



City of Kenora
Committee of the Whole
Minutes
Tuesday, June 4, 2019
9:00 a.m.
City Hall Council Chambers

Present: Mayor Daniel Reynard
Councillor Mort Goss
Councillor Rory McMillan
Councillor Andrew Poirier
Councillor Kirsi Ralko
Councillor Sharon Smith
Councillor Chris Van Walleghem

Staff: Karen Brown, CAO, Heather Kasprick, City Clerk, Jeff Hawley, Manager of Operations & Infrastructure, Stace Gander, Manager of Community Services

A. Public Information Notices

As required under Notice By-law #144 -2007, the public is advised of Council's intention to adopt the following at its June 18, 2019 meeting:-

- To amend the 2019 Operating & Capital Budget to withdraw funds from the CIP Reserves in the amount of \$37,458.00 to fund the 2019 CIP grants
- Amend the Municipal Water Supply and the Provision of Sanitary Sewage Services By-law pertaining to individual meters in buildings of four (4) or more units

B. Declaration of Pecuniary Interest & the General Nature Thereof

- 1) On Today's Agenda**
- 2) From a Meeting at which a Member was not in Attendance.**

Councillor Ralko declared an indirect pecuniary interest as it relates to agenda item number 3.3 regarding sewer & water service rates as it relates to her employment with the Shewchuk Law Firm.

C. Confirmation of Previous Committee Minutes

Resolution #1 - Moved by Councillor C. Van Walleghem, Seconded by M. Goss & Carried:

That the Minutes from the last regular Committee of the Whole Meeting held May 14, 2019 be confirmed as written and filed.

D. Deputations/Presentations

Mayor Reynard welcomed Guests Mayor Don Cunningham and Clerk/Treasurer Marsha Reader to our meeting today from the Township of Ignace.

Lake of the Woods Development Commission Quarterly Presentation

Graham Chase provided an update to Council on behalf of the Lake of the Woods Development Commission on their first quarter report to Council.

As a bit of a background on the LOWDC, the Commission was incorporated April 26, 2007 at arms-length from the City of Kenora. Governed by Board of Directors comprised of Council and community stakeholders with a maximum 11 members. Identified as a priority in the 2006 Economic Development Strategy, the Lake of the Woods Development Commission will deliver economic development, tourism and business services for the City of Kenora.

In 2017, the LOWDC undertook a strategic planning session and developed the 2017-2019 LOWDC Strategic Plan - Five Priority Areas Developed in Alignment with the City of Kenora Our Vision is 20/20 Plan which include: Creating an Open for Business Culture; Collaborating on Housing Development; Advancing Kenora's Brand Promise; Pursuing Opportunities for Indigenous Engagement; Encouraging Younger Generations to Live and Work in Kenora.

On April 17th, 2018, Council passed a by-law to establish a 4 percent municipal accommodation tax (MAT) effective October 1st, 2018. The MAT replaced the Destination Marketing Fee (DMF) that was being collected by the Kenora Hospitality Alliance. Because a DMF was collected before the introduction of the MAT, the municipality is required to remit to KHA the total amount of DMF revenues collected in the year prior to implementation of the MAT. As per the by-law, all excess revenue will be utilized for tourism and economic development priorities as established through the planning process of the Lake of the Woods Development Commission.

A planning session was held in March to identify strategic initiatives for 2019 and identified an organized based on budget level of less than \$5,000; \$5,000 - \$20,000; \$20,000 - \$30,000; \$30,000 plus and Longer term projects.

The 2019 Municipal Accommodation Tax Projects Include:

Under \$5,000 priorities

Super Summer Sundays Campaign - \$3,000 partnering with BIZ to invest in that program and get merchants to invest in Sundays and stay open. A campaign run in partnership with the BIZ to coordinate Sunday shopping and dining hours in the Harbourtown Centre.

