SI	Lake St. Svc Centre - Security for facility - Phase 2 (cameras only)	50,000	Improve level of service, and site security	
P20-137	SI	PRCS Admin Bldg - Environmental study of site	50,000	Determine existing conditions of the site, and identify future remediation works	
Administration & Operational centres			\$ 705,000		

Project Type:

R = Renewal, SI = Service Improvement, G = Growth

City of St. Catharines 2020 Capital Budget and 2021-24 Forecast



2020 CAPITAL BUDGET  
BUILDINGS AND FACILITIES - INCLUDING ACCESSIBILITY (SCHEDULE M)

Project No.	Project Type	Project Name	Gross Cost	Details	Notes
PRCS - Arenas & Recreation Facilities					
P20-138	SI	Bill Burgoyne Arena - Accessibility improvements washrooms & other	\$ 290,000	Implement accessibility within the facility, incorporation of FADS compliant washroom to improve level of service	A
P20-139	R	Bill Burgoyne Arena - Board & floor replacement	1,075,000	Replace ice slab and boards which are approaching end of service life, and to improve efficiency/performance of ice plant	
P20-140	R	Merritton & Garden City Arena Complex - Arena maintenance	85,000	Address select equipment replacement at Garden City, and replacement of Low-E Ceiling at Merritton which are both at end of service life	
P20-141	SI	Merritton Arena - Accessibility improvements washrooms & other	240,000	Implement accessibility within the facility, incorporation of FADS compliant washroom to improve level of service	A
P20-142	R	Merritton Arena - Compressor maintenance & condenser	115,000	Replace equipment which is at end of service life	
P20-143	R	Seymour Hannah Arena - Replacement of one compressor, water pump, cooling pump & control panel upgrade	200,000	Replace 1 of 4 compressors and associated equipment which is at end of service life	
P20-144	R	Seymour Hannah Arena - Replace event doors	100,000	Mitigate on-going repairs	
P20-145	R	Seymour Hannah Arena - Upgrade arena lighting to LED	200,000	Replace outdated fixtures to minimize recurring maintenance issues, and improve energy efficiency	

Project Type:

R = Renewal, SI = Service Improvement, G = Growth

City of St. Catharines 2020 Capital Budget and 2021-24 Forecast

2020 CAPITAL BUDGET  
BUILDINGS AND FACILITIES - INCLUDING ACCESSIBILITY (SCHEDULE M)

Project No.	Project Type	Project Name	Gross Cost	Details	Notes
P20-146	R	Kiwanis Aquatic Centre - Regrout Leisure pool & lifeguard area	\$100,000	Final phase of regROUTting to maintain level of service	
P20-147	R	Kiwanis Aquatic Centre - Replace pressure relief valves on AHU-01	15,000	Replacement of equipment to comply with legislation	
P20-148	SI	Burgoyne & Kiwanis - Water bottle filling stations	50,000	Addition of water bottle filling stations at Burgoyne Woods and Kiwanis Field to improve level of service	
PRCS - Arenas & Recreation Facilities			\$2,470,000		
PRCS - Parks Structures & Facilities					
P20-150	R	Lancaster Park - Soccer & Diamond 1 structure Capital maintenance	95,000	Address on-going maintenance concerns, roofing deficiencies, and to prolong service life of both buildings	
P20-151	R	Merritton Park - Dugout capital maintenance	30,000	Address on-going maintenance concerns, and maintain level of service	
P20-152	R	Merritton Park - Replace scoreboard & press box	145,000	Replace elements which are at end of useful life, and to maintain level of	
P20-153	R	Sunset Beach - Phase One - park design and washrooms	970,000	Replace existing washroom which is at end of life and does not meet accessibility requirements, and to improve level of service at Sunset Beach	A
P20-154	R	Walkinshaw - Washroom roof	10,000	Address roofing deficiency	
P20-155	SI	West Park - New Musco controls	100,000	Improve energy efficiency, and to minimize maintenance on lighting system	
PRCS - Parks Structures & Facilities			\$1,350,000		

Project Type:

R = Renewal, SI = Service Improvement, G = Growth

City of St. Catharines 2020 Capital Budget and 2021-24 Forecast

2020 CAPITAL BUDGET  
BUILDINGS AND FACILITIES - INCLUDING ACCESSIBILITY (SCHEDULE M)

Project No.	Project Type	Project Name	Gross Cost	Details	Notes
Other Special Purpose Facilities					
P20-156	R	Victoria Lawn Cemetery - Garden of Memories-roof & structural repairs	\$55,000	Address building deficiencies	
P20-157	SI	Public Libraries - Door replacements (incl. Mag lock)	50,000	Address public safety concerns at Central Branch, and to comply with accessibility at Port Dalhousie Branch	
P20-158	R	Meridian Centre - Ice surface LED lighting conversion	400,000	Replace outdated fixtures to minimize recurring maintenance issues, and improve energy efficiency	
P20-159	R	Meridian Centre - Chiller capital maintenance (regasketing - 3 units)	60,000	Preventative maintenance on equipment to prolong service life	
P20-160	R	Meridian Centre - HVAC repairs - AHU 18 - replace 2 defective compressors	30,000	Address equipment deficiency	
P20-161	R	Meridian Centre - Suite level carpet replacement	65,000	Replace carpet which is at end of useful life, and to maintain level of service	
P20-162	R	Meridian Centre Front sliding door replacement	25,000	Mitigate on-going repairs	
P20-163	SI	Meridian Centre other upgrades	65,000	Upgrades to radios/telecommunication systems and interior signage to improve operations and service offering	
Other Special Purpose Facilities			\$750,000		
New Projects Subtotal			<u>\$5,275,000</u>		
			<u><u>\$5,610,000</u></u>		

Project Type:

R = Renewal, SI = Service Improvement, G = Growth

City of St. Catharines 2020 Capital Budget and 2021-24 Forecast

2020 CAPITAL BUDGET  
BUILDINGS AND FACILITIES - INCLUDING ACCESSIBILITY (SCHEDULE M)

Project No.	Project Type	Project Name	Gross Cost	Details	Notes
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Notes:

A = Accessibility Upgrades

FADS = Accessibility Design Standards

**Total Accessibility Upgrades included in Above Projects**

Proj. #	Location/Name	Accessibility Budget
P20-138	Bill Burgoyne Arena	\$90,000
P20-141	Merritton Arena	\$90,000
P20-133	Sunset Beach	\$70,000
		<b><u>\$250,000</u></b>

Project Type:

R = Renewal, Si = Service Improvement, G = Growth

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2020 CAPITAL BUDGET  
PARKING SERVICES (SCHEDULE N)

Project No.	Project Type	Project Name	From	To	Gross Cost	Details
<b>Additional budget for Existing Projects</b>						
P18-151-3	SI	Carlisle Garage for water line			\$ 40,000	Additional funds to complete water line installation
P17-179	R	Race Street Park Parking Lot			70,000	Additional funds for enhanced streetscaping
<b>Subtotal</b>					<b>\$ 110,000</b>	
<b>New Projects</b>						
P20-166	R	Market Square / City Hall Parking Lot			200,000	Resurface existing lot to prevent further deterioration
P20-164	R	Carlisle Garage Waterproofing repairs annual			80,000	Ongoing building preventative maintenance
P20-165	R	Ontario St. Garage structural repairs			200,000	Addressing identified structural deficiencies
<b>Subtotal</b>					<b>\$ 480,000</b>	
					<b>\$ 590,000</b>	

See Asset narrative in Schedule M

Project Type:

R = Renewal, SI = Service Improvement, G = Growth

City of St. Catharines 2020 Capital Budget and 2021-24 Forecast

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2020 CAPITAL BUDGET  
FIRE SERVICES (SCHEDULE O)

Project No.	Project Type	Project Name	Gross Cost	Details
<b>New Projects</b>				
PFR20-01	SI	Next Generation 911 implementation	\$ 180,000	Required upgrades to call handling software in communication centre tied to PBX, upgrades to recording software (NICE system) and upgrades to CAD (dispatch system) due to legislated changes to 911 system
			<b><u>\$ 180,000</u></b>	

Project Type:  
R = Renewal, SI = Service Improvement, G = Growth



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2020 CAPITAL BUDGET  
CORPORATE INFRASTRUCTURE (SCHEDULE P)

Project No.	Project Type	Project Name	Gross Cost	Details
<b>New Projects</b>				
PCI20-01	SI	Website redesign and update	\$ 400,000	Update the City's website to meet users' expectations for content, and meet accessibility and other regulatory notification requirements
			<u><u>\$ 400,000</u></u>	

Project Type:  
R = Renewal, SI = Service Improvement, G = Growth

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2020 CAPITAL BUDGET  
TRANSIT COMMISSION SERVICES (SCHEDULE Q)

Project No.	Project Type	Project Name	Gross Cost	Details	Notes
PTC20-0:	R	2020 Transit Funding Replenishment	\$ 600,000	Portion of Transit Commission 2020 Fleet budget	1
			<u>\$ 600,000</u>		

Note

- 1 Budget established to provide the City's portion of funding for fleet renewal. Upper levels of government provide the largest share of the required funding. Budget will be funded by debt serviced by the Transit Commission and a 10% revenue contribution from the Transit Commission.

Project Type:

R = Renewal, SI = Service Improvement, G = Growth

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2020 CAPITAL BUDGET  
NIAGARA DISTRICT AIRPORT (SCHEDULE R)

Project No.	Project Name	Gross Cost	Details
PNA20-01	2020 Municipal Working Capital Grant	\$ -	As per request submitted by the Niagara District Airport
		<u>\$ -</u>	

Due to the Governance Review of airport service operations within the Niagara Region, no capital request is anticipated for 2020.

Project Type:

R = Renewal, SI = Service Improvement, G = Growth

City of St. Catharines 2020 Capital Budget and 2021-24 Forecast

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## **Co-ordinated Projects Schedule S**

For asset categories within the road allowance (roads, sidewalks, sewers, water mains), coordination with other construction activities is taken into consideration to take advantage of economies of scale and reduce the impact of construction on abutting property owners and the travelling public.

Determination of the final construction program for all of the assets for a particular year is the result of an iterative effort by staff in reviewing all of the asset categories. Schedule S reports on the new and continuing projects included within the 2020 Capital Budget. For each project in the schedule each of the asset categories previously reported in Schedule B to R is shown.



2020 CAPITAL BUDGET  
COORDINATED PROJECTS (SCHEDULE S)

SCH.	DESCRIPTION	PROJECT NO.	PROJECT NAME	GROSS COST	COMMENTS
B	Roads	P17-101	Bromley Dr. (Bromley Gardens)	\$ 50,000	City share of construction to upgrade existing road allowance adjacent to a new sub-division (Bromley Gardens) including sanitary repairs, new storm sewer, replacement watermain and road urbanization
D	Storm Sewer Collection System	P17-101		50,000	
E	Sanitary Sewer Collection System	P17-101		6,000	
				<b>\$ 106,000</b>	
B	Roads	P17-021	Cecil St. Underground	162,000	Sanitary sewer repairs and road resurfacing
E	Sanitary Sewer Collection System	P17-021	Improvements	200,000	
				<b>\$ 362,000</b>	
B	Roads	P17-062	Cumming St./Kent Reconstruct.	100,000	Additional funds for sewer separation and repairs, cast iron watermain replacement, roadworks, and sidewalk repairs
C	Sidewalks & Walkways	P17-062		62,000	
D	Storm Sewer Collection System	P17-062		465,000	
E	Sanitary Sewer Collection System	P17-062		570,000	
G	Water Distribution System	P17-062		505,000	
				<b>\$ 1,702,000</b>	
B	Roads	P17-063	Glenwood Ave/South Dr	178,000	Additional funds for combined sewer separation and repairs, cast iron watermain replacements, and associated roadworks
C	Sidewalks & Walkways	P17-063	Reconstruction	80,000	
D	Storm Sewer Collection System	P17-063		670,000	
E	Sanitary Sewer Collection System	P17-063		1,095,000	
G	Water Distribution System	P17-063		475,000	
				<b>\$ 2,498,000</b>	
B	Roads	P17-066	Russell/Woodland	496,000	Additional funds for combined sewer separation and spot repairs, cast iron watermain replacement, sidewalk replacement, and roadworks including resurfacing of Russell Ave. beyond the limits of underground improvements
C	Sidewalks & Walkways	P17-066		155,000	
D	Storm Sewer Collection System	P17-066		700,000	
E	Sanitary Sewer Collection System	P17-066		620,000	
G	Water Distribution System	P17-066		1,538,818	
				<b>\$ 3,509,818</b>	

