



**REGULAR MEETING OF COUNCIL  
AGENDA**

**Monday, March 22, 2021, 6:00 PM**

**Council Chambers**

**2021 Division Road N**

**Kingsville, Ontario N9Y 2Y9**

**Pages**

**A. CALL TO ORDER**

In light of the ongoing COVID-19 pandemic, this Regular Meeting of Council is being held electronically. Members will meet via electronic participation. Members of the public can view the meeting at [www.kingsville.ca/meetings](http://www.kingsville.ca/meetings) and select the VIDEO icon.

**B. MOMENT OF SILENCE AND REFLECTION**

**C. PLAYING OF NATIONAL ANTHEM**

**D. DISCLOSURE OF PECUNIARY INTEREST**

When a member of Council has any pecuniary interest, direct or indirect, in any matter which is the subject of consideration at this Meeting of Council (or that was the subject of consideration at the previous Meeting of Council at which the member was not in attendance), the member shall disclose the pecuniary interest and its general nature, prior to any consideration of the matter.

**E. PRESENTATIONS/DELEGATIONS**

1. Leamington and Area Family Health Team (LAFHT)--Lead Physician Dr. Sheila Horen, Board Chair Bill Orawski and Interim Executive Director Jim Samson (Update report and presentation)

**F. MATTERS SUBJECT TO NOTICE**

1. PUBLIC MEETING--Application for Zoning By-law Amendment ZBA/18/19 by Brotto Investments Inc. 183 Main St. E., Part of Lot 2, Concession 1 ED

R. Brown, Manager of Planning Services

i) Notice of Complete Application and Public Meeting: Zoning By-law

Amendment, dated March 2, 2021;

ii) Report of R. Brown dated March 4, 2021;

iii) Proposed By-law 29-2021 being a by-law to amend the Comprehensive Zoning By-law for the Town of Kingsville.

**Recommended Action**

That Council:

Approve zoning amendment application ZBA/18/19 to rezone a portion of the lands located at 183 Main St. E from Residential Zone 1 Urban, R1.1 to a site-specific Residential Zone 4 Urban R4.1-6 to:

Permit an apartment building with a maximum of 22 dwelling units;

Reduce the required rear yard setback from 12.2 m to 7.5 m;

Reduce the required lot frontage of the land to be retained as a result of the severance of the existing single detached dwelling from 25 m to 16 m, and

Increase the permitted maximum height from 11 m to 12.2 m

**G. AMENDMENTS TO THE AGENDA**

**H. ADOPTION OF ACCOUNTS**

- |    |  |     |
|----|--|-----|
| 1. | <b>Town of Kingsville Accounts for the monthly period ended February 28, 2021 being TD cheque numbers 0075696 to 0075951 for a grand total of \$2,871,756.33</b> | 211 |
|----|--|-----|

**Recommended Action**

That Council receives Town of Kingsville Accounts for the monthly period ended February 28, 2021 being TD cheque numbers 0075696 to 0075951 for a grand total of \$2,871,756.33

**I. STAFF REPORTS**

- |    |   |     |
|----|---|-----|
| 1. | <b>Application for Site Plan Approval SPA/06/2021 by<br/>Brite Foods Inc.<br/>Concession 3 ED</b> | 222 |
|    | <b>Sun<br/>1552 County Road 34, Part of Lot 10,<br/>Parts 1 to 7, RP 12R 25071</b>                |     |

R. Brown, Manager of Planning Services

**Recommended Action**

That Council:

Approve site plan application SPA/06/2021 to permit the construction of a 864 sq. m (9,105 sq. ft.) bunkhouse and associated amenity area, subject to the terms in the associated site plan agreement, and



Authorize the Mayor and Clerk to sign the site plan agreement and register said agreement on title.

2. **Application for Minor Development Agreement AGR/01/21 by Jason & Bronwen Stenger (Owners) Roberto D'Alimonte - Silversprings Construction (Applicant) 627 Talbot Rd N Lot 6, Concession 11, Pt. 1, RP 12R-4224 Roll No.: 3711 670 000 01000** 233

K. Brcic, Town Planner

**Recommended Action**

That Council:

Approve the proposed minor development agreement to permit a second dwelling on 627 Talbot Rd N for a temporary time during the construction of a new dwelling on the same lot, and authorize the Mayor and Clerk to sign the minor development agreement, and register said agreement on title.

3. **2021 Final Tax Levy By-Law** 237

R. McLeod, Director of Financial and IT Services

**Recommended Action**

Council authorize By-law 23-2021 for the establishment of rates for the levy and collection of property taxes in the Town of Kingsville for the year 2021.

4. **Statement of Remuneration & Expenses for 2020** 245

R. McLeod, Director of Financial and IT Services

**Recommended Action**

Council receive the Statement of Remuneration & Expenses report for 2020.

5. **Fleet Replacement Report** 250

S. Martinho, Manager of Public Works and Environmental Services

**Recommended Action**

That council approves the acquisition of the Fleet assets utilizing Fleet Management Reserves as follows:

One (1) 2021 Dodge Ram 1500 pick-up truck for the Public Works Department for the purchase price of \$37,679.29 inclusive of the HST burden.

One (1) 2021 Dodge Ram 5500 with a dump body for the Public Works Department for the purchase price of \$74,464.71 inclusive of the HST burden.

One (1) 2021 Vermeer BC1000 Wood Chipper for the Public Works

Department for the purchase price of \$51,647.81 inclusive of the HST burden.

Two (2) 2021 Ver-mac PCMS4800 Full Matrix Sign Boards for the combined purchase price of \$37,640.70 inclusive of the HST burden.

Two (2) Kubota F3990 Front End Cutting Mowers for the combined purchase price of \$65,468.94 inclusive of the HST burden.

**6. 59 Mettawas Lane Offer to Purchase**

253

G. A. Plancke, Director of Infrastructure and Engineering

**Recommended Action**

That Council authorize and direct administration to prepare an offer to purchase 59 Mettawas Lane for the agreed purchase price of \$95,000 and further that,

Council authorizes the Treasurer to reallocate the purchase cost of \$95,000 plus legal expenses from the P.W. Capital Reserve account # 03-000-032-39068.

**7. West Side Collector Road (WSCR)**

257

G. A. Plancke, Director of Infrastructure and Engineering

**Recommended Action**

That Council endorse the concept of a West Side Collector Road in principal and that,

Council accept the road alignment as recommended by the West Side Collector Road Committee with the provision that minor modifications may be required in order to secure land and,

Council direct administration to update the Town's Development Charges list of projects to include the West Side Collector Road as an appropriate 90% growth related project based on a high level estimate for construction of \$5,800,000, and further that,

Council direct administration to negotiate with AMICO for the costs of construction as directed by Council in Closed Session, and if an agreement on costs cannot be agreed upon, that administration issue a tender for the project exclusive of the subdivision development.

**8. Council's Priorities for 2021-2022**

262

J. Norton, CAO

**Recommended Action**

That Council approve:

1) Council's 2021-2022 priorities include COVID-Health as the overarching priority and the priority list with rankings of these items, as outlined in this report;

2) The CAO Action Plan for 2021 and 2022 be approved as attached to this Report and the CAO directed to implement the Plan.

**J. MINUTES OF THE PREVIOUS MEETINGS**

- |    |  |     |
|----|--|-----|
| 1. | Special Meeting of Council--March 3, 2021                | 270 |
| 2. | Regular Meeting of Council--March 8, 2021                | 274 |
| 3. | Regular Closed Session Meeting of Council--March 8, 2021 |     |

**Recommended Action**

That Council adopts Special Meeting of Council Minutes dated March 3, 2021, Regular Meeting of Council Minutes dated March 8, 2021, and Regular Closed Session Meeting of Council Minutes dated March 8, 2021.

**K. MINUTES OF COMMITTEES AND RECOMMENDATIONS**

- |    |   |     |
|----|---|-----|
| 1. | Committee of Adjustment --December 22, 2020 | 292 |
|----|---|-----|

**Recommended Action**

That Council receives Committee of Adjustment Meeting Minutes dated December 22, 2020.

- |    |   |     |
|----|---|-----|
| 2. | Parks Recreation Arts and Culture Committee--January 21, 2021 | 295 |
|----|---|-----|

**Recommended Action**

That Council receives Parks, Recreation, Arts and Culture Committee Meeting Minutes dated January 21, 2021 together with the following sub-committee minutes: Fantasy of Lights--December 15, 2020.

- |    |                                     |     |
|----|-------------------------------------|-----|
| 3. | Kingsville B.I.A.--February 9, 2021 | 305 |
|----|-------------------------------------|-----|

**Recommended Action**

That Council receives Kingsville BIA Meeting Minutes dated February 9, 2021.

**L. BUSINESS CORRESPONDENCE - INFORMATIONAL**

- |    |  |     |
|----|--|-----|
| 1. | Ontario Fire College Resolutions                                 |     |
|    | a. City of Port Colborne--Correspondence dated February 24, 2021 | 309 |
|    | b. Township of Brock--Correspondence dated February 25, 2021     | 311 |
|    | c. Township of Howick--Correspondence dated March 3, 2021        | 313 |
|    | d. Township of Limerick--Correspondence dated March 9, 2021      | 314 |
|    | e. Town of Bracebridge--Correspondence dated March 9,            | 315 |

2021

- f. Municipality of Morris-Turnberry--Correspondence dated March 10, 2021 317
2. Norfolk County--Correspondence dated February 23, 2021 RE: Carbon Tax on Primary Agriculture producers 319
3. Township of Adjala-Tosorontio--Correspondence dated February 26, 2021 RE: Tile Drainage Act 322
4. Request from Karen Pickle, resident that March 21 be proclaimed as World Down Syndrome Day in the Town of Kingsville 326
- SEE: Sample Resolution passed March 13, 2020.
5. Township of South Glengarry--Resolution dated March 1, 2021 RE: Provincial Vaccine Rollout 328
6. Township of Brock--Correspondence dated March 2, 2021 RE: Cannabis Licensing and Enforcement 329
7. Lake of Bays--Correspondence dated March 2, 2021 RE: Capacity Limits for Restaurants in Stage 2 under the Reopening Ontario Act, 2020 331
8. Niagara Region--Correspondence dated March 4, 2021 RE: Schedule 6, Bill 197, COVID-19 Economic Recovery Act. 333
9. City of Sarnia--Correspondence dated March 4, 2021 RE: Colour Coded Capacity Limits 335
10. Niagara Region--Correspondence dated March 5, 2021 RE: Motion respecting Support for the Wine Sector 337
11. Municipality of Tweed--Correspondence dated March 10, 2021 RE: Advocacy for Reform of Joint and Several Liability 339
12. Municipality of Leamington--Correspondence dated March 15, 2021 RE: Support of Save the Ontario Fire College Resolution dated February 11, 2021 received from Chris McConnell, President, OPSEU Local 317 341

**Recommended Action**

That Council receives Business Correspondence-Informational Items 1-12.

**M. NOTICES OF MOTION**

1. Deputy Mayor Queen may move, or cause to have moved the following: 343
1. That the attached letter of concern regarding speeding from a local parent and resident Melissa Statham be received into the public record;

2. That a copy of the letter be provided to our local Police Services Board;
3. That a copy of the letter be provided to the County of Essex;
4. That this Council approve and endorse the request for a School Safety Zone by the Gosfield North Public School with the necessary signage for same, with our request to the County of Essex.

**2. Councillor Lucier may move, or cause to have moved:**

That Administration investigate and prepare a report in consultation with ERCA on the possibility of implementing a program to provide shoreline property owners with loans to repair or construct breakwalls to guard against high water and flooding.

**3. Councillor DeYong may move, or cause to have moved:**

That the Town of Kingsville participate in the global effort, Earth Hour, to bring awareness to our environmental issues by way of turning off municipal lights not required for safety, for one hour on March 27, 8:30 p.m. to 9:30 p.m. and to encourage others in our community to turn off their lights at the same time by way of media release and promotion on the Town's website and social media.

**N. UNFINISHED BUSINESS, ANNOUNCEMENTS AND UPDATES**

**O. BYLAWS**

- |  |            |
|--|------------|
| <b>1. By-law 23-2021</b>   | <b>345</b> |
| <p>Being a By-law to provide for the establishment of rates for the levy and collection of property taxes in the Town of Kingsville for the year 2021 pursuant to the provisions of the Municipal Act</p> <p>To be read a first, second and third and final time.</p>                                      |            |
| <b>2. By-law 26-2021</b>   | <b>350</b> |
| <p>Being a By-law under the Municipal Act, 2001, Part 13, Section 408; to authorize the issue of two series of debentures to consolidate the financing of construction and/or maintenance of numerous drains all in the Town of Kingsville</p> <p>To be read a first, second and third and final time.</p> |            |
| <b>3. By-law 28-2021</b>   | <b>354</b> |
| <p>Being a By-law to amend By-law 2-2019, as amended, being a By-law to appoint certain members of Council and individuals to boards and committees</p> <p>To be read a first, second and third and final time.</p>  |            |
| <b>4. By-law 29-2021</b>   | <b>355</b> |

Being a by-law to amend By-law 1-2014, the Comprehensive Zoning By-law for the Town of Kingsville (ZBA/18/2019; 183 Main St. East, Part of Lot 2, Concession 1 ED)

To be read a first, second and third and final time.

**P. CLOSED SESSION**

Pursuant to Subsection 239(2) of the *Municipal Act, 2001*, Council will enter into Closed Session to address the following items:

i) Subsection 239(2)(b) personal matters about an identifiable individual, including municipal employees; being a Report from CAO J. Norton and Director of Legislative Services J. Astrologo re: selection of an Integrity Commissioner for the Town of Kingsville.

**Q. REPORT OUT OF CLOSED SESSION**

**R. CONFIRMATORY BY-LAW**

**1. By-law 30-2021**

358

Being a By-law to confirm the proceedings of the Council of The Corporation of the Town of Kingsville at its March 22, 2021 Regular Meeting

To be read a first, second and third and final time.

**S. ADJOURNMENT**

## NOTICE OF COMPLETE APPLICATION AND PUBLIC MEETING: ZONING BY-LAW AMENDMENT

**APPLICATION:** ZONING BY-LAW AMENDMENT - ZBA/18/19  
(Section 34 of the Planning Act, R.S.O. 1990, C.P. 13)

**APPLICANT:** Brotto Investments Inc.

**LOCATION OF PROPERTY:** 183 Main Street East, Part of Lot 2, Concession 1 ED

**PURPOSE OF APPLICATION:** The subject land is a 0.43 ha (1.05 ac.) residential lot with an existing single detached dwelling and a detached garage. A redevelopment proposal was presented to the public at the November 19, 2019 meeting of the Planning Advisory Committee. Based on feedback from that meeting and recommendation that the existing dwelling be heritage designated the applicant has prepared a revised submission. The applicant (prospective purchaser) is proposing to leave the existing dwelling on a separate lot (to be severed at a later date) remove the existing outbuilding and develop the balance of the lot as shown on the attached sketch. The proposed would include a three-storey, 22 unit apartment building (condo tenure) and associated parking. A zoning by-law amendment would be required to permit the development and address the following regulation amendments: a reduction of the required lot frontage to permit the creation of a lot for the existing dwelling, a reduction in the required rear yard setback from 12.2 m to 7.5 m and an increase in the permitted height from 11 m to 12.2 m to permit a pitched roof consistent with other development along Main St. E. The zoning for the proposed lot for the existing dwelling will not be amended and remain R1.1. If approved the project would then require site plan approval to finalize the full details of the build out. The proposed layout and elevations are attached for review. (Electronic formats of the drawings are available upon request)

### **A PUBLIC MEETING OF COUNCIL will be held on:**

**WHEN:** March 22, 2021  
**WHERE:** ELECTRONIC MEETING ON ZOOM  
**TIME:** 6:00 p.m.

If you have comments on this application, they may be forwarded in writing via email to [rbrown@kingsville.ca](mailto:rbrown@kingsville.ca) or letter mail, to the attention of: Robert Brown, Manager, Planning Services, 2021 Division Road North, Town of Kingsville, ON N9Y 2Y9. Comments and opinions submitted on these matters, including your name and address, may become part of the public record and may be viewed by the general public and may be published in a planning report or reproduced in a Council agenda and/or minutes.

**If a Person or Public Body** that files an appeal of a decision of The Town of Kingsville in respect of the proposed consent does not make written submissions to The Town of Kingsville before it gives or refuses to give a provisional consent, the Local Planning Appeal Tribunal may dismiss the appeal.

**If You Wish** to be notified of the decision of The Town of Kingsville in respect of the proposed consent, you must make a written to the **Municipal Clerk, Town of Kingsville, 2021 Division Road North, Kingsville, Ontario, N9Y 2Y9.**

**If a Person or Public Body** would otherwise have an ability to appeal the decision of Council of the Town of Kingsville to the Local Planning Appeal Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to the Town of Kingsville before the by-law is passed, the person or public body is not entitled to appeal the decision.

**If a Person or Public Body** does not make oral submissions at a public meeting, or make written submissions to the Municipal Clerk of the Town of Kingsville before the by-law is passed, the person or public body may not be added as a party to the hearing of an appeal before the Local Planning Appeal Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to do so.

**ADDITIONAL INFORMATION** relating to these matters matter is available for review at the Kingsville Municipal Office during regular office hours.

**DATED AT THE TOWN OF KINGSVILLE** on March 2<sup>nd</sup>, 2021.





Notes	Zoning Amendment
-------	------------------

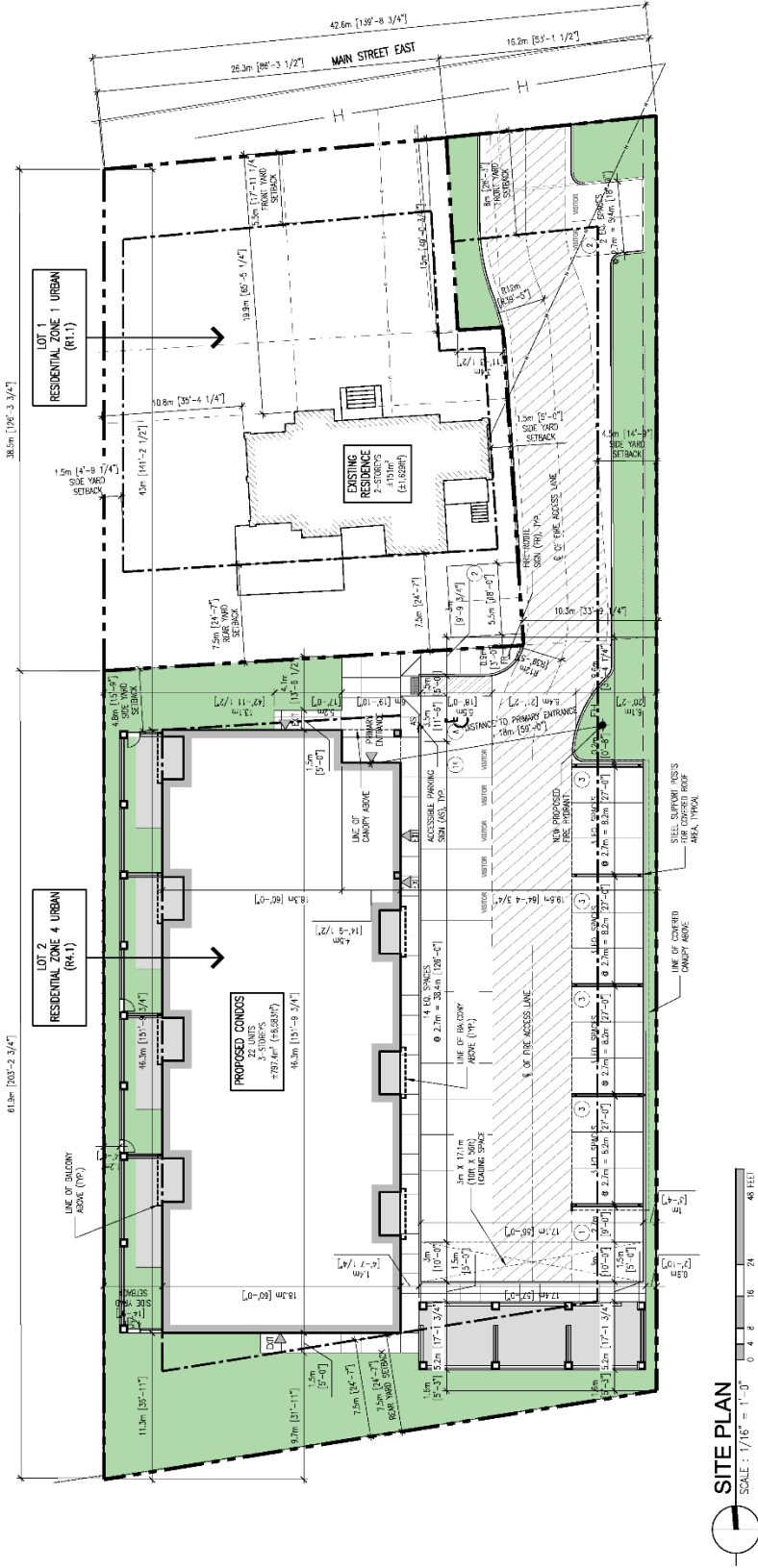
THIS MAP IS NOT TO BE USED FOR NAVIGATION  
Copyright the Corporation of the County of Essex, 2012. Data herein is  
provided by the Corporation of the County of Essex on an "as is" basis.  
Assessment parcel provided by Traneet Enterprises Inc. Data layers that  
appear on this map may or may not be accurate, current, or otherwise reliable.





SITE DATA MATRIX LOT 1			SITE ZONING : R-1		
SITE DATA MATRIX LOT 1			REQUIRED		
REQUIRED			PROPOSED		
a.	LOT AREA		MIN. 500m <sup>2</sup>	1,154.9m <sup>2</sup>	
b.	LOT FRONTAGE		MIN. 15m	26.3m	
c.	BUILDING AREA - EXISTING BUILDINGS			19.4m <sup>2</sup>	
TOTAL BUILDING AREA				19.4m <sup>2</sup>	
d.	BUILDING LOT COVERAGE (%)		MAX. 40%	13.1%	
e.	BUILDING GROSS FLOOR AREA - EXISTING BUILDINGS			302.8m <sup>2</sup>	
TOTAL GROSS FLOOR AREA				302.8m <sup>2</sup>	
f.	BUILDING HEIGHT		MAX. 11.0m	11.0m	
g.	BUILDING SETBACKS				
	FRONT (NORTH)		MIN. 5.5m	10.9m	
	SIDE (EAST)		MIN. 1.5m	1.5m	
	SIDE (WEST)		MIN. 1.5m	10.8m	
	REAR (SOUTH)		MIN. 7.5m	7.5m	
h.	NO. OF PARKING SPACES				
	2 PLACES PROVIDED				
i.	NO. OF LOADING SPACES				
j.	PAVED AREA		N/A		
k.	LANDSCAPED AREA		N/A		
l.	LANDSCAPED AREA		N/A		
m.	LANDSCAPED AREA		N/A		
n.	LANDSCAPED AREA		N/A		
o.	LANDSCAPED AREA		N/A		
p.	LANDSCAPED AREA		N/A		
q.	LANDSCAPED AREA		N/A		
r.	LANDSCAPED AREA		N/A		
s.	LANDSCAPED AREA		N/A		
t.	LANDSCAPED AREA		N/A		
u.	LANDSCAPED AREA		N/A		
v.	LANDSCAPED AREA		N/A		
w.	LANDSCAPED AREA		N/A		
x.	LANDSCAPED AREA		N/A		
y.	LANDSCAPED AREA		N/A		
z.	LANDSCAPED AREA		N/A		

SITE DATA MATRIX LOT 2			SITE ZONING : R-1		
SITE DATA MATRIX LOT 2			REQUIRED		
REQUIRED			PROPOSED		
a.	LOT AREA		MIN. 500m <sup>2</sup>	3,026m <sup>2</sup>	
b.	LOT FRONTAGE		MIN. 25m	10.2m	
c.	BUILDING AREA - PROPOSED BUILDINGS			797.6m <sup>2</sup>	
TOTAL BUILDING AREA				797.6m <sup>2</sup>	
d.	BUILDING LOT COVERAGE (%)		MAX. 40%	26.1%	
e.	BUILDING GROSS FLOOR AREA - PROPOSED BUILDINGS			302.8m <sup>2</sup>	
TOTAL GROSS FLOOR AREA				302.8m <sup>2</sup>	
f.	BUILDING HEIGHT		MAX. 11.0m	12.2m	
g.	BUILDING SETBACKS				
	FRONT (NORTH)		MIN. 8 m	43.2m	
	SIDE (EAST)		MIN. 4.5m	19.8m	
	SIDE (WEST)		MIN. 4.5m	4.5m	
	REAR (SOUTH)		MIN. 11 m	7.5m	
h.	NO. OF PARKING SPACES (MINIMUM)				
	1.25 SPACES PER UNIT - 1.25 X 22				
	NO. OF PARKING SPACES (ACCESSIBLE)				
	8 TO 50 SPACES				
	NO. OF PARKING SPACES (EXISTING)				
	0.25 SPACES OF THE REQUIRED SPACES				
	= 28 SPACES X 0.25				
i.	NO. OF LOADING SPACES				
j.	PAVED AREA				
k.	LANDSCAPED AREA				
l.	LANDSCAPED AREA				
m.	LANDSCAPED AREA				
n.	LANDSCAPED AREA				
o.	LANDSCAPED AREA				
p.	LANDSCAPED AREA				
q.	LANDSCAPED AREA				
r.	LANDSCAPED AREA				
s.	LANDSCAPED AREA				
t.	LANDSCAPED AREA				
u.	LANDSCAPED AREA				
v.	LANDSCAPED AREA				
w.	LANDSCAPED AREA				
x.	LANDSCAPED AREA				
y.	LANDSCAPED AREA				
z.	LANDSCAPED AREA				





This Meeting will be held through Electronic Participation in accordance with Bill 187, the Municipal Emergency Act, and an Order in Council of March 23, 2020, which amended the Emergency Management and Civil Protection Act and prohibits organized public events of more than five people.

The Town of Kingsville continues to take COVID-19 seriously, and in following the advice of provincial and federal governments, is making significant changes to services and programming to help protect health and wellbeing of the community. Town Hall is temporarily closed to the public to help stop the spread of COVID-19. In-person Committee and Council meetings have been cancelled. Such meetings, as warranted, will be held electronically until further notice.

---

### Remote Participation

The electronic public meeting will take place via Zoom. Elected Officials, Committee Members, Town Staff and Applicants or those representing them will be given access to the meeting. If you wish to participate please read the instructions below.

### Public Comments

**a) Submit comments in writing: Written comments are strongly encouraged.**

Please provide your name (first and last), your address and which item you are commenting on. They may be submitted in writing or by email, to Robert Brown, Mgr. Planning Services (see contact info). Comments received **by 3:00 PM Wednesday, March 17<sup>th</sup>** will be forwarded to Council as part of the agenda package. Comments received after this time will be forwarded to Members of Council as soon as possible, and prior to the meeting on March 22<sup>nd</sup>.

**b) Request to speak at the Council Meeting:** Prior to 4:00 PM on Thursday, March 18th you must contact Robert Brown, Mgr. Planning Services to request to speak during the meeting. Please provide your name (first and last), your address, the item/application you wish to speak on and your email address.

### Remote participation for public comments

Upon receipt of your request to speak at the meeting, by way of one of the procedures outlined above, participants will be provided the Zoom meeting details and password prior to the meeting.

Please note that neither a computer, nor a video sharing device, is required to participate in the meeting via Zoom. You may also opt to call in from a cell or landline. Persons who intend to participate during the meeting may wish to register/sign up in Zoom, if they have not already done so. The following information is provided for your consideration and guidance during remote participation in the meeting:

- Please join the meeting at 5:50 PM in order to avoid any delays. If you have not joined the public meeting while your Agenda Item is up for public comment you will have forfeited your request.
- When you join the meeting, either by phone or online, you will be admitted in as an attendee. You will not be greeted upon joining the call. You will be able to hear the meeting and see the active speaker (if you have video capability), but your mic will be muted until it is your turn to speak.
- If you join the Zoom meeting through your phone, please Do not put the phone on hold at any time, as this will result in broadcasting "hold music" online once your mic function is unmuted.
- To optimize call quality when using a laptop, a headset with microphone is best if available to you; otherwise, whether using your laptop microphone or cell phone, please speak directly into the receiver and do not use speaker phone
- Please do not forward the Zoom meeting details with anyone or post through social media. Only registered participants will be admitted to the meeting.
- Participants should keep comments directly related to the matter to which they are speaking to. Questions are to be directed to the committee chairperson. Council members may choose to ask you follow-up questions following your remarks, comment, or ask staff to respond to what you have said.
- After providing your comments and answering any questions that may be directed to you, the Meeting Coordinator will disconnect you from the Zoom meeting.

### For more information, please contact:

Robert Brown, Manager, Planning Services

Phone: 519-733-2305 Ext. 250

Email: [rbrown@kingsville.ca](mailto:rbrown@kingsville.ca)



2021 Division Road North  
Kingsville, Ontario N9Y 2Y9  
(519) 733-2305  
www.kingsville.ca  
kingsvilleworks@kingsville.ca

**Date:** March 4, 2021

**To:** Mayor and Council

**Author:** Robert Brown, H. Ba, MCIP, RPP  
Manager, Planning Services

**RE:** Application for Zoning By-law Amendment ZBA/18/19 by  
Brotto Investments Inc.  
183 Main St. E.  
Part of Lot 2, Concession 1 ED

**Report No.:** PS 2021-015

---

## **AIM**

To provide the Mayor and Council with information regarding a proposed Zoning By-law Amendment for lands, located at 183 Main St. E, in the Town of Kingsville.

## **BACKGROUND**

The subject land is a 0.43 ha (1.05 ac.) residential lot with an existing single detached dwelling and detached garage. A redevelopment proposal was presented to the public at the November 19, 2019 meeting of the Planning Advisory Committee. Based on feedback from that meeting and recommendation that the existing dwelling be heritage designated the applicant has prepared a revised submission.