Rural & Northern Immigration Pilot Project - \$4,000. This is a regional opportunity. A project lead by LOWBIC, the LOWDC funding could provide support for application if the Kenora region is a successful applicant.

Tourism Start-Up Grant - \$5,000. Partner contribution to the Northwest Business Centre to support a Starter Company Plus grant recipient specific to a Kenora tourism business.

Kenora Airport Authority (KAA) Partnership - \$5,000. Support for KAA activities related to airline attraction efforts.

Board Expense and Economic Development Marketing- \$10,000. Administration and advertising

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for economic development. Felt it was important to allocate some money to advertise and market what programs are available and what are assisting with.

Mount Evergreen Ski Hill - \$15,000. Assistance to Mount Evergreen for the development of a four season destination development and business plan and grant for general operating and maintenance costs. \$10,000 Four Season Destination Development and Business Plan & \$5,000 ongoing operating and maintenance challenges. Their building is reaching their end of life and the funding will give them some dollars towards planning for future of club and receiving support to build new in the future.

Lake of the Woods Discovery Centre - \$20,000 to enhance Discovery Centre with additional exhibit(s) and create more attractions that are specific to the Lake and our area.

Docking - \$30,000 - Winnipeg River dock extension & improvements to Harbourfront docking such as cribbing, bumpers. Keewatin boat launch and dock and provide for more docking those launching and coming off the river easier. \$7,500 to the Winnipeg River Launch Keewatin & remainder to Harbourfront docking – maintenance issues and fleets, bumpers –extending the life.

Advertising & Product Development \$30,000 - Additional allocation to traditional LOWDC allocation. \$15,000 Advertising & \$15,000 Special Events not just peak season but shoulder season.

New Product Development - \$30,000. Product development fund to support new opportunities

A public downtown washroom - \$50,000 (Reserves). New public washroom facility to be incorporated as part of Downtown Revitalization (DTR IV)

Sound Study - \$25,000 to address acoustic issues in the WhiteCap Pavilion

Wayfinding - \$50,000 - Fabrication and installation of gateway banners on 2nd Street South. The LOWDC will seek a partnership opportunity with Destination Northern Ontario. Public funding that we have applied for and hope to get matching funds.

Council questioned the level of annual MAT funding. It is roughly in the \$300,000 plus range estimated at the accommodation tax and a portion goes to the Hospitality Alliance.

Council thanked Graham and for the work that the LOWDC is doing. The fact that the dollars are being dedicated to tourism and economic development and to assist other organizations that directly benefit the community with other organizations that support tourism and economic development.

Council feels the LOWDC has energy behind them and in the short term will put those dollars to good use.

Ben Cohen, CEO Rideout Bay Developments – Sewer & Water Rate Increase

Ben Cohen, CEO of Rideout Bay Developments Inc., a company engaged in the development of multi-unit residential housing in Kenora. Currently they have an interest in three properties in Kenora with a total footprint of 40 acres. Their ownership group is also involved as a general partner in the 350 acres of the former Abitibi Mill site. Their objective is in building high density, multi family structures to accommodate the severe housing shortage in Kenora. At present they

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have expressions of interest from local parties to build 162 units on their properties that they would undertake to complete as developer.

The proposed By Law 70-2018 is of particular concern for them as it would impact their clients and potential clients, the economics of owning residential rental real estate. As a developer their interest is to meet local demand: their clients would own and manage the properties they build. There is one central issue contained within the report by Mr. Hawley: that equalizing the rents between single family home owners and those in condos and rental units would achieve a measure of equity and fairness. In fact it is their suggestion that this is unfair, as occupants of small seniors housing units and public housing would all pay the same basic charge as homeowners, with single family homes generally have higher occupancy than single units.