2020 CAPITAL BUDGET  
COORDINATED PROJECTS (SCHEDULE S)

SCH.	DESCRIPTION	PROJECT NO.	PROJECT NAME	GROSS COST	COMMENTS
B	Roads	P19-020	Avalon/Bernhardt/Embassy road &	\$ 100,000	Additional funds to address road drainage concerns, improve watermain connectivity, and provide combined sewer separation, including asbestos cement and cast iron watermain replacement and road resurfacing
D	Storm Sewer Collection System	P19-020	Underground Improvements	310,000	
G	Water Distribution System	P19-020		505,000	
				<b>\$ 915,000</b>	
B	Roads	P19-065	Ridley Rd. Reconstruction	3,110,000	Council Approval PBS-108-2019 in conjunction with GO station initiatives, reconstruct existing road to urban cross-section, replace or construct new sidewalks, replace/repair sewers and cast iron watermain
C	Sidewalks & Walkways	P19-065		471,000	
D	Storm Sewer Collection System	P19-065		124,000	
E	Sanitary Sewer Collection System	P19-065		320,000	
G	Water Distribution System	P19-065		1,175,000	
				<b>\$5,200,000</b>	
B	Roads	P20-065	New road From Ridley to GO	425,000	Council Approval PBS-108-2019 in conjunction with GO station initiatives, construction of new roadway and storm drainage system
D	Storm Sewer Collection System	P20-065	Station	75,000	
				<b>\$ 500,000</b>	
B	Roads	P20-062	Scarth Rd. Reconstruction	50,000	Engineering design services for cast iron watermain replacement and road reconstruction
G	Water Distribution System	P20-062		14,500	
				<b>\$ 64,500</b>	
B	Roads	P20-100	Edinburgh/Tamarack	168,000	Resurface road and replace existing cast iron watermain with very high break rate
G	Water Distribution System	P20-100		1,200,000	
				<b>\$ 1,368,000</b>	
K	Sidewalks	RN20-std	Regional Project St. Davids	18,000	Replacement/upgrades of sanitary sewer, storm sewer, cast iron watermain and sidewalks in conjunction with Regional road reconstruction
K	Sidewalks	RN20-std	Rd.(RR#71)	140,000	
K	Storm Sewers	RN20-std		112,000	
K	Sanitary Sewers	RN20-std		485,000	
K	Water	RN20-std		845,000	
				<b>\$ 1,600,000</b>	

2020 CAPITAL BUDGET  
COORDINATED PROJECTS (SCHEDULE S)

SCH.	DESCRIPTION	PROJECT NO.	PROJECT NAME	GROSS COST	COMMENTS
K	Storm Sewers	RN20-stp	Regional Project St. Paul St.	\$ 235,000	Replacement/upgrades of sanitary sewer, storm sewer, cast
K	Storm Sewers	RN20-stp	(RR#81) West (Bridge over CN	135,000	iron watermain and sidewalks in conjunction with Regional
K	Sanitary Sewers	RNxx-stp	Tracks)	450,000	replacement bridge and bridge approaches
K	Water	RNxx-stp		480,000	
				<b>\$1,300,000</b>	

CITY OF ST. CATHARINES  
2021 CAPITAL FORECAST (SCHEDULE T)

DESCRIPTION	GROSS COSTS	GAS TAX	OTHER EXTERNAL/ RESERVES	TAX/RATE PAYER	DEBT
2021 Priority Program	7,311,000	-	-	2,396,000	4,915,000
Active Transportation	250,000	250,000	-	-	-
Traffic Signals (including pedestrian crossings)	300,000	-	-	300,000	-
<b>ROADS - 2021 Priorities</b>	<b>\$ 7,861,000</b>	<b>\$ 250,000</b>	<b>\$ -</b>	<b>\$ 2,696,000</b>	<b>\$ 4,915,000</b>
<b>SIDEWALKS AND WALKWAYS</b>					
Lake Street Reconstruction	97,000	-	-	97,000	-
2021 New Sidewalks	153,000	-	-	75,000	78,000
2021 Sidewalk Replacements	174,000	-	-	174,000	-
2021 Walkway & Sidewalk Improvements	50,000	-	-	50,000	-
	474,000	-	-	396,000	78,000
<b>STORM SEWER - 2021 Priorities</b>	2,825,168	295,000	550,000	198,000	1,782,168
<b>SANITARY SEWER - 2021 Priorities</b>	4,036,720	175,000	-	3,307,860	553,860
<b>POLLUTION CONTROL - 2021 Priorities</b>	500,000	-	-	250,000	250,000
<b>WATERMAINS - 2021 Priorities</b>	8,589,320	612,000	-	6,303,656	1,673,664
<b>BRIDGES AND MAJOR CULVERTS</b>					
SSR/Dunkirk/ Dieppe @ Cushman	800,000	676,699	-	12,000	111,301
Third Ave. Louth Bridge @ Richardson Creek	300,000	-	-	30,000	270,000
	1,100,000	676,699	-	42,000	381,301
<b>SHORELINE PROTECTION</b>					
Abbey Mews (Considine Ave. to Christie St.)	585,000	-	-	59,000	526,000
Westgate Park (8-14 Shore Blvd) - construction	1,260,000	-	-	126,000	1,134,000
	1,845,000	-	-	185,000	1,660,000
<b>WATERCOURSES - 2021 Priorities</b>	800,000	-	-	80,000	720,000
<b>REGIONAL - St. Paul St. Reconstruction</b>	2,236,000	2,213,000	-	23,000	-

City of St. Catharines 2020 Capital Budget and 2021-24 Forecast

CITY OF ST. CATHARINES  
2021 CAPITAL FORECAST (SCHEDULE T)

DESCRIPTION	GROSS COSTS	GAS TAX	OTHER EXTERNAL/ RESERVES	TAX/RATE PAYER	DEBT
<b>PARKS, RECREATION AND CULTURE SERVICES</b>					
Canada Summer Games (yr 4 of 4)	320,000	-	-	32,000	288,000
Park Renewal - Playground equipment	325,000	-	-	325,000	-
Tree Planting program	368,000	-	-	368,000	-
Memorial bench program	80,000	-	-	80,000	-
Sunset Beach	3,171,101		-	718,000	2,453,101
	<b>\$ 4,264,101</b>	<b>\$ -</b>	<b>-</b>	<b>\$ 1,523,000</b>	<b>\$ 2,741,101</b>
<b>BUILDING AND FACILITIES</b>					
Administrative & Operational Centres	900,000	-	-	90,000	810,000
PRCS Arenas & Recreational Facilities	2,010,000	-	400,000	161,000	1,449,000
PRCS Parks & Other Structures	3,010,000	-	-	301,000	2,709,000
Meridan Centre	130,000	-	-	13,000	117,000
Accessibility Program, 2021	450,000	-	300,000	15,000	135,000
	<b>6,500,000</b>	<b>-</b>	<b>700,000</b>	<b>580,000</b>	<b>5,220,000</b>
<b>FIRE SERVICE - FIRE HALL REPLACEMENT</b>	<b>330,000</b>	<b>-</b>	<b>-</b>	<b>33,000</b>	<b>297,000</b>
<b>CORPORATE INFRASTRUCTURE</b>	<b>700,000</b>	<b>-</b>	<b>-</b>	<b>70,000</b>	<b>630,000</b>
<b>TRANSIT COMMISSION SERVICES</b>	<b>600,000</b>	<b>-</b>	<b>-</b>	<b>60,000</b>	<b>540,000</b>
<b>TOTALS 2021 CAPITAL FORECAST</b>	<b>\$ 42,661,309</b>	<b>\$ 4,221,699</b>	<b>\$ 1,250,000</b>	<b>\$ 15,747,516</b>	<b>\$ 21,442,094</b>

**2020 CAPITAL BUDGET AND FOUR YEAR FORECAST  
(SCHEDULE U)**

	2020	2021	2022	2023	2024
<b>CAPITAL EXPENDITURES</b>					
<b>Roads</b>	8,569,460	7,861,000	8,031,000	8,391,000	8,402,000
<b>Sidewalks and Walkways</b>	1,041,608	474,000	50,000	211,000	735,000
<b>Storm Sewer Collection System (incl. Sewer Separation)</b>	4,120,000	2,825,168	1,840,000	2,375,168	3,815,168
<b>Sanitary Sewer Collection System</b>	3,626,000	4,036,720	4,208,954	5,077,133	6,173,376
<b>Pollution Control</b>	225,000	500,000	800,000	1,000,000	1,000,000
<b>Water Distribution System (Watermains)</b>	6,841,000	8,589,320	8,415,906	7,979,225	12,960,749
<b>Bridges and Major Culverts</b>	2,420,000	1,100,000	420,000	450,000	674,000
<b>Shoreline Protection</b>	1,575,000	1,845,000	35,000	640,000	1,910,000
<b>Watercourses</b>	200,000	800,000	1,400,000	4,050,000	1,600,000
<b>Regional Projects</b>	2,900,000	2,236,000	7,425,000	4,998,000	-
<b>Parks, Recreation and Culture Services</b>	9,939,000	4,264,101	2,027,800	1,387,000	1,739,600
<b>Buildings and Facilities (Including Accessibility)</b>	5,610,000	6,500,000	3,975,000	4,627,000	4,910,000
<b>Parking Services</b>	590,000	-	1,095,000	400,000	-
<b>Fire Services</b>	180,000	330,000	1,420,000	4,420,000	3,850,000
<b>Corporate Infrastructure</b>	400,000	700,000	500,000	500,000	500,000
<b>Transit Commission</b>	600,000	600,000	600,000	600,000	600,000
	<b>\$ 48,837,068</b>	<b>\$ 42,661,309</b>	<b>\$ 42,243,660</b>	<b>\$ 47,105,526</b>	<b>\$ 48,869,893</b>
<b>SOURCES OF FINANCING</b>					
Gas Tax	8,358,170	4,221,699	4,221,699	4,405,251	4,405,251
Other External Funding ( Including Grants)	5,725,608	550,000	550,000	550,000	-
Reserve Funds (Incl. D.C.)	2,209,540	700,000	1,760,000	1,230,000	750,000
<b>TOTAL GRANTS/3rd PARTY/RESERVES</b>	<b>\$ 16,293,318</b>	<b>\$ 5,471,699</b>	<b>\$ 6,531,699</b>	<b>\$ 6,185,251</b>	<b>\$ 5,155,251</b>
Infrastructure Levy	1,569,000	1,569,000	1,569,000	1,569,000	1,569,000
Tax support	2,306,000	2,210,000	2,209,000	2,330,000	2,282,000
Water/Wastewater	8,299,000	7,941,880	7,901,758	7,988,693	8,205,747
Capital out of Revenue (1)	2,779,250	4,026,636	4,791,990	6,081,833	7,313,467
<b>TOTAL TAX/RATE PAYER</b>	<b>\$ 14,953,250</b>	<b>\$ 15,747,516</b>	<b>\$ 16,471,748</b>	<b>\$ 17,969,526</b>	<b>\$ 19,370,214</b>
<b>DEBENTURE (2)</b>	<b>17,590,500</b>	<b>21,442,094</b>	<b>19,240,213</b>	<b>22,950,750</b>	<b>24,344,428</b>
<b>TOTAL</b>	<b>\$ 48,837,068</b>	<b>\$ 42,661,309</b>	<b>\$ 42,243,660</b>	<b>\$ 47,105,527</b>	<b>\$ 48,869,893</b>

2020 CAPITAL BUDGET AND FOUR YEAR FORECAST  
(SCHEDULE U)

Note (1)	2020	2021	2022	2023	2024
<b>Capital out of Revenue allocation</b>					
Tax Supported	1,751,000	2,047,000	1,825,000	2,048,000	2,149,000
Water/Wastewater	968,250	1,919,636	2,906,990	3,973,833	5,104,467
Transit Commission	60,000	60,000	60,000	60,000	60,000
Total Capital Out of Revenue	2,779,250	4,026,636	4,791,990	6,081,833	7,313,467
Note (2)					
<b>Debenture allocation</b>					
Tax Supported	15,717,750	18,424,570	15,386,101	18,436,918	19,332,517
Water/Wastewater	1,332,750	2,477,524	3,314,112	3,973,833	4,471,911
Transit Commission	540,000	540,000	540,000	540,000	540,000
Total Debenture	17,590,500	21,442,094	19,240,213	22,950,750	24,344,428

# OTHER POTENTIAL CAPITAL PROJECTS - 2025 and BEYOND SCHEDULE V

The intent of the list below is to highlight projects that have been raised to Council or discussed by Council. As these projects have not been included in the forecast at this time they would be considered in years six through ten (2025- 2029). However, some of these items represent underfunding of current programs, and so if funding was available the expenditures could be accelerated. The costs provided are based on high level estimates. Costs are expected to change as the scope is refined and project planning proceeds. This list does not include the regular ongoing annual replacement of linear assets, buildings and facilities that are being accommodated in the annual Capital Budget. Items that are not included on this list, as they are currently under review are sidewalks and Roads underfunding.