The applicant (prospective purchaser) is proposing to leave the existing dwelling on a separate lot (to be severed at a later date) remove the existing outbuilding and develop the balance of the lot as shown on the attached sketch. The proposal would include a three-storey, 22-unit apartment building (condo tenure) and associated parking.

A zoning by-law amendment would be required to:

- i) amend the existing R1.1 zoning to a site-specific R4.1-6 to permit an apartment dwelling with 22 dwelling units;
- ii) permit a reduction of the required lot frontage for the parcel to be developed;



- iii) permit a reduction in the required rear yard setback from 12.2 m to 7.5 m, and
- iv) increase the permitted height from 11 m to 12.2 m to permit a pitched roof consistent with other development along Main St. E. (See Applicant Options)

The zoning for the proposed lot for the existing dwelling will not be amended and remain R1.1. If approved the project would then require site plan approval to finalize the full details of the build out. The proposed layout and elevations are attached as Appendix A and B

## DISCUSSION

### **Provincial Policy Statement (PPS), 2014:**

The proposed development on the subject lands is supportive of a number of policies in PPS as follows:

Section 1.1.3.1 states that, "Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted."

Comment: The subject area is centrally located within the settlement area of Kingsville. The area contains a mix of uses and a variety of lot sizes that lend themselves well to both new and supplementary develop.

Section 1.1.3.2 Land use patterns within settlement areas shall be based on:

a) Densities and a mix la land uses which:

1. Efficiently use land and resources;

Comment: Much of the development in Kingsville in recent years has been fringe development on greenfield sites that have provided a limited mix of housing and utilize a significant amount of land and resources. Development within the core area of the Town close to existing services both infrastructure and day-to-day (shopping, dining, health care, recreational) intensifies the use on existing lands.

2. Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;

Comment: There is no expansion of Town services required as a result of this development. Main St. is both a Town arterial road and connecting link for two County Roads. Its current traffic volumes and function have been reviewed multiple times by each new development. The Town also undertook a more comprehensive review of Main St. E. as part of the pending new school development. Main St. E. continues to function at an acceptable level however both the development specific reviews and the Town review have highlighted areas that will require updates, expansion or provision of alternative routing to continue to function at an acceptable level.

There are two main points regarding traffic on Main St. E. The first is whether the proposed development will reduce the flow of traffic to an unacceptable level. The second is relates to the overall volume of traffic on Main St. E.

The traffic assessment completed at the request of the Town (Appendix C) concluded that the intersection of the proposed access and Main St E will operate at an acceptable level. As the development has been updated with fewer dwelling units a letter of update (Appendix C-1) was provided from the consultant confirming that the conclusions of the review remain valid. However, it did note that the intersection to the east at Jasperson and Main will require improvements in the future. This is has been noted in the past and improvement to the intersection are planned once other improvements are completed to hopefully reduce the impact that construction will have.

Traffic on Main St. has increased as development throughout Kingsville has continued. Traffic counts completed by the Town in several different areas along Main St. over the years confirm this however the increase in volume has been consistent with the level of growth at about 1% in most areas. It is also important to keep in mind that traffic on Main St is not solely generated by development in Kingsville but also by traffic passing through the Town as it is a connecting link to two County Roads.

It is clear that improvement is required to help spread the overall volume of traffic over more than one main route. Residents have seen the start of improvement with the reconstruction of Main St W from Heritage to Queen this past year and the upgrading of a portion of Jasperson Drive to the new school site. Additional planned improvements include the realignment of Jasperson Dr. to Road 2 E, the improvement of Road 2 E from Union to Kratz Side Road and eventually to Division Road and the ongoing review and consideration of a west side collector route from the intersection of Heritage Road and County Road 20 to Road 2 E. Once completed all of these improvements and upgrades will have a significant impact on overall traffic volume on Main St. These improvements are significant projects, take time and rely heavily on continuing development to generate revenue to fund the improvements.

What can be done to improve traffic volumes in all areas of the Town is to provide housing options that are less dependent on the use of vehicles. Kingsville has supported and invested in active transportation and continues to do so. However, active transportation is not solely about providing residents a place to walk and bike but also an alternative to vehicle use in their daily lives. Higher density development in centralized locations between the downtown core and highway commercial area provides an option to reduce daily vehicle use. It does not eliminate vehicle need or use but helps to add choice and hopefully encourage improvement moving forward. The subject lands are located in an area that has been underdeveloped for a long time. It is well suited to higher density development because it is within walking distance of a very wide variety of daily services from grocery to health care, recreational to a variety of dining.

3. Minimize negative impacts to air quality and climate change, and promote energy efficiency;

Comment: Each of the three listed items above are the topic of existing and ongoing policy development. All communities in Essex County and across Ontario have to take constructive actions on climate change, air quality and energy efficiency. One of the key steps that is hardly new is the reduction of vehicle usage. Higher density development, compact form, low impact storm water management, renewable energy sources will have to become commonplace. Low density, vehicle dependent residential development has passed the point of sustainability.

4. Support active transportation;

Comment: Kingsville has been very supportive of active transportation i.e CWATS, sidewalks and multiple use path installations and of course support of the Chrysler Greenway. These are steps that are moving in the right direction but will require acceleration. Higher density development with smaller footprints and centralized walkable areas is a direction that is consistent with PPS.

5. Are transit-supportive, where transit is planned, exists or may be developed; and

6. Are freight-supportive; and

Comment: item 5 and 6 are not applicable in this case.

- b) A range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3 where this can be accommodated.

Section 1.1.3.3 outlines that, "Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

Comment: Multiple unit development, such as that proposed, has been very limited for quite some time making the availability of this particular type of housing in short supply. Proposed higher density residential is generally common and best suited to locations along arterial roads such as Main St. E. The lot also does not require extension of services and takes advantage of existing lands within the Kingsville Settlement area.

Section 1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

Comment: Appropriate development standards are based in part of zoning provisions established for a particular development and site plan approval. Redevelopment and intensification often occurs in areas of existing and mixed development that may present a need for added sensitivity to surrounding uses.

Section 1.1.3.5 Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.

Comment: The County of Essex Official Plan requires that municipalities provide 15% of all new residential development through intensification. While this requirement has technically been achieved annually, based on past high density approvals, only one of those approvals has actually been constructed.

Section 1.1.3.6 New development taking place in designated growth areas should occur adjacent to existing built-up areas and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

Comment: The area where the subject property is located has attracted a number of higher density proposals, of varying sizes, that will be located next to existing built areas and will have a compact form and densities. All of the developments are utilizing existing infrastructure.

Section 2.6.3 Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

Comment: The applicant was required to prepare a Heritage Impact Statement regarding the neighbouring property at 171 Main St. E., which is designated under Part IV of the Ontario Heritage Act. (See Appendix D) The conclusion of the assessment was that the proposed development would not negatively impact on the heritage features of 171 Main St. E.

It is also important to note that the subject property, while not designated is listed as a property of heritage interest in the Kingsville Official Plan. The Kingsville Heritage Committee was circulated for comment and it is outlined in Appendix D-1.

Since the November 19<sup>th</sup>, 2019 PAC meeting Council refused a request for a demolition permit on the subject site and supported the designation of 183 Main St. E. The applicant appealed both decisions and the appeals are currently pending before the applicable Board/Tribunal. The application before Council proposes to preserve the existing dwelling on a separate lot (to be severed at a later date).

## **2) County of Essex Official Plan**

The County OP is very similar to that of PPS in terms of applicable policies and encouragement of intensification of development within the Settlement Area boundaries. As noted under the PPS section the plan is inline with Section 3.2.7 which states, "The County requires that 15 percent of all new residential development within each local municipality occur by way of residential intensification and redevelopment..." The proposed development conforms with the County Official Plan.



### 3) Town of Kingsville Official Plan

The subject lands are designated Residential and permit all forms of residential development. The applicant has provided a Planning Justification Report. The document is included as Appendix E along with an update letter resulting from the change in the proposal as Appendix E-1.

A total of 22 dwelling units are proposed on the site. The density of the development would be 73.3 units per hectare which is in the mid range of the 124 unit maximum per hectare considered high density residential.

Section 3.6.1 Residential – Goals item d) states “encourage the development of a greater variety of housing types.

Comment: This is one of the more important points in the assessment of this proposal as much of the development in Kingsville in the last 15 years has been low density single detached, semi-detached and townhouse development. Although Kingsville does have a good stock of designated residential lands, the inventory of serviced, shovel ready property is becoming very limited, based on the current growth rate and development of only low density residential. The addition of up to 22 residential units expands the variety of housing and does not impact on the current supply of serviced residential lands.

Section 3.6.1 Policies item i) outlines the following, “when considering applications to amend the Zoning By-law to permit a medium or high density residential development, the Town shall have regard to the following:

- i) the need for the proposed development as identified through an analysis of housing supply and demand;

Comment: It is important to provide opportunities for the construction of all forms of housing. There has only recently been limited construction of higher density type development in Kingsville and there has been little to no rental housing construction in the last 20 years. This has resulted in a very low vacancy rate and generating a significant demand. The primary form of housing in Kingsville has been singles, semis and limited townhouses with the majority being individual freehold ownership. Regardless of the type of ownership, this development provides additional housing stock variety which is very limited at present.

- ii) the density and form of adjacent development;

Comment: The subject parcel is located in the heart of Kingsville along one of its two main corridors. The area between Spruce St. N and Wigle Ave has been an area of interest or area of transition for sometime as is evident by the presence of mixed uses including, multiple residential, institutional (KDHS) mix commercial residential and standalone professional commercial.

- iii) the adequacy of, and extent of uncommitted reserve capacity in the municipal potable treatment and supply system, the municipal sanitary sewage treatment and collection system, storm drainage and roads to service the proposed development;

Comment: Service capacity will require confirmation for the entire development including water and sanitary sewer. Storm water management will also be a requirement for the development.

- iv) the adequacy of school, park and community facilities to serve the proposed development;

Comment: There is no lack of school, parks or community facilities within walking or short driving distance of the property.

- v) the adequacy of off-street parking facilities to serve the proposed development;

Comment: All required parking for the new development will be provided on-site in the form of at grade spaces in compliance with the applicable zoning requirements for the proposed uses. This is an area of focus with all new development as climate change forces much more serious consideration of low impact storm water management, walkability, open space, reduction of CO<sup>2</sup> and more sustainable development. The provision of parking or over parking does not move in a supportive direction on any of these considerations.

- vi) the provision of adequate buffering measures deemed necessary to protect and provide general compatibility with the adjacent land uses; and

Comment: The development will require attention to the maintenance and protection of the mature trees on the abutting lands as those trees provide a considerable visual screening from the condo portion of the development.

- vii) accessibility in relation to the location of arterial and collector roads;

Comment: The property is located on Main Street E. which is the Town's main arterial road. A traffic study was completed specific to the proposed use. Traffic generated from the site daily would total 233 trips with 17 two-way trips at AM peak time and 21 two-way trips at PM peak time. This volume also included anticipated growth from other pending projects in the area and growth through to 2031.

The study concludes that the site-related traffic will not reduce the functionality of the study area intersections and that the road network will be able to adequately accommodate the increase in traffic resulting from the development proposal.' (See Appendix 'B'). The Baird report does also reference the RC Spencer report that was completed by the Town along Main St. E. as part of the pending school development. Improvement to the intersection of Main St. E. and Jasperson are anticipated to improve intersection function at this location.

The addition of any development along Main St. E. will add traffic to what is clearly a busy street. There are a number of proposed developments that are approved or partially approved and will happen overtime. There are anticipated improvements and upgrades that will be necessary. Contribution to the improvements is a mix of basic improvements that are required over time, factored into capital expenditures and subject to budgetary consideration. Development also contributes to road improvements and intersection upgrades based on anticipated impact to a given road.

While there is disagreement on this point there must be consideration given to the fact that the location of the development is very supportive of walkability being centrally located between the downtown to the west and large format commercial to the east. Kingsville is a small community and very walkable. This is something that planning policy strongly supports and encourages. This helps to maintain that small community feeling that is so dear to the existing residents and the principle reason for continuing to attract residents to Kingsville.

Item j) further states that all medium and high density residential development will be subject to site plan control pursuant to the Planning Act;

Comment: A final full detailed site plan is being developed and will incorporate comment and feedback provided through ongoing public input.

#### **4) Comprehensive Zoning By-law**

The subject property is zoned Residential Zone 1 Urban, (R1.1). The intended amendment would be to rezone to a site-specific Residential Zone 4 Urban to permit the following:

- i) An apartment building (maximum 22 units, maximum 3 storey)
- ii) Establish site-specific regulations to:
  - a) a reduction in the rear yard setback from 12.2 m to 7.5 m;
  - b) increase the permitted maximum height from 11 m (36 ft.) to 12.2 m (40ft.);
  - c) reduce the required lot frontage of the apartment parcel from 25 m (82 ft.) to 16 m (52.5 ft.);

#### **5) Proposed Site Layout**

The revised site plan shows the overall layout of the proposed development. The plan will be reviewed again at the site plan approval application stage to address any additional items such as access design, landscaping, lighting and storm water management. Feedback from the public as part of the proposed zoning amendment will also be taken into consideration at that time.

#### **LINK TO STRATEGIC PLAN**

Manage residential growth through sustainable planning.

#### **FINANCIAL CONSIDERATIONS**

There will be a significant increase in assessment as a result of the proposed development. Development charges and building permit fees will be due at the time of construction.

## **CONSULTATIONS**

### **Public Consultation**

In accordance to O. Reg 545/06 of the Planning Act, property owners within 120m of the subject site boundaries received the Notice of Public Meeting (dated March 2<sup>nd</sup>) by mail. The Notice was also posted to the Town's website on the same date. Supplementary to the mandatory circulation the notice was also posted to the Town's social media page on March 10<sup>th</sup>. Public comment from both the November 19<sup>th</sup> PAC meeting and comment from the circulation for the March 22, 2021 meeting of Council are included as Appendix F and F-1

A Planning Advisory Committee meeting was held on November 19, 2019 with the following motion:

#### **PAC Motion 14-2019:**

Moved by Gord Queen, seconded by Laura Lucier to receive the report as presented and to provide the information and comment that was presented at the PAC meeting to all of Council.

Minutes of the PAC meeting are also included (Appendix G) outlining the full public comment. Although the development has changed in scale and the removal of the existing dwelling is not proposed much of the comment, in general, has not changed.

### **Agency & Administrative Consultation**

Outside agencies are circulated at the time the application is submitted. Comments received are included below. In accordance with O. Reg 545/06 of the Planning Act, Agencies also received the Notice of Public Meeting by email.

#### **1) Essex Region Conservation Authority (ERCA)**

ERCA comment has not changed from the 2019 comment and is attached as Appendix H.

#### **2) Technical Advisory Committee**

Building Services will review the plans for items related to the Building Code at the permit stage.

Infrastructure and Engineering Services (IES) will require a full storm water management plan and servicing drawing at the site plan approval stage for review and comment.

Fire Department has indicated that safe ladder access will need to be demonstrated along the westerly side of the building. The applicant has revised the plan to include gate access to each ground level court yard. This item will be reviewed again at the site plan stage and as part of any building permit

## RECOMMENDATION

That Council:

Approve zoning amendment application ZBA/18/19 to rezone a portion of the lands located at 183 Main St. E from Residential Zone 1 Urban, R1.1 to a site-specific Residential Zone 4 Urban R4.1-6 to:

Permit an apartment building with a maximum of 22 dwelling units;

Reduce the required rear yard setback from 12.2 m to 7.5 m;

Reduce the required lot frontage of the land to be retained as a result of the severance of the existing single detached dwelling from 25 m to 16 m, and

Increase the permitted maximum height from 11 m to 12. 2 m

*Robert Brown*

---

Robert Brown, H. Ba, MCIP, RPP  
Manager, Planning Services

## Applicant Options



February 19, 2021

Robert Brown, H. Ba., MCIP, RPP  
Manager of Planning Services  
Planning Services Department  
The Corporation of the Town of Kingsville  
2021 Division Road North  
Kingsville, Ontario N9Y 2Y9

Mr. Brown

The owner developer has asked us to review the building height requirements for the proposed development at 183 Main street in Kingsville.

The current R4.1 zoning permits an overall building height of 11m (36'-0"). That building height assuming that the building would have a typical sloped roof in the 6:12 range would only permit finished ceiling heights of 8'-0" and floor to floor heights of 9'-0" to get under the required 11m (36'-0") height. For example - 9'-0" first to second + 9'-0" second to third + 8'-0" third floor ceiling + 1/2 of the roof slope height at 8'-6" = 34'-6").

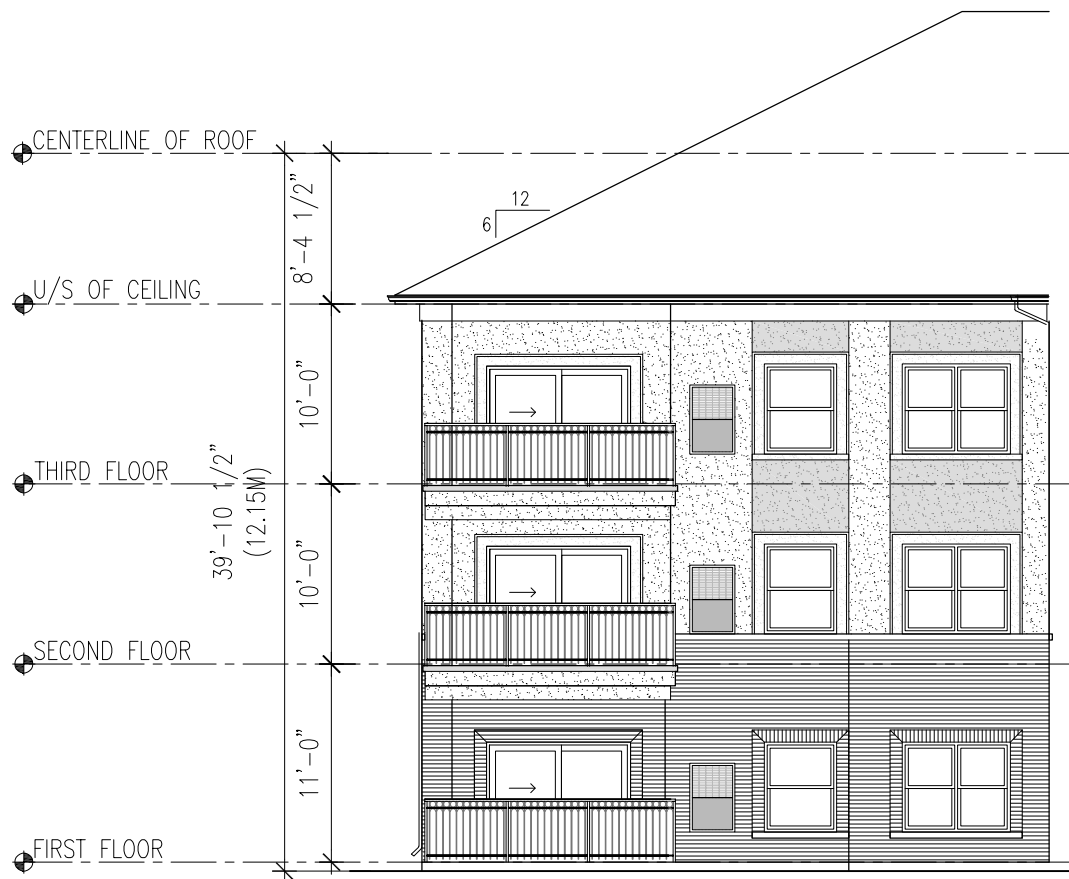
The issue is that today's market and to compete with the regional competition the customer expectation is for taller finished ceiling heights, heights a minimum of 9'-0", and 10'-0" preferred for first floor units and top floor units. Those expectations along with, in this case the need and expectation to provide a more residential feel for an infill development like this, a sloped roof becomes more of a requirement. The additional height required for a sloped roof and the increased ceiling heights will push the overall building height just over 12m (12.15m) as indicated in the attached elevation 1.

There is an option to provide a flat roof option, that will meet the minimum height requirement, see the attached option 2, but that option will not have the same aesthetic as the sloped roof option, will look more contemporary and provide less of a comprehensive infill residential design as option 1.

We feel that a minor increase in of 1.2m over the current 11m height is minor is being able to attain the overall aesthetic along with the current market requirement for interior finished heights, to ensure a successful project.

Regards

Stephen Berrill B.Arch OAA  
Architectural Design Associates Inc., Architect



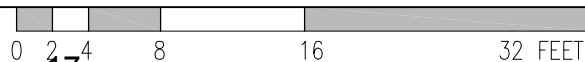
## ELEVATION - OPTION 1 - SLOPE ROOF

SCALE : 3/32" = 1'-0"



## ELEVATION - OPTION 2 - FLAT ROOF

SCALE : 3/32" = 1'-0"

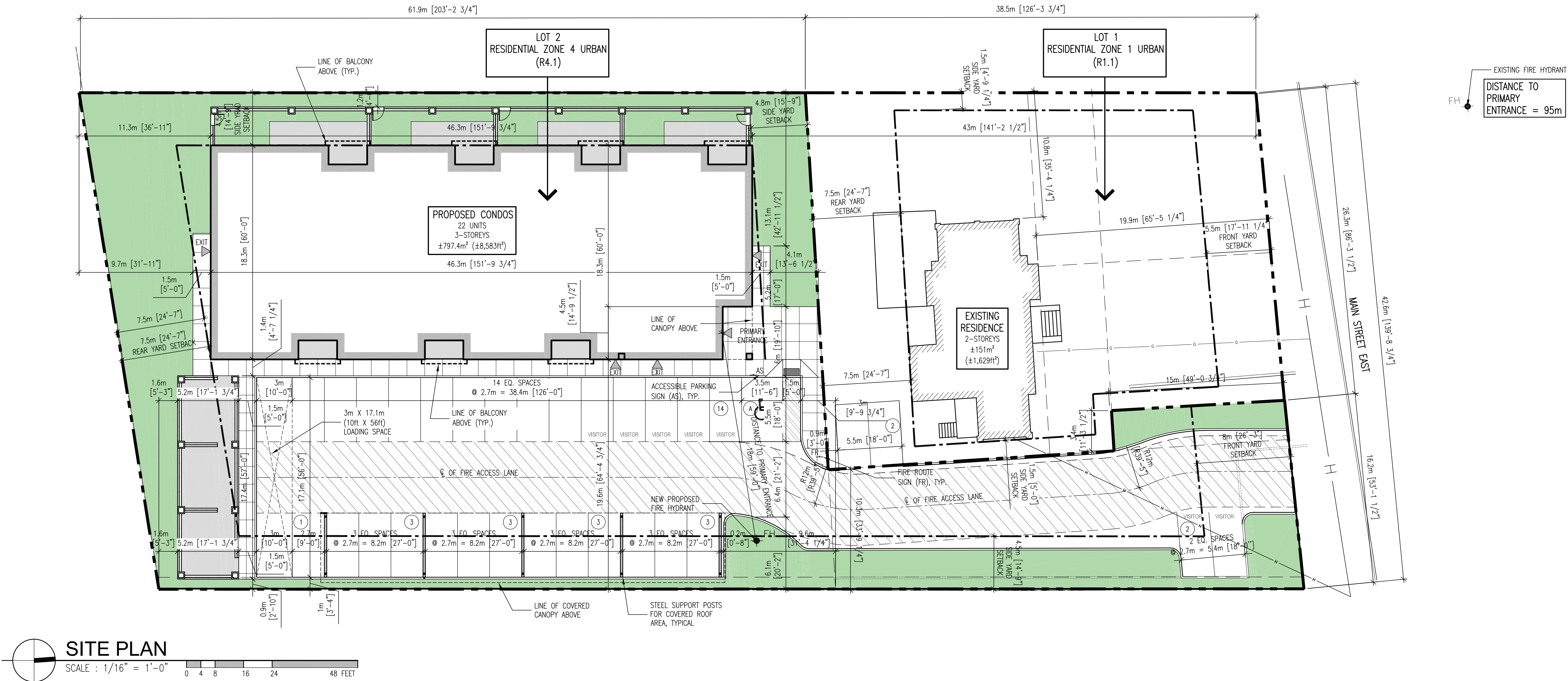




Appendix A

SITE DATA MATRIX LOT 1			SITE ZONING : R1.1	
	REQUIRED	PROPOSED		
a. LOT AREA	MIN. 500m²	1,154.9m²		
b. LOT FRONTAGE	MIN. 15m	26.3m		
c. BUILDING AREA				
- EXISTING BUILDINGS		151.4m²		
TOTAL BUILDING AREA		151.4m²		
d. BUILDING LOT COVERAGE (%)	MAX. 40%	13.1%		
e. BUILDING GROSS FLOOR AREA				
- EXISTING BUILDINGS		302.8m²		
TOTAL GROSS FLOOR AREA		302.8m²		
f. BUILDING HEIGHT	MAX. 11.0m	11.0m		
g. BUILDING SETBACKS				
FRONT (NORTH)	MIN. 5.5m	19.9m		
SIDE (EAST)	MIN. 1.5m	1.5m		
SIDE (WEST)	MIN. 1.5m	10.8m		
REAR (SOUTH)	MIN. 7.5m	7.5m		
h. NO. OF PARKING SPACES				
2 PLACES PROVIDED		2 SPACES		
i. NO. OF LOADING SPACES	N/A	N/A		
j. PAVED AREA				
COVERAGE		N/A		
k. LANDSCAPED AREA				
HARD		N/A		
SOFT		N/A		
TOTAL COVERAGE		N/A		
l. LINEAR CONCRETE CURB		N/A		

SITE DATA MATRIX LOT 2			SITE ZONING : R4.1	
	REQUIRED	PROPOSED		
a. LOT AREA	MIN. 500m²	3,050m²		
b. LOT FRONTAGE	MIN. 25m	16.2m		
c. BUILDING AREA				
- PROPOSED BUILDINGS		797.4m²		
TOTAL BUILDING AREA		797.4m²		
d. BUILDING LOT COVERAGE (%)	MAX. 45%	26.1%		
e. BUILDING GROSS FLOOR AREA				
- PROPOSED BUILDINGS		302.8m²		
TOTAL GROSS FLOOR AREA		2,392.2m²		
f. BUILDING HEIGHT	MAX. 11.0m	12.2m		
g. BUILDING SETBACKS				
FRONT (NORTH)	MIN. 8 m	43.2m		
SIDE (EAST)	MIN. 4.5m	19.6m		
SIDE (WEST)	MIN. 4.5m	4.5m		
REAR (SOUTH)	MIN. 11 m	7.5m		
h. NO. OF PARKING SPACES (CONDOMINIUM)				
1.25 SPACES PER UNIT = 1.25 X 22	28 SPACES	30 SPACES		
NO. OF PARKING SPACES (ACCESSIBLE)				
8 TO 50 SPACES	1 SPACE	1 SPACE		
NO. OF PARKING SPACES (VISITOR)				
0.25 SPACES OF THE REQUIRED SPACES = 28 SPACES X 0.25	7 SPACES	7 SPACES		
i. NO. OF LOADING SPACES	1 SPACE	1 SPACE		
j. PAVED AREA				
COVERAGE		1,215.3m²		
k. LANDSCAPED AREA				
HARD		416.7m²		
SOFT		668.3m²		
TOTAL COVERAGE		1,085m²		
l. LINEAR CONCRETE CURB	MIN. 30%	168.7m		



2021/02/09 TOWN REVIEW

2020/08/12 CLIENT REVIEW

date (yyyy/mm/dd): issued for:

general notes:

- THIS PRINT IS AN INSTRUMENT OF SERVICE ONLY AND IS THE PROPERTY OF THE ARCHITECT.
- DRAWINGS SHALL NOT BE SCALED.
- CONTRACTORS SHALL VERIFY AND BE RESPONSIBLE FOR ALL DIMENSIONS AND CONDITIONS ON THE JOB AND THIS OFFICE MUST BE NOTIFIED OF ANY VARIATIONS FROM THE DIMENSIONS AND CONDITIONS SHOWN BY THESE DRAWINGS.
- ATTENTION IS DIRECTED TO PROVISIONS IN THE GENERAL CONDITIONS REGARDING CONTRACTOR'S RESPONSIBILITIES IN REGARD TO SUBMISSION OF SHOP DRAWINGS.
- IN THE EVENT THE ARCHITECT IS RETAINED TO REVIEW SHOP DRAWINGS, SUCH REVIEW IS ONLY TO CHECK FOR CONFORMANCE WITH DESIGN CONCEPT AND WITH THE INFORMATION GIVEN IN THE CONTRACT DOCUMENTS.
- CONTRACTORS SHALL PROMPTLY NOTIFY THE ARCHITECT IN WRITING OF THE EXISTENCE OF ANY OBSERVED VARIATIONS BETWEEN THE CONTRACT DOCUMENTS AND ANY APPLICABLE CODES OR BY-LAWS.
- THE ARCHITECT IS NOT RESPONSIBLE FOR THE CONTRACTOR'S MEANS, METHODS AND OR TECHNIQUES IN THE CONSTRUCTION OF THIS FACILITY.

stamp:

**A** architectural  
**D** design  
**A** associates inc. architect

1670 mercer street  
windsor ontario canada n8x 3p7  
ph 519.254.3430 fax 519.254.3642  
email - info@ada-architect.ca www.ada-architect.ca

project:

PROPOSED 4 STOREY  
MULTI-FAMILY RESIDENTIAL  
DEVELOPMENT  
183 MAIN STREET EAST  
KINGSVILLE, ONT.

client:

J. CHRISTIAN LEFAVE

title:

SITE PLAN  
DETAILS

scale:

AS SHOWN

drawn by:

AS

checked by:

SMB

date:

AUGUST 2020

comm. no.:

2020-023

sheet no.:



Appendix B





## Appendix C



### **TRAFFIC IMPACT ASSESSMENT RESIDENTIAL DEVELOPMENT 183 MAIN STREET E KINGSVILLE, ONTARIO**

PROJECT NO. 19-098

DATED: OCTOBER 15, 2019

# TABLE OF CONTENT

<b>1.</b>	<b>INTRODUCTION .....</b>	<b>1</b>
1.1	Scope .....	1
1.2	Analysis Methodology.....	2
<b>2.0</b>	<b>EXISTING CONDITION .....</b>	<b>3</b>
2.1	Road Network Characteristics.....	3
1.2	Key Intersections.....	3
2.3	Existing Traffic Volumes.....	4
<b>3.0</b>	<b>DEVELOPMENT TRAFFIC .....</b>	<b>4</b>
3.1	Development Access.....	4
3.2	Trip Generation .....	4
3.3	Trip Distribution and Assignment.....	5
<b>4.0</b>	<b>FUTURE CONDITION .....</b>	<b>5</b>
4.1	Growth Rate .....	5
4.2	Future Background Development.....	5
4.3	Future Condition .....	6
<b>5.0</b>	<b>INTERSECTION OPERATIONS .....</b>	<b>7</b>
<b>6.0</b>	<b>CONCLUSION .....</b>	<b>10</b>

## TABLES

Table 1: Trip Generation .....	5
Table 2: Future Development - Trip Generation .....	6
Table 3: 2021 Background Conditions – Level of Service .....	7
Table 4: 2026 Background Conditions – Level of Service .....	8
Table 5: 2031 Background Conditions – Level of Service .....	9

## **FIGURES**

Exhibit 1: Location Map

Exhibit 2: Surrounding Development

## **APPENDIX**

Appendix A Background Traffic Data and Other Related Information

Appendix B Future Background Traffic, Development Traffic and Total Traffic Volumes

Appendix C Capacity Analysis

Appendix D Site Plans, Reports and Photos

## 1. INTRODUCTION

BairdAE has been retained to prepare a Traffic Impact Assessment in support of proposed residential development for lands known municipally as 183 Main Street East in the Town of Kingsville. The subject lands are approximately 0.42 hectares (ha) in size and are bounded by Main Street E. to the north, agriculture land to the east and south, and residential development to the west.