But the real critical consideration is one of ownership vs renters; in the argument put forth in the report, the contention is that the landlord will simply absorb the increase costs and fund it with the entirety of the allowable rental annual increase for several years. This argument fails to take into account that other inputs are also rising, insurance maintenance building materials and management costs. Allocating the entirety of the rental increase to pay for additional water charges will no doubt result in something else suffering and that something is most likely the property maintenance. What happens in reality is that costs in a rental situation are simply passed along to the end customers, in this case the tenants. And these tenants have no way to recover increased occupancy costs in the same way as homeowners do as they don't participate in the property appreciation. But perhaps the most serious implication for the City of Kenora is that increased costs of basic water charges increase the average rents for new affordable housing units and stymies the appetite for such product. At present they are working on developing a 100 unit seniors campus that would address the extensive waiting list for seniors housing. This increase will reduce the viability of the project in an already very tight financing environment. This increase in rates would affect new and existing private market rents without addressing who it impacts.

In a service based economy like Kenora, which was a resource based town reinventing itself as a tourist destination, service jobs are a critical part of the economy. The Housing that Rideout Bay is proposing to build serves largely this segment of the population, those engaged in the service Industry. This segment is often called the working poor: those unable to afford home ownership and yet not receiving neither government subsidies nor assistance. This is the type of housing that Kenora needs the most. If it is to grow and prosper and host possibly a casino, hotels, restaurants and shops it will need to address the need to accommodate its service industry workers at rental prices that are affordable.

Some real life concrete examples: a 36 unit building in Kenora now pays \$250 in flat fees and this number would go to \$3,250. This number is far in excess of what landlords would pay in other Northern Ontario communities. Of significant concern, is that for their 248 unit buildings that are now being developed for seniors the flat water charge would go from about \$500 per month to \$9,000. There is not a \$100,000 surplus in the seniors project. In fact with that \$100,000 of extra costs the numbers won't work and they will not be able to complete their project. They have an additional 62 units of market rent apartments that are under offer and their rates will go from \$750 a month to \$5,400 per month. Mr. Cohen has been clearly told that their expressions of interest on these units will be withdrawn as the debt service numbers no longer work.

Mr. Cohen cannot see how they could make the numbers work for new development, given the other costs of developing property in Kenora. He would also submit that several of the

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commercial businesses contemplating coming to Kenora would withdraw if there is not suitable affordable housing for their employees. It is for these reasons, to achieve equity between renters and owners, to allow seniors to reside in small apartments at a water charge less than full size homes and to encourage the construction and maintenance of housing for the working poor, Mr. Cohen requests Council to vote for Option 4 and eliminate the per living unit charge.

Have reviewed the numbers and a not-for-profit build is not feasible. For profit buildings does not impact as dramatically but what it does is add \$88-\$90 per unit. In order to build a new building the building has to set a net of new building. Before you get to the mortgage you have to net all the expenses. What is left to service the debt there is always a small comfort to service the debt.

Mayor Reynard noted that this was put in place last year, there has not been an apartment building built in 25-30 years, it is hard to equate why not. Mr. Cohen noted that he believes it is the combination of available land and requirements of site preparation and the type of building. His builds are deployed modular home styles and bring them to the location already built.

Mayor Reynard thanked Mr. Cohen for his passion for our community and for presenting his information today. A copy was left with the Clerk.

E. Reports:

1. Administration & Finance

1.1 April 2019 Financial Statements

Recommendation:

That Council hereby accepts the monthly Financial Statements of the Corporation of the City of Kenora at April 30, 2019.

Discussion: Jon Ranger reviewed the financial statements for April 2019. Mayor Reynard has questions on user fees for fire and Barsky's Hill \$44,000 vs \$34,000 last year. He further questioned the three additional weeks of operations in the arenas. If we stayed open for three additional weeks during that time how much revenue did we generate and if our revenues are dropping dramatically we need to look at what we are doing with that time. Traditionally the ice went in in Keewatin before August long for Diamonds and Ice and now we are approaching the first week in July for Keewatin ice. If the cost of having that facility open earlier is impacting the taxpayers then we need to know what that is.