Project				Estimated Cost			Estimated
Type	Asset	Facility/location	Description	(\$000)	Supporting reports plans/strategy		Year
SI	Road/ Bridge	Moffat Street Secondary Access	High level estimate to be confirmed once location is determined	\$ 6,500	Environmental Assessment funding approved 2019		2025-29
R	Road	First Road West	(associated with development of s/o CNR lands)	1,295	2009 Development Charges (D.C.) Study		2025-29
R	Shoreline	Newport ROW Shoreline	Shoreline Protection	985	2018 Shoreline Protection Review		2026-27
R	Watercourses	Lock Wall Rehabilitation	Various lock wall locations identified as medium rating to be completed within 1-5 years	590	2018 Lock Wall Inspections		2025
R	Bridges	Bridges	Replacements -Costs over \$500k annual budget	1,900	2018 Bridge and Culvert Inspection		2025-29
R	Watercourses	Dick's Creek	Erosion control- Various locations Spring Garden Creek & other locations	4,000	2011 Inspection/2014 Priority Report		2025
R	Shoreline	Lakefront Park	2024 budget deferrals	1,000			2025
R	Fire Hall	Fire Hall 1 2 &3	Replacement of FireHalls #1, #2 & #3	8,000	Fire Master Plan -Council 10/18/2017		2025-29
R	Arena	Bill Burgoyne Arena	Twin Arena (option 1)	21,800	PRCS-124-2019 - Arena Strategy		2029
R	Heritage	Old Courthouse	Address Accessibility / Deficiencies	2,700			2025
R	Heritage	Robertson School	FADS	1,800			2025
R	Arena	Merritton Arena	Replace floor and boards	1,100			2025
R	Arena	Jaycee Park	New indoor equipment storage facility	1,000			2026-29
SI	Aquatics	not yet determined	New Destination Pool	4,500			2025-29
SI	Park	Sunset Beach	Park Improvements phase 3 including Playground	1,405	PRCS-149-2019		2025-29
R	Playgrounds	Playground Replacements	57 playground replacements as planned from 2020-29	9,360	PRCS-B002-2018 - Parks Renewal Plan		2025-29
R	Tennis Courts	Tennis Court Replacements	10 tennis court replacements as planned from 2020-29	2,075			
R	Basketball Courts	Basketball Courts	18 basketball court replace. as planned from 2020 -29	1,350			
2025-2029 identified unfunded projects				\$ 71,360			



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2020 CAPITAL BUDGET  
PROJECT FUNDING DETAILS (SCHEDULE W)

				FUNDING SOURCES							Notes	
				GRANTS/DEVELOPMENT CHRGS/RESERVE			RATE/TAX PAYER SUPPORT					
Sch.	Project No.	Facility/Project Name	Gross Cost	Gas Tax	Other external Fundg	Reserves (Incl. D.C.)	Infrastruct. Levy	Tax Support	Water/ Wastewater	Cap. out of Rev.(7)		Debenture
B	P19-020	Avalon/Bernhardt/Embassy road & Underground Improvements	100,000	-	-	-	-	-	-	10,000	90,000	
B	P17-021	Cecil St. Underground Improvements	162,000	-	-	-	-	-	-	16,000	146,000	
B	P17-062	Cumming St./Kent Reconstruction	100,000	-	-	-	-	-	-	10,000	90,000	
B	P20-062	Scarth Rd. Reconstruction	50,000	-	-	-	-	-	-	5,000	45,000	
B	P17-063	Glenwood Ave/South Dr Reconstruction	178,000	-	-	-	-	-	-	18,000	160,000	
B	P19-065	Ridley Rd. Reconstruction	3,110,000	-	-	938,754	-	-	-	217,000	1,954,246	1   PA
B	P20-065	New road From Ridley to GO Station	425,000	-	-	128,286	-	-	-	30,000	266,714	1   PA
B	P17-066	Russell/Woodland	496,000	-	-	-	-	-	-	50,000	446,000	
B	P19-067	Arglye Crescent road Improvements	900,000	-	-	-	-	-	-	90,000	810,000	
B	P20-069	2020 Active Transportation	250,000	250,000	-	-	-	-	-	-	-	
B	P20-080	2020 Resurfacing Program	2,280,460	-	-	-	-	1,856,000	-	42,000	382,460	
B	P20-097	Traffic Signals (incl.pedestrian crossings)	300,000	-	-	-	300,000	-	-	-	-	
B	P20-100	Edinburgh/Tamarack	168,000	-	-	-	-	-	-	17,000	151,000	
B	P17-101	Bromley Dr. (Bromley Gardens)	50,000	-	-	-	-	50,000	-	-	-	
C	P20-040-1	2020 Sidewalk and Walkway Repairs	50,000		-	-	50,000	-	-		-	
C	P20-041	2020 New Sidewalk Program	134,608	-	-	-	-	-	-	13,000	121,608	
C	P17-062	Cumming/Kent Reconstruction	62,000		-	-	-	62,000	-	-	-	
C	P17-062	Cumming/Kent Reconstruction	80,000		-	-		80,000	-		-	
C	P19-065	Ridley Rd. Reconstruction	471,000		-	228,608	-	95,000	-	15,000	132,392	1   PA
C	P17-066	Russell/Woodland	155,000	121,000	-	-	-	34,000	-	-	-	
C	P17-067	Thorold - St. Davids Rd. Reconstruction	89,000		-	-	-	89,000	-	-	-	
D	P16-003	Else St.	1,450,000	-	725,000	-	-	-	-	73,000	652,000	2
D	P20-006	Catch Basins and Storm Service Installations	100,000	-	-	-	-	-	-	10,000	90,000	
D	P20-015	Design for future storm sewer projects	50,000	-	-	-	-	-	-	5,000	45,000	
D	P20-016	Storm Sewer Spot Repairs	126,000	-	-	-		-	-	13,000	113,000	
D	P19-020	Avalon/Bernhardt/Embassy road and Underground Improvements	310,000	53,000	-	-	-	-	-	26,000	231,000	
D	P17-062	Cumming/Kent Reconstruction	465,000	-	232,500	-	-	-	-	23,000	209,500	2
D	P17-063	Glenwood/South Reconstruction	670,000	-	335,000	-	-	-	-	34,000	301,000	2
D	P19-065	Ridley Rd. Reconstruction	124,000	-	-	-	-	-	-	12,000	112,000	PA
D	P20-065	New road From Ridley to GO Station	75,000	-	-	-	-	-	-	8,000	67,000	PA
D	P17-066	Russell/Woodland	700,000	700,000	-	-	-	-	-	-	-	
D	P17-101	Bromley Dr. (Bromley Gardens)	50,000	-	-	-	-	-	-	5,000	45,000	
E	P20-001	North St.	50,000	-	-	-	-		50,000	-	-	

2020 CAPITAL BUDGET  
PROJECT FUNDING DETAILS (SCHEDULE W)

				FUNDING SOURCES							Notes
				GRANTS/DEVELOPMENT CHRGS/RESERVE			RATE/TAX PAYER SUPPORT				
Sch.	Project No.	Facility/Project Name	Gross Cost	Gas Tax	Other external Fundg	Reserves (Incl. D.C.)	Infrastruct. Levy	Tax Support	Water/ Cap. out of Rev.(7)	Debenture	
E	P20-010	Extraneous Flow Elimination	50,000	-	-	-	-	-	50,000	-	-
E	P20-011	Sewer Spot Repair	175,000	-	-	-	-	-	175,000	-	-
E	P20-012	Sanitary Sewer Flushing and Reaming	25,000	-	-	-	-	-	25,000	-	-
E	P20-014	CCTV Sewer Inspections	150,000	-	-	-	-	-	150,000	-	-
E	P20-015	Design for Future Sanitary Sewer Projects	50,000	-	-	-	-	-	50,000	-	-
E	P20-019	Sewershed Analysis	10,000	-	-	-	-	-	10,000	-	-
E	P17-021	Cecil St. Underground Improvements	200,000	-	-	-	-	-	200,000	-	-
E	P17-062	Cumming/Kent Reconstruction	570,000	-	-	-	-	-	329,000	120,500	120,500
E	P17-063	Glenwood/South Reconstruction	1,095,000	65,000	-	-	-	-	1,030,000	-	-
E	P19-065	Ridley Rd. Reconstruction	320,000	-	-	-	-	-	320,000	-	PA
E	P15-066	Moffatt St. Reconstruction	305,000	-	-	-	-	-	305,000	-	-
E	P17-066	Russell/Woodland	620,000	-	-	-	-	-	-	310,000	310,000
E	P17-101	Bromely Dr. (Bromley Gardens)	6,000	-	-	-	-	-	6,000	-	-
F	P20-018	2020 Flow Monitoring, Studies and Scada Upgrade	225,000	-	-	-	-	-	-	112,500	112,500
G	P17-062	Cumming/Kent Reconstruction	505,000	-	-	-	-	-	505,000	-	-
G	P17-063	Glenwood/South Reconstruction	475,000	-	-	-	-	-	475,000	-	-
G	P17-066	Russell/Woodland	1,538,818	1,352,000	-	-	-	-	186,818	-	-
G	P19-020	Avalon/Bernhardt/Embassy road and Underground Improvements	505,000	-	-	-	-	-	505,000	-	-
G	P19-065	Ridley Rd. Reconstruction	1,175,000	-	-	-	-	-	1,086,000	31,150	57,850
G	P20-062	Scarth Rd.	14,500	-	-	-	-	-	14,500	-	-
G	P20-100	Edinburgh/Tamarack	1,200,000	-	-	-	-	-	1,074,000	44,100	81,900
G	P20-101	Jacobson Ave.	850,000	-	-	-	-	-	850,000	-	-
G	P20-102	Lakeshore Rd. at Welland Canal	27,682	-	-	-	-	-	27,682	-	-
G	P20-116	Storz Hydrant Port Conversions	450,000	-	-	-	-	-	450,000	-	-
G	P20-118	Valves, Hydrant and Services	50,000	-	-	-	-	-	50,000	-	-
G	P20-119	Design for 2021 Projects	50,000	-	-	-	-	-	50,000	-	-
H	P17-121	Third Ave. Louth/Glass Ave. Bridge @ 15 Mile Creek	1,050,000		525,000	-	-	-	-	53,000	472,000
H	P17-123	Pelham Rd. Bridge @ CN	1,000,000	175,170	-	-	-	-	-	82,000	742,830
H	P18-123	Third Ave. Louth @ Richardson Creek	330,000	-	-	-	-	-	-	33,000	297,000
H	P20-122	First Ave. Louth, s/o Pelham @ 12 Mile Creek - Engineering Services	40,000	-	-	-	-	40,000	-	-	-
I	P20-132	Abby Mews - engineering & partial construction	1,500,000	-	-	-	-	-	-	150,000	1,350,000