The proposed development includes five (5) row townhouses and twenty-eight (28) unit condominium apartment building. A total of 47 parking spaces will be provided on site. The development will generate additional 233 daily, 17 morning peak and 21 evening peak traffic. The access to the development will be provided via Main Street East. The development location is shown in Exhibit 1 and Appendix A provides a proposed concept site plan.



**Exhibit 1 - Location Plan**

### **1.1 Scope**

It is anticipated that the development will be built by 2021 and as a result, the following future horizon periods (conditions) are established as part of this study:

- 2021 Future Condition;
- 2026 Future Condition; and
- 2031 Future Condition

This study has considered impacts of the proposed development's generated traffic at the following intersections:

- Main Street East and Access Road/Kingsville School Access;
- Main Street East and Remark/Wigle Avenue; and
- Main Street East and Jasperson Drive/Kingsville Square Access.

## **1.2 Analysis Methodology**

A transportation analysis was completed to determine the existing and future operation conditions of intersection and individual turning movements. The operational analyses were primarily based on procedures set out in the Highway Capacity Manual (2010) with the assistance of Synchro 10. Several performance measures are used in the analysis of signalized and unsignalized intersections including the following:

- Level of Service (LOS) – a measure of the average vehicle delay experienced by the motorists attempting to travel through the intersection. LOS is measured from “A” to “F” with peak hour LOS in the “A” to “D” range being considered acceptable by most and a LOS of F representing unacceptable delays;
- Delay – the additional travel time experienced by a driver compared to free-flow conditions; and
- Queue Lengths – the Synchro Software measures both the 50th percentile and 95th percentile maximum queue lengths. The 50th percentile queue (the median) is the maximum back of queue length during a typical traffic cycle. The 95th percentile queue is the maximum back of queue length during a typical traffic cycle with 95th percentile traffic volumes. The 95th percentile queue measures the queue length that 95 percent of the sample lies below. The 95th percentile critical queue lengths were identified for movements where the queue surpassed the estimated length of the storage bay.

Taken together, these measures provide an indication of delay and the number of vehicles that can be accommodated through an intersection.

## 2.0 EXISTING CONDITION

### 2.1 Road Network Characteristics

**Main Street East** is an east-west arterial road with a posted speed of 50km/h within the vicinity of the proposed development. Main Street East has a three-lane cross section with dedicated left-turning lanes with central medians on the eastbound and westbound approaches.

**Remark Drive/Wigle Avenue** is the north-south minor collector road with a posted speed of 50km/h. Remark Drive has two-lane cross section with share turning lanes for the northbound and southbound approaches.

**Jasperson Drive** is the north-south collector road with a posted speed of 50km/h. Jasperson Dr has a three-lane cross section with dedicated turning lanes for the northbound and southbound approaches.

### 1.2 Key Intersections

The intersection of Main Street E. with Jasperson Drive/Square Access Road is a 4-leg signalized intersection. The intersection has the following configuration:

- Eastbound and westbound lane have one left turn lane and one through-right shared lane.
- Southbound lane has one left turn land and one through-right shared lane.
- Northbound lane is private driveway and has one left-through-right shared lane.

The intersection Main Street E. with Wigle Avenue/Remark Drive is a 4-leg signalized intersection. The intersection has the following configuration:

- Eastbound and westbound lane has one left turn lane and one through-right shared lane.
- Northbound and Southbound lane has one left-through-right shared lane.

The intersection of Main Street E. with Kingsville School Access is a 3-leg unsignalized intersection. The north leg has limited access and use to enter the school to drop-off. The westbound and eastbound approach has one left turn lane and one through-right shared lane.

### **2.3 Existing Traffic Volumes**

Traffic counts were obtained from RC Spencer Associated Inc traffic report dated 2019. Counts were taken on November 1, 2018 and recorded during a.m. peak, afternoon peak and p.m. peak hour. The existing traffic volumes and other relevant data are included in Appendix A.

## **3.0 DEVELOPMENT TRAFFIC**

This section will describe the development accesses, trip generation, and trip distribution and assignment.

### **3.1 Development Access**

The intersection of Main Street E with Access Road/Kingsville School Access will be a 4-leg unsignalized intersection with stop control access road. The intersection has the following configuration:

- Eastbound and westbound lane will have one left turn lane and one through-right shared lane.
- Northbound and Southbound approach has one left-through-right shared lane.

It is noted that the north leg will be utilized as limited access until 2026. Once the school site is redeveloped into residential development, the north leg will have full access. A site plan is provided in Appendix D.

### **3.2 Trip Generation**

The number of vehicle trips anticipated to be generated by the proposed development was calculated based on trip generation rates published by The Institution of Transportation Engineers (ITE) Trip Generation 9th Edition.

The trip generation of townhouse can be calculated from ITE 224. However, it is assumed that trip generated for townhouses are calculated from worst case scenario i.e. ITE 210 (Single Family Homes). The trip generation of condominium apartment units are based on ITE 221 (Low Rise Apartment) category.

Description of Land use, ITE codes, unit sizes, trip generation rate and trip generation for daily and peak hours are provided in Table 1. Appendix B provides all the relevant charts.



Table 1: Trip Generation

Use	ITE	UNITS	AADT	Trip Generated			
				AM Hour		PM Hour	
				In	Out	In	Out
183 Main Street							
Row Townhouses	210	5	48	1	3	3	2
Condominium Building	221	28	185	3	10	11	6
Total Trips			233	4	13	14	8

**Note:** *Italic font and underlined* – constructed

### ***3.3 Trip Distribution and Assignment***

The trip distribution of development traffic is based on the traffic study prepared by RC Spencer Associates Inc dated April 2019. It is assumed that the 52 percent of volume generated from the proposed development will travel to/from west of Main Street and 48 percent from/to east of Main Street E. The site development traffic distribution is shown in figures 1.2, 2.2 and 3.2 in Appendix B.

## **4.0 FUTURE CONDITION**

### ***4.1 Growth Rate***

For this study, a conservative growth rate of 2% per year was assumed to reflect growth in background traffic volumes. Similar growth rate is applied in the RC Spencer Associates Inc. traffic study. The projected traffic volumes are provided in Appendix B.

### ***4.2 Future Background Development***

In accordance with Town of Kingsville staff, the traffic study prepared by RC Spencer Associated Inc. dated April 2019 should be used as reference. Further, the selected horizon period in the report for analysis generally coincides with the full built-out of proposed development. The estimated future development traffic including expected construction are provided in Table 2:

Table 2: Future Development - Trip Generation

Use	ITE	UNITS	Trip Generated 1			
			AM Hour		PM Hour	
			In	Out	In	Out
<b>Constructed 2021</b>						
Kingsville K-12 School	520	See Report	304	162	84	226
Van Minnen Development	221, 720	120, 1k sqft	89	54	67	110
Petretta Development	820, 221	24, 1k sqft	6	10	20	19
Royal Oak Development	210	106	20	58	66	39
OTIS – Ph1 Development	934, 820	1k sqft each	108	99	133	131
<b>Constructed 2026</b>						
Remark Farms Development	210	59	11	33	37	21
OTIS – Ph2 Development	934, 820	1k sqft each	56	49	90	91
Petretta Development	221	36	3	10	10	6
<b>Constructed 2031</b>						
School Re-development	221	250	23	67	67	43
Youssef Development	210	84	16	46	52	31
Moavro Development	820, 221	95; 10k sqft	17	30	50	43
<b>Total Trips</b>			<b>236</b>	<b>735</b>	<b>811</b>	<b>470</b>

Note: 1- Trips obtained from RC Spencer Traffic Report

A trip distribution of future development traffic is obtained from Traffic Impact Report prepared by RC Spencer Associates Inc. dated January 2019. Appendix B contain detailed development traffic in figures 1.2, 2.2 and 3.2.

There are no planned improvements to the transportation system that may impact traffic in the study area, within the considered horizon periods. Hence, it is expected that improvements to the cyclist/pedestrian infrastructure will occur in the near future.

### 4.3 Future Condition

Development traffic volumes were added to the forecasted (2021, 2026 and 2031) background traffic volumes to obtain corresponding total traffic volumes at intersections. The projected total future volumes are shown in figures 1.3, 2.3 and 3.3 (see Appendix B).

## 5.0 INTERSECTION OPERATIONS

The forecasted 2021, 2026 and 2031 traffic volumes for the study intersections are evaluated using the Synchro/Sim Traffic software which automates the procedures contained in the Highway Capacity Manual 2010.

The existing and future peak hours analysis results are included in Table 3, Table 4 and Table 5 and corresponding worksheets are included in Appendix C.

Table 3: 2021 Background Conditions – Level of Service

Intersection	A.M. Peak Hour			P.M. Peak Hour		
	LOS	v/c	Delay (sec)	LOS	v/c	Delay (sec)
Main Street E. and Access Road/School (Unsignalized)						
EB L	A	0.16	8.9	A	0.06	9.8
EB TR	A	0.37	0.0	A	0.38	0.0
WB L	A	0.0	9.7	A	0.01	9.9
WB TR	A	0.31	0.0	A	0.44	0.0
NB LTR	C	0.05	17.0	C	0.02	15.5
Overall LOS	A			A		
Main Street E. and Wigle Ave/Remark Dr (Signalized)						
EB L	A	0.02	4.6	A	0.06	4.0
EB TR	C	0.45	25.7	B	0.73	19.7
WB L	A	0.15	5.8	A	0.17	4.4
WB TR	B	0.48	12.6	B	0.66	15.1
NB LTR	B	0.25	13.9	C	0.56	24.5
SB LTR	B	0.10	14.6	B	0.17	19.4
Overall LOS	B			B		
Main Street E. and Jasperson Dr/Square Access (Signalized)						
EB L	C	0.46	23.6	D	0.65	40.3
EB TR	C	0.73	21.8	B	0.64	15.8
WB L	B	0.08	10.8	A	0.08	9.3
WB TR	C	0.82	26.0	C	0.87	26.6
NB LTR	B	0.08	11.8	B	0.14	15.6
SB L	B	0.32	17.7	C	0.48	24.0
SB TR	A	0.16	6.2	A	0.27	5.6
Overall LOS	C			C		

Table 4: 2026 Background Conditions – Level of Service

Intersection	A.M. Peak Hour			P.M. Peak Hour		
	LOS	v/c	Delay (sec)	LOS	v/c	Delay (sec)
Main Street E. and Access Road/School (Unsignalized)						
EB L	A	0.17	9.2	B	0.07	10.4
EB TR	A	0.42	0.0	A	0.44	0.0
WB L	B	0.0	10.2	B	0.01	10.4
WB TR	A	0.35	0.0	A	0.53	0.0
NB LTR	C	0.05	18.9	C	0.03	17.6A
Overall LOS	A			A		
Main Street E. and Wigle Ave/Remark Dr (Signalized)						
EB L	A	0.02	3.4	A	0.08	4.5
EB TR	B	0.71	17.9	C	0.86	28.6
WB L	A	0.14	3.9	A	0.24	5.4
WB TR	A	0.48	8.8	C	0.78	20.2
NB LTR	B	0.45	18.9	C	0.60	25.6
SB LTR	B	0.20	17.0	B	0.18	18.9
Overall LOS	B			C		
Main Street E. and Jasperson Dr/Square Access (Signalized)						
EB L	C	0.56	31.2	F	0.93	93.4
EB TR	C	0.77	22.5	B	0.68	16.4
WB L	B	0.10	11.0	A	0.09	10.0
WB TR	C	0.86	28.1	C	0.92	32.3
NB LTR	B	0.09	12.1	B	0.20	16.2
SB L	B	0.36	19.2	C	0.68	32.8
SB TR	A	0.18	6.4	A	0.36	8.3
Overall LOS	C			C		

During 2026 condition, the westbound turning movement at the intersection Talbot Street with Ure Street operate at LOS F in pm peak hour and no reserve found for this movement therefore mitigation measures are required. The intersection operates at overall acceptable LOS.

All other intersection with Main Street E operates at acceptable level of service.

Table 5: 2031 Background Conditions – Level of Service

Intersection	A.M. Peak Hour			P.M. Peak Hour		
	LOS	v/c	Delay (sec)	LOS	v/c	Delay (sec)
Main Street E. and Access Road/Future Access (Unsignalized)						
EB L	A	0.02	9.4	B	0.06	11.1
EB TR	A	0.46	0.0	A	0.50	0.0
WB L	B	0.0	10.5	B	0.01	10.9
WB TR	A	0.40	0.0	A	0.60	0.0
NB LTR	C	0.05	16.7	C	0.03	20.4
SB LTR	C	0.23	19.4	D	0.21	25.4
Overall LOS	A			B		
Main Street E. and Wigle Ave/Remark Dr (Signalized)						
EB L	A	0.02	3.4	A	0.13	5.5
EB TR	C	0.82	23.5	D	1.0	51.6
WB L	A	0.18	4.2	A	0.34	7.5
WB TR	A	0.50	9.4	C	0.92	31.6
NB LTR	C	0.50	20.3	C	0.63	26.8
SB LTR	B	0.24	17.5	B	0.19	18.2
Overall LOS	B			D		
Main Street E. and Jasperson Dr/Square Access (Signalized)						
EB L	D	0.67	44.8	F	1.12	148.3
EB TR	C	0.86	27.6	C	0.79	22.1
WB L	B	0.16	13.3	B	0.14	12.5
WB TR	C	0.89	30.0	F	1.11	84.5
NB LTR	B	0.10	12.3	B	0.22	15.7
SB L	C	0.49	22.2	C	0.72	33.1
SB TR	A	0.23	5.9	B	0.41	12.9
Overall LOS	C			D		

During 2031 condition, the eastbound and westbound turning movement at the intersection Main Street E. with Jasperson Drive operate at LOS F in pm peak hour and no reserve found for this movement, therefore mitigation measures are required. It is noted that numerous future developments are contributing to the need for improvements and not solely this proposed development. Further, Intersection improvements are mentioned in the RC Spencer Associates Inc. traffic study dated April 2019. With these improvements in place, the intersection will operate at acceptable level of service. Details of improvement and results are found in the Spencer report.

All other intersection with Main Street E. operates at acceptable level of service.

## 6.0 CONCLUSION

Based on our review, we provide the following comments for the proposed development:

- The development is expected to generate 17 two-ways trips during morning peak hour and 21 two-way trips during evening peak hour.
- The background growth rate of 2 percent is considered in the modelling as it represents worst case scenario.
- One access road is provided from Main Street E. for the development. The intersection is 4-leg intersection with “Stop” control on access road. Intersection northbound approaches will have one left-through-right shared lane and southbound will have limited access until 2026. In 2031, intersection will be full access consisting of one left-through-right shared lane.
- Under future conditions, the intersections of Main Street E. with Access Road/Kingsville School Access operate at acceptable level of service during 2021, 2026 and 2031 future conditions.
- Under future conditions, the intersections of Main Street with Wigle Avenue/Remark Drive operate at acceptable level of service during 2021, 2026 and 2031 future conditions.
- Under future conditions, the intersections of Main Street E. with Jasperson Dr/Square Mall Access road operate at acceptable level of service during 2021 condition. The level of service deteriorates in 2026 and 2031 future conditions. Intersection improvement are required and mentioned in RC Spencer Associate Traffic Study. With improvement in place intersection operate at actable level of service.

In conclusion, the intersections of Main Street E. with Access Road/Kingsville School Access remain unsignalized without further improvements.

All of which is respectfully submitted.

**BAIRD AE INC.**  
**267 PELISSIER STREET, UNIT 1000**  
**WINDSOR, ONTARIO N9A 4K4**

Shurjeel Tunio, P.Eng.  
Senior Project Manager  
**Baird AE**







DATE: OCT 11, 2019	PROJECT NO:		PROJECT TITLE: ROW TOWNHOUSES/CONDOMINIUM 183 MAIN STREET EAST, KINGSVILLE SHEET TITLE: SURROUNDING DEVELOPMENT	PROJECT NO: 19-098
	SCALE:			
	NTS			
	DRAWN BY: D.B.			
DATE: OCT 11, 2019	CHECKED BY:		SHEET NO: 2	
	S.T.			



DATE	REVISIONS



## Appendix A

---

### BACKGROUND TRAFFIC DATA AND OTHER RELATED INFORMATION













**MAIN ST. KINGSVILLE CONDOMINIUMS**  
183 Main Street East





**MAIN ST. KINGSVILLE CONDOMINIUMS**

183 Main Street East



# Main St @ Remark Dr

## Morning Peak Diagram

### Specified Period

**From:** 7:00:00

**To:** 9:00:00

### One Hour Peak

**From:** 8:00:00

**To:** 9:00:00

**Municipality:** Kingsville

**Site #:** 0000000007

**Intersection:** Main St & Remark Dr

**TFR File #:** 7

**Count date:** 1-Nov-2018

**Weather conditions:**

Rain

**Person(s) who counted:**

Cam

**\*\* Signalized Intersection \*\***

**Major Road:** Main St runs W/E

North Leg Total: 53

North Entering: 34

North Peds: 2

Peds Cross:  $\nlessgtr$

Heavys	1	0	1	2
Trucks	0	0	0	0
Cars	24	2	6	32
Totals	25	2	7	



Heavys	0
Trucks	0
Cars	19
Totals	19

East Leg Total: 870

East Entering: 388

East Peds: 0

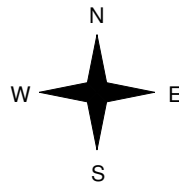
Peds Cross:  $\nlessgtr$

Heavys	Trucks	Cars	Totals
7	2	383	392



Main St

Heavys	Trucks	Cars	Totals
0	0	11	11
8	2	404	414
1	1	27	29
9	3	442	



Wigle Ave



Cars	Trucks	Heavys	Totals
5	0	0	5
322	2	6	330
47	1	5	53
374	3	11	

Main St



Cars	Trucks	Heavys	Totals
466	4	12	482

Peds Cross:  $\nlessgtr$

West Peds: 0

West Entering: 454

West Leg Total: 846

Cars	76	Cars	37	3	56	96
Trucks	2	Trucks	0	0	2	2
Heavys	6	Heavys	0	0	3	3
Totals	84	Totals	37	3	61	



Peds Cross:  $\nlessgtr$

South Peds: 2

South Entering: 101

South Leg Total: 185

## Comments

# Main St @ Remark Dr

## Mid-day Peak Diagram

### Specified Period

**From:** 11:00:00

**To:** 13:00:00

### One Hour Peak

**From:** 11:45:00

**To:** 12:45:00

**Municipality:** Kingsville

**Site #:** 0000000007

**Intersection:** Main St & Remark Dr

**TFR File #:** 7

**Count date:** 1-Nov-2018

**Weather conditions:**

Rain

**Person(s) who counted:**

Cam

**\*\* Signalized Intersection \*\***

**Major Road:** Main St runs W/E

North Leg Total: 79

North Entering: 33

North Peds: 6

Peds Cross:  $\bowtie$

Heavys	0	0	0	0
Trucks	0	0	0	0
Cars	13	11	9	33
Totals	13	11	9	



Heavys	0
Trucks	1
Cars	45
Totals	46

East Leg Total: 1111

East Entering: 571

East Peds: 3

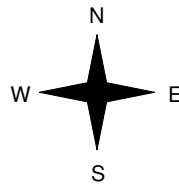
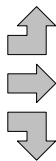
Peds Cross:  $\bowtie$

Heavys	Trucks	Cars	Totals
6	6	508	520



Main St

Heavys	Trucks	Cars	Totals
0	1	17	18
7	6	424	437
1	0	37	38
8	7	478	



Wigle Ave



Cars	Trucks	Heavys	Totals
17	0	0	17
460	5	6	471
77	2	4	83
554	7	10	

Main St



Cars	Trucks	Heavys	Totals
521	10	9	540

Peds Cross:  $\bowtie$

West Peds: 0

West Entering: 493

West Leg Total: 1013

Cars	125	Cars	35	11	88	134
Trucks	2	Trucks	1	0	4	5
Heavys	5	Heavys	0	0	2	2
Totals	132	Totals	36	11	94	



Peds Cross:  $\bowtie$

South Peds: 2

South Entering: 141

South Leg Total: 273

## Comments

# Main St @ Remark Dr

## Afternoon Peak Diagram

### Specified Period

**From:** 14:00:00

**To:** 18:00:00

### One Hour Peak

**From:** 16:30:00

**To:** 17:30:00

**Municipality:** Kingsville

**Site #:** 0000000007

**Intersection:** Main St & Remark Dr

**TFR File #:** 7

**Count date:** 1-Nov-2018

### Weather conditions:

Rain

### Person(s) who counted:

Cam

### \*\* Signalized Intersection \*\*

**Major Road:** Main St runs W/E

North Leg Total: 79

North Entering: 31

North Peds: 2

Peds Cross:  $\times$

Heavys	0	0	0	0
Trucks	0	0	0	0
Cars	17	7	7	31
Totals	17	7	7	



Heavys 0

Trucks 2

Cars 46

Totals 48

East Leg Total: 1230

East Entering: 639

East Peds: 1

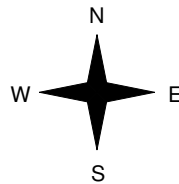
Peds Cross:  $\times$

Heavys	Trucks	Cars	Totals
2	2	624	628



Main St

Heavys	Trucks	Cars	Totals
0	0	24	24
2	1	502	505
0	1	43	44
2	2	569	



Remark Dr

Wigle Ave

Cars	Trucks	Heavys	Totals
7	0	0	7
561	1	1	563
67	1	1	69
635	2	2	

Main St



Cars	Trucks	Heavys	Totals
586	2	3	591

Peds Cross:  $\times$

West Peds: 2

West Entering: 573

West Leg Total: 1201

Cars	117
Trucks	2
Heavys	1
Totals	120



Cars	46	15	77	138
Trucks	1	2	1	4
Heavys	1	0	1	2
Totals	48	17	79	

Peds Cross:  $\times$

South Peds: 0

South Entering: 144

South Leg Total: 264

### Comments



# Main St @ Remark Dr

## Total Count Diagram

**Municipality:** Kingsville  
**Site #:** 0000000007  
**Intersection:** Main St & Remark Dr  
**TFR File #:** 7  
**Count date:** 1-Nov-2018

**Weather conditions:**  
 Rain  
**Person(s) who counted:**  
 Cam

**\*\* Signalized Intersection \*\***

**Major Road:** Main St runs W/E

North Leg Total: 553  
 North Entering: 261  
 North Peds: 107  
 Peds Cross:  $\bowtie$

	1	2	2	5
Heavys	1	2	2	5
Trucks	1	0	0	1
Cars	144	51	60	255
<b>Totals</b>	<b>146</b>	<b>53</b>	<b>62</b>	



	2	3
Heavys	2	3
Trucks	3	
Cars	287	
<b>Totals</b>	<b>292</b>	

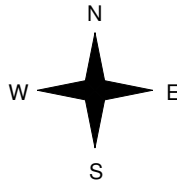
East Leg Total: 8405  
 East Entering: 4100  
 East Peds: 9  
 Peds Cross:  $\bowtie$

Heavys	Trucks	Cars	Totals
47	30	3914	3991



Main St

Heavys	Trucks	Cars	Totals
1	1	135	137
42	26	3517	3585
7	4	318	329
<b>50</b>	<b>31</b>	<b>3970</b>	



Wigle Ave



Cars	Trucks	Heavys	Totals
67	0	1	68
3444	24	38	3506
489	13	24	526
<b>4000</b>	<b>37</b>	<b>63</b>	



Main St



Cars	Trucks	Heavys	Totals
4195	41	69	4305

Peds Cross:  $\bowtie$   
 West Peds: 30  
 West Entering: 4051  
 West Leg Total: 8042

	858
Cars	858
Trucks	17
Heavys	33
<b>Totals</b>	<b>908</b>



Cars	326	85	618	1029
Cars	326	85	618	1029
Trucks	5	2	15	22
Heavys	8	0	25	33
<b>Totals</b>	<b>339</b>	<b>87</b>	<b>658</b>	

Peds Cross:  $\bowtie$   
 South Peds: 59  
 South Entering: 1084  
 South Leg Total: 1992

### Comments

# Jasperson Dr @ Main St

## Morning Peak Diagram

### Specified Period

**From:** 7:00:00

**To:** 9:00:00

### One Hour Peak

**From:** 8:00:00

**To:** 9:00:00

**Municipality:** Kingsville

**Site #:** 0000000005

**Intersection:** Main St & Jasperson Dr

**TFR File #:** 5

**Count date:** 1-Nov-2018

**Weather conditions:**

Rain

**Person(s) who counted:**

Cam

**\*\* Signalized Intersection \*\***

**Major Road:** Main St runs W/E

North Leg Total: 219

North Entering: 150

North Peds: 2

Peds Cross:  $\times$

Heavys	0	0	0	0
Trucks	1	0	0	1
Cars	45	18	86	149
Totals	46	18	86	



Heavys	3
Trucks	1
Cars	65
Totals	69

East Leg Total: 888

East Entering: 401

East Peds: 2

Peds Cross:  $\times$

Heavys	Trucks	Cars	Totals
11	5	389	405

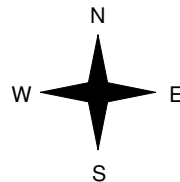


Main St

Heavys	Trucks	Cars	Totals
2	0	16	18
8	2	377	387
2	2	40	44
12	4	433	



East Kingsville Square



Cars	Trucks	Heavys	Totals
45	1	1	47
326	2	11	339
15	0	0	15
386	3	12	

Main St



Cars	Trucks	Heavys	Totals
474	3	10	487

Peds Cross:  $\times$

West Peds: 0

West Entering: 449

West Leg Total: 854

Cars	73	Cars	18	4	11	33
Trucks	2	Trucks	2	0	1	3
Heavys	2	Heavys	0	0	2	2
Totals	77	Totals	20	4	14	



Peds Cross:  $\times$

South Peds: 6

South Entering: 38

South Leg Total: 115

## Comments

# Jasperson Dr @ Main St

## Mid-day Peak Diagram

### Specified Period

**From:** 11:00:00

**To:** 13:00:00

### One Hour Peak

**From:** 12:00:00

**To:** 13:00:00

**Municipality:** Kingsville

**Site #:** 0000000005

**Intersection:** Main St & Jasperson Dr

**TFR File #:** 5

**Count date:** 1-Nov-2018

### Weather conditions:

Rain

### Person(s) who counted:

Cam

### \*\* Signalized Intersection \*\*

**Major Road:** Main St runs W/E

North Leg Total: 305

North Entering: 150

North Peds: 1

Peds Cross:  $\times$

	Heavys	Trucks	Cars	Totals
North	2	0	0	2
East	0	1	1	2
South	37	22	87	146
<b>Totals</b>	<b>39</b>	<b>23</b>	<b>88</b>	



Heavys 2

Trucks 4

Cars 149

Totals 155

East Leg Total: 1162

East Entering: 591

East Peds: 0

Peds Cross:  $\times$

Heavys	Trucks	Cars	Totals
13	7	513	533

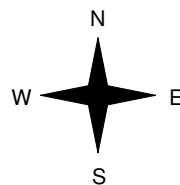


Main St

Heavys	Trucks	Cars	Totals
0	1	18	19
9	5	435	449
1	4	31	36
<b>10</b>	<b>10</b>	<b>484</b>	



East Kingsville Square



Cars	Trucks	Heavys	Totals
105	2	1	108
444	4	11	459
21	2	1	24
<b>570</b>	<b>8</b>	<b>13</b>	



Main St



Cars	Trucks	Heavys	Totals
554	8	9	571

Peds Cross:  $\times$

West Peds: 5

West Entering: 504

West Leg Total: 1037

Cars	Trucks	Heavys	Totals
74	7	2	83
32	3	0	35
26	1	1	28
32	2	0	34
<b>90</b>	<b>6</b>	<b>1</b>	



Peds Cross:  $\times$

South Peds: 9

South Entering: 97

South Leg Total: 180

## Comments

# Jasperson Dr @ Main St

## Afternoon Peak Diagram

### Specified Period

**From:** 14:00:00

**To:** 18:00:00

### One Hour Peak

**From:** 16:30:00

**To:** 17:30:00

**Municipality:** Kingsville

**Site #:** 0000000005

**Intersection:** Main St & Jasperson Dr

**TFR File #:** 5

**Count date:** 1-Nov-2018

### Weather conditions:

Rain

### Person(s) who counted:

Cam

### \*\* Signalized Intersection \*\*

**Major Road:** Main St runs W/E

North Leg Total: 387

North Entering: 189

North Peds: 2

Peds Cross:  $\times$

	Heavys	Trucks	Cars	Totals
North	0	0	0	0
East	0	0	0	0
South	75	12	102	189
West	75	12	102	189