Under expenses winter control maintenance is up \$180,000. Mayor Reynard questioned out of that increase is that our staff time or contracted time. Operations Manager, Jeff Hawley noted that in general where we have high snow fall there will be increases and in our material costs. We have material on-site and paid for upfront but it is allocated to the department as it comes out of our stores. The Department doesn't pay for it until it is utilized. Winter control a lot of expenses are the rental of our own equipment.

1.2 Municipal Insurance Renewal

Recommendation:

That Council hereby accepts the proposal for renewal of Municipal Insurance as presented by Gillons and Frank Cowan Company in the amount of \$297,420.00 plus applicable taxes; and further

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That this amount includes \$291,228.00 for property, automobile and liability, and \$6,192.00 for volunteer firefighter coverage.

Discussion: The renewal term has gone down about \$1,000 and that is the number that is a starting point and will fluctuate at some point in the year. As new buildings get added, they will add the premium right away. It's a starting point and as buildings come on or revalued it will fluctuate. Council legal fees are covered if something was to happen as a Councillor. We typically do an RFP and once it is successful we do a renewal with that party and this is the third renewal with Cowan. Last time it was tendered, Gillons provided three different quotes from three different companies.

1.3 Community Code of Conduct Policy

Recommendation:

That Council hereby approves a new Community Code of Conduct Policy #HR-2-26 to be added to the Comprehensive Policy Manual; and further

That three readings be given to a bylaw for this purpose.

1.4 ROMA-OGRA Combined Conference

Discussion:

Mayor Reynard discussed this item pertaining to the two ROMA-OGRA conferences. In the past, we have sent some members to the ROMA Conference and some members to the OGRA Conference. Unanimously on the floor at the conference these conventions were held concurrently. The cost of attending these conferences is high and the request was to combine again. As a Council we need to determine where do we get the most benefit in attending.

Councillor Goss feels that each of them have their benefits and fair representation of Ministers at both. It is dependant every year on the quality of the agenda. OGRA is becoming a smaller conference. Fairly good learning sessions and understand the concerns.

Councillor Van Walleghem and Councillor Ralko both attended the ROMA Conference in 2019 and had five deputations and 1,200 people there. Rather than drop one, possibly we should consider having a few members of Council attend each one.

Councillor Poirier noted that for years that he was on Council we attended where they were combined. It is beneficial through the Operations department would alternate with managers and supervisors and beneficial on the OGRA side. Need to wait and see what agendas look like. Councillor Poirier does not feel committed to dropping one or keeping both and see what is available for each one.

Councillor McMillan has only been to OGRA two or three times and perhaps our approach can be we select one conference whether AMO/OGRA or ROMA and focus on a lot more attending NOMA. Doesn't look like they are going to get back together.

Consensus of Council was to continue to support the conferences but discuss who is attending which one early on. If the commitment is to send however many to each one, then we should make that determination that allows staff to book rooms which are required months in advance and register.

1.5 Water & Sewer Account Deposits Policy

Recommendation:

That Council hereby adopts a new water and sewer accounts deposit policy #AF-5-2 to be added to the Comprehensive Policy Manual; and further

That three readings be given to a bylaw for this purpose.

Discussion: A customer with good credit would not be required to pay a deposit and can provide a letter of reference from another utility to prove their credit. Deposits assist with collection on unpaid accounts before transferring to taxes.

1.6 Evaluation of Busing Model

Discussion:

Stace Gander reviewed busing models. We are considered a fixed model City staff were asked to evaluate the application of city busing models that are currently being utilized in other Ontario municipalities to determine if there was a model that could be a fit for the City of Kenora.

When considering the public transit model in Kenora, one first has to understand Kenora's current model.

The current busing model used in Kenora is classified as traditional fixed route busing. As such, City owns buses travel along predefined routes stopping only at defined bus stops while maintaining a schedule. The day-to-day operating of the bus service is outsourced to First Student Canada.

The graph above provides a visual of some historical results of the Kenora Transit activity. The table demonstrates that ridership, expense and revenue was largely consistent from 2011 – 2015.