2020 CAPITAL BUDGET  
PROJECT FUNDING DETAILS (SCHEDULE W)

				FUNDING SOURCES								
				GRANTS/DEVELOPMENT CHRGS/RESERVE			RATE/TAX PAYER SUPPORT					
Sch.	Project No.	Facility/Project Name	Gross Cost	Gas Tax	Other external Fundg	Reserves (Incl. D.C.)	Infrastruct. Levy	Tax Support	Water/ Wastewater	Cap. out of Rev.(7)	Debenture	Notes
I	ST20-10	Interim Priority Review	75,000		-	-	-	-	-	8,000	67,000	
J	P19-131	Old Welland Canal lockwall stabilization-studies, detail for #2 Lock7	200,000	-	-	-	-	-	-	20,000	180,000	
K	RN20-std	St. Davids Rd.(RR#71) Reconstruction	18,000	-	-	-	18,000	-	-	-	-	
K	RN20-std	St. Davids Rd. (RR#71) Reconstruction	140,000	140,000	-	-	-	-	-	-	-	
K	RN20-stp	St. Paul St. (RR#81) West (Bridge over CN Tracks)	235,000	135,000	-	-	-	-	-	10,000	90,000	
K	RN20-std	St. Davids Rd. Reconstruction	112,000	112,000	-	-	-	-	-	-	-	
K	RN20-stp	St. Paul St. West (Bridge over CN Tracks)	135,000	135,000	-	-	-	-	-	-	-	
K	RN20-std	St. Davids Rd. Reconstruction	485,000	485,000	-	-	-	-	-	-	-	
K	RN20-stp	St. Paul St. West (Bridge over CN Tracks)	450,000	450,000	-	-	-	-	-	-	-	
K	RN20-std	St. Davids Rd. Reconstruction	845,000	-	-	-	-	-	325,000	182,000	338,000	
K	RN20-stp	St. Paul St. West (Bridge over CN Tracks)	480,000	-	-	-	-	-	-	168,000	312,000	
L	PRC18-01	Canada Summer Games (Year 3 of 4)	320,000	-	-	-	-	-	-	32,000	288,000	PA
L	PRC20-01	Tree Planting progam	364,000	-	-	-	364,000	-	-	-	-	
L	PRC20-02	Park Renewal Program - Happy Rolph's	330,000	-	-	-	19,000	-	-	31,000	280,000	
L	PRC20-03	Memorial Bench Program - 50 benches 2020-2025	80,000	-	-	-	80,000	-	-	-	-	
L	PRC20-04	Totem Pole Restoration & reinstallation	125,000	-	-	-	125,000	-	-	-	-	PA
L	PRC20-05	Canada Summer Games Legacy Project	8,720,000	4,185,000	3,912,000	100,000	523,000	-	-		-	4   PA
M	P17-135	Yates St. - Structural Repairs/Reinforcing to Stone Retaining Wall - Phase 2	200,000	-	-	-	-	-	-	20,000	180,000	
M	P18-160-1	Merritton Arena - Dehumidificaton system replacement	110,000	-	-	-	-	-	-	11,000	99,000	5
M	P19-177	Destination Pool Feasibility Study (replace original funds)	25,000	-	-	25,000	-	-	-	-	-	
M	P20-133	City Hall - Critical repairs (atrium, James St. doors and roof)	335,000	-	-	25,000	-	-	-	31,000	279,000	
M	P20-134	City Hall - Office/space renovation	20,000	-	-	20,000	-	-	-	-	-	5
M	P20-135	Lake St. Srvc Centre - Replace lighting in truck bays for efficiency	250,000	-	-	-	-	-	-	25,000	225,000	
M	P20-136	Lake St. Srvc Centre - Security for facility - Phase 2 (cameras only)	50,000	-	-	50,000	-	-	-	-	-	5
M	P20-137	PRCS Admin Bldg - Environmental study of site	50,000	-	-	50,000	-	-	-	-	-	5

2020 CAPITAL BUDGET  
FUNDING PROJECT (SCHEDULE W)

				FUNDING SOURCES								
				GRANTS/DEVELOPMENT CHRGS/RESERVE			RATE/TAX PAYER SUPPORT					
			Gross Cost	Gas Tax	Other external Fundg	Reserves (Incl. D.C.)	Infrastruct. Levy	Tax Support	Water/ Wastewater	Cap. out of Rev.(7)	Debenture	Notes
M	P20-138	Bill Burgoyne Arena - Accessibility improvements washrooms & other	290,000	-	-	-	-	-	-	29,000	261,000	
M	P20-139	Bill Burgoyne Arena - Board & Floor	1,075,000	-	-		-	-	-	108,000	967,000	
M	P20-140	Merritton & Garden City Arena Complex - Arena maintenance	85,000	-	-	85,000	-	-	-	-	-	5
M	P20-141	Merritton Arena - Accessibility improvements washrooms & other	240,000	-	-	-	-	-	-	24,000	216,000	
M	P20-142	Merritton Arena - Compressor maintenance & condenser replacement	115,000	-	-	-	-	-	-	12,000	103,000	
M	P20-143	Seymour Hannah Arena - Replacements of	200,000	-	-	-	-	-	-	20,000	180,000	
M	P20-144	Seymour Hannah Arena - Replacements	100,000	-	-	-	-	-	-	10,000	90,000	
M	P20-145	Seymour Hannah Arena - Upgrade arena	200,000	-	-	-	-	-	-	20,000	180,000	
M	P20-146	Kiwanis Aquatic Centre - Regrout Leisure pool & lifeguard area	100,000	-	-	-	-	-	-	10,000	90,000	
M	P20-147	Kiwanis Aquatic Centre - Replace pressure relief valves on AHU-01	15,000	-	-	15,000	-	-	-	-	-	5
M	P20-148	Burgoyne & Kiwanis - Water bottle filling	50,000	-	-	50,000	-	-	-	-	-	5
M	P20-150	Lancaster Park - Soccer & Diamond 1	95,000	-	-	-	-	-	-	10,000	85,000	
M	P20-151	Merritton Park - Dugout capital Maintnc.	30,000	-	-	30,000	-	-	-	-	-	5
M	P20-152	Merritton Park - Replace scoreboard & press box	145,000	-	-	-	-	-	-	15,000	130,000	
M	P20-153	Sunset Beach Phase 1 Park Design &W.C.	970,000	-	-	-	-	-	-	97,000	873,000	
M	P20-154	Walkinshaw - Washroom Roof Replcmt	10,000	-	-	10,000	-	-	-	-	-	5
M	P20-155	West Park - New Musco Controls	100,000	-	-	-	-	-	-	10,000	90,000	
M	P20-156	Victoria Lawn Cemetery - Garden of Memories - Roofing and Structural Repairs	55,000	-	-	55,000	-	-	-	-	-	5
M	P20-157	Public Libraries - Door replacements (incl. Mag lock)	50,000	-	-	50,000	-	-	-	-	-	5
M	P20-158	Meridian Centre - Ice surface LED lighting	400,000	-	-	-	-	-	-	40,000	360,000	
M	P20-159	Meridian Centre - Chiller capital maintenance (regasketing - 3 units)	60,000	-	-	60,000	-	-		-	-	5
M	P20-160	Meridian Centre - HVAC repairs - AHU 18 - replace 2 defective compressors	30,000	-	-	30,000	-	-	-	-	-	5
M	P20-161	Meridian Centre - Suite level carpet	65,000	-	-	65,000	-	-		-	-	5
M	P20-162	Meridian Centre-Front sliding door replac.	25,000	-	-	-	25,000	-	-	-	-	
M	P20-163	Meridian Centre-Additional Items	65,000	-	-	-	65,000	-	-	-	-	
N	P17-179	Race Street Park Parking Lot	70,000	-	-	70,000	-	-	-	-	-	6

2020 CAPITAL BUDGET  
FUNDING PROJECT (SCHEDULE W)

				FUNDING SOURCES							Notes	
				GRANTS/DEVELOPMENT CHGS/RESERVE			RATE/TAX PAYER SUPPORT					
Sch.	Project No.	Facility/Project Name	Gross Cost	Gas Tax	Other external Fundg	Reserves (Incl. D.C.)	Infrastruct. Levy	Tax Support	Water/ Wastewater	Cap. out of Rev.(7)		Debenture
N	P18-151-3	Carlisle Grge. for water line	40,000	-	-	40,000	-	-	-	-	-	5
N	P20-166	Market Square/City Hall Parking Lot	200,000	-	-	-	-	-	-	20,000	180,000	
N	P20-164	Carlisle Garage.Waterproofing repairs	80,000	-	-	80,000	-	-	-	-	-	6
N	P20-165	Ontario St. Pkg Garage structural repairs	200,000	-	-	-	-	-	-	20,000	180,000	
O	PFR20-01	Next Generation 911 implementation	180,000	-	-	-	-	-	-	18,000	162,000	
P	PCI20-01	Website redesign and update	400,000	-	-	-	-	-	-	40,000	360,000	
Q	PTC20-01	2020 Fleet Funding Replenishment	600,000	-	-	-	-	-	-	60,000	540,000	
TOTAL			\$48,837,068	\$8,358,170	\$5,729,500	\$2,205,648	\$1,569,000	\$2,306,000	\$8,299,000	\$2,779,250	\$17,590,500	
less amounts previously approved by Council			\$14,865,000	\$4,185,000	\$3,912,000	\$1,395,648	\$648,000	\$95,000	\$1,406,000	\$345,150	\$2,878,202	
Capital Budget Requiring Council Approval			\$33,972,068	\$4,173,170	\$1,817,000	\$ 810,000	\$921,000	\$2,211,000	\$6,893,000	\$2,434,100	\$14,712,298	

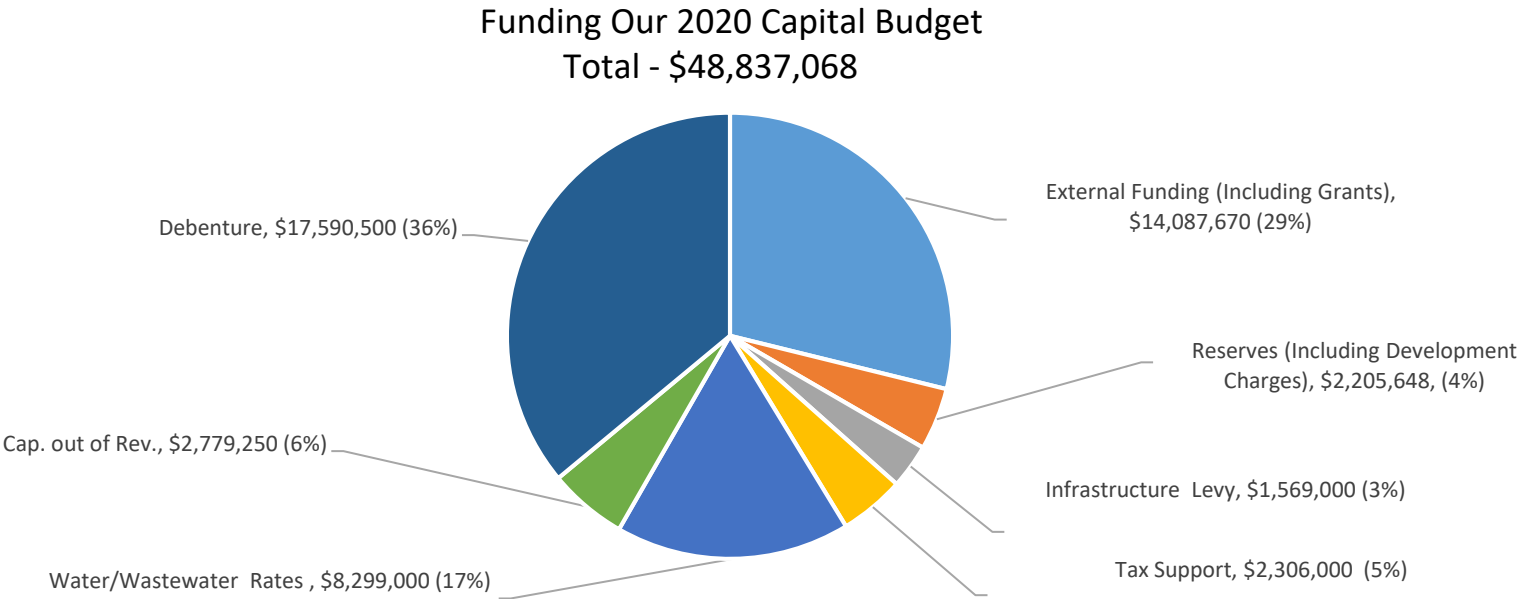
Notes:

- 1 - Development Charges
- 2 - Niagara CSO Map Grant Funding
- 3 - 3rd Party Billing provided by Town of Lincoln
- 4 - Hydro Dividends and Prior Year Surplus
- 5 - Building Reserve
- 6 - Parking Reserve
- 7- Capital out of revenue is provided from the Water/Watewater, transit and tax supported operating budgets as shown in Schedule U
- PA - Previously Approved by Council
- D.C. - Development Charges

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**Funding Our Capital Assets  
Schedule X**

Seven different sources of funding for the 2020 capital Budget for the City of St. Catharines are shown below and on Schedule W:



**External Funding (Including Grants) - \$14,087,670**

The Federal Gas Tax Program (FGTP) is the largest of the grants received by the City for Capital projects. The City's share of Gas Tax funding for 2020 is \$8,358,170 includes the additional one-time payment of \$4,185,000 which is funding a significant portion of the City's Canada Summer Games Legacy Project (CSGLP). As in prior years the regular annual amount funds various linear projects that are discussed in further detail in Schedule Y.