	Heavys	Trucks	Cars	Totals
North	0	0	0	0
East	0	0	0	0
South	198	0	0	198
West	198	0	0	198

East Leg Total: 1191

East Entering: 633

East Peds: 1

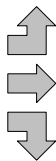
Peds Cross:  $\times$

Heavys	Trucks	Cars	Totals
3	3	586	592

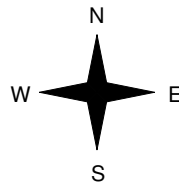


Main St

Heavys	Trucks	Cars	Totals
0	0	56	56
4	2	439	445
0	0	37	37
4	2	532	532



East Kingsville Square



Cars	Trucks	Heavys	Totals
127	0	0	127
481	3	3	487
19	0	0	19
627	3	3	633

Main St



Cars	Trucks	Heavys	Totals
552	2	4	558

Peds Cross:  $\times$

West Peds: 3

West Entering: 538

West Leg Total: 1130

Cars	Trucks	Heavys	Totals
68	0	0	68
30	0	0	30
15	0	0	15
11	0	0	11
56	0	0	56



Peds Cross:  $\times$

South Peds: 4

South Entering: 56

South Leg Total: 124

### Comments

# Jasperson Dr @ Main St

## Total Count Diagram

**Municipality:** Kingsville  
**Site #:** 0000000005  
**Intersection:** Main St & Jasperson Dr  
**TFR File #:** 5  
**Count date:** 1-Nov-2018

**Weather conditions:**  
 Rain  
**Person(s) who counted:**  
 Cam

**\*\* Signalized Intersection \*\***

**Major Road:** Main St runs W/E

North Leg Total: 2354  
 North Entering: 1255  
 North Peds: 18  
 Peds Cross:  $\bowtie$

	Heavys	Trucks	Cars	Totals
North	6	0	4	10
East	5	2	6	13
South	389	129	714	1232
<b>Totals</b>	<b>400</b>	<b>131</b>	<b>724</b>	

	Heavys	Trucks	Cars	Totals
North	9	8	1082	1099
East	9	8	1082	1099
South	9	8	1082	1099
<b>Totals</b>	<b>9</b>	<b>8</b>	<b>1082</b>	<b>1099</b>

East Leg Total: 8516  
 East Entering: 4172  
 East Peds: 9  
 Peds Cross:  $\bowtie$

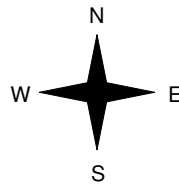
Heavys	Trucks	Cars	Totals
65	43	3815	3923



Main St

Heavys	Trucks	Cars	Totals
4	2	235	241
62	30	3378	3470
5	9	250	264
<b>71</b>	<b>41</b>	<b>3863</b>	

Jasperson Dr



Cars	Trucks	Heavys	Totals
734	5	3	742
3220	32	58	3310
115	4	1	120
<b>4069</b>	<b>41</b>	<b>62</b>	

Main St



Cars	Trucks	Heavys	Totals
4234	42	68	4344

Peds Cross:  $\bowtie$   
 West Peds: 37  
 West Entering: 3975  
 West Leg Total: 7898

	Cars	Trucks	Heavys	Totals
West	494	15	6	515
East	206	6	1	213
South	113	1	2	116
North	142	6	2	150
<b>Totals</b>	<b>461</b>	<b>13</b>	<b>5</b>	

Peds Cross:  $\bowtie$   
 South Peds: 123  
 South Entering: 479  
 South Leg Total: 994

## Comments

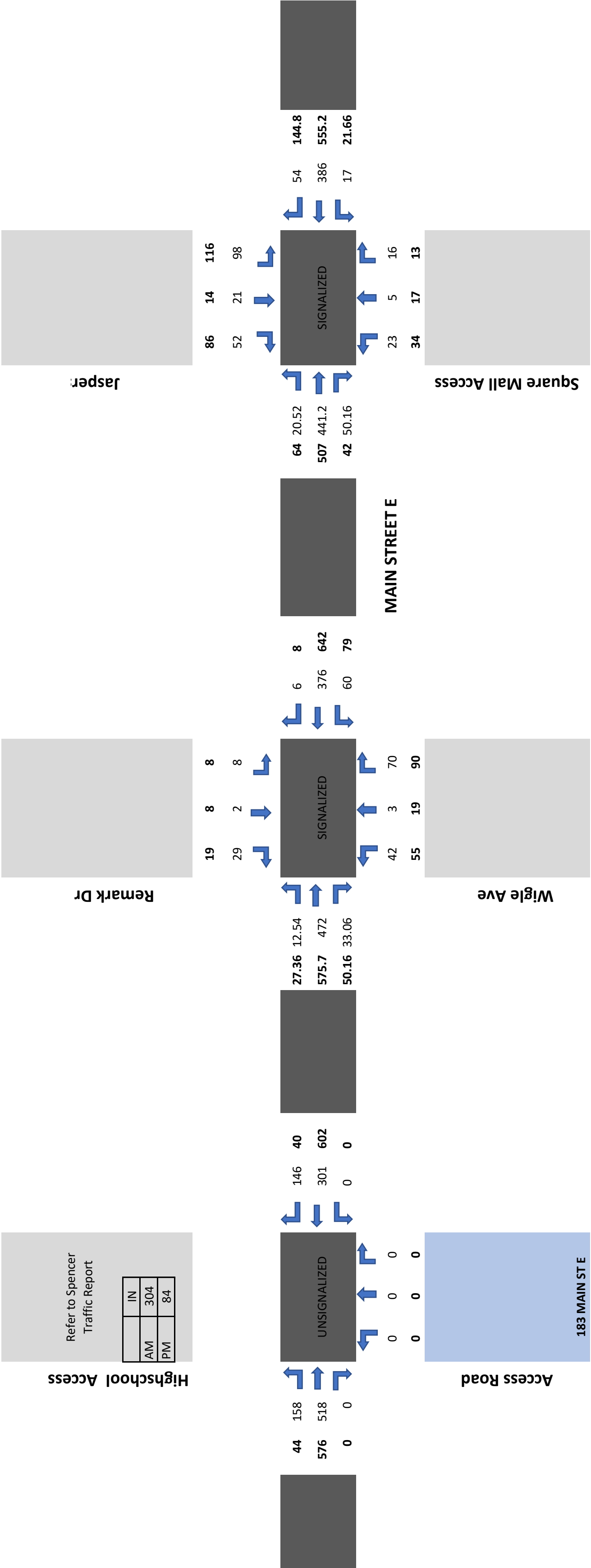
## Appendix B

---

### FUTURE TRAFFIC, DEVELOPMENT TRAFFIC AND TOTAL TRAFFIC VOLUMES



183 Main Street Residential Development



LEGEND			
AM	XX	XX	
PM			XX

PROJEC T NAME 183 Main Street E  
(Townhouses/Condominium)

SHEET TITLE 2026 BACKGROUND TRAFFIC

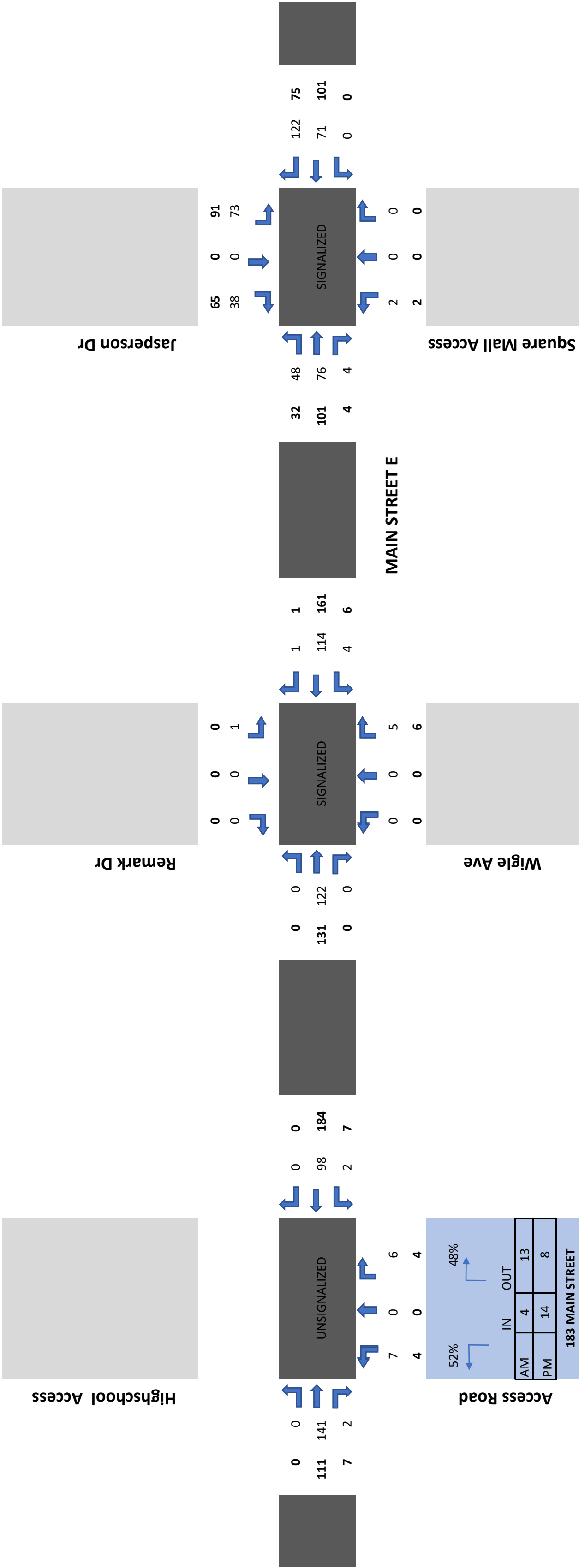


DATE: 11-Oct-19

PROJECT NO: 19-098

FIGURE NO: Figure 2

183 Main Street Residential Development



PROJECT NAME 183 Main Street E  
(Townhouses/Condominium)

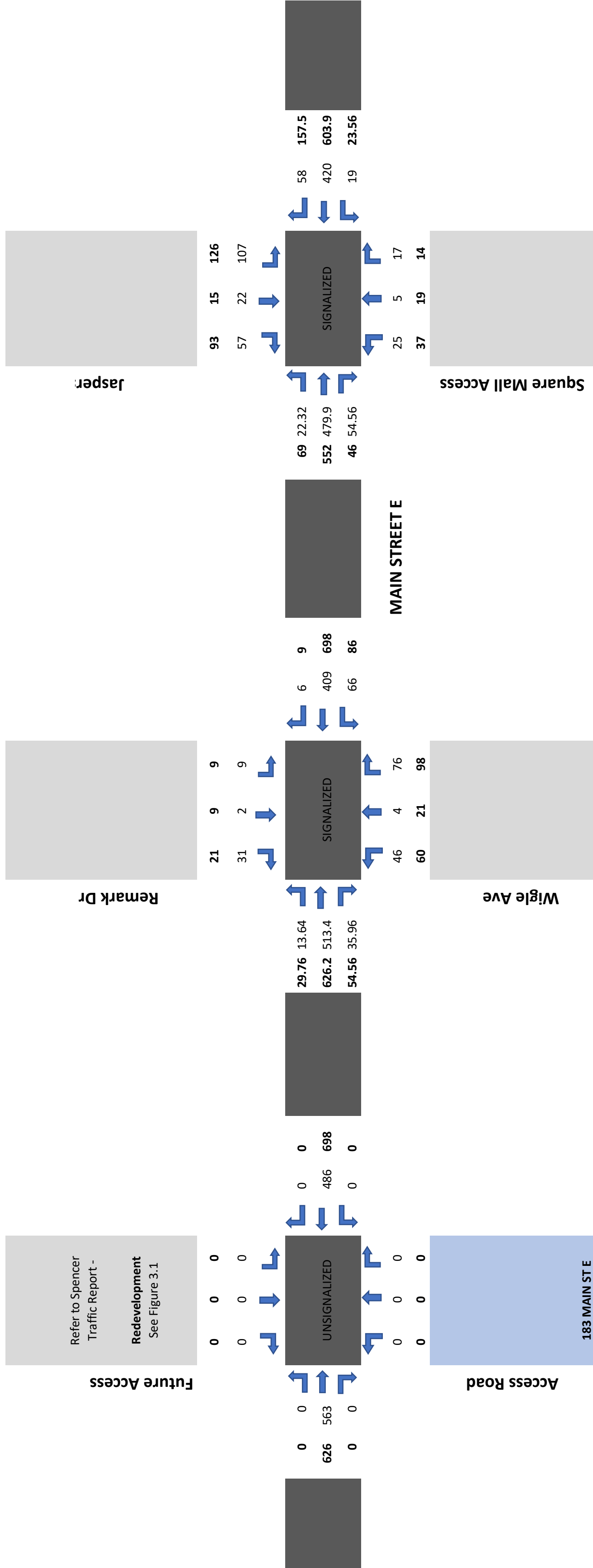
SHEET TITLE 2026 DEVELOPMENT TRAFFIC

DATE: 11-Oct-19  
PROJECT NO: 19-098  
FIGURE NO: Figure 2.1



[illegible]

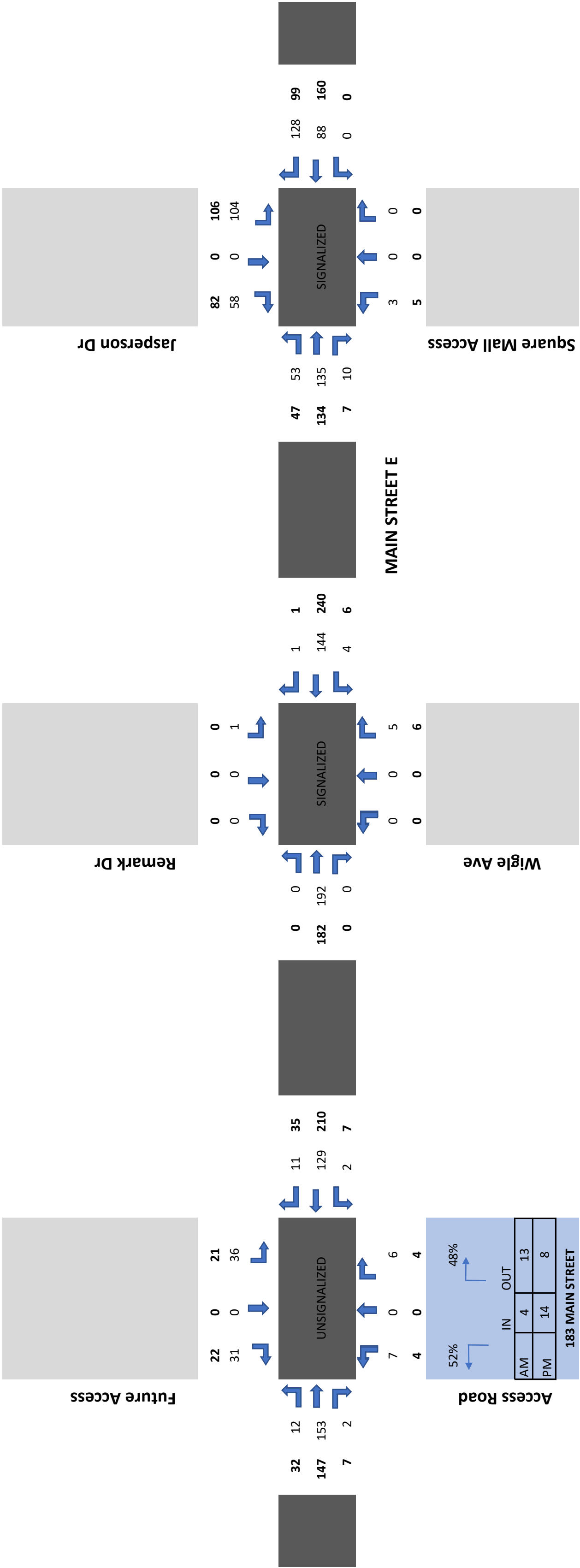
183 Main Street Residential Development



LEGEND		
AM	XX	XX
PM		

PROJECT NAME 183 Main Street E (Townhouses/Condominium)	DATE:	11-Oct-19
	PROJECT NO:	19-098
	FIGURE NO:	Figure 3

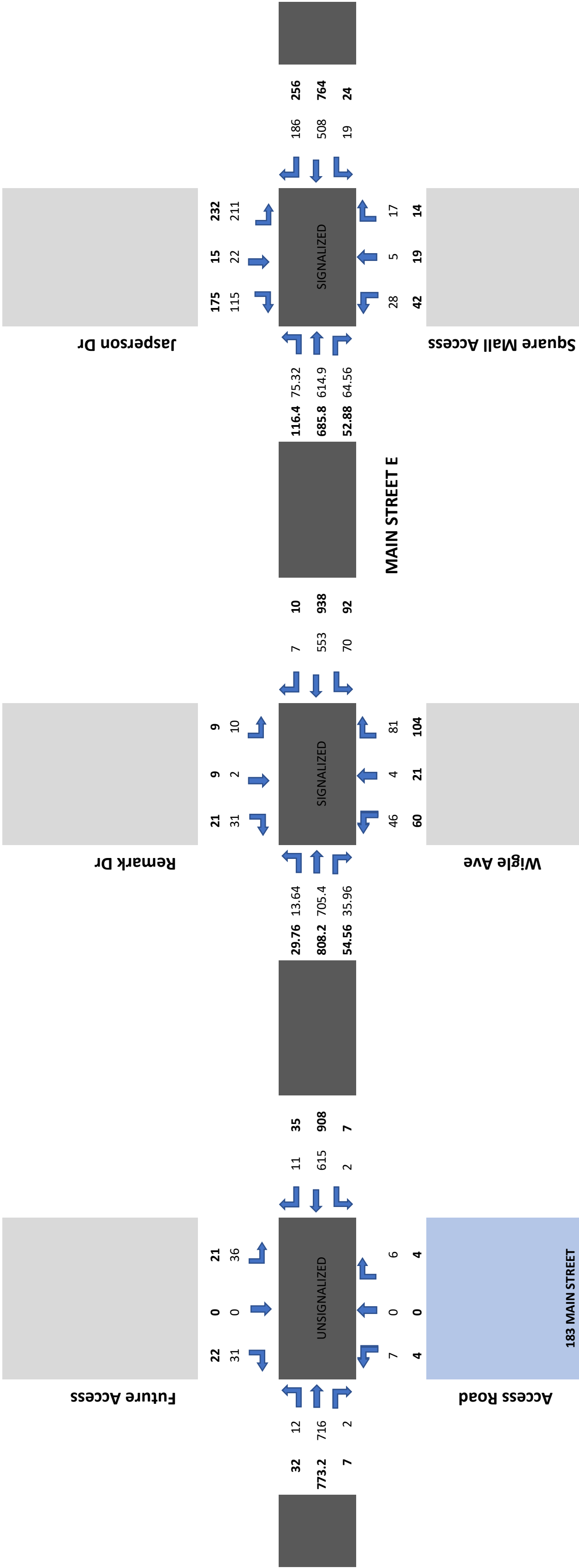
183 Main Street Residential Development



PROJECT NAME	183 Main Street E (Townhouses/Condominium)	DATE:	11-Oct-19
SHEET TITLE	2031 DEVELOPMENT TRAFFIC	PROJECT NO:	19-098
		FIGURE NO:	Figure 3.1

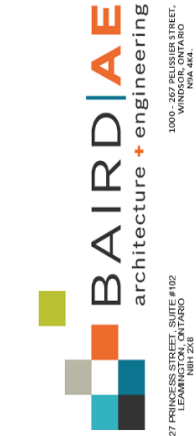


183 Main Street Residential Development



PROJECT NAME 183 Main Street E  
(Townhouses/Condominium)

SHEET TITLE 2031 TOTAL TRAFFIC



DATE: 11-Oct-19  
PROJECT NO: 19-098  
FIGURE NO: Figure 3.2

183 Main Street Residential Development

Highschool Access

Refer to Spencer Traffic Report

IN	304	84
AM		
PM		

Remark Dr

18	7	7
26	2	7

Jasperson Dr

78	12	106
48	19	89

44	158
525	472
0	0

UN SIGNALIZED

24.96	11.44
525.2	430.6
45.76	30.16

SIGNALIZED

5	7
343	586
55	72

SIGNALIZED

58	18.72
463	402.5
38	45.76

0	0	0
0	0	0
0	0	0

146	40
262	546
0	0

38	3	63
50	18	82

49	132.1
353	506.5
16	19.76

21	4	15
31	16	11

78	12	106
48	19	89

Access Road

183 MAIN ST E

Wigle Ave

Square Mall Access

MAIN STREET E

LEGEND		
AM	XX	XX
PM		

PROJEC T NAME 183 Main Street E  
(Townhouses/Condominium)

SHEET TITLE 2021 BACKGROUND TRAFFIC

DATE: 11-Oct-19

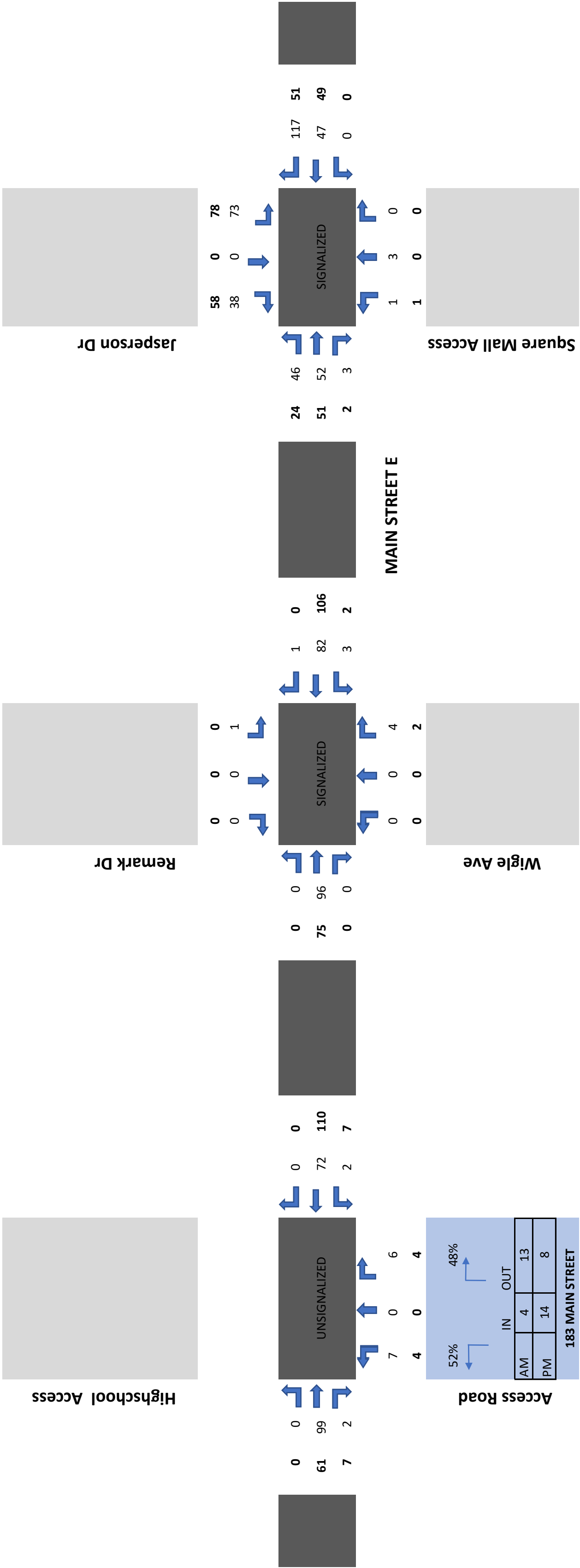
PROJECT NO: 19-098

FIGURE NO: Figure 1





183 Main Street Residential Development



PROJECT NAME 183 Main Street E  
(Townhouses/Condominium)

SHEET TITLE 2021 DEVELOPMENT TRAFFIC

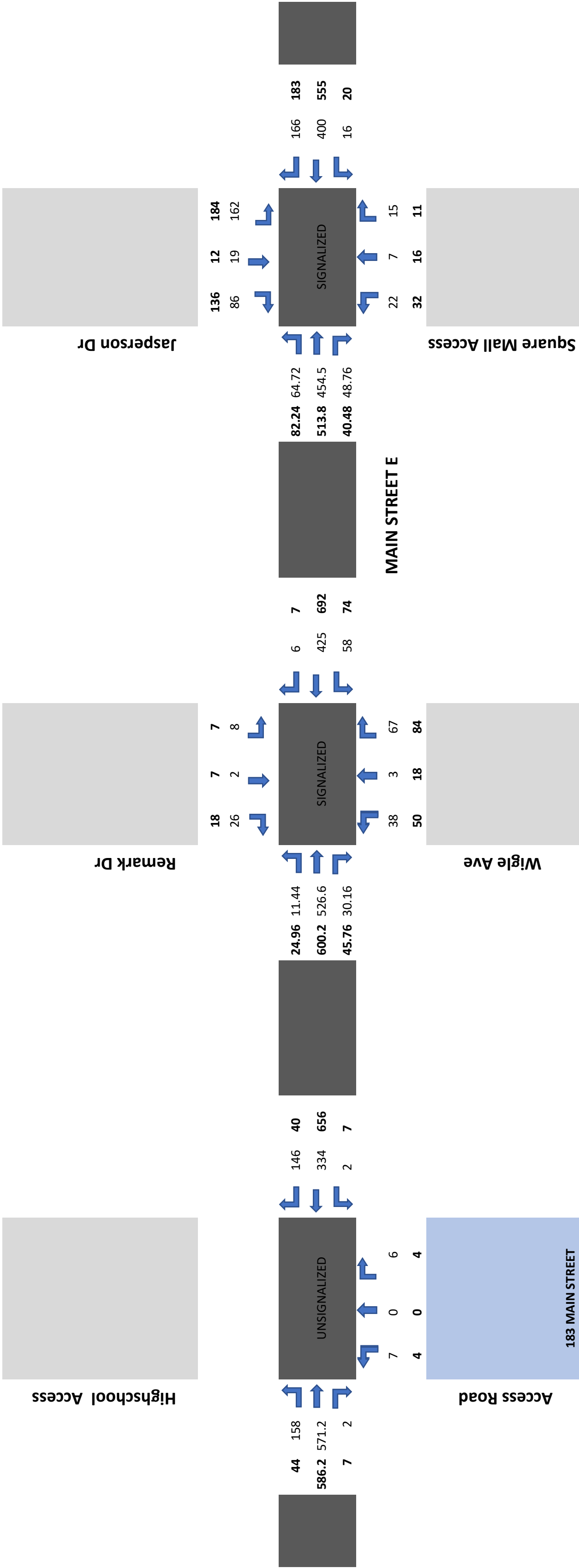
DATE: 11-Oct-19

PROJECT NO: 19-098

FIGURE NO: Figure 1.1



183 Main Street Residential Development



LEGEND			
AM	PM	XX	XX

PROJECT NAME 183 Main Street E  
(Townhouses/Condominium)

SHEET TITLE 2021 TOTAL TRAFFIC

DATE: 11-Oct-19

PROJECT NO: 19-098

FIGURE NO: Figure 1.2



## Appendix C


















---

### CAPACITY ANALYSIS

# HCM Unsignalized Intersection Capacity Analysis




















## 3: Access Rd/School & Main

183 MAIN STREET E  
2021 TOTAL AM TRAFFIC VOLUMES

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	571	2	2	334	146	7	0	6	0	0	0
Future Volume (Veh/h)	158	571	2	2	334	146	7	0	6	0	0	0
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	172	621	2	2	363	159	8	0	7	0	0	0
Pedestrians												2
Lane Width (m)												0.0
Walking Speed (m/s)												1.2
Percent Blockage												0
Right turn flare (veh)												
Median type	TWLTL			TWLTL								
Median storage (veh)	2			2								
Upstream signal (m)				310								
pX, platoon unblocked												
vC, conflicting volume	365			623			1333	1335	622	1420	1416	444
vC1, stage 1 conf vol							966	966			448	448
vC2, stage 2 conf vol							367	369			972	967
vCu, unblocked vol	365			623			1333	1335	622	1420	1416	444
tC, single (s)	4.3			4.6			7.1	6.5	6.2	7.3	6.5	6.3
tC, 2 stage (s)							6.1	5.5			6.3	5.5
tF (s)	2.4			2.7			3.5	4.0	3.3	3.7	4.0	3.4
p0 queue free %	84			100			97	100	99	100	100	100
cM capacity (veh/h)	1096			764			240	256	490	213	260	597
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1							
Volume Total	172	623	2	522	15							
Volume Left	172	0	2	0	8							
Volume Right	0	2	0	159	7							
cSH	1096	1700	764	1700	315							
Volume to Capacity	0.16	0.37	0.00	0.31	0.05							
Queue Length 95th (m)	4.4	0.0	0.1	0.0	1.2							
Control Delay (s)	8.9	0.0	9.7	0.0	17.0							
Lane LOS	A			A	C							
Approach Delay (s)	1.9			0.0	17.0							
Approach LOS				C								
Intersection Summary												
Average Delay				1.4								
Intersection Capacity Utilization				48.6%	ICU Level of Service				A			
Analysis Period (min)				15								