Recent years have witnessed 2 major influences to the business:

1. Ridership is down 35% since 2015
2. Expenses are up 25% since 2015

As a result, there is pressure to determine if there are other models that exist that could be considered as an alternative to the traditional fixed route busing model for the City of Kenora.

Option 1 – Uber Model – Municipality of Innisfil

Innisfil undertook a Transit Feasibility Study because the municipality did not provide a bus service to its community members. The study initially looked at two options, both of which included city owned buses that were fixed-route bus in nature. Upon review, Innisfil staff opted to introduce a third option, a "demand-responsive transit solution".

Option 1 – 1 bus fixed route

Option 2 – 2 bus fixed route

Option 3 – demand-responsive transit solution

Option 3, is an Uber based on-demand service and it was launched May 15, 2018. This implementation was based on Council's direction to pursue a more cost-effective demand-based transit solution to provide a greater level of coverage and accessibility across the entire town.

The model is based on 24/7 availability model. There are two categories of user requests;

1. Key Destination – predefined to and from points (or close to) with a \$3 to \$5 subsidy per ride. {The municipality pays Uber directly}
2. Custom Destination – all areas within Innisfil boundaries excluding above with a \$5 flat fare and associated subsidy.

The utilization rate of the Uber model has been exceptionally high. This has led to expense pressure due to the volume and level of subsidy based on actual ridership activities. Innisfil Transit reports an average subsidy of \$7.44/trip.

Innisfil is now looking at putting limits on the monthly trips per customer to help curb the expense pressure. That said, the public is very happy with on-demand service.

Kenora by comparison: In 2018, the total costs to operate the Kenora Transit Service was \$290,353 against \$96,138 of revenue. There were a total of 38,138 passenger/rides for that same period of time. The shortfall to operate the service was \$194,215 (which is equal to the level of subsidy). Therefore, the average subsidy per ride in Kenora is \$5.09.

A conversation did take place with Marty Gray, the Manager for Public Policy for Uber Canada. Mr. Gray indicated that the Kenora market was too small for a demand-responsive transit solution through Uber. He indicated that the market represented a challenge from both an available driver standpoint, and ridership stats that would be too low for the economics to work. There was a discussion about the future and the potential for Uber to develop a new solution that was less complicated than that developed with and for Innisfil. There was an agreement to stay in contact with the City of Kenora as Uber's service delivery options evolved into smaller markets at some point in the future.

Option 2 – Non-fixed route utilizing buses – Municipality of Bellville

The municipality of Bellville launched a new bus solution on Sept. 17, 2018. The municipality operates 40 foot buses and they have City employees as bus drivers. They previously operated a fixed route, defined bus stop service similar to that of Kenora. Bellville was experiencing ridership going down and averaged approximately 996,000 rides per year prior to introducing their new operating model.

On Sept 17, 2018, Bellville introduced a new operating model and went live with a new system developed by a company called Pantonium. Pantonium has developed a bus booking application that runs on a computer or smart phone. The way the system works, is that riders go onto an app and enter the time and location they want to be picked. They also enter when and where they want to be dropped off. The app. has the ability to calculate the most efficient routes when taking into consideration all other request for service. Since launching, ridership is up approx. 10%

Application of Pantonium solution in Kenora

There is the potential to receive some benefits from the Pantonium solution.

1. If there are no requests for service, the buses don't have to run. This leads to a fuel saving, however that saving would go to First Student.
2. Buses don't stop or go unless there is a request for service. This would help optimize the bus and driver utilization for First Student but this has no spill over impact for the City of Kenora. There is the potential that major maintenance costs could be reduced because the buses will likely run less.
3. Bus riders would see an increase in their experience because they can now determine their schedule versus the schedule determining patrons riding times.