In addition to the FGTP, the one time \$3,912,000 hydro dividends received from St Catharines Hydro have also been allocated to fund the Canada Summer Games Legacy Project. The 2020 budget funding also includes anticipated grants of \$1,292,500 from the Niagara Region through the Combined Sewer Overflow Control Policy Funding Program (CSO Map Fund). Should the Region not approve the application, the project will be removed from the 2020 capital budget. Also included in 2020, is \$525,000 for 50/50 project cost sharing with the Town of Lincoln for a bridge replacement.



**Reserves (Including Development Charges) - \$2,205,648**

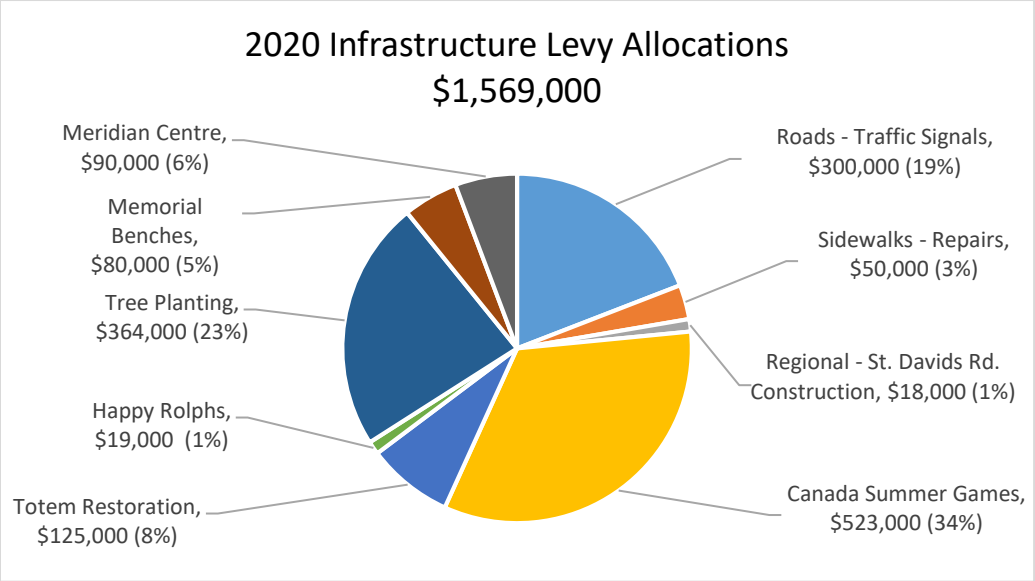
The City of St. Catharines also uses reserves to fund capital works. The Building Reserve Fund is providing funding of \$660,000 for works related to building and facilities infrastructure. The Parking Reserve Fund is providing funding of \$150,000 for improvements in parking garages and paid parking lots. The unallocated 2019 surplus of \$100,000 funding the CSGLP is also included in this grouping. The Ridley Road Construction Projects are partially funded by Development Charges of \$1,295,648.

for use in future years for eligible projects. The annual funding has been set at 1% of the City’s portion of the current year tax levy. For 2020 an additional 0.5% will be levied to provide \$523,000 of funding for the CSGLP.

**Infrastructure Levy - \$1,569,000**

The Infrastructure Levy was established in 2016 to address the infrastructure deficit. The funds are being utilized to fund renewal Any funds not allocated in the year will be maintained in a reserve

The projects funded by the 2020 infrastructure levy are listed below:



### **Water/Wastewater Support - \$8,299,000**

For 2020 and future years, the capital projects related to Water and Sanitary Sewer Collection Systems will be included within the Capital Budget. (These amounts were shown for information only in schedule Q & R in the 2019 Capital Budget). This change has been made in 2020 so that the Capital Budget reports more comprehensively on the spending related to Asset Management. (In prior years they were included in the Water/Wastewater Budgets). This change does not change the calculation of Water/Wastewater rates.

In 2019 Council approved the 10-year Financial Plan for Water and Wastewater (The Water/Wastewater Plan) that included a significant increase in capital renewal, funded from rates. The Water/Wastewater Plan includes annual increases of no more than 6.5% on a typical residential household bill. The Water/Wastewater Plan was guided by the following principles (FMS-057-2019);

- 1) to reduce existing funding gaps, and
- 2) moving towards a sustainable replacement level of capital spending year over year.

The capital spending and funding amounts from rates, capital out of revenue, and debt that were included in The Water/Wastewater Plan have been reflected in the 2020 Capital Budget.

### **Tax Support - \$2,306,000**

For 2020 and future years a portion of capital expenditures that were previously included in the Operating Budget will be reflected in the Capital Budget. This change has been made so that the

Capital Budget reports more comprehensively on the spending related to Asset Management. This change does not impact the calculation of tax rates, as these amounts will continue to be funded by the operating budget. The items that have been moved relate to rehabilitation projects for roads, sidewalks, bridges and major culverts. (These amounts were shown for information only in schedule S,T &U in the 2019 Capital Budget).

### **Capital out of Revenue - \$2,779,250**

Capital out of revenue is the portion of the project cost that is funded from the operating budget after other sources of funding are applied. As required by Council approved strategy, it represents 10% of the project, or one years' worth of debenture costs of the project. Where the City is issuing debt for water, wastewater or Transit Commission, a separate capital out of revenue payment is required from the respective area.

### **Debt - \$17,590,500**

Debt is the most significant funding source of the annual Capital Budget and is utilized after all other funding has been applied. Debenture financing allows the City to spread the costs of Capital over the term of debt, rather than requiring funding in the year of construction. Using debt also facilitates paying for the assets over a period that approximates the asset life. Debt Management is necessary to ensure that the City maintains an appropriate debt level. Debt Management Strategy is outlined in schedule AB.

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### Funding from Federal Gas Tax - \$8,358,170 Schedule Y

Council endorsed a five-year capital investment plan for Federal Gas Tax (FGT) revenues in 2009 which identified continued funding for combined sewer system upgrades (storm sewer separations) and watermain replacement in conjunction with the combined sewer system upgrade and various road resurfacing projects. Council subsequently shifted focus away from underground infrastructure to include facility energy related initiatives and non-resurfacing roadwork. In 2020 and future years, in line with the Water/Wastewater 10 Year Financial Plan, the City will resume utilizing the FGT primarily for underground infrastructure.

One of the requirements of the FGTP is that the expenditures are incremental, meaning that the funds cannot be used to displace current capital investment or reduce municipal taxes.

The City's Federal Gas Tax funding for 2020 is \$8,358,170 includes the additional one-time allocation of \$4,185,000 which is funding a significant portion of the City's Canada Summer Games Legacy Project (CSGLP). In addition to the 2020 annual funding of \$4,038,147, an available prior year amount of \$135,023 has been

applied to 2020 projects, bringing the total 2020 funding to \$4,173,170.

Below is a list of the 2020 capital projects funded by FGTP:

#### One time funding

Sch. L	Canada Summer Games Legacy Project	\$ 4,185,000
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#### Annual Funding

Sch.B	2020 Active Transportation	250,000
Sch. C/K	New Sidewalks	396,000
Sch. D/K	Storm Sewer Collection	1,000,000
Sch. E/K	Sanitary Sewer Collection	1,000,000
Sch. G	Water distribution	1,352,000
Sch. H	Bridge Construction	<u>175,170</u>
		<u>\$ 4,173,170</u>
	<b>Total</b>	<b><u>\$ 8,358,170</u></b>

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## Debt Management Strategy Schedule Z

The currently established Debt Management Strategy, with Council's ongoing support, has the following criteria:

- 1) Eligibility: Not all capital projects are suited for debt financing. The City's strategy is to recommend debt financing only for infrastructure purposes. Large projects that provide assets with well-defined benefits to the community, have long asset lives and the ability to leverage additional financing elsewhere are eligible for debt financing.
- 2) Sustainable level of borrowing: For debt management purposes, the City has adopted a policy aimed at containing debt charges at approximately 10% of the City's total own expenditures. This constraint ensures that the debt service costs will not become an increasing burden and a larger portion of the City's budget, as it is essential the City ensure debt levels are sustainable within the Operating Budget.
- 3) Debt repayment: The City has a 10% down payment strategy which reduces the amount to be borrowed and at the same time, bringing the approximate costs of one year's debt service

to the year of decision. As a result, Council will raise, through property taxes, an amount which will be equivalent of future annual debt charges for each particular project. Debentures are taken for shorter timeframes versus longer timeframe which are typically five or ten years.

The Water/Wastewater Plan includes increasing capital out of revenue percentages, over the next 10 years. The targets of at least a 50/50 split are intended to balance asset renewal and debt levels.

The debt issuance proposed in the 2020 Capital Budget complies with the current Debt Management Strategy.

Throughout 2019 staff have worked on debt strategy and are providing an update in Report FMS-B023-2019, for Council's approval. The update highlights the relationship between the sustainability of infrastructure and the City's finances. The proposed revisions to the Debt Management Strategy are not significant and relate primarily to reporting on debt, and promoting closer alignment between infrastructure and its financing.

## Debt Management Strategy

### Schedule Z

The Municipal Act requires that a Municipality have a five-year capital financing forecast. Ontario Regulation 403/02 limits annual debt charges to no more than 25% of the City's net revenue fund revenues. Using this guideline, the City could increase its debt (approximately) by a further \$194.3 million based on an interest rate of 7%, which is the rate the Ministry of Municipal Affairs uses for illustrative purposes. (Calculation is provided on Schedule AA)

Using the City's current estimated borrowing rate of 5%, the City's additional debt capacity would be \$215.4 million. Although there has never been a suggestion that this limit be approached, Council does have significant capacity available should circumstances warrant additional debt financing. The City Treasurer has updated the Debt Repayment Limit for the City, and the debenture amount proposed in the 2020 Capital Budget will not cause the City to exceed its limit.

In 2018, the City's debt charges were 8.44% of the City's total estimated expenditures. Each year, the Ministry of Municipal Affairs produces a financial indicator review that states debt costs between 5% and 10% are considered moderate risk – which is where the City of St Catharines currently resides. Table 1 below reports the estimated impact of increased borrowing activities for the next five years.

TABLE 1

	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>
<b>Outstanding Debt</b>	\$122.9m	\$126.5m	\$130.4m	\$133.5m	\$135.9m	\$139.2m
<b>Debt Per Household</b>	\$1,919	\$1,999	\$2,060	\$2,119	\$2,184	\$2,237
<b>Annual Debt Servicing</b>	\$16.6m	\$17.2m	\$18.8m	\$21.0m	\$21.5m	\$22.6m
<b>As % of Operating Expenses</b>	8.56%	8.73%	9.27%	10.14%	10.12%	10.39%

Table 1 below shows the total debt charges as a percentage of operating budget slightly exceeding the 10% upper limit in 2022. There are many assumptions to determine this percentage, including the amount of debt to be issued, timing of the debt issuances and total amount of expenditures. This projection assumes all future debt being issued for a period of 10 years is at an interest rate of 4%. The interest rate on 2019 debentures was 2.37%. The assumptions made are conservative. Any changes made to any of the assumptions – whether that is timing, term or interest rate for debt issuances, or the level of capital spending supported by debt, will have an impact on the debt charges as a percentage of expenditures, projected debt balance and future tax levy impacts.

As the City continues to refine its Asset Management Plan and formulate its future debt needs these forecasts will be updated and the debt servicing will continue to be monitored and reviewed on a regular basis, for compliance with Council set limits.