Lanes, Volumes, Timings  
9: Wgle Ave/Remark Dr & Main

183 MAIN STREET E  
2021 TOTAL AM TRAFFIC VOLUMES

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	527	30	58	425	6	38	3	67	8	2	26
Future Volume (vph)	11	527	30	58	425	6	38	3	67	8	2	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	60.0		0.0	55.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (m)	10.0			15.0			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00			1.00							
Frt		0.992			0.998			0.916			0.903	
Flt Protected	0.950			0.950				0.983			0.989	
Satd. Flow (prot)	1755	1653	0	1825	1792	0	0	1730	0	0	1437	0
Flt Permitted	0.469			0.257				0.880			0.929	
Satd. Flow (perm)	865	1653	0	494	1792	0	0	1549	0	0	1350	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			1			73			28	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		170.1			237.0			215.7			227.2	
Travel Time (s)		12.2			17.1			15.5			16.4	
Confl. Peds. (#/hr)	2		2	2		2						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	16%	0%	0%	7%	3%	0%	0%	0%	28%	0%	18%
Adj. Flow (vph)	12	573	33	63	462	7	41	3	73	9	2	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	606	0	63	469	0	0	117	0	0	39	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	10.0		7.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	11.0	25.0		11.0	25.0		25.0	25.0		25.0	25.0	
Total Split (s)	14.0	35.0		14.0	35.0		31.0	31.0		31.0	31.0	
Total Split (%)	17.5%	43.8%		17.5%	43.8%		38.8%	38.8%		38.8%	38.8%	
Maximum Green (s)	10.0	28.6		10.0	28.6		24.7	24.7		24.7	24.7	
Yellow Time (s)	3.0	4.1		3.0	4.1		4.1	4.1		4.1	4.1	
All-Red Time (s)	1.0	2.3		1.0	2.3		2.2	2.2		2.2	2.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	6.4		4.0	6.4			6.3			6.3	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	45.4	37.4		47.9	44.1			21.0			21.0	
Actuated g/C Ratio	0.57	0.47		0.60	0.55			0.26			0.26	
v/c Ratio	0.02	0.78		0.15	0.48			0.25			0.10	

Lanes, Volumes, Timings  
9: Wigle Ave/Remark Dr & Main

183 MAIN STREET E  
2021 TOTAL AM TRAFFIC VOLUMES

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	4.6	25.7		5.8	12.6			13.9			14.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	4.6	25.7		5.8	12.6			13.9			14.6	
LOS	A	C		A	B			B			B	
Approach Delay		25.3			11.8			13.9			14.6	
Approach LOS		C			B			B			B	
Queue Length 50th (m)	0.7	81.3		3.7	38.8			5.4			1.3	
Queue Length 95th (m)	1.8	103.5		5.6	67.4			20.7			9.9	
Internal Link Dist (m)		146.1			213.0			191.7			203.2	
Turn Bay Length (m)	60.0			55.0								
Base Capacity (vph)	628	775		465	987			554			459	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.02	0.78		0.14	0.48			0.21			0.08	

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 18.4













Intersection LOS: B

Intersection Capacity Utilization 59.7%

ICU Level of Service B





















Analysis Period (min) 15

Splits and Phases: 9: Wigle Ave/Remark Dr & Main St

					
Ø2 (R)			Ø3		Ø4
31 s			14 s		35 s
					
Ø6 (R)			Ø7		Ø8
31 s			14 s		35 s

Lanes, Volumes, Timings  
2: Square Mall Acc/Jasperson Dr & Main













183 MAIN STREET E  
2021 TOTAL AM TRAFFIC VOLUMES

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	454	49	16	400	166	22	7	15	162	19	86
Future Volume (vph)	65	454	49	16	400	166	22	7	15	162	19	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	75.0		0.0	15.0		0.0	0.0		15.0	15.0		0.0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (m)	10.0			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00	0.99			1.00		1.00		
Frt		0.985			0.956			0.955			0.878	
Flt Protected	0.950			0.950				0.976		0.950		
Satd. Flow (prot)	1789	1850	0	1789	1788	0	0	1747	0	1789	1654	0
Flt Permitted	0.202			0.272				0.863		0.726		
Satd. Flow (perm)	380	1850	0	510	1788	0	0	1545	0	1365	1654	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			40			16			93	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		237.0			120.3			154.3			215.0	
Travel Time (s)		17.1			8.7			11.1			15.5	
Confl. Peds. (#/hr)	2		6	6		2			2	2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	71	493	53	17	435	180	24	8	16	176	21	93
Shared Lane Traffic (%)												
Lane Group Flow (vph)	71	546	0	17	615	0	0	48	0	176	114	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		25.0	25.0		25.0	25.0	
Total Split (s)	36.0	36.0		36.0	36.0		31.0	31.0		31.0	31.0	
Total Split (%)	53.7%	53.7%		53.7%	53.7%		46.3%	46.3%		46.3%	46.3%	
Maximum Green (s)	29.7	29.7		29.7	29.7		24.7	24.7		24.7	24.7	
Yellow Time (s)	4.1	4.1		4.1	4.1		4.1	4.1		4.1	4.1	
All-Red Time (s)	2.2	2.2		2.2	2.2		2.2	2.2		2.2	2.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.3	6.3		6.3	6.3			6.3		6.3	6.3	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	27.1	27.1		27.1	27.1			27.3		27.3	27.3	
Actuated g/C Ratio	0.40	0.40		0.40	0.40			0.41		0.41	0.41	
v/c Ratio	0.46	0.73		0.08	0.82			0.08		0.32	0.16	
Control Delay	23.6	21.8		10.8	26.0			11.8		17.7	6.2	



Lanes, Volumes, Timings  
2: Square Mall Acc/Jasperson Dr & Main

183 MAIN STREET E  
2021 TOTAL AM TRAFFIC VOLUMES

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay	23.6	21.8		10.8	26.0			11.8		17.7	6.2	
LOS	C	C		B	C			B		B	A	
Approach Delay		22.0			25.6			11.8			13.2	
Approach LOS		C			C			B			B	
Queue Length 50th (m)	6.5	56.2		1.3	64.4			2.5		15.4	1.6	
Queue Length 95th (m)	15.7	72.5		4.0	84.8			10.1		35.3	12.5	
Internal Link Dist (m)		213.0			96.3			130.3			191.0	
Turn Bay Length (m)	75.0			15.0						15.0		
Base Capacity (vph)	174	853		234	841			662		577	753	
Starvation Cap Reductn	0	0		0	0			0		0	0	
Spillback Cap Reductn	0	0		0	0			0		0	0	
Storage Cap Reductn	0	0		0	0			0		0	0	
Reduced v/c Ratio	0.41	0.64		0.07	0.73			0.07		0.31	0.15	

Intersection Summary

Area Type: Other

Cycle Length: 67

Actuated Cycle Length: 67

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 21.5

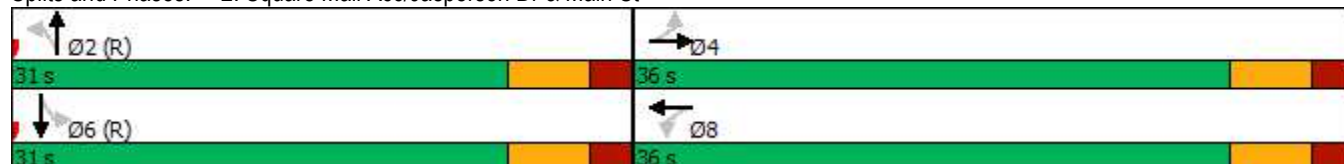
Intersection LOS: C

Intersection Capacity Utilization 70.9%

ICU Level of Service C

Analysis Period (min) 15


















Splits and Phases: 2: Square Mall Acc/Jasperson Dr & Main St



# HCM Unsignalized Intersection Capacity Analysis




















## 3: Access Rd/School & Main St

183 MAIN STREET E  
2021 TOTAL PM TRAFFIC VOLUMES

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	586	7	7	656	40	4	0	4	0	0	0
Future Volume (Veh/h)	44	586	7	7	656	40	4	0	4	0	0	0
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	48	637	8	8	713	43	4	0	4	0	0	0
Pedestrians												2
Lane Width (m)												0.0
Walking Speed (m/s)												1.2
Percent Blockage												0
Right turn flare (veh)												
Median type	TWLTL			TWLTL								
Median storage (veh)	2			2								
Upstream signal (m)				310								
pX, platoon unblocked												
vC, conflicting volume	715			645			1466	1468	641	1490	1494	736
vC1, stage 1 conf vol							737	737			752	752
vC2, stage 2 conf vol							729	731			737	741
vCu, unblocked vol	715			645			1466	1468	641	1490	1494	736
tC, single (s)	4.3			4.6			7.1	6.5	6.2	7.3	6.5	6.3
tC, 2 stage (s)							6.1	5.5			6.3	5.5
tF (s)	2.4			2.7			3.5	4.0	3.3	3.7	4.0	3.4
p0 queue free %	94			99			99	100	99	100	100	100
cM capacity (veh/h)	804			748			278	292	478	258	300	406
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1							
Volume Total	48	645	8	756	8							
Volume Left	48	0	8	0	4							
Volume Right	0	8	0	43	4							
cSH	804	1700	748	1700	351							
Volume to Capacity	0.06	0.38	0.01	0.44	0.02							
Queue Length 95th (m)	1.5	0.0	0.3	0.0	0.6							
Control Delay (s)	9.8	0.0	9.9	0.0	15.5							
Lane LOS	A			A	C							
Approach Delay (s)	0.7			0.1	15.5							
Approach LOS				C								
Intersection Summary												
Average Delay				0.5								
Intersection Capacity Utilization				47.0%		ICU Level of Service			A			
Analysis Period (min)				15								













Lanes, Volumes, Timings  
9: Wgle Ave/Remark Dr & Main St

183 MAIN STREET E  
2021 TOTAL PM TRAFFIC VOLUMES

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	600	46	74	692	7	50	18	84	7	7	18
Future Volume (vph)	25	600	46	74	692	7	50	18	84	7	7	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	60.0		0.0	55.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (m)	10.0			15.0			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00							
Frt		0.989			0.998			0.926			0.925	
Flt Protected	0.950			0.950				0.984			0.989	
Satd. Flow (prot)	1755	1651	0	1825	1792	0	0	1750	0	0	1512	0
Flt Permitted	0.287			0.267				0.877			0.863	
Satd. Flow (perm)	530	1651	0	513	1792	0	0	1560	0	0	1320	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			1			80			20	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		170.1			237.0			215.7			227.2	
Travel Time (s)		12.2			17.1			15.5			16.4	
Confl. Peds. (#/hr)	2		2	2		2						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	16%	0%	0%	7%	3%	0%	0%	0%	28%	0%	18%
Adj. Flow (vph)	27	652	50	80	752	8	54	20	91	8	8	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	702	0	80	760	0	0	165	0	0	36	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	10.0		7.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	11.0	25.0		11.0	25.0		25.0	25.0		25.0	25.0	
Total Split (s)	14.0	35.0		14.0	35.0		31.0	31.0		31.0	31.0	
Total Split (%)	17.5%	43.8%		17.5%	43.8%		38.8%	38.8%		38.8%	38.8%	
Maximum Green (s)	10.0	28.6		10.0	28.6		24.7	24.7		24.7	24.7	
Yellow Time (s)	3.0	4.1		3.0	4.1		4.1	4.1		4.1	4.1	
All-Red Time (s)	1.0	2.3		1.0	2.3		2.2	2.2		2.2	2.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	6.4		4.0	6.4			6.3			6.3	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	54.8	46.8		56.7	51.3			11.6			11.6	
Actuated g/C Ratio	0.68	0.58		0.71	0.64			0.14			0.14	
v/c Ratio	0.06	0.73		0.17	0.66			0.56			0.17	

Lanes, Volumes, Timings  
9: Wigle Ave/Remark Dr & Main St

183 MAIN STREET E  
2021 TOTAL PM TRAFFIC VOLUMES

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	4.0	19.7		4.4	15.1			24.5			19.4	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	4.0	19.7		4.4	15.1			24.5			19.4	
LOS	A	B		A	B			C			B	
Approach Delay		19.1			14.1			24.5			19.4	
Approach LOS		B			B			C			B	
Queue Length 50th (m)	0.9	74.6		2.7	49.0			12.8			2.3	
Queue Length 95th (m)	3.5	#163.5		7.8	#170.0			29.6			9.9	
Internal Link Dist (m)		146.1			213.0			191.7			203.2	
Turn Bay Length (m)	60.0			55.0								
Base Capacity (vph)	531	966		534	1150			536			421	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.05	0.73		0.15	0.66			0.31			0.09	

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 17.3

Intersection LOS: B

Intersection Capacity Utilization 70.7%

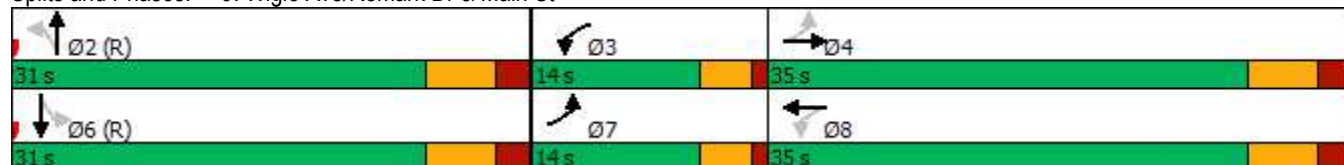
ICU Level of Service C

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.




















Splits and Phases: 9: Wigle Ave/Remark Dr & Main St

















Lanes, Volumes, Timings  
2: Square Mall Acc/Jasperson Dr & Main St

183 MAIN STREET E  
2021 TOTAL PM TRAFFIC VOLUMES

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	514	40	20	555	183	32	16	11	184	12	136
Future Volume (vph)	82	514	40	20	555	183	32	16	11	184	12	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	75.0		0.0	15.0		0.0	0.0		15.0	15.0		0.0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (m)	10.0			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00	0.99			1.00		1.00		
Frt		0.989			0.963			0.975			0.862	
Flt Protected	0.950			0.950				0.973		0.950		
Satd. Flow (prot)	1789	1859	0	1789	1803	0	0	1782	0	1789	1624	0
Flt Permitted	0.144			0.303				0.798		0.715		
Satd. Flow (perm)	271	1859	0	569	1803	0	0	1462	0	1344	1624	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			32			12			148	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		237.0			120.3			154.3			215.0	
Travel Time (s)		17.1			8.7			11.1			15.5	
Confl. Peds. (#/hr)	2		6	6		2			2	2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	89	559	43	22	603	199	35	17	12	200	13	148
Shared Lane Traffic (%)												
Lane Group Flow (vph)	89	602	0	22	802	0	0	64	0	200	161	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		25.0	25.0		25.0	25.0	
Total Split (s)	36.0	36.0		36.0	36.0		31.0	31.0		31.0	31.0	
Total Split (%)	53.7%	53.7%		53.7%	53.7%		46.3%	46.3%		46.3%	46.3%	
Maximum Green (s)	29.7	29.7		29.7	29.7		24.7	24.7		24.7	24.7	
Yellow Time (s)	4.1	4.1		4.1	4.1		4.1	4.1		4.1	4.1	
All-Red Time (s)	2.2	2.2		2.2	2.2		2.2	2.2		2.2	2.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.3	6.3		6.3	6.3			6.3		6.3	6.3	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	33.8	33.8		33.8	33.8			20.6		20.6	20.6	
Actuated g/C Ratio	0.50	0.50		0.50	0.50			0.31		0.31	0.31	
v/c Ratio	0.65	0.64		0.08	0.87			0.14		0.48	0.27	
Control Delay	40.3	15.8		9.3	26.6			15.6		24.0	5.6	

Lanes, Volumes, Timings  
2: Square Mall Acc/Jasperson Dr & Main St

183 MAIN STREET E  
2021 TOTAL PM TRAFFIC VOLUMES

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay	40.3	15.8		9.3	26.6			15.6		24.0	5.6	
LOS	D	B		A	C			B		C	A	
Approach Delay		18.9			26.1			15.6			15.8	
Approach LOS		B			C			B			B	
Queue Length 50th (m)	7.7	50.8		1.3	79.4			5.0		21.8	1.2	
Queue Length 95th (m)	#32.8	89.2		5.1	#161.5			12.7		38.8	12.9	
Internal Link Dist (m)		213.0			96.3			130.3			191.0	
Turn Bay Length (m)	75.0			15.0						15.0		
Base Capacity (vph)	136	940		286	924			546		495	692	
Starvation Cap Reductn	0	0		0	0			0		0	0	
Spillback Cap Reductn	0	0		0	0			0		0	0	
Storage Cap Reductn	0	0		0	0			0		0	0	
Reduced v/c Ratio	0.65	0.64		0.08	0.87			0.12		0.40	0.23	

Intersection Summary

Area Type: Other

Cycle Length: 67

Actuated Cycle Length: 67

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 21.3

Intersection LOS: C

Intersection Capacity Utilization 94.9%

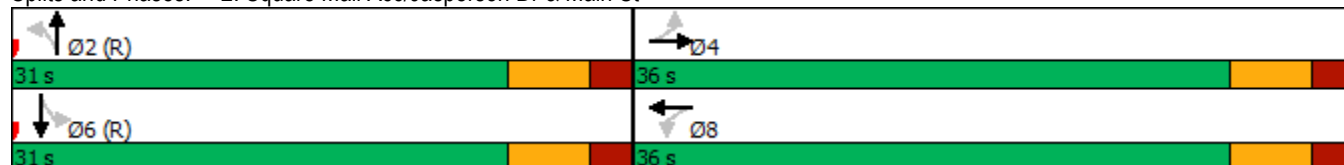
ICU Level of Service F

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.


















Splits and Phases: 2: Square Mall Acc/Jasperson Dr & Main St



# HCM Unsignalized Intersection Capacity Analysis




















## 3: Access Rd/School & Main St

183 MAIN STREET E  
2026 TOTAL AM TRAFFIC VOLUMES

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	158	659	2	2	399	146	7	0	6	0	0	0	
Future Volume (Veh/h)	158	659	2	2	399	146	7	0	6	0	0	0	
Sign Control	Free				Free				Stop		Stop		
Grade	0%				0%				0%		0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	172	716	2	2	434	159	8	0	7	0	0	0	
Pedestrians												2	
Lane Width (m)												0.0	
Walking Speed (m/s)												1.2	
Percent Blockage												0	
Right turn flare (veh)													
Median type	TWLTL			TWLTL									
Median storage (veh)	2			2									
Upstream signal (m)				310									
pX, platoon unblocked													
vC, conflicting volume	436			718			1499	1501	717	1586	1582	516	
vC1, stage 1 conf vol							1061	1061			520	520	
vC2, stage 2 conf vol							438	440			1067	1062	
vCu, unblocked vol	436			718			1499	1501	717	1586	1582	516	
tC, single (s)	4.3			4.6			7.1	6.5	6.2	7.3	6.5	6.3	
tC, 2 stage (s)							6.1	5.5			6.3	5.5	
tF (s)	2.4			2.7			3.5	4.0	3.3	3.7	4.0	3.4	
p0 queue free %	83			100			96	100	98	100	100	100	
cM capacity (veh/h)	1030			699			208	226	433	184	231	544	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1								
Volume Total	172	718	2	593	15								
Volume Left	172	0	2	0	8								
Volume Right	0	2	0	159	7								
cSH	1030	1700	699	1700	274								
Volume to Capacity	0.17	0.42	0.00	0.35	0.05								
Queue Length 95th (m)	4.8	0.0	0.1	0.0	1.4								
Control Delay (s)	9.2	0.0	10.2	0.0	18.9								
Lane LOS	A			B	C								
Approach Delay (s)	1.8			0.0	18.9								
Approach LOS						C							
Intersection Summary													
Average Delay			1.3										
Intersection Capacity Utilization			52.0%		ICU Level of Service				A				
Analysis Period (min)			15										

Lanes, Volumes, Timings  
9: Wgle Ave/Remark Dr & Main St













183 MAIN STREET E  
2026 TOTAL AM TRAFFIC VOLUMES

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	594	33	64	490	7	42	3	75	9	2	29
Future Volume (vph)	13	594	33	64	490	7	42	3	75	9	2	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	60.0		0.0	55.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (m)	10.0			15.0			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00			1.00							
Frt		0.992			0.998			0.915			0.902	
Flt Protected	0.950			0.950				0.983			0.989	
Satd. Flow (prot)	1755	1653	0	1825	1792	0	0	1728	0	0	1435	0
Flt Permitted	0.455			0.280				0.866			0.886	
Satd. Flow (perm)	839	1653	0	538	1792	0	0	1522	0	0	1285	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			1			82			32	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		170.1			237.0			215.7			227.2	
Travel Time (s)		12.2			17.1			15.5			16.4	
Confl. Peds. (#/hr)	2		2	2		2						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	16%	0%	0%	7%	3%	0%	0%	0%	28%	0%	18%
Adj. Flow (vph)	14	646	36	70	533	8	46	3	82	10	2	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	682	0	70	541	0	0	131	0	0	44	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	10.0		7.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	11.0	25.0		11.0	25.0		25.0	25.0		25.0	25.0	
Total Split (s)	14.0	35.0		14.0	35.0		31.0	31.0		31.0	31.0	
Total Split (%)	17.5%	43.8%		17.5%	43.8%		38.8%	38.8%		38.8%	38.8%	
Maximum Green (s)	10.0	28.6		10.0	28.6		24.7	24.7		24.7	24.7	
Yellow Time (s)	3.0	4.1		3.0	4.1		4.1	4.1		4.1	4.1	
All-Red Time (s)	1.0	2.3		1.0	2.3		2.2	2.2		2.2	2.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	6.4		4.0	6.4			6.3			6.3	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	54.7	46.7		57.3	53.4			11.7			11.7	
Actuated g/C Ratio	0.68	0.58		0.72	0.67			0.15			0.15	
v/c Ratio	0.02	0.71		0.14	0.45			0.45			0.20	



Lanes, Volumes, Timings  
9: Wigle Ave/Remark Dr & Main St

183 MAIN STREET E  
2026 TOTAL AM TRAFFIC VOLUMES

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	3.4	17.9		3.9	8.8			18.9			17.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	3.4	17.9		3.9	8.8			18.9			17.0	
LOS	A	B		A	A			B			B	
Approach Delay		17.6			8.3			18.9			17.0	
Approach LOS		B			A			B			B	
Queue Length 50th (m)	0.5	73.6		2.5	30.4			7.1			1.7	
Queue Length 95th (m)	2.0	128.0		6.2	82.2			22.5			10.5	
Internal Link Dist (m)		146.1			213.0			191.7			203.2	
Turn Bay Length (m)	60.0			55.0								
Base Capacity (vph)	713	966		549	1195			526			418	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.02	0.71		0.13	0.45			0.25			0.11	

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 13.9

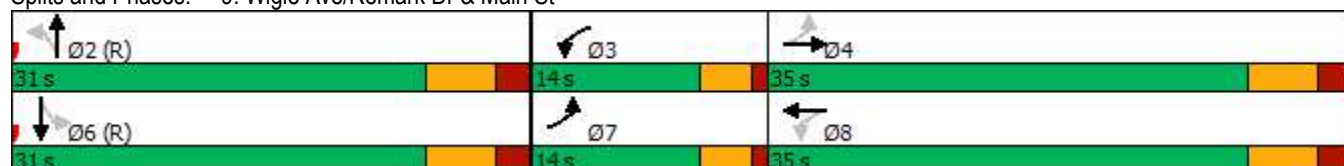
Intersection LOS: B

Intersection Capacity Utilization 64.5%

ICU Level of Service C


Analysis Period (min) 15

Splits and Phases: 9: Wigle Ave/Remark Dr & Main St



Lanes, Volumes, Timings  
2: Square Mall Acc/Jasperson Dr & Main St

183 MAIN STREET E  
2026 TOTAL AM TRAFFIC VOLUMES

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	69	517	54	17	457	176	25	5	16	171	21	90
Future Volume (vph)	69	517	54	17	457	176	25	5	16	171	21	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	75.0		0.0	15.0		0.0	0.0		15.0	15.0		0.0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (m)	10.0			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00	0.99			0.99		1.00		
Frt		0.986			0.958			0.953			0.879	
Flt Protected	0.950			0.950				0.973		0.950		
Satd. Flow (prot)	1789	1852	0	1789	1792	0	0	1732	0	1789	1656	0
Flt Permitted	0.164			0.226				0.840		0.725		
Satd. Flow (perm)	309	1852	0	424	1792	0	0	1495	0	1361	1656	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			37			17			98	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		237.0			120.3			154.3			215.0	
Travel Time (s)		17.1			8.7			11.1			15.5	
Confl. Peds. (#/hr)	2		6	6		2			2	2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	75	562	59	18	497	191	27	5	17	186	23	98
Shared Lane Traffic (%)												
Lane Group Flow (vph)	75	621	0	18	688	0	0	49	0	186	121	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		25.0	25.0		25.0	25.0	
Total Split (s)	36.0	36.0		36.0	36.0		31.0	31.0		31.0	31.0	
Total Split (%)	53.7%	53.7%		53.7%	53.7%		46.3%	46.3%		46.3%	46.3%	
Maximum Green (s)	29.7	29.7		29.7	29.7		24.7	24.7		24.7	24.7	
Yellow Time (s)	4.1	4.1		4.1	4.1		4.1	4.1		4.1	4.1	
All-Red Time (s)	2.2	2.2		2.2	2.2		2.2	2.2		2.2	2.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.3	6.3		6.3	6.3			6.3		6.3	6.3	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effect Green (s)	29.0	29.0		29.0	29.0			25.4		25.4	25.4	
Actuated g/C Ratio	0.43	0.43		0.43	0.43			0.38		0.38	0.38	
v/c Ratio	0.56	0.77		0.10	0.86			0.09		0.36	0.18	
Control Delay	31.2	22.5		11.0	28.1			12.1		19.2	6.4	

Lanes, Volumes, Timings  
2: Square Mall Acc/Jasperson Dr & Main St

183 MAIN STREET E  
2026 TOTAL AM TRAFFIC VOLUMES

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay	31.2	22.5		11.0	28.1			12.1		19.2	6.4	
LOS	C	C		B	C			B		B	A	
Approach Delay		23.4			27.6			12.1			14.1	
Approach LOS		C			C			B			B	
Queue Length 50th (m)	6.8	62.7		1.3	71.5			2.7		17.6	1.9	
Queue Length 95th (m)	#21.7	89.4		4.4	104.9			9.9		36.8	12.8	
Internal Link Dist (m)		213.0			96.3			130.3			191.0	
Turn Bay Length (m)	75.0			15.0						15.0		
Base Capacity (vph)	142	862		195	848			605		541	718	
Starvation Cap Reductn	0	0		0	0			0		0	0	
Spillback Cap Reductn	0	0		0	0			0		0	0	
Storage Cap Reductn	0	0		0	0			0		0	0	
Reduced v/c Ratio	0.53	0.72		0.09	0.81			0.08		0.34	0.17	

Intersection Summary

Area Type: Other

Cycle Length: 67

Actuated Cycle Length: 67

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 23.2

Intersection LOS: C

Intersection Capacity Utilization 74.4%

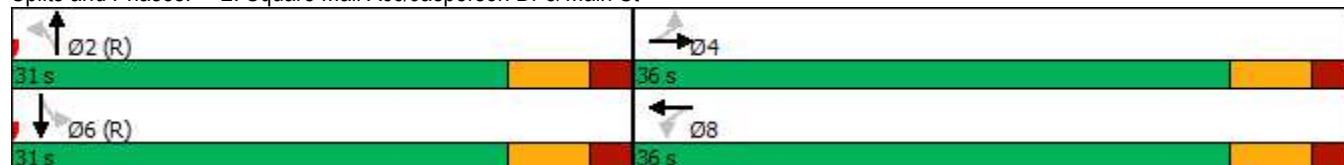
ICU Level of Service D

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.


















Splits and Phases: 2: Square Mall Acc/Jasperson Dr & Main St



# HCM Unsignalized Intersection Capacity Analysis



















## 3: Access Rd/School & Main St

183 MAIN STREET E  
2026 TOTAL PM TRAFFIC VOLUMES

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	687	7	7	786	40	4	0	4	0	0	0
Future Volume (Veh/h)	44	687	7	7	786	40	4	0	4	0	0	0
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	48	747	8	8	854	43	4	0	4	0	0	0
Pedestrians												2
Lane Width (m)												0.0
Walking Speed (m/s)												1.2
Percent Blockage												0
Right turn flare (veh)												
Median type	TWLTL			TWLTL								
Median storage (veh)	2			2								
Upstream signal (m)				310								
pX, platoon unblocked												
vC, conflicting volume	856			755			1717	1719	751	1740	1744	878
vC1, stage 1 conf vol							847	847			894	894
vC2, stage 2 conf vol							870	872			847	851
vCu, unblocked vol	856			755			1717	1719	751	1740	1744	878
tC, single (s)	4.3			4.6			7.1	6.5	6.2	7.3	6.5	6.3
tC, 2 stage (s)							6.1	5.5			6.3	5.5
tF (s)	2.4			2.7			3.5	4.0	3.3	3.7	4.0	3.4
p0 queue free %	93			99			98	100	99	100	100	100
cM capacity (veh/h)	709			675			226	245	414	212	255	336
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1							
Volume Total	48	755	8	897	8							
Volume Left	48	0	8	0	4							
Volume Right	0	8	0	43	4							
cSH	709	1700	675	1700	293							
Volume to Capacity	0.07	0.44	0.01	0.53	0.03							
Queue Length 95th (m)	1.7	0.0	0.3	0.0	0.7							
Control Delay (s)	10.4	0.0	10.4	0.0	17.6							
Lane LOS	B			B			C					
Approach Delay (s)	0.6			0.1			17.6					
Approach LOS							C					
Intersection Summary												
Average Delay				0.4								
Intersection Capacity Utilization				53.8%		ICU Level of Service			A			
Analysis Period (min)				15								

Lanes, Volumes, Timings  
9: Wgle Ave/Remark Dr & Main St













183 MAIN STREET E  
2026 TOTAL PM TRAFFIC VOLUMES

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	707	50	85	803	9	55	19	96	8	8	19
Future Volume (vph)	27	707	50	85	803	9	55	19	96	8	8	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	60.0		0.0	55.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (m)	10.0			15.0			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00							
Frt		0.990			0.998			0.924			0.927	
Flt Protected	0.950			0.950				0.984			0.989	
Satd. Flow (prot)	1755	1652	0	1825	1792	0	0	1747	0	0	1516	0
Flt Permitted	0.204			0.188				0.877			0.846	
Satd. Flow (perm)	377	1652	0	361	1792	0	0	1557	0	0	1297	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			1			84			21	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		170.1			237.0			215.7			227.2	
Travel Time (s)		12.2			17.1			15.5			16.4	
Confl. Peds. (#/hr)	2		2	2		2						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	16%	0%	0%	7%	3%	0%	0%	0%	28%	0%	18%
Adj. Flow (vph)	29	768	54	92	873	10	60	21	104	9	9	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	29	822	0	92	883	0	0	185	0	0	39	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	10.0		7.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	11.0	25.0		11.0	25.0		25.0	25.0		25.0	25.0	
Total Split (s)	14.0	35.0		14.0	35.0		31.0	31.0		31.0	31.0	
Total Split (%)	17.5%	43.8%		17.5%	43.8%		38.8%	38.8%		38.8%	38.8%	
Maximum Green (s)	10.0	28.6		10.0	28.6		24.7	24.7		24.7	24.7	
Yellow Time (s)	3.0	4.1		3.0	4.1		4.1	4.1		4.1	4.1	
All-Red Time (s)	1.0	2.3		1.0	2.3		2.2	2.2		2.2	2.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	6.4		4.0	6.4			6.3			6.3	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	54.0	46.0		56.2	50.7			12.2			12.2	
Actuated g/C Ratio	0.68	0.58		0.70	0.63			0.15			0.15	
v/c Ratio	0.08	0.86		0.24	0.78			0.60			0.18	



Lanes, Volumes, Timings  
9: Wgle Ave/Remark Dr & Main St

183 MAIN STREET E  
2026 TOTAL PM TRAFFIC VOLUMES

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	4.5	28.6		5.4	20.2			25.6			18.9	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	4.5	28.6		5.4	20.2			25.6			18.9	
LOS	A	C		A	C			C			B	
Approach Delay		27.8			18.8			25.6			18.9	
Approach LOS		C			B			C			B	
Queue Length 50th (m)	1.0	102.5		3.3	67.6			15.2			2.6	
Queue Length 95th (m)	3.9	#214.3		9.3	#220.9			33.0			10.3	
Internal Link Dist (m)		146.1			213.0			191.7			203.2	
Turn Bay Length (m)	60.0			55.0								
Base Capacity (vph)	438	952		440	1136			538			414	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.07	0.86		0.21	0.78			0.34			0.09	

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 23.2

Intersection LOS: C

Intersection Capacity Utilization 77.9%

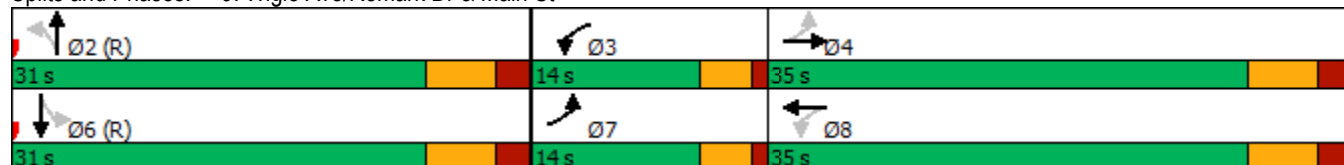
ICU Level of Service D

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.




