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4. If someone doesn't have a smart phone or computer, an individual wanting to book a ride has the option to call the City of Bellville to book a ride for them. This works well for Bellville because they have transit staff. In the case of the City of Kenora, this would increase demand on our Customer Service staff. Bellville indicates there are only 2-3 manual calls a day.
5. Because of #4, Bellville has seen a drop in the number of people using buses as a warm up shelter.

We received a proposal from Pantonium. The first year cost is \$42,000 and \$12,000 for every year after.

Bellville reports a 10% increase in ridership but only 50% generates a revenue benefit because 50% of the riders have monthly passes (so volume of rides doesn't matter). Bellville is able generate efficiencies in bussing costs but only because Bellville's staff are the drivers. If Kenora had a similar increase, the incremental revenue in increased rides would equate to \$4,875 annually (based on a \$2.50 fare). This would represent a further expense pressure to the City of \$7,125/year.

Further, it could be difficult to negotiate a revised business model with First Student Canada. Given the above data and information, status quo on the operation of conventional transit is the best option.

Discussion: Council questioned how much dedicated gas tax do we have and how much is in reserves. We have made application based on infrastructure for handi transit. Can we use that to offset operating for conventional transit if we aren't buying buses can we move it into operating to offset.

Using it for operating, as I understand it we can use it towards operating but have to show that we are improving servicing or routes. Unless something changes with the funding we have to use this for infrastructure and see this as a potential issue to bring up at the AMO conference. The funding programs that are designed are so rigid they are often not feasible for us to access. We need to continue to insist that the funding programs be less rigid and changes be made that aren't Toronto focused for that funding. \$1.5 million for Kenora decision was made to use for Handi Transit.

2. Fire & Emergency Services

No Reports

3. Operations & Infrastructure

3.1 Norman Park Parking Amendment

Recommendation:

That Council hereby approves an amendment to the Parking By-Law #82-2018 Lot R, to impose a parking restriction on the parking of trailers within Lot R, located at Norman Park; and further

That three readings be given to an amending By-law for this purpose.

3.2 Minnesota Street and Bay Road Parking Restrictions

Recommendation:

That Council hereby approves an amendment to the Traffic Regulation By-law Number 180-

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2015, Schedule "B" – No Parking Tow Away Zone to impose a no parking anytime on Minnesota Street; and further

That Council hereby approves an amendment to the Traffic Regulation By-law Number 180-2015, Schedule "C" – Limited/Restrict Parking, to impose a 24 hour parking only on Bay Road; and further

That three readings be given to a by-law for this purpose.

3.3 Sewer & Water Service Rate

Recommendation:

That Council hereby reconfirms the decision made on May 22, 2018 wherein all buildings consisting of four (4) or more living units, including apartments, condominiums, life leases, 55 plus and similar usage buildings, hereafter referenced as multiplex buildings, be charged a per living unit service fee based on the number of living units within the building equivalent to the sewer and water service fee for individual homes (based on a 5/8" service line), as per the General Tariff of Fees and Charges By-law; and further

That any increases to existing multiplexes, resulting from implementing this decision be phased in over seven (7) years in equal increments; and further

That Council hereby approves the elimination of the current requirement for individual living unit metering in proposed new multiplex buildings; and further

That By-law 70-2018, a By-law to regulate the Municipal Water Supply and the Provision of Sanitary Sewage Services in the City of Kenora, be amended to reflect these changes; and further

That in accordance with Notice By-Law Number 144-2007, public notice is hereby given that Council intends to amend the Municipal Water Supply and the Provision of Sanitary Sewage Services By-law pertaining to individual meters in buildings of four (4) or more units; and further

That three readings be given to a bylaw for this purpose.

Discussion: Councillor Smith appreciates the work Mr. Hawley has done on this and the amended report. Council was asked to listen to the public and they have addressed the concerns that were brought forward. That will not be well received by the users of the system already paying their share. The bylaw said that new builds will have to have individual meters in each department so we took that out of the bylaw and that will reduce your capital costs on new builds and this Council does listen and do change when we hear concerns.