MUNICIPAL ACT DEBT LIMITS (Based on 2018 FIR schedule 81 )		SCHEDULE AA	
Calculation of Debt Charges:			
Total Principal			11,253,981
Total Interest			3,817,815
NET DEBT CHARGES		A	15,071,796
Calculation of Annual Repayment Limit:			
Total Revenue Fund Revenue (sch10 9910)		Note 1	\$ 234,983,703
<b>Excluded Revenue Amounts</b>			
Ontario Grants - incl. Grants for TCAs (SLC 10 0699 01+SLC 10 0810 01+ SLC10 0815 01)			(4,790,281)
Canada Grants - incl. Grants for TCAs (SLC 10 0820 01+SLC 10 0825 01)			(9,413,512)
Deferred Revenue Earned (Provincial Gas Tax) (SLC 10 830 01)			(4,169,118)
Deferred Revenue Earned (Canada Gas Tax) (SLC 10 831 01)			(3,360,122)
Other Municipalities including revenue for TCA (SLC 10 1098 01+SLC 101099 01)			(6,029,032)
Gain/Loss on sale of land & capital assets (SLC 10 1811 01)			(193,475)
Other Deferred revenue earned (SLC 10 1814 01)			(170,398)
Donated Tangible Capital Assets (SLC 53 0610 01)			(3,872,141)
Increase/Decrease in Gov't Business Enterprise equity (SLC 10 1905 01)			(209,246)
NET REVENUE FUND REVENUES			\$ 202,776,378
25% OF NET REVENUE FUND REVENUE		B	\$ 50,694,095
Adjustments to Annual Repayment Limit			
ANNUAL REPAYMENT LIMIT UNDER REGULATION		C (A - B)	\$ 35,622,299
Unfinanced prior year capital projects/unissued debt (details in AC-1)			\$ 38,272,351
Capitalized Annual Repayment	Years	Rate	
	10	7.00%	
Factor		0.1424	
ADJUSTED ANNUAL REPAYMENT LIMIT		D (C-D)	(5,449,122)
			\$ 30,173,177
Remaining Debt Capacity			
Capitalized Debt Capacity			211,923,767
2020 Capital Budget			(17,590,500)
REMAINING DEBT CAPACITY			194,333,267

Note 1 - In 2019 revenue increase resulted from reclassification of Regional Water/Wastewater charges



MUNICIPAL ACT DEBT LIMITS  
SCHEDULE AA

UNFINANCED PRIOR YEAR CAPITAL PROJECTS/UNISSUED DEBT  
(INCLUDES 2019 CAPITAL PROJECTS)

	Debt Amount
Roads	\$ 8,541,940
Sidewalks & Walkways	1,643,000
Storm Sewer Collection (incl. Separation)	8,920,411
Pollution Control Plan	1,844,000
Water Distribution System	96,500
Shoreline Protection	495,000
Lakeside Skating Path	225,000
Canada Summer Games Commitment	576,000
Arenas Improvement Program	947,000
Merritton Park	810,000
Senior and Community Centres	792,000
PRCS Other Buildings & facilities	463,000
Heritage buildings	2,164,500
Fire	4,239,000
Parking Operations	405,000
Lock III Complex	1,485,000
Administrative & Operational Workspace	1,277,000
Corporate Infrastructure	3,348,000
TOTAL	<u>\$ 38,272,351</u>

**Capital Budget and Debt – Municipal Comparators  
Schedule AB**

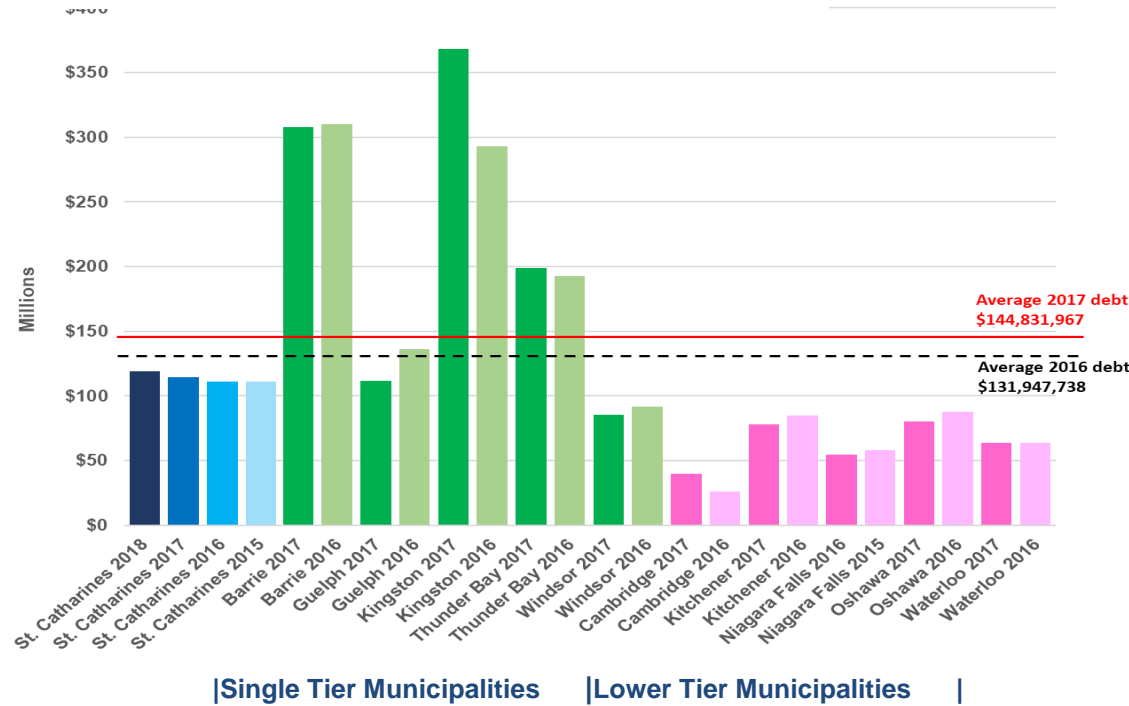
Unlike Federal and Provincial budgets, municipal budgets are very capital intensive. Borrowing for capital projects provides many economic benefits for the future of the municipality, especially so, as choosing to be debt-free would result in substantially less infrastructure being renewed and available to the public. City Council has identified five single-tier and five lower-tier municipalities with similar characteristics to the City of St. Catharines, which are shown in Graph 1 below.

Table 2 below shows with the City of St. Catharines debt burden for the last four years.

TABLE 2

City of St. Catharines Outstanding Debt (\$Millions)	
2015	\$110.9
2016	\$111.3
2017	\$114.6
2018	\$119.3

**Graph 1. Debt levels: Comparator Municipalities**

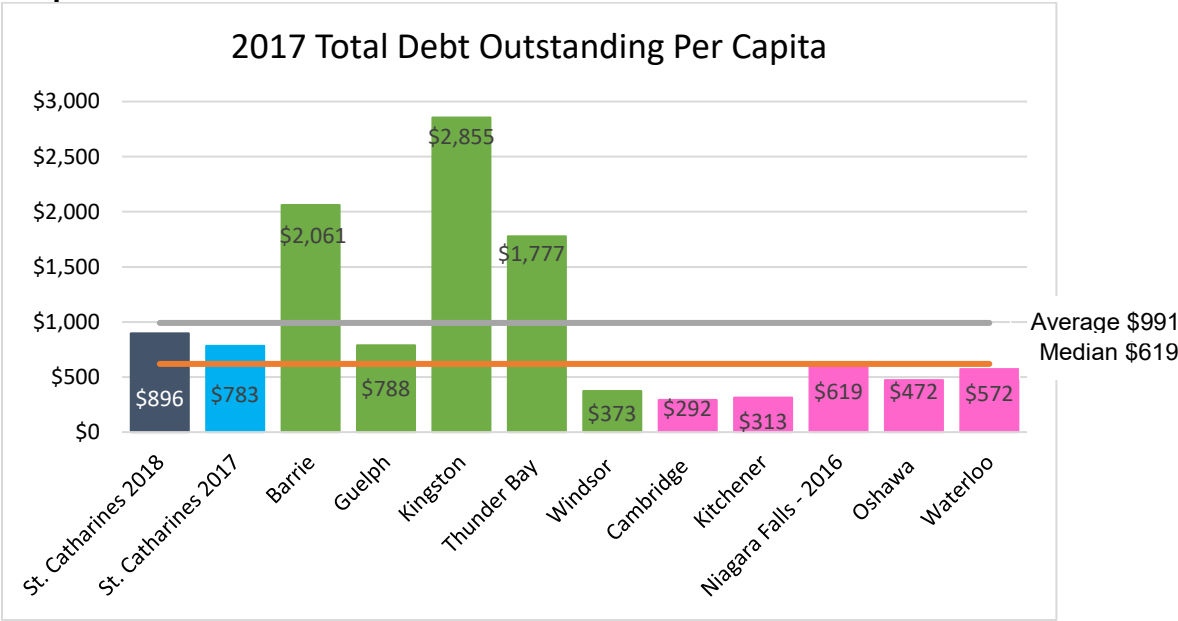


**Capital Budget and Debt – Municipal Comparators**  
**Schedule AB (continued)**

Another common debt amount for debt analysis is debt per capita. The latest data available from the 2018 BMA Study based on 2017 FIRs is shown in the Graph 2 below. The City of St. Catharines total debt outstanding per capita for 2017 was \$783, which is slightly above the average for all reporting municipalities in the BMA study. The 2017 average for municipalities in the 2018 BMA Study was \$731 and the median was \$555. Looking amongst our ten comparators the data is a bit different. The eleven comparator municipalities' average for 2017 was \$991 and the median

was \$619. St. Catharines outstanding debt per capita of \$896 for 2018 (\$783 – 2017) is below the average for the Council approved municipal comparators. If the top and bottom two municipalities are removed from the average, the remaining eight municipalities' average is \$872 per capita. The 2017 per capita amount of St. Catharines would still be below this average. Therefore, the City of St. Catharines debt is at a reasonable level in comparison to other municipalities

**Graph 2.**



2020 CAPITAL BUDGET  
REPRIORITIZED PRIOR FOUR YEAR FORECASTS (SCHEDULE AC)

This summary of capital expenditures compares the projected four year forecast (2020-2024) and capital budget completed in 2019 with the new figures projected in 2020 for the same forecast time period.

	2020			2021			2022			2023		
	2019 Forecast	2020 Forecast	Variance \$	2019 Forecast	2020 Forecast	Variance \$	2019 Forecast	2022 Forecast	Variance \$	2019 Forecast	2023 Forecast	Variance \$
CAPITAL EXPENDITURES												
Roads	5,296,420	8,569,460	3,273,040	5,437,808	7,861,000	2,423,192	5,645,320	8,031,000	2,385,680	5,861,133	8,391,000	2,529,867
Sidewalks and Walkways	350,000	1,041,608	691,608	350,000	474,000	124,000	350,000	50,000	(300,000)	362,000	211,000	(151,000)
Storm Sewer Collection System (Incl. Sewer Sep.)	2,625,162	4,120,000	1,494,838	2,730,168	2,825,168	95,000	2,730,168	1,840,000	(890,168)	2,730,168	2,375,168	(355,000)
Sanitary Sewer Collection System (note 1)		3,626,000	3,626,000		4,036,720	4,036,720		4,208,954	4,208,954		5,077,133	5,077,133
Pollution Control	1,000,000	225,000	(775,000)	500,000	500,000	-	800,000	800,000	-	100,000	1,000,000	900,000
Water Distribution System (Watermains) (note 1)		6,841,000	6,841,000		8,589,320	8,589,320		8,415,906	8,415,906		7,979,225	7,979,225
Bridges and Major Culverts	1,641,000	2,420,000	779,000	975,000	1,100,000	125,000	-	420,000	420,000	255,000	450,000	195,000
Shoreline Protection	500,000	1,575,000	1,075,000	610,000	1,845,000	1,235,000	500,000	35,000	(465,000)	500,000	640,000	140,000
Watercourses	1,000,000	200,000	(800,000)	500,000	800,000	300,000	500,000	1,400,000	900,000	1,000,000	4,050,000	3,050,000
Regional Projects	499,785	2,900,000	2,400,215	3,374,301	2,236,000	(1,138,301)	230,000	7,425,000	7,195,000	571,000	4,998,000	4,427,000
Parks, Recreation and Culture Services	1,160,000	9,939,000	8,779,000	1,570,000	4,264,101	2,694,101	620,000	2,027,800	1,407,800	2,250,000	1,387,000	(863,000)
Buildings and Facilities (Including Accessibility)	5,300,000	5,610,000	310,000	4,395,000	6,500,000	2,105,000	3,430,000	3,975,000	545,000	4,120,000	4,627,000	507,000
Parking Services	600,000	590,000	(10,000)	600,000	-	(600,000)	100,000	1,095,000	995,000	700,000	400,000	(300,000)
Fire Services	-	180,000	180,000	-	330,000	330,000	3,400,000	1,420,000	(1,980,000)	3,200,000	4,420,000	1,220,000
Corporate Infrastructure	1,050,000	400,000	(650,000)	700,000	700,000	-	500,000	500,000	-	500,000	500,000	-
Transit Commission		600,000	600,000		600,000	600,000		600,000	600,000		600,000	600,000
	\$ 21,022,367	\$ 48,837,068	\$ 27,814,701	\$ 21,742,277	\$ 42,661,309	20,919,032	\$ 18,805,488	\$ 42,243,660	\$ 23,438,172	\$ 22,149,301	\$ 47,105,526	\$ 24,956,225