Queue shown is maximum after two cycles.

Splits and Phases: 9: Wgle Ave/Remark Dr & Main St















Lanes, Volumes, Timings  
2: Square Mall Acc/Jasperson Dr & Main St

183 MAIN STREET E  
2026 TOTAL PM TRAFFIC VOLUMES

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	608	46	22	656	220	36	17	13	207	14	151
Future Volume (vph)	96	608	46	22	656	220	36	17	13	207	14	151
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	75.0		0.0	15.0		0.0	0.0		15.0	15.0		0.0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (m)	10.0			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			0.99			1.00		1.00		
Frt		0.989			0.962			0.973			0.863	
Flt Protected	0.950			0.950				0.973		0.950		
Satd. Flow (prot)	1789	1859	0	1789	1801	0	0	1775	0	1789	1625	0
Flt Permitted	0.106			0.262				0.764		0.711		
Satd. Flow (perm)	200	1859	0	493	1801	0	0	1394	0	1335	1625	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			32			14			129	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		237.0			120.3			154.3			215.0	
Travel Time (s)		17.1			8.7			11.1			15.5	
Confl. Peds. (#/hr)	2		6	6		2			2	2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	104	661	50	24	713	239	39	18	14	225	15	164
Shared Lane Traffic (%)												
Lane Group Flow (vph)	104	711	0	24	952	0	0	71	0	225	179	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		25.0	25.0		25.0	25.0	
Total Split (s)	36.0	36.0		36.0	36.0		31.0	31.0		31.0	31.0	
Total Split (%)	53.7%	53.7%		53.7%	53.7%		46.3%	46.3%		46.3%	46.3%	
Maximum Green (s)	29.7	29.7		29.7	29.7		24.7	24.7		24.7	24.7	
Yellow Time (s)	4.1	4.1		4.1	4.1		4.1	4.1		4.1	4.1	
All-Red Time (s)	2.2	2.2		2.2	2.2		2.2	2.2		2.2	2.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.3	6.3		6.3	6.3			6.3		6.3	6.3	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	37.8	37.8		37.8	37.8			16.6		16.6	16.6	
Actuated g/C Ratio	0.56	0.56		0.56	0.56			0.25		0.25	0.25	
v/c Ratio	0.93	0.68		0.09	0.92			0.20		0.68	0.36	
Control Delay	93.4	16.4		10.0	32.3			16.2		32.8	8.3	

Lanes, Volumes, Timings  
2: Square Mall Acc/Jasperson Dr & Main St

183 MAIN STREET E  
2026 TOTAL PM TRAFFIC VOLUMES

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay	93.4	16.4		10.0	32.3			16.2		32.8	8.3	
LOS	F	B		A	C			B		C	A	
Approach Delay		26.3			31.7			16.2			21.9	
Approach LOS		C			C			B			C	
Queue Length 50th (m)	11.2	58.7		1.3	99.8			5.9		26.7	5.1	
Queue Length 95th (m)	#33.0	#138.8		5.9	#214.5			13.3		42.2	16.7	
Internal Link Dist (m)		213.0			96.3			130.3			191.0	
Turn Bay Length (m)	75.0			15.0						15.0		
Base Capacity (vph)	112	1052		278	1030			522		492	680	
Starvation Cap Reductn	0	0		0	0			0		0	0	
Spillback Cap Reductn	0	0		0	0			0		0	0	
Storage Cap Reductn	0	0		0	0			0		0	0	
Reduced v/c Ratio	0.93	0.68		0.09	0.92			0.14		0.46	0.26	

Intersection Summary

Area Type: Other

Cycle Length: 67

Actuated Cycle Length: 67

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 27.5

Intersection LOS: C

Intersection Capacity Utilization 103.8%

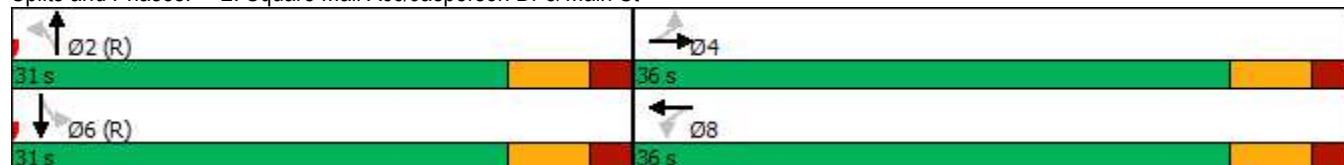
ICU Level of Service G

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.




















Splits and Phases: 2: Square Mall Acc/Jasperson Dr & Main St



# HCM Unsignalized Intersection Capacity Analysis




















## 3: Access Rd/FUT ACC & Main St

183 MAIN STREET E  
2031 TOTAL AM TRAFFIC VOLUMES

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	716	2	2	615	11	7	0	6	36	0	31
Future Volume (Veh/h)	12	716	2	2	615	11	7	0	6	36	0	31
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	778	2	2	668	12	8	0	7	39	0	34
Pedestrians												2
Lane Width (m)												3.7
Walking Speed (m/s)												1.2
Percent Blockage												0
Right turn flare (veh)												
Median type	TWLTL			TWLTL								
Median storage (veh)	2			2								
Upstream signal (m)				310								
pX, platoon unblocked												
vC, conflicting volume	670			780			1511	1479	779	1491	1486	676
vC1, stage 1 conf vol							805	805			680	680
vC2, stage 2 conf vol							706	674			811	806
vCu, unblocked vol	670			780			1511	1479	779	1491	1486	676
tC, single (s)	4.3			4.6			7.1	6.5	6.2	7.3	6.5	6.3
tC, 2 stage (s)							6.1	5.5			6.3	5.5
tF (s)	2.4			2.7			3.5	4.0	3.3	3.7	4.0	3.4
p0 queue free %	98			100			97	100	98	85	100	92
cM capacity (veh/h)	836			659			275	310	399	262	311	439
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	13	780	2	680	15	73						
Volume Left	13	0	2	0	8	39						
Volume Right	0	2	0	12	7	34						
cSH	836	1700	659	1700	322	323						
Volume to Capacity	0.02	0.46	0.00	0.40	0.05	0.23						
Queue Length 95th (m)	0.4	0.0	0.1	0.0	1.2	6.8						
Control Delay (s)	9.4	0.0	10.5	0.0	16.7	19.4						
Lane LOS	A			B			C			C		
Approach Delay (s)	0.2			0.0			16.7			19.4		
Approach LOS							C			C		
Intersection Summary												
Average Delay			1.2									
Intersection Capacity Utilization			49.3%		ICU Level of Service				A			
Analysis Period (min)			15									

Lanes, Volumes, Timings  
9: Wgle Ave/Remark Dr & Main St













183 MAIN STREET E  
2031 TOTAL AM TRAFFIC VOLUMES

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	705	36	70	553	7	46	4	81	10	2	31
Future Volume (vph)	14	705	36	70	553	7	46	4	81	10	2	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	60.0		0.0	55.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (m)	10.0			15.0			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00							
Frt		0.993			0.998			0.916			0.902	
Flt Protected	0.950			0.950				0.983			0.988	
Satd. Flow (prot)	1755	1654	0	1825	1792	0	0	1730	0	0	1432	0
Flt Permitted	0.412			0.214				0.864			0.863	
Satd. Flow (perm)	761	1654	0	411	1792	0	0	1520	0	0	1251	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			1			88			34	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		170.1			237.0			215.7			227.2	
Travel Time (s)		12.2			17.1			15.5			16.4	
Confl. Peds. (#/hr)	2		2	2		2						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	16%	0%	0%	7%	3%	0%	0%	0%	28%	0%	18%
Adj. Flow (vph)	15	766	39	76	601	8	50	4	88	11	2	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	805	0	76	609	0	0	142	0	0	47	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	10.0		7.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	11.0	25.0		11.0	25.0		25.0	25.0		25.0	25.0	
Total Split (s)	14.0	35.0		14.0	35.0		31.0	31.0		31.0	31.0	
Total Split (%)	17.5%	43.8%		17.5%	43.8%		38.8%	38.8%		38.8%	38.8%	
Maximum Green (s)	10.0	28.6		10.0	28.6		24.7	24.7		24.7	24.7	
Yellow Time (s)	3.0	4.1		3.0	4.1		4.1	4.1		4.1	4.1	
All-Red Time (s)	1.0	2.3		1.0	2.3		2.2	2.2		2.2	2.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	6.4		4.0	6.4			6.3			6.3	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	55.5	47.5		58.2	54.2			10.9			10.9	
Actuated g/C Ratio	0.69	0.59		0.73	0.68			0.14			0.14	
v/c Ratio	0.02	0.82		0.18	0.50			0.50			0.24	



Lanes, Volumes, Timings  
9: Wigle Ave/Remark Dr & Main St

183 MAIN STREET E  
2031 TOTAL AM TRAFFIC VOLUMES

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	3.4	23.5		4.2	9.4			20.3			17.5	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	3.4	23.5		4.2	9.4			20.3			17.5	
LOS	A	C		A	A			C			B	
Approach Delay		23.1			8.8			20.3			17.5	
Approach LOS		C			A			C			B	
Queue Length 50th (m)	0.5	96.0		2.5	34.1			8.0			1.9	
Queue Length 95th (m)	2.2	#194.2		6.9	99.6			23.8			11.0	
Internal Link Dist (m)		146.1			213.0			191.7			203.2	
Turn Bay Length (m)	60.0			55.0								
Base Capacity (vph)	675	983		477	1215			530			409	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.02	0.82		0.16	0.50			0.27			0.11	

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 17.0

Intersection LOS: B

Intersection Capacity Utilization 71.3%

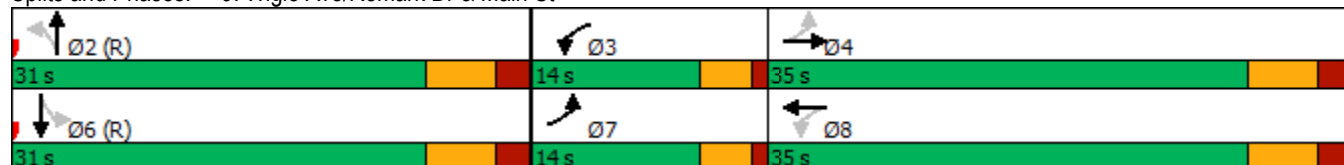
ICU Level of Service C

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.




















Queue shown is maximum after two cycles.

Splits and Phases: 9: Wigle Ave/Remark Dr & Main St



Lanes, Volumes, Timings  
2: Square Mall Acc/Jasperson Dr & Main St

183 MAIN STREET E  
2031 TOTAL AM TRAFFIC VOLUMES

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	615	65	19	508	186	28	5	17	211	22	115
Future Volume (vph)	75	615	65	19	508	186	28	5	17	211	22	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	75.0		0.0	15.0		0.0	0.0		15.0	15.0		0.0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (m)	10.0			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			0.99			0.99		1.00		
Frt		0.986			0.960			0.954			0.874	
Flt Protected	0.950			0.950				0.972		0.950		
Satd. Flow (prot)	1789	1852	0	1789	1797	0	0	1732	0	1789	1646	0
Flt Permitted	0.141			0.153				0.815		0.722		
Satd. Flow (perm)	266	1852	0	288	1797	0	0	1453	0	1355	1646	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			35			18			125	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		237.0			120.3			154.3			215.0	
Travel Time (s)		17.1			8.7			11.1			15.5	
Confl. Peds. (#/hr)	2		6	6		2			2	2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	82	668	71	21	552	202	30	5	18	229	24	125
Shared Lane Traffic (%)												
Lane Group Flow (vph)	82	739	0	21	754	0	0	53	0	229	149	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		25.0	25.0		25.0	25.0	
Total Split (s)	36.0	36.0		36.0	36.0		31.0	31.0		31.0	31.0	
Total Split (%)	53.7%	53.7%		53.7%	53.7%		46.3%	46.3%		46.3%	46.3%	
Maximum Green (s)	29.7	29.7		29.7	29.7		24.7	24.7		24.7	24.7	
Yellow Time (s)	4.1	4.1		4.1	4.1		4.1	4.1		4.1	4.1	
All-Red Time (s)	2.2	2.2		2.2	2.2		2.2	2.2		2.2	2.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.3	6.3		6.3	6.3			6.3		6.3	6.3	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	31.1	31.1		31.1	31.1			23.3		23.3	23.3	
Actuated g/C Ratio	0.46	0.46		0.46	0.46			0.35		0.35	0.35	
v/c Ratio	0.67	0.86		0.16	0.89			0.10		0.49	0.23	
Control Delay	44.8	27.6		13.3	30.0			12.3		22.2	5.9	

Lanes, Volumes, Timings  
2: Square Mall Acc/Jasperson Dr & Main St

183 MAIN STREET E  
2031 TOTAL AM TRAFFIC VOLUMES

	↖	→	↘	↙	←	↖	↙	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay	44.8	27.6		13.3	30.0			12.3		22.2	5.9	
LOS	D	C		B	C			B		C	A	
Approach Delay		29.3			29.5			12.3			15.8	
Approach LOS		C			C			B			B	
Queue Length 50th (m)	7.6	77.3		1.5	78.3			3.1		23.9	2.1	
Queue Length 95th (m)	#30.9	#147.4		5.9	#152.2			9.9		42.8	13.0	
Internal Link Dist (m)		213.0			96.3			130.3			191.0	
Turn Bay Length (m)	75.0			15.0						15.0		
Base Capacity (vph)	125	883		136	870			562		514	701	
Starvation Cap Reductn	0	0		0	0			0		0	0	
Spillback Cap Reductn	0	0		0	0			0		0	0	
Storage Cap Reductn	0	0		0	0			0		0	0	
Reduced v/c Ratio	0.66	0.84		0.15	0.87			0.09		0.45	0.21	

Intersection Summary

Area Type: Other

Cycle Length: 67

Actuated Cycle Length: 67

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 26.4

Intersection LOS: C

Intersection Capacity Utilization 89.8%

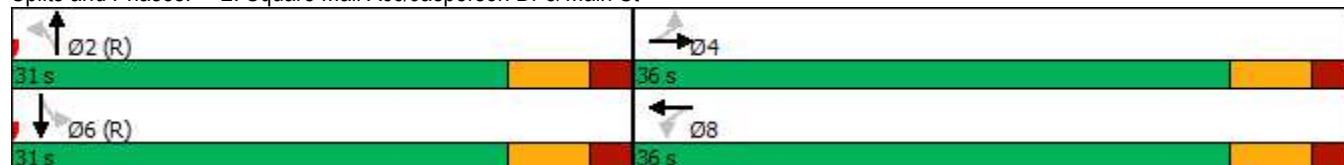
ICU Level of Service E

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.




















Splits and Phases: 2: Square Mall Acc/Jasperson Dr & Main St



# HCM Unsignalized Intersection Capacity Analysis




















## 3: Access Rd/FUT ACC & Main St

183 MAIN STREET E  
2031 TOTAL PM TRAFFIC VOLUMES

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	773	7	7	908	35	4	0	4	21	0	22
Future Volume (Veh/h)	32	773	7	7	908	35	4	0	4	21	0	22
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	35	840	8	8	987	38	4	0	4	23	0	24
Pedestrians												2
Lane Width (m)												3.7
Walking Speed (m/s)												1.2
Percent Blockage												0
Right turn flare (veh)												
Median type	TWLTL			TWLTL								
Median storage (veh)	2			2								
Upstream signal (m)				310								
pX, platoon unblocked												
vC, conflicting volume	989			848			1941	1919	844	1938	1942	1008
vC1, stage 1 conf vol							914	914			1024	1024
vC2, stage 2 conf vol							1027	1005			914	918
vCu, unblocked vol	989			848			1941	1919	844	1938	1942	1008
tC, single (s)	4.3			4.6			7.1	6.5	6.2	7.3	6.5	6.3
tC, 2 stage (s)							6.1	5.5			6.3	5.5
tF (s)	2.4			2.7			3.5	4.0	3.3	3.7	4.0	3.4
p0 queue free %	94			99			98	100	99	87	100	91
cM capacity (veh/h)	628			618			180	219	366	183	227	281
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	35	848	8	1025	8	47						
Volume Left	35	0	8	0	4	23						
Volume Right	0	8	0	38	4	24						
cSH	628	1700	618	1700	242	223						
Volume to Capacity	0.06	0.50	0.01	0.60	0.03	0.21						
Queue Length 95th (m)	1.4	0.0	0.3	0.0	0.8	6.2						
Control Delay (s)	11.1	0.0	10.9	0.0	20.4	25.4						
Lane LOS	B			B			C			D		
Approach Delay (s)	0.4			0.1			20.4			25.4		
Approach LOS							C			D		
Intersection Summary												
Average Delay			0.9									
Intersection Capacity Utilization			59.9%		ICU Level of Service				B			
Analysis Period (min)			15									

Lanes, Volumes, Timings  
9: Wgle Ave/Remark Dr & Main St

183 MAIN STREET E  
2031 TOTAL PM TRAFFIC VOLUMES

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	808	55	92	938	10	60	21	104	9	9	21
Future Volume (vph)	30	808	55	92	938	10	60	21	104	9	9	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	60.0		0.0	55.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (m)	10.0			15.0			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00							
Frt		0.990			0.998			0.924			0.928	
Flt Protected	0.950			0.950				0.984			0.989	
Satd. Flow (prot)	1755	1652	0	1825	1792	0	0	1747	0	0	1518	0
Flt Permitted	0.102			0.110				0.875			0.838	
Satd. Flow (perm)	188	1652	0	211	1792	0	0	1553	0	0	1286	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			1			84			23	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		170.1			237.0			215.7			227.2	
Travel Time (s)		12.2			17.1			15.5			16.4	
Confl. Peds. (#/hr)	2		2	2		2						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	16%	0%	0%	7%	3%	0%	0%	0%	28%	0%	18%
Adj. Flow (vph)	33	878	60	100	1020	11	65	23	113	10	10	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	938	0	100	1031	0	0	201	0	0	43	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	10.0		7.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	11.0	25.0		11.0	25.0		25.0	25.0		25.0	25.0	
Total Split (s)	14.0	35.0		14.0	35.0		31.0	31.0		31.0	31.0	
Total Split (%)	17.5%	43.8%		17.5%	43.8%		38.8%	38.8%		38.8%	38.8%	
Maximum Green (s)	10.0	28.6		10.0	28.6		24.7	24.7		24.7	24.7	
Yellow Time (s)	3.0	4.1		3.0	4.1		4.1	4.1		4.1	4.1	
All-Red Time (s)	1.0	2.3		1.0	2.3		2.2	2.2		2.2	2.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	6.4		4.0	6.4			6.3			6.3	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	53.3	45.3		55.7	50.1			12.8			12.8	
Actuated g/C Ratio	0.67	0.57		0.70	0.63			0.16			0.16	
v/c Ratio	0.13	1.00		0.34	0.92			0.63			0.19	



Lanes, Volumes, Timings  
9: Wigle Ave/Remark Dr & Main St

183 MAIN STREET E  
2031 TOTAL PM TRAFFIC VOLUMES

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	5.5	51.6		7.5	31.6			26.8			18.2	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	5.5	51.6		7.5	31.6			26.8			18.2	
LOS	A	D		A	C			C			B	
Approach Delay		50.1			29.4			26.8			18.3	
Approach LOS		D			C			C			B	
Queue Length 50th (m)	1.2	~146.0		3.8	98.8			17.6			2.8	
Queue Length 95th (m)	4.5	#263.1		10.5	#280.1			35.8			10.8	
Internal Link Dist (m)		146.1			213.0			191.7			203.2	
Turn Bay Length (m)	60.0			55.0								
Base Capacity (vph)	326	937		350	1122			537			412	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.10	1.00		0.29	0.92			0.37			0.10	

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.00

Intersection Signal Delay: 37.5

Intersection LOS: D

Intersection Capacity Utilization 86.3%

ICU Level of Service E

Analysis Period (min) 15

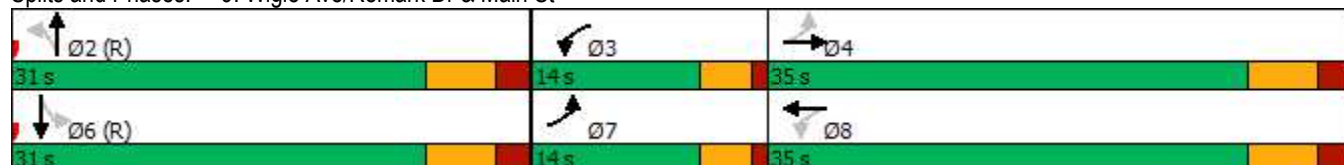
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.





















Queue shown is maximum after two cycles.

Splits and Phases: 9: Wigle Ave/Remark Dr & Main St



Lanes, Volumes, Timings  
2: Square Mall Acc/Jasperson Dr & Main St

183 MAIN STREET E  
2031 TOTAL PM TRAFFIC VOLUMES

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	686	53	24	764	256	42	19	14	232	15	175
Future Volume (vph)	116	686	53	24	764	256	42	19	14	232	15	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	75.0		0.0	15.0		0.0	0.0		15.0	15.0		0.0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (m)	10.0			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			0.99			1.00		1.00		
Frt		0.989			0.962			0.975			0.862	
Flt Protected	0.950			0.950				0.973		0.950		
Satd. Flow (prot)	1789	1859	0	1789	1801	0	0	1779	0	1789	1624	0
Flt Permitted	0.110			0.180				0.746		0.704		
Satd. Flow (perm)	207	1859	0	339	1801	0	0	1364	0	1322	1624	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			32			15			89	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		237.0			120.3			154.3			215.0	
Travel Time (s)		17.1			8.7			11.1			15.5	
Confl. Peds. (#/hr)	2		6	6		2			2	2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	126	746	58	26	830	278	46	21	15	252	16	190
Shared Lane Traffic (%)												
Lane Group Flow (vph)	126	804	0	26	1108	0	0	82	0	252	206	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		25.0	25.0		25.0	25.0	
Total Split (s)	36.0	36.0		36.0	36.0		31.0	31.0		31.0	31.0	
Total Split (%)	53.7%	53.7%		53.7%	53.7%		46.3%	46.3%		46.3%	46.3%	
Maximum Green (s)	29.7	29.7		29.7	29.7		24.7	24.7		24.7	24.7	
Yellow Time (s)	4.1	4.1		4.1	4.1		4.1	4.1		4.1	4.1	
All-Red Time (s)	2.2	2.2		2.2	2.2		2.2	2.2		2.2	2.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.3	6.3		6.3	6.3			6.3		6.3	6.3	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	36.5	36.5		36.5	36.5			17.9		17.9	17.9	
Actuated g/C Ratio	0.54	0.54		0.54	0.54			0.27		0.27	0.27	
v/c Ratio	1.12	0.79		0.14	1.11			0.22		0.72	0.41	
Control Delay	148.3	22.1		12.5	84.5			15.7		33.1	12.9	

Lanes, Volumes, Timings  
2: Square Mall Acc/Jasperson Dr & Main St

183 MAIN STREET E  
2031 TOTAL PM TRAFFIC VOLUMES

	↖	→	↘	↙	←	↖	↙	↑	↘	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay	148.3	22.1		12.5	84.5			15.7		33.1	12.9	
LOS	F	C		B	F			B		C	B	
Approach Delay		39.2			82.9			15.7			24.0	
Approach LOS		D			F			B			C	
Queue Length 50th (m)	~19.6	76.9		1.6	~170.6			6.7		29.7	12.0	
Queue Length 95th (m)	#42.4	#173.9		7.1	#268.3			14.3		46.1	24.3	
Internal Link Dist (m)		213.0			96.3			130.3			191.0	
Turn Bay Length (m)	75.0			15.0						15.0		
Base Capacity (vph)	112	1017		184	996			512		487	654	
Starvation Cap Reductn	0	0		0	0			0		0	0	
Spillback Cap Reductn	0	0		0	0			0		0	0	
Storage Cap Reductn	0	0		0	0			0		0	0	
Reduced v/c Ratio	1.13	0.79		0.14	1.11			0.16		0.52	0.31	

Intersection Summary

Area Type: Other

Cycle Length: 67

Actuated Cycle Length: 67

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.13

Intersection Signal Delay: 54.8

Intersection LOS: D

Intersection Capacity Utilization 113.0%

ICU Level of Service H

Analysis Period (min) 15

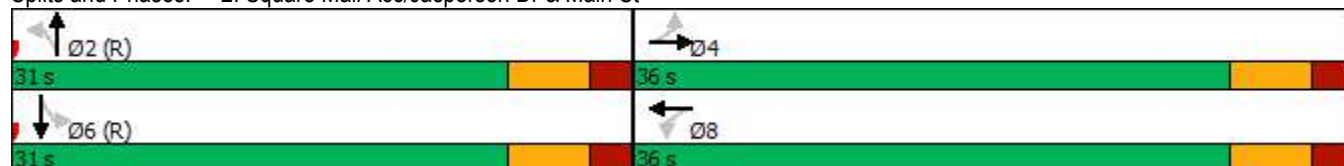
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Square Mall Acc/Jasperson Dr & Main St