Councillor Smith noted that it is very clear to her that there is no benefit or savings with multi-unit buildings. Everyone benefits from the safe and reliable water system. We know that if rates go up there will be people impacted. If the system continues the way is now it is the utility that is subsidizing the people who are not paying their fair share. Those people could be marginalized and not fair to them. Councillor Smith questioned that if that is the only situation left outstanding there does the utility users subsidize for others.

Councillor Poirier congratulated Mr. Hawley on the report and a lot of thought and insight on the topic. He totally understands the need for additional revenue, every public entity has infrastructure deficits. No different than any other municipality and we have revenue of \$9.8M

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user fees, general expenses of \$6.1M difference of \$3 M and that money has to work awful hard to eliminate the infrastructure deficit and build projects. He understands depending on what decision Council makes and some will be happy and some will be upset. Listening to Mr. Cohen this morning it is the consequences of the bylaw. Not going to dispute a developer's numbers and we want that housing spectrum to begin to shrink. We don't care who it's for and the consequences are that we are not going to fill that housing spectrum and if we start losing development that is our major thrust right now.

Councillor Goss noted that this originally arose as an issue of fairness and we do have renters that are paying less than \$10 per month and some that are paying \$88. That comes with other problems. Fairness is the issue that really drove this and as he looks at other numbers and have to look at fairness of them and almost puzzled by the great discrepancies in rates. To look at it from a developer standpoint, would go into other areas with lower rates.

Councillor Van Walleghem also thanked Mr. Hawley for his report and it is about fairness. We can't treat the different groups differently. The landlords state the huge increase is that they aren't paying their fair share now. There are four options presented to us and would support this but would like to see a difference between option one and two.

Mayor Reynard noted the reality is no matter what we decide we will have very unhappy people. We have heard from landlords, condo owners, not for profits and now residents. Here is where the struggle lies. DSAB will pass the costs onto municipalities. The Kenora Non Profit Housing does not have that option and therefore he sees three groups. Condo's / life leases, which are totally different from non-profit housing rentals and ideally different rates for each one. The Mayor previously offered a scenario before whereby you find a rate for everyone in multi res. It would generate more revenue and would be a more equitable solution. Mayor Reynard suggests we defer this and send it back to find a compromise.

Manager of Infrastructure, Jeff Hawley, noted that we definitely can have different classes but he does not recommended that we create more than one class of user pay. No separation all multi res per unit charge instead of the \$90/mo.

Any multi-unit residential would pay a base rate, if we can come back and find a rate that is more equitable that is right across the multi-unit and as a homeowner can accept that. Generate more revenue and create the opportunity for more development. Will create and could lose the future builds and without housing this community is not going forward.

Karen Brown, CAO summarized Council's deliberation that administration further develop the report and come up with a per unit rate that would be different than a single dwelling home. If staff can come up with an appropriate number, that reduction for multiplexes could be represented as a percentage of a monthly rate.

Mayor Reynard noted that if there is an opportunity he would like to split the condo owners/life leases from the others.

Councillor McMillan questioned if we are we changing our user pay policy. Would be changing it for user pay on service rates. If we proceed with the recommendations then within that report we should also mention we are amending our user pay policy. This has to come to a close and the implementation of that and putting in place.

Direction was provided to Administration to develop further options for Council with a per unit rate that would be different than a single dwelling home. Once the report is ready for consideration a special meeting could be held in order to discuss further if it is not ready for the June 18th Council meeting. If the report is not ready by staff, it is best to hold for July or for a special meeting so it can be discussed in detail.

4. Community Services

4.1 NOHFC Phase II Submission Amendment – Kenora SportsPlex

Recommendation:

That Council hereby approves the Phase 2 application request to the Northern Ontario Heritage Fund Corporation (NOHFC) in the amount of \$225,000 for infrastructure work required to the mezzanine of the Kenora Sportsplex; and further

That Council agrees to cover any project cost overruns related to this project.