Projects Added/Increased	
Roads Increased	3,273,040
Sidewalks Increased	691,608
Storm Sewer Increased	1,494,838
Sanitary Sewer Added	3,626,000
Water Distribution Increased	6,841,000
Bridges & Culverts Increased	779,000
Regional Projects Increased	2,400,215
Shoreline Protection Abby -	
Mews Added	1,075,000
Memorial Benches Added	80,000
Totem Pole Restoration Added	125,000
Canada Summer Games Added	8,720,000
Fire Hall Projects Added	180,000
Building & Facilities Increased	310,000
Transit Commission Added	600,000
	\$ 30,195,701

Projects Added/Increased	
Roads Increased	2,423,192
Sidewalks Increased	124,000
Storm Sewer Increased	95,000
Sanitary Sewer Added	4,036,720
Water Distribution Increased	8,589,320
Bridges & Culverts Increased	125,000
Watercourses Increased	300,000
Shoreline Protection Abby	
Mews & Westgate Park	1,235,000
Memorial Benches Added	80,000
Sunset Beach Added	3,171,101
Fire Hall Projects Increased	330,000
Buildings & Facilities Increased	2,105,000
Transit Commission Added	600,000
	\$ 23,214,333

Projects Added/Increased	
Roads Increased	2,385,680
Sanitary Sewer Added	4,208,954
Water Distribution Added	8,415,906
Watercourses Increased	900,000
Buildings & Facilities Increased	545,000
Parks Renewal Prog. Increased	130,000
Regional Projects Increased (	
main St & Louth St	7,195,000
Sunset Beach Added	486,800
Pathway - Hydro Corridor	760,000
Memorial Benches Added	80,000
Parking Services	995,000
Transit Commission Added	600,000
Bridges & Culverts Added	420,000
	\$ 27,122,340

Projects Added/Increased	
Roads Increased	2,529,867
Sanitary Sewer Added	5,077,133
Pollution Increased	900,000
Water Distribution Added	7,979,225
Bridges & Culverts Increased	195,000
Shoreline Protection Increased	140,000
Martin Dale pond & Spring	
Garden Creek Added	3,050,000
Regional Projects	4,427,000
Welland Canal Added	600,000
Memorial Benches Added	80,000
Buildings & Facilities Increased	507,000
Fire Hall Replacement Increase	1,220,000
Transit Commission Added	600,000
	\$ 27,305,225

Projects Deferred/Decreased	
Pollution Control Decreased	775,000
Watercourses Decreased	800,000
Merritton Park mast stands	40,000
Montebello Park walkway	75,000
Tree Planting Decreased	31,000
Parking Services Decreased	10,000
Connected City & Network Dec	650,000
	\$ 2,381,000
	\$ 27,814,701

Projects Deferred/Decreased	
Regional Projects Decreased	1,138,301
Parking Services Decreased	600,000
QE Centre Deferred	500,000
Playground Equip. Decreased	25,000
Basketball Court Decreased	32,000
	\$ 2,295,301
	\$ 20,919,032

Projects Deferred/Decreased	
Sidewalks Decreased	300,000
Storm Sewer Decreased	890,168
Shoreline Protection Decrease	465,000
Tree Planting Decreased	49,000
Fire Hall Projects Deferred	1,980,000
	\$ 3,684,168
	\$ 23,438,172

Projects Deferred/Decreased	
Sidewalks Decreased	151,000
Storm Sewer Decreased	355,000
Tree Planting Decreased	43,000
Parking Services Decreased	300,000
Parks Improve & Renewal defe	700,000
Sunset Beach moved forward	200,000
Pool Improve. Decreased	600,000
	\$ 2,349,000
	\$ 24,956,225

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2020 CAPITAL BUDGET SORTED BY WARD-LINEAR PROJECTS  
(SCHEDULE AD)

Schedule	Project No.	Project Name/Location	Details	WARD
B	P19-067	Arglye Crescent road Improvements	Additional funds for construction phase for road rehabilitation	1
B	P20-080	2020 Resurfacing Program - Welland Canals Parkway	Semi urban road resurfacing	1
E	P15-066	Moffatt St. Reconstruction	Additional funds for replacement of additional sections of existing sewer in conjunction with road re-construction	1
J	P19-131	Old Welland Canal lockwall stabilization - studies, detail for #2 Lock7	Additional funds for engineering services at high priority locations identified in 2018 Lockview review	1
K	RNxx-std	St. Davids Rd.(RR#71) Reconstruction	New sidewalk to emergency access at Grangeway in conjunction with Regional road reconstruction to improve network conductivity	1
K	RNxx-std	St. Davids Rd. (RR#71) Reconstr.	Replace deteriorated sidewalks in conjunction with Region	1
K	RNxx-std	St David's Rd. (RR#71) Reconstruction	City's & Thorald's share of costs for storm sewer upgrades in conjunction with underground upgrades and Regional road reconstruction	1
K	RNxx-std	St. Davids Rd. (RR#71) Reconstruction	Replacement of sanitary sewer sections along with watermain and Regional road works	1
K	RNxx-std	St. Davids Rd. (RR#71) Reconstruction	Replacement of existing cast iron watermain in conjunction with Regional road re-construction project	1
B	P20-080	2020 Resurfacing Program - Park Ave.	Mill, resurface and spot curb repairs	1
B	P1-062	Cumming St./Kent Reconstruct.	Reconstruction & drainage improvements in conjunction with storm sewer construction & underground improvements (bus	2
B	P20-062	Scarth Rd. Reconstruction	Design for future road reconstruction	2
B	P20-065	New road From Ridley to GO Station	Council Approval PBS-108-2019 Construction of a new roadway through subdivision development from Ridley Road into the GO station incl. streetlights	2

City of St. Catharines 2020 Capital Budget and 2021-24 Forecast

2020 CAPITAL BUDGET SORTED BY WARD-LINEAR PROJECTS  
(SCHEDULE AD)

Schedule	Project No.	Project Name/Location	Details	WARD
B	P20-080	2020 Resurfacing Program - Pelham Rd.		2
C	P17-062	Cumming/Kent Reconstruction	Replace deteriorated sidewalks in conjunction with road and underground improvements	2
C	P17-062	Cumming/Kent Reconstruction	Mill, resurface and spot curb repairs	2
B	P17-063	Glenwood Ave/South Dr Reconstruction	Road resurfacing in conjunction with underground improvements	2
C	P19-065	Ridley Rd. Reconstruction	Council Approval PBS-108-2019, construct new sidewalk in conjunction with road works	2
C	P19-065	Ridley Rd. Reconstruction	Council Approval PBS-108-2019, replace deteriorated sidewalks in conjunction with road works	2
D	P17-062	Cumming/Kent Reconstruction	Additional funds for storm sewer construction in area with combined sewer system (with share of costs tentatively funded under Regional Niagara CSO Management Action Program)	2
D	P17-063	Glenwood/South Reconstruction	Additional funds for storm sewer construction in conjunction with watermain, sewer and road re-construction (with share of costs tentatively funded under Regional Niagara CSO Management Action Program)	2
D	P19-065	Ridley Rd. Reconstruction	Council Approval PBS-108-2019, spot repairs in conjunction with road reconstruction and underground improvements	2
D	P20-065	New road From Ridley to GO Station	Council Approval PBS-108-2019, install new storm sewer for new road from Ridley Road to the GO Station	2
E	P17-062	Cumming/Kent Reconstruction	Replacement of existing sanitary sewers in conjunction with storm sewers, watermain, and road works	2
E	P17-063	Glenwood/South Reconstruction	Necessary spot repairs if existing sanitary sewers in conjunction with storm sewer, watermain and road works.	2

2020 CAPITAL BUDGET SORTED BY WARD-LINEAR PROJECTS  
(SCHEDULE AD)

Schedule	Project No.	Project Name/Location	Details	WARD
E	P19-065	Ridley Rd. Reconstruction	Council Approval PBS-108-2019, replacement of sanitary sewer sections in conjunction with storm sewer, watermain, and road works	2
G	P17-062	Cumming/Kent Reconstruction	Additional funds for construction to replace existing cast iron watermain in conjunction with sewer and road works	2
G	P17-063	Glenwood/South Reconstruction	Replacement of existing cast iron watermain in conjunction with sewer and road works	2
G	P19-065	Ridley Rd. Reconstruction	Council Approval PBS-108-2019, replacement of existing cast iron watermain in conjunction with sewer and road works	2
G	P20-062	Scarth Rd.	Design for replacing existing cast iron watermain with high break rate in conjunction with road re-construction	2
G	P20-101	Jacobson Ave.	Replacement of existing cast iron watermain	2
H	P17-123	Pelham Rd. Bridge @ CN	Final construction funding for bridge rehabilitation; rehab was delayed to accommodate Regional construction at Burgoyne Bridge and St. Paul St. W.	2
B	P19-065	Ridley Rd. Reconstruction	Council Approval PBS-108-2019 Reconstruction in conjunction with the development at the GO station	2
K	RNxx-stp	St. Paul St. (RR#81) West (Bridge over CN Tracks)	Replace deteriorated sidewalks and City share of wider sidewalk on proposed Regional bridge	2
K	RNxx-stp	St. Paul St. West (RR#81) (Bridge over CN Tracks)	New storm sewer for combined sewer separation along with bridge replacement by the Region	2
K	RNxx-stp	St. Paul St. West (RR#81) (Bridge over CN Tracks)	Replacement of sanitary sewer sections along with underground upgrades, road works and bridge replacement	2
K	RNxx-stp	St. Paul St. West (RR#81) (Bridge over CN Tracks)	Replacement of existing cast iron watermain in conjunction with Regional bridge replacement project	2
B	P20-080	2020 Resurfacing Program - Geneva St.	Mill, resurface and spot curb repairs	3

City of St. Catharines 2020 Capital Budget and 2021-24 Forecast



2020 CAPITAL BUDGET SORTED BY WARD-LINEAR PROJECTS  
(SCHEDULE AD)

Schedule	Project No.	Project Name/Location	Details	WARD
B	P20-080	2020 Resurfacing Program - Pasut Dr.	Mill, resurface and spot curb repairs	4
B	P20-080	2020 Resurfacing Program - St Paul St.	Mill, resurface and spot curb repairs	4
C	P17-066	Russell/Woodland	Replace deteriorated sidewalks in conjunction with road and underground improvements	4
C	P17-067	Thorold - St. Davids Rd. Reconstruction	Replace deteriorated sidewalks in partnership with Thorold road reconstruction	4
D	P17-066	Russell/Woodland	Additional funds for storm sewer construction in conjunction with watermain, sewer and road work.	4
E	P20-001	North St.	City share of costs for replacement of sewer in conjunction with a New Development (111 Church Street)	4
E	P17-066	Russell/Woodland	Necessary spot repairs if existing sanitary sewers in conjunction with storm sewer, watermain and road works	4
G	P17-066	Russell/Woodland	Replacement of existing cast iron watermain in conjunction with sewer and road works	4
H	P17-121	Third Ave. Louth/Glass Ave. Bridge @ 15 Mile Creek	construction phase for replacement of bridge with load restrictions. Costs shared with Town of Lincoln	4
H	P18-123	Third Ave. Louth @ Richardson Creek	Additional funds to replace bridge with identified deficiencies and increase hydraulic capacity	4
B	P17-066	Russell/Woodland	Mill, resurface and spot curb repairs	4
B	P20-080	2020 Resurfacing Program - Ventura Dr.	Mill, resurface and spot curb repairs	4
B	P20-080	2020 Resurfacing Program - Bullocks Corner	Mill, resurface and spot curb repairs	5