## Appendix D

---

### SITE PLANS, REPORTS AND PHOTOS



LOOKING EAST TOWARD DEVELOPMENT  
ACCESS FROM MAIN STREET




LOOKING WEST TOWARD ACCESS RD FROM  
MAIN STREET



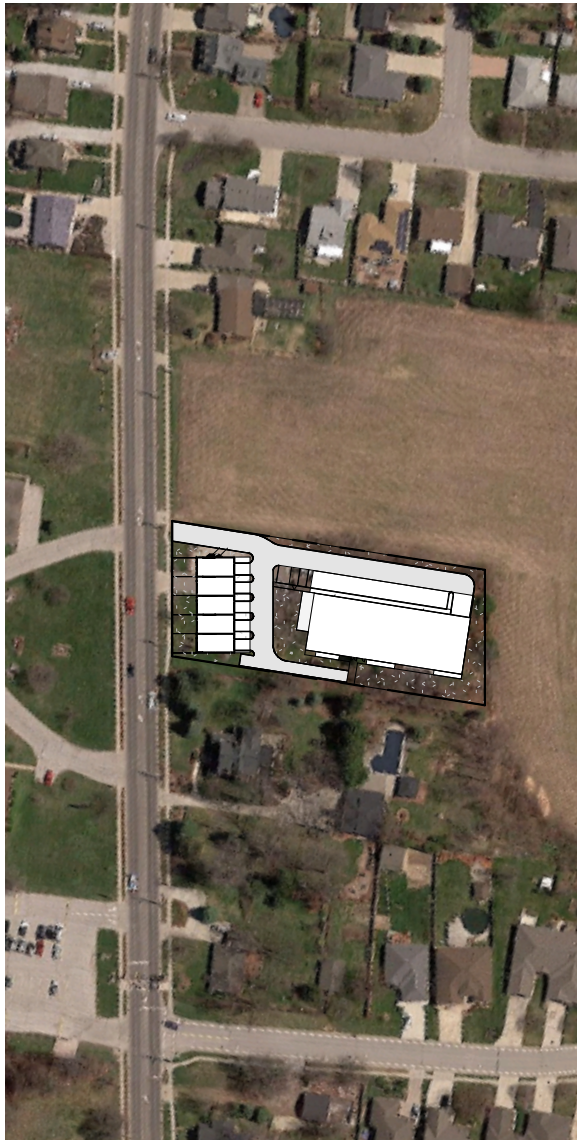
LOOKING EAST TOWARD WIGLE FROM MAIN ST



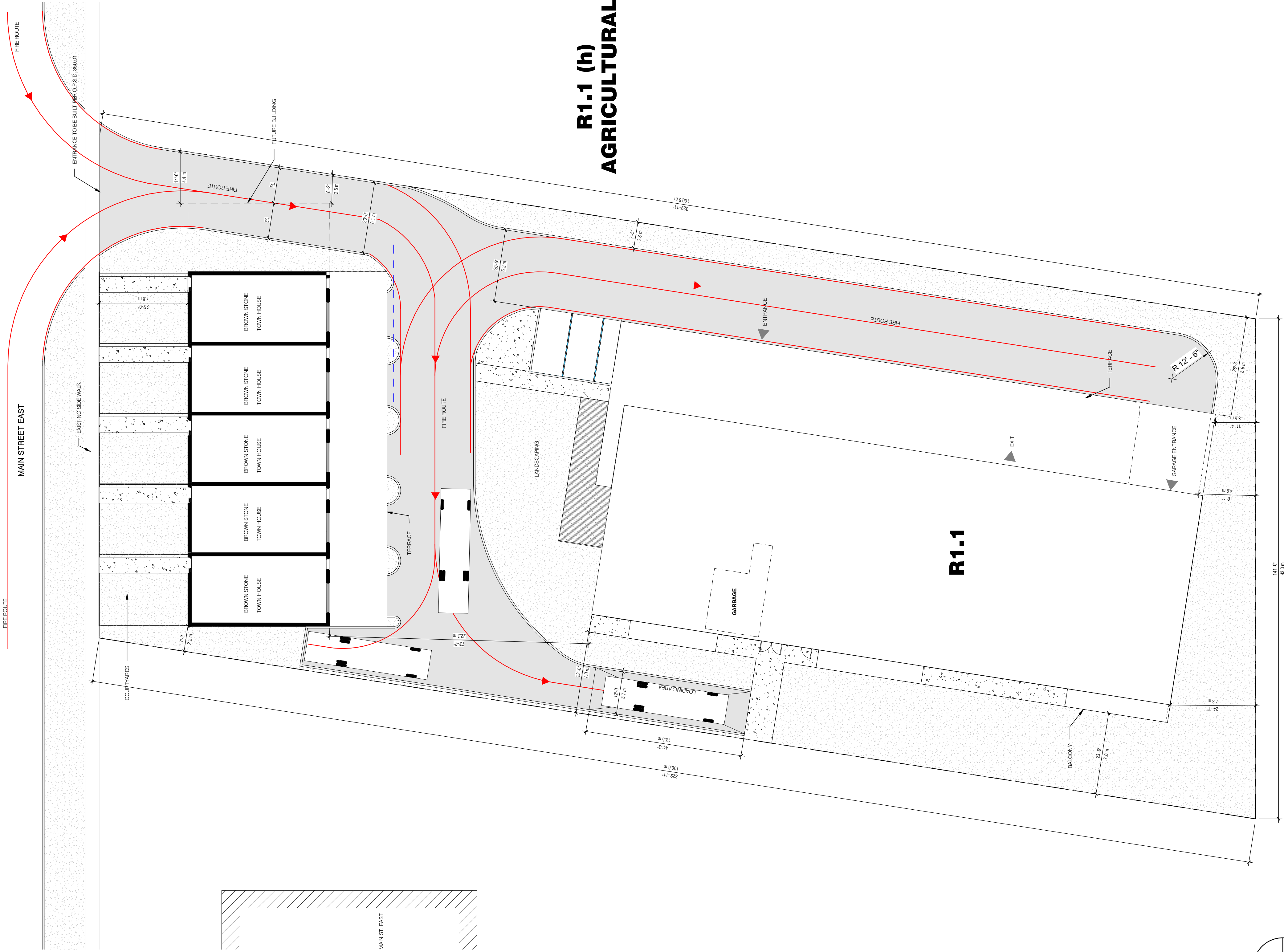
LOOKING EAST TOWARD JASPERSON RD FROM  
MAIN ST

PROJECT TITLE:  <b>183 MAIN STREET EAST</b> (ROW TOWNHOUSES/CONDO DEVELOPMENT)	DATE: OCTOBER 11, 2019	<div data-bbox="1133 1791 1474 1906">  <b>BAIRD AE</b>          architecture + engineering       </div> <div data-bbox="1133 1917 1474 1948"> <small>27 PRINCESS STREET, SUITE #102 LEAMINGTON, ONTARIO N8H 2X8</small> <small>1000 - 267 PELLISSIER STREET, WINDSOR, ONTARIO N9A 4K4</small> </div>
SHEET TITLE:  <b>PHOTOS</b>	SCALE: NTS	
	PROJECT NO: 19-098  FIGURE NO: EXHIBIT 3	

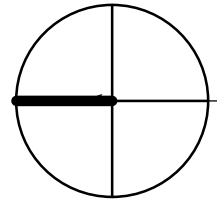




KEY PLAN



SITE  
SCALE: 1 : 200



R1.1

R1.1

R1.1 (h)  
AGRICULTURAL

SITE DATA MATRIX			OBC REFERENCE	
PROJECT DESCRIPTION: 6 STOREY CONDOMINIUM - 28 UNITS & 5 UNIT ROW HOUSING	<input checked="" type="checkbox"/> NEW <input type="checkbox"/> ADDITION <input type="checkbox"/> ALTERATION <input type="checkbox"/> CHANGE OF USE		<input checked="" type="checkbox"/> PART 3 <input type="checkbox"/> PART 9 <input type="checkbox"/> PART 11	
	R1.1			
	RESIDENTIAL			
	GROUP C, 3,2,2,4,3, UP TO 6 STOREYS, SPRINKLERED, NONCOMBUSTIBLE CONSTRUCTION			
SITE AREA	BUILDING AREA    MAX 1,500m <sup>2</sup> FLOOR AREA		GROSS AREA	
	EXISTING:	N/A	EXISTING:	N/A
	PROPOSED:	1,200m <sup>2</sup> (CONDO) + 353m <sup>2</sup> (TOWN)	PROPOSED:	5,800m <sup>2</sup>
TOTAL:	4,269m <sup>2</sup>	TOTAL:	5,800m <sup>2</sup>	
LOT COVERAGE	MINIMUM LOT FRONTAGE		BUILDING HEIGHT	
	REQUIRED:	15m (50 ft)	MAXIMUM:	11m
	PROVIDED:	42.4m (139'-3")	PROVIDED:	18m
MINIMUM FRONT YARD DEPTH	MINIMUM REAR YARD DEPTH		MINIMUM SIDE YARD DEPTH (INTERIOR YARD)	
	REQUIRED:	7.5m	REQUIRED:	1.5m
	PROVIDED:	7.6m	PROVIDED:	2.2m
PARKING	BICYCLE SPACES		LOADING SPACES	
	EXISTING:	0	EXISTING:	0
	PROPOSED:	4	PROPOSED:	1
USE CLASSIFICATION	EXISTING: 0			
EXISTING:	0		PROPOSED:	1
PROPOSED:	47		REQUIRED:	1
REQUIRED:	45		TOTAL:	1
TOTAL:	47			
MINIMUM LANDSCAPE AREA	CURBING LENGTH		SCREENING FENCE LENGTH	
	EXISTING:	N/A	EXISTING:	N/A
	PROPOSED:	374m	PROPOSED:	243m
TOTAL:	40%	374m	TOTAL:	243m
PARKING TYPE	ZONING PROVISIONS		PROVIDED PARKING	
	(1.25 SPACES/UNIT) x 28 UNITS = 35		37	
	(2 SPACES/UNIT) x 5 UNITS = 10 SPACES		10	
ACCESSIBLE PARKING	1 SPACE FOR 8 - 50 PARKING SPACES = 1 SPACE REQUIRED		INCLUDED IN PARKING TOTAL	
	0.25 SPACES OF THE REQUIRED SPACES SHALL BE DEDICATED FOR VISITOR PARKING = 35 x .25 = 9 SPACES		INCLUDED IN PARKING TOTAL	
	VISITOR PARKING			
TOTAL PARKING	45		47	
BICYCLE PARKING	1 SPACE /400m <sup>2</sup> TO A MAXIMUM OF 10 SPACES = 1643m <sup>2</sup> / 400m <sup>2</sup> = 4 SPACES		26	
	LOADING SPACES		1	
NOTE: 1. ALL EXTERIOR PATHS OF TRAVEL SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 80.23 OF ONTARIO REGULATION 191/11 TO THE ACCESSIBILITY FOR ONTARIANS WITH DISABILITIES ACT AND SECTIONS 3.8.1.3 AND 3.8.3.2 OF THE ONTARIO BUILDING CODE 2. ALL CURB RAMPS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 80.26(1) OF THE ONTARIO REGULATION 191/11 TO THE ACCESSIBILITY FOR ONTARIANS WITH DISABILITIES ACT AND SECTION 3.8.3.18 OF THE ONTARIO BUILDING CODE				

183 MAIN ST.E. CONDOMINIUMS

183 MAIN STREET EAST  
KINGSVILLE ON, N9Y 1A5

SITE PLAN CONCEPT

PROJECT TITLE  
JOB NUMBER  
SHEET NUMBER  
19-069

A2.1

2015-05-30 12:28:04 PM

1000 - 267 Pelissier Street  
Windsor ON N9A 4K4

architect + engineering  
BAIRD AE

A DIVISION OF MATTHEW J. BAIRD CONSULTING SERVICES INC.

PARTNER CONSULTANTS

102 - 27 Princess Street  
Leamington ON N8H 2X8

February 9, 2021

Robert Brown, H. Ba., MCIP, RPP  
Manager of Planning Services  
Planning Services Department  
The Corporation of the Town of Kingsville  
2021 Division Road North  
Kingsville, Ontario N9Y 2Y9

**ATTENTION: Mr. Robert Brown, H. Ba., MCIP, RPP  
Manager of Planning Services**

Dear Mr. Robert:

**RE: Traffic Memo - 183 Main Street East  
Revised Conceptual Plan  
Town of Kingsville**

---

This letter has considered the impact of the additional traffic on the proposed access and surrounding roads based on the revised traffic of 22 units.

The site currently has full-movement access to Main Street E and overall acceptable level of service as per Transportation Impact Analysis (TIS) prepared by BairdAE dated October 15, 2019. Using the Trip Generation Manual 9<sup>th</sup> Edition ITE 221.

It is our professional opinion that the proposed 22 units on the subject lands will have no material impact on the recommendations of the TIS.

Based on the foregoing, the proposed development is recommended from a transportation perspective.

Yours truly,

**BAIRD AE**



---

Shurjeel Tunio, P.Eng.  
Senior Project Manager



# Revised - Heritage Impact Statement

183 Main Street East, Town of Kingsville Ontario

Brotto Investment Inc.



February 19, 2021

## **TABLE OF CONTENTS**

### **SECTION 1 – INTRODUCTION**

### **SECTION 2 – SITE DETAILS**

- 2.1 The Subject Lands
- 2.2 Neighbourhood
- 2.3 Bon Jaspersen Property
- 2.4 The Proposed Development

### **SECTION 3 – POLICY REVIEW**

- 3.1 Provincial Policy Statement 2020
- 3.2 Town of Kingsville Official Plan
- 3.3 Ontario Heritage Tool Kit

### **SECTION 4 – ANALYSIS AND MITIGATION**

- 5.1 Provincial Policy Statement 2020
- 5.2 Town of Kingsville Official Plan
- 5.3 Ontario Heritage Tool Kit

### **SECTION 5 – CONCLUSION**

### **APPENDIX 1&4**

### **AUTHOR'S QUALIFICATIONS**



## **SECTION 1 - INTRODUCTION**

On behalf of the Brotto Investment Inc., Zelinka Priamo Ltd. prepared a Heritage Impact Statement in October of 2019 in support of the proposed development at 183 Main Street East, Town of Kingsville Ontario.

At that time, a Heritage Impact Statement was required because the subject lands are adjacent to 171 Main Street East (Bon Jaspersen Property), a property designated under Part IV of the Ontario Heritage Act.

The report has been revised to address the latest submission that is proposing to retain the existing single detached dwelling along with the addition of a three-storey apartment building to the south of the existing dwelling.

## **SECTION 2 – SITE DETAILS**

### **2.1 The Subject Lands**

The lands are located along the south side of Main Street E., between Spruce Street South to the west and Wgle Avenue in the east in the Town of Kingsville. The lands are known legally as PT LT 2 CON 1 EASTERN DIVISION GOSFIELD (KINGSVILLE) AS IN R1027697; KINGSVILLE (subject lands). The lands are irregularly shaped, have an area of 0.4269 HA and a frontage along Main Street East of 42.4 m.

The subject lands are currently occupied by a vacant single detached residential dwelling (Figure 1). The lands have a single driveway access to Main Street East and contain ancillary garages and workshops at the rear of the property. Large trees exist along the boundaries of the site and there is a municipal sidewalk along Main Street East.



On April 1, 2020, the Town issued a notice of intent to designate the subject lands as a property of cultural heritage value or interest under Part IV of the Ontario Heritage Act (Appendix 1).

The property was considered a culturally significant property for its 2 ½ -storey brick dwelling and its historical link to the abutting property at 171 Main Street East. The original owner of 183 Main Street East, Esther Jasperson Campbell, is the daughter of Bonzano Jasperson, one of Kingsville's leading citizens.

The current owners of the subject lands filed an objection to the intent to designate to the Conservation Review Board on April 28, 2020. The main objection was because the evaluation of the property done by the Kingsville Municipal Heritage Committee was not done using Regulation 9/06 of the Ontario Heritage Act. In addition, the Statement of Cultural Heritage Value or Interest prepared by the Committee had inaccurate and incomplete information that was not relevant to the property.

The Town of Kingsville retained Letourneau Heritage Consulting Inc. to prepare a Cultural Heritage Evaluation Report for the subject lands. The report did an assessment using Regulation 9/06 and concluded the property warranted designation under Part IV of the Ontario Heritage Act. The report also provided a second draft Statement of Cultural Heritage Value or Interest (Appendix 2).

For this report, the draft Statement of Cultural Heritage Value or Interest that was prepared by Letourneau Heritage Consulting Inc. will be used for the accuracy that was used to determine the heritage attributes for the property.

## **2.2 Neighbourhood**

The subject lands are bounded by Kingsville District High School to the north, open fields to the east and south. In terms of the surrounding area, the lands are located approximately 680 m east of the main Kingsville intersection of Main Street and Division Street and approximately 375 m from the eastern boundary of the Kingsville Commercial Core at Spruce Street. Two large developments have recently been approved across the street from the subject lands at 200 & 141 Main Street E., consisting of medium and high-density residential apartments and medical office uses.

Beyond Main Street East, the lands are surrounding by low density residential neighbourhoods to the north, south and east which include schools, parks and institutional uses. Highway Commercial uses are located further east of the subject lands.

## **2.2 Adjacent Bon Jasperson Property**

The subject lands are adjacent to 171 Main Street East, a property designated under Part IV of the Ontario Heritage Act. The Bon Jasperson House is a 2 1/2 -storey c. 1903 brick dwelling in the late Victorian style.

The property is associated with Bonzano Jasperson, one of Kingsville's leading citizens.

Description of Heritage Attributes:

- Tile bricks from Kingsville's Broadwell Brick & Tile Yard;
- A raised cut-fieldstone foundation;
- Formal staircase of stained solid oak from local groves, with paneled sides, crafted mill work and detailing, five box newel posts and a bullnose tread;
- Two solid oak pocket doors opposite the staircase which are stained and finished to match;
- Carved mantle and grate for foyer fireplace;
- Solid oak six-panel doors (six beveled horizontal panels);
- Solid oak ball and crown headers on windows and doors;
- Oak front door with large windowpane and transom;
- Bevelled, poured glass and stained-glass windows, including:
  - Large northwest first floor window and semi-elliptical fanlight with beveled glass
  - First floor northeast tripartite window with a wide sash at its centre (12 lites) and narrower sashes on each side (12 smaller lites);
  - Six first floor double-hung windows – one facing east and five in east sunroom addition;
  - Upstairs bedroom – two large windows and semi-elliptical fanlights with stained glass;
- 10" decorative oak baseboards;
- Cold air returns and heating grates from early heating system;
- Hardwood floors throughout the house, except for the master bedroom floor;
- Built-in kitchen oak cabinet, excepting glass;
- Built-in bookcases and mantle surrounding living room fireplace (added in the early 1900s);
- Built-in linen cupboards in second floor hallway; and,
- Original door knobs.

Refer to Appendix 3 for the full designating By-law.

### **2.3 The Proposed Development**

The third submission for Zoning By-law Amendment application ZBA/18/19 proposes to retain the existing single detached dwelling and construct a three storey apartment building to the south of the existing dwelling. The proposed apartment building would contain a total of 22 units and 30 surface parking spaces. The attached plan (Appendix 4) represents a significant reduction in the intensification of the proposed development, which previously proposed two, four storey apartment building containing an overall total of 40 units and included the demolition of the existing dwelling.

The existing driveway entrance from Main Street East will be codified and shifted slightly to the east to allow for a more efficient access to the apartment building. The modified driveway will form part of the future apartment lands, and an easement will be granted in favour of the existing dwelling for access purpose. Two parking spaces will be constructed to the southeast of the existing dwelling with direct access to the main driveway, to satisfy the minimum parking requirement for the existing dwellings.

The proposed lot configuration for the existing single detached dwelling will ensure that the minimum regulation within the R1.1 Zone are maintained. As such, the portion of the subject lands to be occupied by the existing dwelling will remain under the R1.1 Zone category.

### **SECTION 3 – POLICY REVIEW**

#### **3.1 Provincial Policy Statement 2020 (PPS)**

The Provincial Policy Statement (PPS) issued under the authority of Section 3 of the Planning Act “provides policy direction on matters of provincial interest related to land use planning” in order to ensure efficient, cost-efficient development and the protection of resources. All planning applications are required to be consistent with these policies.

“Significant **built heritage resources** and significant cultural heritage landscape shall be conserved”. Section 2.6.1.

“Planning authorities shall not permit development and site alteration on **adjacent lands** to **protected heritage property** except where the proposed development and site alteration has been evaluated and it has been demonstrated that the **heritage attributes** of the **protected heritage property** will be conserved.” Section 2.6.3

#### **6.0 PPS Definitions:**

**Adjacent lands** (d) means those lands contiguous to a protected heritage property or as otherwise defined in the municipal official plan.

**Built heritage resources:** means a building, structure, monument, installation or any manufactured remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Aboriginal community. Built heritage resources are generally located on property that has been designated under Parts IV or V of the Ontario Heritage Act, or included on local, provincial and/or federal registers.

**Conserved:** means the identification, protection, management and use of building heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained under the Ontario Heritage Act. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment. Mitigative measures and/or alternative development approaches can be included in these plans and assessments.

**Heritage attributes** means the principal features or elements that contribute to a protected heritage property's cultural heritage value or interest, and may include the property's built or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting (including significant views or vistas to or from a protected heritage property).

**Protected heritage property** means property designated under Parts IV, V, or VI of the Ontario Heritage Act; property subject to a heritage conservation easement under Parts II or IV of the Ontario Heritage Act; property identified by the Province and prescribed public



bodies as provincial heritage property under the Standards and Guidelines for Conservation of Provincial Heritage Properties; property protected under federal legislation, and UNESCO World Heritage Site.

**Significant** (e) in regard to cultural heritage and archaeology, resources that have been determined to have cultural heritage value or interest for the important contribution they make to our understanding of the history of a place, an event, or a people.

### 3.3 Town of Kingsville Official Plan

Section 4.1.1 of the Town of Kingsville Official Plan provides policies regarding the cultural heritage value of properties in Kingsville. The subject lands are a protected heritage property and are adjacent to a protected heritage property and must have regard for the following policies in the Official Plan:

#### **Section 4.1.1 – Cultural and Built Heritage Resources**

*“Development and site alteration may be permitted on adjacent lands to protected heritage property where the proposed development and site alteration has been assessed and evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved. Mitigating measures and/or alternative development approached may be required in order to conserve the heritage attributes of the protected heritage property affected by the adjacent development or site alteration.”*

### 3.4 Ontario Heritage Tool Kit

The Ontario Ministry of Tourism, Culture and Sport developed the Ontario Heritage Tool Kit as a guide to help understand the heritage conservation process in Ontario.

The tool kit provides guidelines for the preparation of heritage studies, such as Heritage Impact Statements and provides a list of possible negative impacts on a cultural heritage resource. These include, but are not limited to, the following impacts:

1. Destruction of any, part of any, significant heritage attributes or features;
2. Alteration that is not sympathetic, or is incompatible with the historic fabric and appearance;
3. Shadows created that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden;
4. Isolation of a heritage attribute from its surrounding environment, context or a significant relationship;
5. Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features;
6. A change in land use where the change in use negates the property's cultural heritage value; and
7. Land disturbances, such as change in grade that alters soils and drainage patterns that adversely affect cultural heritage resources.
- 8.

## SECTION 5 – ANALYSIS AND MITIGATION

### 5.1 Provincial Policy Statement 2020 (PPS)

The proposed development is consistent with the policies of the 2014 Provincial Policy Statement.

The existing single detached dwelling will be retained in its current location and the identified heritage attributes will be conserved. The proposed infill on the subject lands is at the rear of the existing single detached dwelling.

The heritage attributes of the adjacent property designated under Part IV of the Ontario Act will be conserved.

All but two of the heritage attributes that embody the heritage value of the Bon Jasperson House are interior features. Any potential impacts to the adjacent property would be to the exterior heritage attributes.

Both properties are large (approx. 1 acre each) which allows a large setback of approximately 65 feet (20 m) between the proposed apartment building and the Bon Jasperson House. This setback helps eliminate any potential impacts to the exterior tile bricks (from Kingsville's Broadwell Brick & Tile Yard) and the raised cut-fieldstone foundation.



In addition, the existing vegetation on the Bon Jasperson property will continue to screen the house from the adjacent property (Figure 2).

### 5.3 Town of Kingsville Official Plan

A Cultural Heritage Evaluation Report was prepared and concluded the subject lands warrant designation under Part IV of the Ontario Heritage Act. As a result, the existing single detached dwelling will be retained in its current location and the identified heritage attributes will be conserved.

The heritage attributes of the adjacent protected heritage property will be conserved. The proposed development does not have direct interaction with the heritage attributes of the Bon Jasperson house as all but two are within the interior of the house.

### 5.4 Ontario Heritage Tool Kit

An impact assessment as outlined in the *Ontario Heritage tool Kit, Info sheet #5 Heritage Impact Assessments and Conservation Plans (2006)* is provided as follows:

- Destruction of any, part of any, significant heritage attributes or features:

- 183 Main Street East:
  - The existing single detached dwelling will be retained.
  - The heritage attributes listed in the draft Statement of Cultural Heritage Value or Interest prepared by Letourneau Heritage Consulting Inc. will be conserved.
- Adjacent Bon Jasperson House :
  - All but two of the heritage attributes that embody the heritage value of the Bon Jasperson House are interior features and will not be impacted by the proposed development.
  - The proposed setback and existing landscaping eliminate any potential destruction to the exterior tile bricks (from Kingsville's Broadwell Brick & Tile Yard) and to the raised cut-fieldstone foundation.
  - The visual impact of the parking areas can be further reduced through additional landscaping.
- Alteration that is not sympathetic, or is incompatible with the historic fabric and appearance:
  - There are no proposed alterations to the existing dwelling on the subject lands. The scale and massing of the dwelling will remain unchanged.
  - The designating By-law for the Bon Jasperson Property mainly focuses on interior attributes and does not identify the landscape features of the property or the architectural features of the exterior of the house.
- Shadows created that alter the appearance of a heritage attribute or change the visibility of an associated natural feature, plantings, such as a garden:
  - The Town did not require a Shadow Study to be completed; however, we anticipate the existing mature vegetation will mitigate any shadows.
- Isolation of a heritage attribute from its surrounding environment, context or a significant relationship:
  - The proposed development does not isolate the heritage attributes of the subject lands or the adjacent property to its surrounding environment.
  - The visual relationship of both dwellings to the Main Street Corridor will be conserved.
  - The current visual relationship between the subject lands and the Bon Jasperson Property will not change or be obstructed, except by existing vegetation.
- Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features:

- No significant views or vistas were identified in the designating By-law for 183 Main Street East or for the Bon Jasperson Property. However, the existing appearance and relationship between both properties will continue as the proposed apartment building is at the rear of the subject lands.
- A change in land use where the change in use negates the property's cultural heritage value:
  - The subject lands will be continuing as a residential use.
- Land disturbances such as change in grade that alters soils, and drainage patterns that adversely affect cultural heritage resources:
  - If required, measures will be made to avoid any adverse impacts to the adjacent property at the building permit stage of the project.

## **SECTION 6 – CONCLUSION**

It is our opinion the proposed development will conserve the significant built heritage resources of the subject lands and the adjacent Bon Jasperson Property.

The existing single detached dwelling at 183 Main Street East will be retained in its current location and the identified heritage attributes will be conserved. The proposed infill on the subject lands is at the rear of the existing single detached dwelling resulting in minimal impacts the heritage attributes of the existing dwelling.

The designating By-law for the Bon Jasperson property mainly focuses on interior attributes which will not have direct interaction with the proposed development. Any potential impacts to the exterior heritage attributes, tile bricks (from Kingsville's Broadwell Brick & Tile Yard) and the raised cut-fieldstone foundation, are mitigated. The setback between the proposed buildings and the existing adjacent structure (approximate 60 feet) eliminates any potential impacts to the exterior attributes of the Bon Jasperson property.



**APPENDIX 1 - 3**



2021 Division Road North  
Kingsville, Ontario N9Y 2Y9  
Phone: (519) 733-2305  
www.kingsville.ca  
kingsvilleworks@kingsville.ca

IN THE MATTER OF THE *ONTARIO HERITAGE ACT*, R.S.O. 1990, c. O.18, AS  
AMENDED, AND IN THE MATTER OF THE PROPERTY MUNICIPALLY  
KNOWN AS 183 MAIN STREET EAST, IN THE TOWN OF KINGSVILLE

### NOTICE OF INTENTION TO DESIGNATE

**TAKE NOTICE THAT** the Council of The Corporation of the Town of Kingsville intends to designate 183 Main Street East as a property of cultural heritage value or interest under Part IV, Section 29 of the *Ontario Heritage Act*, R.S.O. 1990, Chapter O.18, as amended.

#### Description of Property:

The Esther Jasperson Campbell House, 183 Main St. East, Kingsville.

The Esther Jasperson Campbell House, constructed circa 1925, is a 2 ½ -storey brick dwelling in the Neo-Georgian (also known as Colonial Revival) style, located on the South side of Main Street East, in the Town of Kingsville.

The legal description of the subject property is:

PT LT 2 CON 1 EASTERN DIVISION GOSFIELD (KINGSVILLE) AS IN  
R1027697; KINGSVILLE

**Statement of Cultural Heritage Value or Interest:** The property's cultural heritage value lies in its association with Bonzano Jasperson, one of Kingsville's leading citizens, and his family. Bon Jasperson, as he was known, was the grandson of a fur trader who settled in the Detroit area in 1813 and who at one time owned land that stretched from the Detroit River to Tecumseh Road in Windsor along what is now Walker Road. Bon Jasperson's mother was the granddaughter of John Weigele (Wigle), a German who was one of the Kingsville area's first settlers. Bon Jasperson's father, Lewis Frederick Jasperson, was a Detroit merchant trader, who with his wife, Nancy Jane Wigle, moved to Kingsville in 1849 and set up what was believed to be the first general store in town.

Bon Jasperson (1869-1947) was one of Kingsville's leading citizens. He was an entrepreneur who owned companies involved in all aspects of local life. He and his father and brothers cleared virgin lumber from Pelee Island in the 1880s and ran a saw mill in Romney. He owned a grain warehouse and was a grain and seed dealer. He was Kingsville's first private banker. He brought a canning factory to town, later sold to Canadian Cannery. He also had a business interest in the Essex Tobacco Company, later called the Hodge Tobacco Company. He and David Conklin purchased the Electric Light Plant in 1899, later selling it to the Detroit Edison Company. He purchased a lot at 14 Division Street South on which stood a harness shop and constructed an office block. He owned a brick and tile business in Coatsworth, and farming operations throughout the area. He owned extensive tracts of land and was a pioneer of the area's oil and gas industry. He managed the Kingsville Natural Gas and Oil Company, he developed gas fields in Kent County and started an oil business on Pelee Island, the Pelee Gas & Oil Company.

Bon Jasperson had the home at 171 Main Street East constructed as a wedding gift to his only daughter, Esther Gertrude. Esther Jasperson (1897-1973) was a

member of the Church of the Epiphany where she sang in the choir. She was the first president of the Evening Guild and a member of the Imperial Order Daughters of the Empire (IODE) during both world wars. In 1916, when the first group of Girl Guides was formed in Kingsville, Esther was one of the first leaders.

Esther married Dr. Thomas Donald Campbell, who at times in Kingsville's history was the town's only dentist. Dr. Campbell served in the dental corps in Canada and England during the First World War and he rescued Kingsville's boy scouts from oblivion in 1925 by becoming Scoutmaster.

Esther's mother, Gertrude Jasperson (1872-1966), led the choir at the Church of the Epiphany. She was a charter member of the IODE and she did charitable work involving the welfare of young people.

Esther's brother, Frederick Kent Jasperson (1900-1982), was a lawyer and the commander of the Essex Scottish Regiment during the ill-fated raid on Dieppe during the Second World War. After the war where he had been taken prisoner, he returned to Essex County where he was named a local magistrate.

The design of the Esther Jasperson Campbell House is featured on the cover of the 1913 Aladdin Houses catalogue, where it was called "The Brentwood," and in the 1920 annual catalogue of the Canadian Aladdin Company where it was called "The Lockwood." Aladdin, a kit-home company founded in Bay City, Michigan in 1906, used premium lumber for its framing and finishes. The home was advertised as "an exclusive design that will not be sold to more than one customer in any community without the previous consent of the first owner." It is the only home of its design on Kingsville's register of properties of cultural heritage value or interest.