4.2 Ice Allocation Policy

Recommendation:

That Council hereby approves the amended Ice Allocation Policy #CS-1-4 to the City's Comprehensive Policy Manual; and further

That three readings be given to a bylaw for this purpose.

5. Development Services

5.1 Budget Amendment - CIP

Recommendation:

That Council hereby approves an additional allocation of \$37,458.00, to be funded through the 2019 CIP Reserves to provide Community Improvement Plan Grants (CIP); and further

That in accordance with Notice By-law Number 144-2007, public notice is hereby given that Council intends to amend its 2019 Operating & Capital Budget at its June 18th, 2019 meeting to withdraw funds from the CIP Reserves in the amount of \$37,458.00 to fund the 2019 CIP grants; and further

That Council gives three readings to a by-law to amend the 2019 budget for this purpose.

Discussion: It was questioned how much is in our reserve fund for CIPs. Adam will follow up with Council. Two years ago a report was provided to Council on who had accessed the program and now you notice the ones who have not accessed the program in the downtown.

F. Proclamations

None

G. Other

- Councillor McMillan referenced the celebration of Freedom Road in Shoal Lake and plans to attend the gathering where there will be speeches, lunch and anyone who wishes to go are welcome to join him. This is a very historical moment and very significant work by Shoal Lake First Nation Chief/Council and staff.

- Councillor Smith is doing a guided walk of the Mink Bay Trail if anyone would like to come.
- Councillor Goss noted there is a lot of negativity on social media of what is going on in the downtown area and we have developed a course of action. There is an upcoming meeting which is for business owners who are seeing issues in the downtown and there will be a further general public session later on.

Other:

Zoning Bylaw Amendment - D14-19-05 – 127 5th Ave S, Kendall House

Recommendation:

That Zoning By-law Amendment D14-19-05, 127 5th Avenue South be hereby approved to change the zoning of the subject property being a legal non-complying building for those uses permitted in the R3 - Residential Third Density Zone; and further

That three readings be given to a bylaw for this purpose.

Zoning Bylaw Amendment - D14-19-06 Small Homes

Recommendation:

That Zoning By-law Amendment D-14-19-06, Small Homes, to establish a Residential - Small Home Zone (SH) in Zoning By-law No. 101-2015, as amended, which will address permitted uses and regulations related to minimum lot area and minimum gross floor area be hereby approved; and further

That the zone contains more flexible regulation to enable the development of small homes in the City; and further

That three readings be given to a bylaw for this purpose.

H. Next Meeting

- Tuesday, July 9, 2019

I. Adjourn to Closed

Resolution #2 - Moved by Councillor C. Van Walleghem, Seconded by M. Goss & Carried:

That this meeting now be adjourned to a closed session at 11:00 a.m.; and further

That pursuant to Section 239 of the Municipal Act, 2001, as amended, authorization is hereby given for Committee to move into a Closed Session to discuss items pertaining to the following:-

- i) Disposition of Land (request for reconsideration of evaluation)
- ii) Disposition of Land (Future Use of Central Park)
- iii) Personal Matter about an Identifiable Individual (Museum Board Appointment)
- iv) Matter authorized by another provincial statute (Emergency Management & Civil Protection Act)

J. Reconvene to Open Meeting

Council reconvenes to open session at 1:10 p.m. with the following reports from its closed session:-

Museum Board Appointments

Recommendation:

That Council hereby appoints Lesley Ratchford and Adrianna Harty to the Lake of the Woods Museum Board for a term at the pleasure of Council no later than November 14, 2022.

Request for Reconsideration of Land Sale Evaluation

Recommendation:

That Council directs administration to continue working with the applicants toward the sale of an unopened road allowance located in Keewatin adjacent to 317 St. Clair Street and 405 Twelfth and that the sale price is based on the appraisal report completed by an accredited appraiser in Ontario.

K. Close Meeting

Meeting adjourned at 1:11 p.m.