2020 CAPITAL BUDGET SORTED BY WARD-LINEAR PROJECTS  
(SCHEDULE AD)

Schedule	Project No.	Project Name/Location	Details	WARD
B	P20-080	2020 Resurfacing Program - Bessborough Dr.	Under ground improvements & Semi urban road resurfacing following	5
B	P20-080	2020 Resurfacing Program - Daley Dr.	Under ground improvements & Semi urban road resurfacing following	5
B	P20-080	2020 Resurfacing Program - Oriole Dr.	Under ground improvements & Semi urban road resurfacing following	5
B	P20-100	Edinburgh/Tamarack	Resurface with watermain replacement	5
D	P16-003	Else St.	Additional funds for storm sewer construction for CSO Control (with share of costs tentatively funded under Regional Niagara CSO Management Action Program)	5
G	P20-100	Edinburgh/Tamarack	Replacement/upgrade of existing cast iron watermain with very high break rate in conjunction with roadworks	5
G	P20-102	Lakeshore Rd. at Welland Canal	Design for existing watermain replacement across Welland Canal in conjunction with Seaway bridge work.	5
I	ST20-10	Intermin Priority Review	Update 2018 Shoreline Review to assess impact of record high 2019 Lake Ontario lake levels	5
B	P1-021	Cecil St. Underground Improvements	Semi urban resurfacing following underground improvements	6
B	P20-080	2020 Resurfacing Program - Ameer Dr.	Mill, resurface and spot curb repairs	6
D	P19-020	Avalon/Bernhardt/Embassy road and Underground Improvements	Additional funds for the construction of catch basins and leads in conjunction with watermain replacement	6
D	P17-101	Bromely Dr. (Bromely Gardens)	City share of construction of a new storm sewer in conjunction with a new sub-division (Bromley Gardens)	6
E	P17-021	Cecil St. Underground Improvements	Necessary spot repairs of existing sanitary sewers in conjunction with storm sewers and road works	6

2020 CAPITAL BUDGET SORTED BY WARD-LINEAR PROJECTS  
(SCHEDULE AD)

Schedule	Project No.	Project Name/Location	Details	WARD
E	P17-101	Bromely Dr. (Bromley Gardens)	Sanitary sewer lateral replacements in conjunction with other works in relation to a new sub-division (Bromley Gardens)	6
B	P17-101	Bromley Dr. (Bromley Gardens)	Cost sharing with developer for road improvements	6
G	P19-020	Avalon/Bernhardt/Embassy road and Underground Improvements	Additional funds for replacement of A.C. watermain in conjunction with storm sewer and road works	6
B	P19-20	Avalon/Bernhardt/Embassy road & Underground Improvements	Road resurfacing in conjunction with underground improvements	6
I	P20-132	Abby Mews - engineering & partial construction	Engineering services and partial construction to address Lake Ontario shoreline with identified deficiencies in proximity to private structures	6
B	P20-069	2020 Active Transportation	Multi year initiative to implement recommendations of the Active Transportation Committee	City Wide
B	P20-080	2020 Resurfacing Program - Various	Locations under review	City Wide
B	P20-097	Traffic Signals (including pedestrian crossings)	Annual program based on Region's condition assessments and priorities	City Wide
C	P20-041	2020 New Sidewalk Program	Annual- priority location(s) to be determined	City Wide
D	P20-006	Catch Basins and Storm Service installations	Installation of catch basins, catch basin leads and storm laterals to alleviate isolated surface flooding	City Wide
D	P20-015	Design for possible future storm sewer projects	Engineering services for future storm sewers construction projects as required	City Wide
D	P20-016	Storm Sewer Spot Repairs	Spot repairs of storm sewers at various locations	City Wide
E	P20-010	Extraneous Flow Elimination	Study to determine sources of inflow and infiltration into sanitary sewer system	City Wide
E	P20-011	Sewer Spot Repair	Spot repairs for sanitary sewers as required	City Wide

City of St. Catharines 2020 Capital Budget and 2021-24 Forecast

2020 CAPITAL BUDGET SORTED BY WARD-LINEAR PROJECTS  
(SCHEDULE AD)

Schedule	Project No.	Project Name/Location	Details	WARD
E	P20-012	Sanitary Sewer Flushing and Reaming	Sewer flushing and reaming for physical cleaning of selected sewer sections with operational issues	City Wide
E	P20-014	CCTV Sewer Inspections	CCTV inspections of existing sewers to identify condition and future works	City Wide
E	P20-015	Design for Possible Future	Engineering services for future construction projects	City Wide
E	P20-019	Sewershed Analysis	Engineering services required for sewershed capacity analysis as required	City Wide
F	P20-018	2020 Flow Monitoring, Studies and Scada upgrade (eligible)	Update equipment and software that has reached the end of its service life	City Wide
G	P20-116	Storz Hydrant Port Conversions	Phase 1 of multi-year conversion of existing hydrant ports to Sortz type connections in priority areas	City Wide
G	P20-118	Valves, Hydrant and Services	Replacement of existing valves, hydrants, and services etc. in conjunction with other works	City Wide
G	P20-119	Design for 2021 Projects	Engineering Services for possible 2021 projects	City Wide
H	P20-122	First Ave. Louth, s/o Pelham @ 12 Mile Creek - eng. Services	Funds for rehab/replacement analysis for structure with identified deficiencies	City Wide

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2020 CAPITAL BUDGET SORTED BY WARD-FACILITIES PROJECTS  
(SCHEDULE AE)

Schedule	Project No.	Project Name/Location	Details	WARD
M	P18-160-1	Merritton Arena - Dehumidification system replacement	Additional funds required to acquire system	1
M	P20-140	Merritton & Garden City Arena Complex - Arena maintenance	Address select equipment replacement at Garden City, and replacement of Low-E Ceiling at Merritton which are both at end of service life	1
M	P20-141	Merritton Arena - Accessibility improvements washrooms & other	Implement accessibility within the facility, incorporation of FADS compliant washroom to improve level of service	1
M	P20-142	Merritton Arena - Compressor maintenance & condenser replacement	Replace equipment which is at end of service life	1
M	P20-151	Merritton Park - Dugout capital maintenance	Address on-going maintenance concerns, and maintain level of service	1
M	P20-152	Merritton Park - Replace scoreboard & press box		1
M	P20-156	Victoria Lawn Cemetery - Garden of Memories - Roofing and Structural Repairs	Address building deficiencies	1
M	P20-143	Seymour Hannah Arena - Replacement of one compressor, water pump, cooling pump & control panel upgrade	Replace 1 of 4 compressors and associated equipment which is at end of service life	2
M	P20-144	Seymour Hannah Arena - Replace event doors	Mitigate on-going repairs	2

2020 CAPITAL BUDGET SORTED BY WARD-FACILITIES PROJECTS  
(SCHEDULE AE)

Schedule	Project No.	Project Name/Location	Details	WARD
M	P20-145	Seymour Hannah Arena - Upgrade arena lighting to LED	Replace outdated fixtures to minimize recurring maintenance issues, and improve energy efficiency	2
M	P20-154	Walkinshaw - Washroom Roof replacement	Replace existing washroom which is at end of life and does not meet accessibility requirements, and to improve level of service at Sunset Beach	2
M	P20-155	West Park - New Musco Controls	Address roofing deficiency	2
M	P20-137	PRCS Admin Bldg - Environmental study of site	Determine existing conditions of the site, and identify future remediation works	3
M	P20-146	Kiwanis Aquatic Centre - Regrout Leisure pool & lifeguard area	Final phase of regROUTting to maintain level of service	3
M	P20-147	Kiwanis Aquatic Centre - Replace pressure relief valves on AHU-01	Replacement of equipment to comply with legislation	3
M	P20-150	Lancaster Park - Soccer & Diamond 1 structure Capital maintenance	Address on-going maintenance concerns, roofing deficiencies, and to prolong service life of both buildings	3
M	P17-135	Yates St. - Structural Repairs/Reinforcing to Stone Retaining Wall - Phase 2	Address additional structural concerns, and mitigate risk of future repairs	4
M	P20-133	City Hall - Critical repairs (atrium, James St. doors and roof)	Address roofing deficiency, and recurring repairs to doors and glass seals	4
M	P20-134	City Hall - Office/space renovation	Space renovation to maintain level of service	4
M	P20-158	Meridian Centre - Ice surface LED lighting conversion	Replace outdated fixtures to minimize recurring maintenance issues, and improve energy efficiency	4
M	P20-159	Meridian Centre - Chiller capital maintenance (regASKETING - 3 units)	Replace outdated fixtures to minimize recurring maintenance issues, and improve energy efficiency	4

City of St. Catharines 2020 Capital Budget and 2021-24 Forecast

2020 CAPITAL BUDGET SORTED BY WARD-FACILITIES PROJECTS  
(SCHEDULE AE)

Schedule	Project No.	Project Name/Location	Details	WARD
M	P20-160	Meridian Centre - HVAC repairs - AHU 18 - replace 2 defective compressors	Preventative maintenance on equipment to prolong service life	4
M	P20-161	Meridian Centre - Suite level carpet replacement	Address equipment deficiency	4
M	P20-162	Meridian Centre - Front sliding door replacement	Replace carpet which is at end of useful life, and to maintain level of service	4
M	P20-163	Meridian Centre - Additional Items from SMG	Address incomplete system, and to minimize additional rigging costs	4
M	P20-153	Sunset Beach - Phase One - Park Design and Washrooms	Replace elements which are at end of useful life, and to maintain level of service	5
M	P20-135	Lake St. Svc Centre - Replace lighting in truck bays for efficiency	Replace outdated fixtures to minimize recurring maintenance issues, and improve energy efficiency	6
M	P20-136	Lake St. Svc Centre - Security for facility - Phase 2 (cameras only)	Improve level of service, and site security	6
M	P20-138	Bill Burgoyne Arena - Accessibility improvements washrooms & other	Implement accessibility within the facility, incorporation of FADS compliant washroom to improve level of service	6
M	P20-139	Bill Burgoyne Arena - Board & Floor replacement	Replace ice slab and boards which are approaching end of service life, and to improve efficiency/performance of ice plant.	6
M	P20-157	Public Libraries - Door replacements (incl. Mag lock)	Address building deficiencies	6



2020 CAPITAL BUDGET SORTED BY WARD-FACILITIES PROJECTS  
(SCHEDULE AE)

Schedule	Project No.	Project Name/Location	Details	WARD
L	PRC20-04	Totem Pole Restoration & reinstallation	Replace Totem Pole asset which is at end of useful life. In 2011 and 2018 testing was conducted on the Totem Pole, confirming that the interior of the pole has significant deterioration. Funding to address identified structural deficiencies	6
M	P20-148	Burgoyne & Kiwanis - Water bottle filling stations	Addition of water bottle filling stations at Burgoyne Woods and Kiwanis Field to improve level of service	6/3



## By-laws to be considered Monday, October 7, 2019

- (a) A By-law to authorize an Ontario Transfer Payment Agreement with Her Majesty the Queen in Right of Ontario as represented by the Minister of Economic Development, Job Creation and Trade. (One reading – with respect to SBEC Program. Delegation By-law No. 2004-277, as amended.)
- (b) A By-law to authorize an Independent Contractor Services Agreement with The Corporation of Norfolk County. (One reading – with respect to 2020-2024 Fire Dispatch Services to be provided by the City of St. Catharines. Delegation By-law No. 2004-277, as amended.)
- (c) A By-law to Adopt the Capital Budget for the City of St. Catharines for the Year 2020. (One reading – with respect to 2020 Capital Budget. To be considered by Council, October 7, 2019.)
- (d) A By-law to authorize a contract with Newman Bros. Limited. (One reading – with respect to Glengarry Road CSO Control & Sanitary Sewer Replacement – Phase 2, Project No. P13-019-2. To be considered by General Committee, October 7, 2019.)
- (e) A By-law to provide for the collection of taxes for all property classes and to authorize an interim tax levy for the Year 2020. (One reading – with respect to 2020 tax due dates and Interim tax billing. To be considered by General Committee, October 7, 2019.)
- (f) A By-law to amend By-law No. 2018-177 entitled “A By-law to establish a Municipal Service Board that will promote, develop and encourage the performing arts in the City of St. Catharines, operate the FirstOntario Performing Arts Centre and associated business, and provide related services for the benefit of the City of St. Catharines.” (One reading – with respect to amendments to the composition of the Board. To be considered by General Committee, October 7, 2019.)
- (g) A By-law to authorize a contract with Rankin Construction Inc. (One reading – with respect to Lakeshore Road West Right-of-Way Shoreline Protection under P19-132. To be considered by General Committee, October 7, 2019.)
- (h) A By-law to authorize a Cost Sharing Agreement with 2533785 Ontario Inc. (One reading – with respect to the affordable housing development at 111 Church Street to replace sanitary sewer on North Street. To be considered by General Committee, October 7, 2019.)
- (i) A By-law to confirm the proceedings of council at its meeting held on the 7<sup>th</sup> day of October, 2019. (One reading - with respect to confirming the proceedings of the meeting held on October 7, 2019.)