



NOTICE

A SPECIAL MEETING

will be held by the

**Council of the Corporation of the Town of Kearney
Senior's Room**

8 Main Street, Kearney ON

**Thursday, September 10, 2026
10:30am**

1. Call the Meeting to Order

2. Approval of Agenda

3. Disclosure of Interest

[At this time, Members of Council shall declare pecuniary interest, if any, with items on the agenda.]

4. Items For Discussion

4.1 Discussion Regarding Colonization Road

5. Closed Session

NIL

6. Adjournment



Staff Report

Staff Report No. SR2026-49
Date: September 10, 2026
To: Mayor, Deputy Mayor and Members of Council
From: Tom Young, Public Works Superintendent
Jenny Leblond, Treasurer
Subject: Further discussion on Colonization Road

Recommendation:

THAT Council receives SR2026-49 as information and provides direction to Staff.

Background:

Council received report 2025-67 at the November 20, 2025 regular Council meeting and an updated report April 30, 2026 with regards to bringing multiple roads up to a municipal standard and opening for year-round maintenance.

Council has Identified 9 roads that they would entertain rebuilding to year-round maintenance standards. During this process Council directed Staff to get quotes on 2 of the easiest roads to rebuild, these roads are Gray Jay Lane and the Colonization Road.

Survey lines were verified through OLS and Staff have staked both these roads out to see the road allowance boundaries. Where road surfaces are existing for both Gray Jay and Colonization Road, they are within the road allowance boundary and can be improved on the existing road allowance without the need to expropriate any lands. Bringing these roads up to these standards would allow for year-round maintenance such as summer grading and winter plowing and sanding. It would also allow for emergency services to access these properties safely year-round.

On August 13, 2026, Council had a public meeting for the residents to comment about moving forward with bringing Colonization Road up to a municipal standard to open for year-round maintenance. The following resolution was passed at this meeting:

Moved by: Deputy Mayor Michael Rickward; Seconded by: Councillor Beaucage

BE IT RESOLVED that the Council of the Corporation of the Town of Kearney directs Staff to defer the Colonization Road project pending receipt of a current survey to determine where the road is located. Council agrees to allow the Rondinelli family until August 27th to provide this survey; AND FURTHER THAT work begin ASAP after the August 27th date; AND FURTHER THAT the cost of the roads be shared equally by way of a Special Service Charges Bylaw if applicable or a Special Area Fees & Charges Bylaw; AND FURTHER THAT the land owners be provided an opportunity to pay over 10 years at zero interest or pay in advance if they so wish; AND FURTHER THAT the cost to the land owners not exceed \$82,000.00
CARRIED

At the September 3rd Council meeting, Council amended the agenda and composed the following resolution:

Moved by: Councillor Sharer; Seconded by: Councillor Beaucage

BE IT RESOLVED that the Council of the Corporation of the Town of Kearney will hold a Special Meeting on Thursday, Sept. 10 @ 10:30 am to meet with all owners on the Colonization Road and their Legal Counsel and Staff to determine how all would like to go forward AND FURTHER THAT all construction on the road cease until after the meeting. AND FURTHER THAT Council provide direction to Staff to provide the following options as information at the Public Meeting noted above: 1) gift unopened road allowance in its entirety, 2) gift a portion of the unopened road allowance, 3) 2 maintained roads with a cul de sac at each end, 4) create a through road that be municipally maintained

Analysis/Options:

Option 1 – Gift unopened road allowance in its entirety

The Town would gift the whole of the unopened road allowance to all abutting landowners in joint tenantship. This requires all landowners to be in agreeance to take over ownership of the unopened road allowance as a true private road. There is no municipal road maintenance or fire service with this option. Abutting landowners would have care and control over their own private road and costs associated, would be borne by the landowners. Due to no formal condominium road agreement, the abutting landowners would have no legal requirement to pay into the maintenance of the true private road. This option as well, removes frontage on a municipally owned road, which could have an impact on real property values as well as implications for future Planning Act Applications. Finally, this option would close up an unopened road allowance leading to water, which generally is not the policy which Council takes in its sale of land by-law. The gifting of unopened road allowance processes typically take close to a year to complete with a single property owner. With this being more complex, it could take longer would require the continuation of maintenance by a private citizen without a contract with the Town for this winter season, which increases risk and liability for the Town of Kearney.

Option 2 – gift a portion of the unopened road allowance

The Town would gift a portion of the unopened road allowance to the two property owners at the south end of the unopened road to own in joint tenantship while opening the north portion of the unopened road allowance for year-round maintenance with a cul de sac just passed the last driveway on the east side of the colonization road. From a maintenance and emergency vehicle perspective, cul de sac's are positioned passed the last driveway and would require the entirety of the unopened road allowance width – roughly 20m turning radius. While the Town has existing turning circles which do not meet this standard, the existing standard for any newly created roads are that of a 20m turning radius. There is a potential for an increase in construction costs over and above the quoted amount at the August 13th 2026 Council meeting as creation of a cul de sac was not originally budgeted for. For the portion being gifted/sold, the abutting landowners would have care and control over their own private road and costs associated, would be borne by the landowners. Due to no formal condominium road agreement, the abutting landowners would have no legal requirement to pay into the maintenance of the true private road. This option as well, removes frontage of properties on a municipally owned road, which could have an impact on real property values as well as implications for future Planning Act Applications. Finally, this option would close up an unopened road allowance leading to water, which generally is not the policy which Council takes in its sale of land by-law. The gifting of unopened road allowance processes typically take close to a year to complete. With this being more complex, it could take longer which would require the continuation of maintenance by a private citizen without a contract with the Town for this winter season, which increases risk and liability for the Town of Kearney.

Option 3 – Two Maintained roads with a cul de sac at each end

The Town would not have the road go through the whole of the colonization road. It would create two cul de sac's to provide access to the south end properties (2) and the north end properties (3). The cul de sacs would again, be on the unopened road allowance. From a maintenance and emergency vehicle perspective, cul de sac's are positioned passed the last driveway and would require the entirety of the unopened road allowance width – roughly 20m turning radius. While the Town has existing turning circles which do not meet this

standard, the existing standard for any newly created roads are that of a 20m turning radius. There is a potential for an increase in construction costs over and above the quoted amount at the August 13th 2026 Council meeting as creation of a cul de sac was not originally budgeted for. The removal of more vegetation will also remove existing privacy from many abutting landowners, specifically around the cul de sac area.

Option 4 – Create a through road that be municipally maintained

This would see the Town open the unopened road allowance through from the north to south intersections at Highway 518. Through Council direction, a contractor has been hired, work has begun and at this point in time, stopped until further direction is received. This option provides for less construction costs and clearing of trees to maintain privacy for residents, is the safest and beneficial from an operational perspective for Public Works for snow plowing as there is minimal reversing required. This is also the safest, most efficient option for the Fire Department as there is no concern about having enough room to turn the fire trucks around in a cul de sac, or their inability to enter onto a private road. This option also allows for proper access for emergency services and improves the unopened municipally owned road in the fastest way possible.

Conclusion:

Staff await Council direction on which option they would like to move forward with.

Prepared by:

Tom Young, Public Works Superintendent
Jenny Leblond, Treasurer