**Description of Heritage Attributes:**

The Esther Jasperson Campbell House embodies many elements of fine craftsmanship and design:

Brick façade with uncut fieldstone foundation;

Half-hipped roof with deep eaves;

Centred door;

Single-storey, enclosed verandas at the east and west ends;

Second-storey windows that from east to west are comprised of French doors leading to a balcony; three adjoined double-hung, 9-over-9 windows centred above the front door; and two sets of double-hung windows comprised of two, 12-over-12 windows each;

Two sets of adjoined windows comprised of three, 12-over-12 windows each on either side of the front door on the front façade;

Three windows on each gabled end of the building, two on the second storey and one in the half-storey under the hipped roofline;

Frieze board on enclosed verandas;

A mostly flat, front façade excepting a bumped-out wall to the west of the front door covered by a shallow roof accented with a frieze board.

The Esther Jasperson Campbell House is a stately building which has landmark status in the Town of Kingsville. It is assessed as a Class 1 building that exceeds the established threshold for designation.

Further information respecting this proposed designation is available from the Town of Kingsville. Any inquiries may be directed to Sandra Kitchen, Deputy Clerk-Council Services at 519-733-2305, ext. 223, or by email at [skitchen@kingsville.ca](mailto:skitchen@kingsville.ca).

Notice of an objection to the proposed designation may be served on the Town Clerk, 2021 Division Road North, Kingsville, Ontario, N9Y 2Y9, within thirty days after the date of publication of this Notice of Intention to Designate.

Section 29(5) of the Ontario Heritage Act provides: A person who objects to a proposed designation shall, within thirty days after the date of publication of the notice of intention in a newspaper having general circulation in the municipality, serve on the clerk of the municipality a notice of objection setting out the reason for the objection and all relevant facts.

The last date to file a notice of objection is May 8, 2020.

**DATED** at Kingsville, this 1<sup>st</sup> day of April, 2020.

Jennifer Astrologo, Director of Corporate Services/Clerk  
The Corporation of the Town of Kingsville  
2021 Division Road North  
Kingsville, Ontario N9Y 2Y9



## 6.1 Summary of Evaluation

It is LHC's professional opinion that the Property at 183 Main Street East, Kingsville, Ontario meets criteria 1i, 2i, and 3ii of *O. Reg. 9/06*. Therefore, it is eligible for designation under Part IV, Section 29 of the *OHA*.

## 6.2 Proposed Statement of Cultural Heritage Value or Interest

### 6.2.1 Legal Description and Civic Address

- 183 Main Street East, Kingsville, Essex, Ontario
- Concession 1 East Division Part Lot 2

### 6.2.2 Summary of Cultural Heritage Value or Interest

The Property has design value or physical value because it is a rare, unique, representative or early example of a style, type, expression, material, or construction method. The main residence on the Property is a unique and relatively rare local example of a vernacular structure exhibiting Arts and Crafts and Colonial Revival style architecture.

The Property has historical or associative value because it has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community. The Property has direct associations with people who are significant to a community, notably Esther Jasperson Campbell and her husband Dr. Campbell. Esther Jasperson Campbell and her husband Dr. Thomas D. Campbell were important local people as demonstrated through their repeated mention in local newspapers. They were members of the local elite and of interest as part of local society. They were involved in various community groups and local social initiatives. Furthermore, as a Jasperson, Esther was part of a family of local significance. The Property is also directly associated the Kingsville Girl Guides through Esther Jasperson Campbell. She along with four other women founded the Kingsville unit in 1916. The Property is connected to the Kingsville Boy Scouts through Dr. Thomas D. Campbell who served as the Boy Scouts second Scoutmaster in 1925.

The Property has contextual value because it is historically linked to 171 Main Street East, which was the house of Esther Jasperson Campbell's father. Both properties were once part of a single parcel owned by Bonzano Jasperson.

### 6.2.3 Description of Property

The Property is located at civic address 183 Main Street East on Concession 1 East Division Part Lot 2 in the geographic Town of Kingsville, County of Essex, Ontario. It is bound by Main Street East to the north, William Avenue to the west, Santos Drive to the east, and backs onto open space to the south. The Property includes a two-and-a-half-storey house built between 1920 to 1925 at the northern end of the property facing Main Street East and a one-storey garage and pavilion south of the house.

### 6.2.4 Heritage Attributes

Heritage attributes that express the cultural heritage value or interest of 183 Main Street East lie in the two-and-a-half-storey main including:

- Setback from Main Street East;
- Two-and-a-half storey scale and massing;
- Red brick cladding;
- Foundation faced in fieldstone;
- Hipped gable (often also known as a half-hip, jerkinhead, or clipped gable) roof;

- Projecting eaves;
- Exposed rafters;
- Front door in the centre of the front façade with a decorative wood doorcase including panels and entablature with dentils;
- Single storey flat roof wings on the east and west sides of the house;
- French doors to a balcony on the second floor;
- Three adjoined double-hung, 9-over-9 wood frame windows centred above the front door;
- Two sets of adjoined double-hung wood frame windows comprised of two, 12-over-12 windows on the second-floor front façade;
- Two sets of adjoined windows comprised of three, 12-over-12 wood frame windows each on either side of the front door on the front façade;
- Three wood frame windows on each gabled end of the building, two on the second storey and one in the half-storey under the hipped roofline;
- Plain wood frieze on east and west wings, roof, and front bay; and,
- Bump-out on the façade west of the front door.

# THE CORPORATION OF THE TOWN OF KINGSVILLE

## BY-LAW 82 – 2012

*Being a by-law to designate a certain property,  
including land and buildings,  
known as The Bon Jasperson House  
(171 Main St. East, Kingsville)  
as being of cultural heritage value or interest under  
the provisions of the  
Ontario Heritage Act, R.S.O. 1990, c.O.18 as amended*

**WHEREAS** Section 29 of the *Ontario Heritage Act* authorizes the council of a municipality to enact by-laws to designate real property, including all the buildings and structures located thereon, to be of cultural heritage value or interest;

**AND WHEREAS** the Council for The Corporation of the Town of Kingsville has consulted with the Kingsville Municipal Heritage Advisory Committee with respect to the designation of 171 Main St. East as being of cultural heritage value or interest;

**AND WHEREAS** authority was granted by Council to designate such property;

**AND WHEREAS** the Council for The Corporation of the Town of Kingsville has caused to be served upon the owners of the lands municipally known as 171 Main St. East, Kingsville and upon the Ontario Heritage Trust, Notice of Intention to Designate the foregoing property and has caused the Notice of Intention to be published in a newspaper having general circulation in the municipality as required by the *Ontario Heritage Act*;

**AND WHEREAS** the Reasons for Designation are set out in Schedule "A" to this By-law;

**AND WHEREAS** no notice of objection to the proposed designation of the foregoing property has been served on the Clerk for The Corporation of the Town of Kingsville.

**NOW THEREFORE** the Council for The Corporation of the Town of Kingsville enacts as follows:

1. That the property known as The Bon Jasperson House and municipally known as 171 Main St. East, including lands and buildings, more particularly described in Schedule "B" attached to this By-law, is hereby designated as being of cultural heritage value or interest under Part IV of the *Ontario Heritage Act*, R.S.O. 1990, c.O.18, as amended;
2. That the municipality's solicitor is hereby authorized to cause a copy of this By-law to be registered against the property described in Schedule "B" to this By-law in the proper Land Registry Office;
3. That the Clerk of The Corporation of the Town of Kingsville is hereby authorized to cause a copy of this By-law to be served upon the owners of the aforesaid property and upon the Ontario Heritage Trust, and to cause notice of this By-law to be published in a newspaper having general circulation in The Corporation of the Town of Kingsville as required by the *Ontario Heritage Act*;
4. That Schedules "A" and "B" form an integral part of this By-law.

**READ a FIRST, SECOND and THIRD time and FINALLY PASSED this 24<sup>th</sup> day of September, 2012.**

I, Ruth Orton-Pert hereby certify the foregoing  
to be a true and correct copy of the original  
copy of \_\_\_\_\_ dated at Kingsville,  
Ontario \_\_\_\_\_.

  
MAYOR Nelson Santos

  
CLERK Ruth Orton-Pert

**The Corporation of the Town of Kingsville  
By-law 82-2012**

**Schedule "A"**

**171 Main St. East  
Kingsville, Ontario  
The Bon Jasperson House**

**Description of Property: The Bon Jasperson House**

Completed in 1903, The Bon Jasperson House is a 2 ½ storey brick dwelling in the late Victorian Style, located on the south side of Main St. West just east of downtown Kingsville.

**Statement of Cultural Heritage Value or Interest:**

The property's cultural heritage value lies in its association with Bonzano Jasperson, one of Kingsville's leading citizens and his family. Jasperson built and sold many enterprises, each time undertaking another successful business venture. His business endeavours included lumber, grain, banking, canning, cigar making, property development, farming and electrical power, as well as oil and gas wells.

Bon Jasperson was active in the Independent Order of Odd Fellows, St. George's Lodge (Masons), Scottish Rite (Masons) and the Church of the Epiphany. His wife Gertrude volunteered with the Church of the Epiphany, particularly the choir of which she was leader for many years, the IODE and helping young people. Their son Frederick was a WWII Lieutenant Colonel, lawyer, Magistrate Judge and writer—a prominent Kingsville resident in his own right.

**Description of Heritage Attributes:**

Key attributes that embody the heritage value of the Bon Jasperson House include many examples of fine craftsmanship and materials unique to Kingsville:

- Tile bricks from Kingsville's Broadwell Brick & Tile Yard;
- a raised cut-fieldstone foundation;
- formal staircase of stained solid oak from local groves, with paneled sides, crafted mill work and detailing, five box newel posts and a bullnose tread.
- Two solid oak pocket doors opposite the staircase which are stained and finished to match;
- Carved mantle and grate for foyer fireplace
- Solid oak six-panel doors (six beveled horizontal panels)
- Solid oak ball and crown headers on windows and doors
- Oak front door with large windowpane and transom
- Beveled, poured glass and stained glass windows, including:
  - Large northwest first floor front window and semi-elliptical fanlight with beveled glass
  - First floor northeast tripartite window with a wide sash at its centre (12 lites) and narrower sashes on each side (12 smaller lites)
  - Six first floor double-hung windows—one facing east and five in east sunroom addition;
  - Bay windows on west side, both first and second floors
  - Upstairs bedrooms-two large windows and semi-elliptical fanlights with stained glass;
- 10" decorative oak baseboards
- Cold air returns and heating grates from early heating system
- Hardwood floors throughout the house, except for the master bedroom floor;
- Built-in kitchen oak cabinet, excepting glass;
- Built-in bookcases and mantle surrounding living room fireplace (added in the early 1900s)
- Built-in linen cupboards in second floor hallway
- Original door knobs.



**The Corporation of the Town of Kingsville  
By-law 82-2012**

**SCHEDULE "B"**

**Description:**

PT LT 2 CON 1 EASTERN DIVISION GOSFIELD (KINGSVILLE) PT 2, 12R15521;  
S/T R1343858; KINGSVILLE

# The Bonzano Jasperson House

## 171 Main Street E., Kingsville, ON

### Research Report

#### Chain of Ownership

Date	Type of Transfer	From	To	Comments
May 17, 1802	Patent - Land Grant	Crown	Leonard Scratch	
April 22, 1853	Ind.	Leonard Scratch	Daniel Wigle	
*Copy not available.	Will	Daniel Wigle	Emma Wigle for life - then to sons Clifford Wigle Stanley Wigle & Melvin Wigle	
April 25, 1895	Quit Claim Deed	David D. Wigle	Colin Wigle	Stanley & Clifford Wigle died unmarried, Melvin Wigle's interest passed to his son David Wigle
August 27, 1901	Deed	Melvin A. Wigle	George Jasperson	
February 19, 1903	Quit Claim Deed	Colin Wigle David D. Wigle	Melvin Wigle	
February 19, 1903	Deed	Melvin A. Wigle	George Jasperson Bon Jasperson	
February 24, 1905	Deed	George Jasperson Bon Jasperson	Gertrude Jasperson & Alice Jasperson	
October 21, 1964	Deed (Executor)	Gertrude Bessie Jasperson Estate	Robert R. Lanoue Darlene Lanoue	
October 15, 1975	Ind.	Robert R. Lanoue Darlene Lanoue	Robert John Page Jean Elizabeth Page	
June 30, 1997	Deed	Robert John Page Jean Elizabeth Page	James William Moore Mary Elizabeth Moore	
October 8, 1999	Deed	James William Moore Mary Elizabeth Moore	Paul Robert Lemire Anne Marie Lemire	

\*Lot 2, Conc. 1 Gosfield Township

## Association with Person

### Bonzano "Bon" Jasperson (1868-1947)<sup>1</sup>

Bon Jasperson was one Kingsville's leading citizens. He was a man of many accomplishments – an entrepreneur with "remarkable business instincts"<sup>2</sup> involved in business endeavours including lumber, grain, banking, canning, cigars, property development, farming and electrical power, as well as oil and gas wells. Jasperson built and sold many of enterprises, each time undertaking another successful business venture. He "was well-loved by all who knew him."<sup>3</sup>



Bon Jasperson was born in Kingsville on May 25, 1869, one of eight children.<sup>4</sup> Jasperson was the grandson of Hans George Jasperson, a Danish immigrant to the United States and fur trader, who made Detroit his permanent home in 1813 and at one time owned all the property in Windsor stretching from the Walker Road area of the Detroit River shore to Tecumseh Road.<sup>5</sup>

Bon Jasperson's father, Lewis Frederick Jasperson, was a Detroit merchant trader who married Nancy Jane Wigle and moved to Kingsville in 1849, setting up what is believed to be the first general store in town.<sup>6</sup> On his mother's side, Bon Jasperson was grandson to John Weigele (Wigle), a German pacifist and one of the area's "first settlers" who arrived from Pennsylvania in the early 1800s.<sup>7</sup> Bon Jasperson remained at home with his parents as long as they lived.<sup>8</sup>

Lewis Frederick Jasperson, along with his sons George, Bon and Fred, carried on lumbering operations clearing most of the virgin timber from Pelee Island in the 1880s and also a considerable quantity of timber in Romney, Ontario, where he maintained saw mills.<sup>9</sup> George and Bon continued in the lumber business.<sup>10</sup>

In 1894, Bon Jasperson secured control of the grain warehouse from Frank Green and entered the grain business, becoming a grain and seed dealer until he sold his business in 1895.<sup>11</sup>

In 1896, Jasperson became one of the first private bankers in Kingsville when he and S.L. McKay opened a bank in the Wigle block.<sup>12</sup> Jasperson was manager, McKay was secretary-treasurer and Miss Ada Brown was bookkeeper.<sup>13</sup> The bank acted as agents for the Merchant's Bank of Canada.<sup>14</sup> In 1898, the

---

<sup>1</sup> "Kingsville Pioneer Dies: Jasperson Was Business Leader," *The Windsor Star*, (November 5, 1947).

<sup>2</sup> *Commemorative Biographical Record of the County of Essex Ontario*. (Toronto: J.H. Beers & Co., 1905), p. 511.

<sup>3</sup> "B. Jasperson Was Town Old-Timer," *The Kingsville Reporter*, November 6, 1947, Vol. LXXI, No. 45, p. 1.

<sup>4</sup> Historical Section of the Kingsville Centennial Committee, *Kingsville Through The Years, 1753-1952*. (Lakeshore Publishers Limited, 1952), p. 62.

<sup>5</sup> "Kingsville Pioneer Dies: Jasperson Was Business Leader," *The Windsor Star*, (November 5, 1947).

<sup>6</sup> *Kingsville Through The Years, 1753-1952*, p. 62.

<sup>7</sup> Kingsville-Gosfield Historical Society, *Kingsville 1790 - 2000, A Stroll Through Time*. (Kingsville-Gosfield Historical Society, 2003), pp. 6-7.

<sup>8</sup> *Commemorative Biographical Record of the County of Essex Ontario*, p. 511.

<sup>9</sup> *Kingsville Through The Years, 1753-1952*, p. 63.

<sup>10</sup> *Commemorative Biographical Record of the County of Essex Ontario*, p. 511.

<sup>11</sup> *Ibid.*; *The Kingsville Reporter*, June 1, 1894, p. 4.

<sup>12</sup> *Kingsville 1790 - 2000, A Stroll Through Time*, p. 188.

<sup>13</sup> *Ibid.*

<sup>14</sup> *Ibid.*

partnership was dissolved, but Jasperson continued the business under his own name.<sup>15</sup> When his other business interests required most of his time, he sold the banking business to Molson's Bank in 1907.<sup>16</sup>



*Photo from Kingsville 1790 - 2000, A Stroll Through Time*

Subsequently, Bon and his older brother George were involved in the following business interests:

- a canning business – Bon was instrumental in bringing a canning factory (which became Canadian Cannery)<sup>17</sup> to town and was a major stockholder,<sup>18</sup> and
- a processing plant for leaf tobacco, the Essex Tobacco Company which later became the Hodge Tobacco Company, which he helped secure.

In addition to partnering with his brother George, Bon was involved in other business pursuits. For example, in 1899, Bon Jasperson and David Conklin purchased the Electric Light Plant, James E. Brown having retired from the company,<sup>19</sup> and later sold it to the Detroit Edison Company.<sup>20</sup> In 1913, Bon and George, along with other Kingsville business leaders, founded the Eco Thermal Stove Company of Canada, Ltd.<sup>21</sup> In 1915, Jasperson purchased the lot at 14 Division Street S., on which stood a harness shop, and constructed an office block which was completed before the year was out.<sup>23</sup>

<sup>15</sup> *Ibid.*

<sup>16</sup> *The Kingsville Reporter*, March 7, 1907, p. 8.

<sup>17</sup> *Kingsville Through The Years, 1753-1952*, p. 63.

<sup>18</sup> *Commemorative Biographical Record of the County of Essex Ontario*, p. 511.

<sup>19</sup> *The Kingsville Reporter*, July 20, 1899, p. 5.

<sup>20</sup> *Kingsville Through The Years, 1753-1952*, p. 63; "B. Jasperson Was Town Old-Timer," *The Kingsville Reporter*, November 6, 1947, Vol. LXXI, No. 45, p. 1.

<sup>21</sup> *The Kingsville Reporter*, August 21, 1913.

<sup>22</sup> Although the stove's inventor gave presentations, the company was incorporated, the Town passed a By-Law to purchase land and debentures were issued, it appears the factory was never built and the land reverted to the Town.

<sup>23</sup> *The Kingsville Reporter*, February 18, 1915, p. 5 and October 21, 1915, p. 5.



Bon Jasperson was also engaged in extensive farming operations around Kingsville and a brick and tile business at Coatsworth, in Kent County.<sup>24</sup>



*Kingsville 1790 - 2000, A Stroll Through Time*

Through both their individual business efforts and their general interest in working together to make Kingsville an attractive and desirable place to work or visit, these 1895 businessmen contributed to the community's success.

*Jasperson is seated in the middle row, second from the left.*

## Natural Gas & Oil:

Of all his business interests, Bon Jasperson was most widely known for his work in the oil and gas business. Ontario's natural gas industry began in Kingsville in 1889 when a gusher was struck. The discovery attracted large oil and gas companies which leased almost all available land and exported their product to American markets. Disturbed by this situation, Kingsville businessmen rallied to form the Kingsville Natural Gas and Oil Company, with Bon Jasperson as Manager. He operated this business until his death.<sup>25</sup>

Jasperson partnered again with S.L. McKay, developing the rich Kent County gas fields and retailing gas to consumers as far east as Ridgetown.<sup>26</sup> Their plant was purchased by the Union Gas Company in 1914.<sup>27</sup> Jasperson was the founder of an oil business on Pelee Island (Pelee Gas & Oil Company) and was the organizing director, attending to the first leases, etc.<sup>28</sup>

## Private Life:

In 1895, Gertrude Kent, whose parents were both of early Nova Scotia pioneer English and Scottish stock, married Bon Jasperson in Truro, Nova Scotia.<sup>29</sup> After their wedding, the couple settled in Kingsville and had two children, Ester G. born in 1897 and Frederick K. (Frederick Kent Jasperson, DSO, QC,) born in 1900. Ester married Thomas D. Campbell, a local dentist, and lived next door to her parents in a house presented to the couple as a wedding gift.<sup>30</sup> Frederick was a WWII Lieutenant Colonel, lawyer,

<sup>24</sup> *Kingsville Through The Years, 1753-1952*, p. 63.

<sup>25</sup> *Ibid.*

<sup>26</sup> *Ibid.*

<sup>27</sup> *Ibid.*

<sup>28</sup> *Commemorative Biographical Record of the County of Essex Ontario*, p. 511.

<sup>29</sup> "Funeral Services for Mrs. Bon Jasperson Being Held Today," *The Kingsville Reporter*, December 5, 1963.

<sup>30</sup> Oral history as told by Anne Marie Lemire to Elvira Cacciavillani, March 2012.

Magistrate Judge and writer – a prominent Kingsville resident in his own right, whose home at 321 Lakeview Avenue has also received heritage designation.<sup>31</sup>



*Bon & Gertrude Jasperson, Windsor Public Library Archives*



*Ester & Frederick Jasperson, Windsor Public Library Archives*

Gertrude Jasperson became involved with Anglican Church of the Epiphany from the time she arrived in Kingsville. Her volunteer service included many church organizations, particularly the choir of which she was leader for many years.<sup>32</sup> She was also a charter member of the Nora Hoover Chapter IODE and had a great interest in the welfare of young people.<sup>33</sup> Funeral services were held from her home when Mrs. Jasperson died in 1963 at the age of 93.<sup>34</sup>

---

<sup>31</sup> Frederick Jasperson's house on "Judges Row" in Windsor, at 224 Sunset Avenue has also received a heritage designation as the Jasperson-Appel House.

<sup>32</sup> Church of the Epiphany: Commemorating Centenary of the Parish, 1852-1952.

<sup>33</sup> *The Kingsville Reporter*, December 5, 1963.

<sup>34</sup> *Ibid.*



Bon Jasperson was active in the Independent Order of Odd Fellows (IOOF),<sup>35</sup> St. George's Lodge No. 41, A.F. & A.M., G.R.C.(Masons) Kingsville, Scottish Rite (Masons) in Windsor<sup>36</sup> and the Church of the Epiphany. In 1947, Bon Jasperson died at the age of 78, at his Kingsville home after a long illness.<sup>37 38</sup>



*Left:* Bon Jasperson (standing) with his brother Fred (seated).  
*Windsor Public Library Archives*

*Below:* Bon Jasperson, obituary photo



<sup>35</sup> "B. Jasperson Was Town Old-Timer," *The Kingsville Reporter*, November 6, 1947, Vol. LXXI, No. 45, p. 1.

<sup>36</sup> Newspaper Obituary, *The Windsor Star*, November 5, 1947.

<sup>37 38</sup> "B. Jasperson Was Town Old-Timer," *The Kingsville Reporter*, November 6, 1947, Vol. LXXI, No. 45, p. 1.

The Bon and Gertrude Jasperson Memorial Windows at the Church of the Epiphany, Kingsville were erected by their children, Frederick and Ester:



*Photos by Elvira Cacciavillani*





## The Bon Jasperson House

In 1902, local hardware merchant and area builder D.H. McKay was hired to erect the home on the site of the old flour mill, opposite George Jasperson's house.<sup>39</sup> The Jaspersons moved into the house in January, 1903.<sup>40</sup>



Bon Jasperson House under construction



Bon Jasperson House in 2012

*Photo by Anna Lamarche*

The Bon Jasperson House is a 2½-storey late Victorian dwelling beautifully situated on a large, park-like property. In comparison to the appearance of the more-fanciful and flamboyant Queen Anne style of the time with its spindle work and turrets, the Bon Jasperson House is rather plain and stark, overshadowing a more modern style.

The house features a raised cut-stone foundation, large bevelled, poured glass and stained glass windows which are designed and placed asymmetrically, a peaked roof, wrap-around verandah and a

<sup>39</sup> *The Kingsville Reporter*, April 18, 1902.

<sup>40</sup> *The Amherstburg Echo*, January 9, 1903.

coach house. The main body of the house is built with tile bricks from the Broadwell Brick & Tile Yard formerly located on Division St. N. A deep red paint has been applied to the exterior.

The original house survives largely intact although altered somewhat by an early addition, rebuilding and improvements. For example, the front porch's former wooden railings, columns and graceful arched trim has been replaced with a brick porch with wooden spindles and fan-shaped gingerbread.



The rear wing of the original dwelling housed the kitchen on the first floor and maids' quarters upstairs. The back porch was originally open and enclosed with brick at a later date. An addition to the east side of the house – a two-story "east wing" or sun porch with basement was added by the Oxley Bothers, Contractors<sup>41</sup> in 1914:



*Photos by Anna Lamarche*

<sup>41</sup> *The Kingsville Reporter*, May 21, 1914, p.1.





Bay windows on first and second floors showing decorative brick headers.



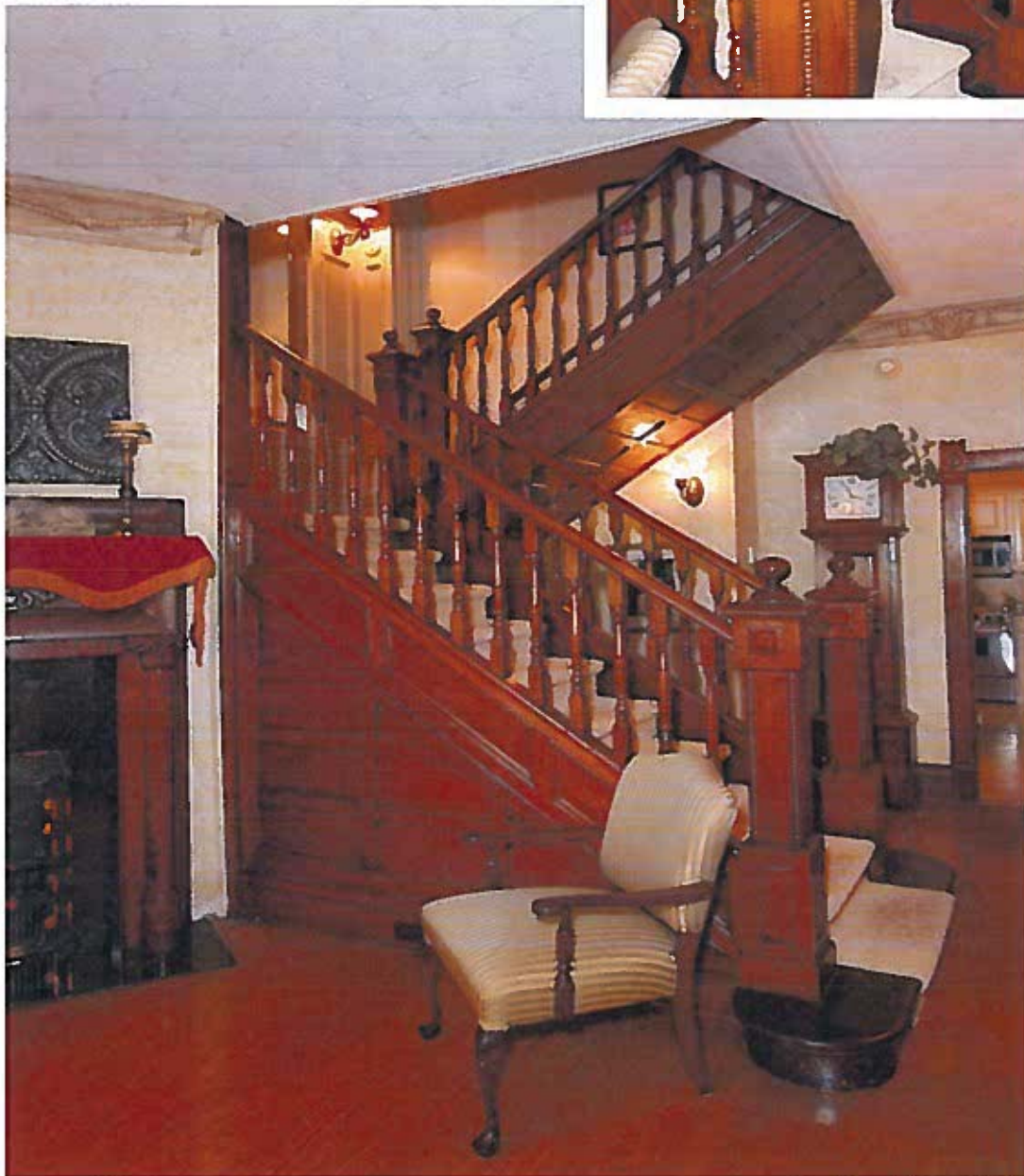
Rear porch

*Photos by Anna Lamarche*



## Outstanding Staircase

The formal staircase in the foyer is a masterful piece of workmanship. It is constructed of stained solid oak from local groves, with a landing, panelled sides that match the home's doors, crafted mill work and detailing, five box (square) newel posts and a bullnose tread.<sup>42</sup>



*Photo by Anna Lamarche*

<sup>42</sup> A bullnose tread is a large starting step finished in a radius that curves out in past the sides of the stairs. A bullnose tread give stairs a softer, rounded appearance as opposed to a squared first tread.





***Above:*** Hidden door for storage closet under the stairwell.

***Right:*** As is common in larger homes, or homes for the higher class, there is a front, "formal" staircase as well as an informal, utilitarian staircase at the back of the house used by the servants, leading to the maids' bedroom and washroom.





*Above:* Original foyer fireplace grate and carved tiger oak mantle with detail photos.

*Left:* Original foyer window overlooking the front porch.

*Photos by Elvira Cacciavillani*



Two solid oak pocket doors opposite the base of the staircase are stained and finished to match the main staircase:



*Photo by Anna Lamarche*

The home features 10' ceilings on the main floor, 9'2" ceilings on the second floor and 7'10" ceilings in the attic. The walls were originally wet horse-hair plaster on lathe, although very little remains.<sup>43</sup> Remarkably, the studs are oak and maple.

Hardwood floors throughout the house are original, except for the master bedroom floor.

---

<sup>43</sup> Oral history from Avis Anne "Scooter" Elcomb and Ann Marie Lemire, as told to Elvira Cacciavillani

Built-in bookcases installed in early 1900s:



*Photo by Anna Lamarche*



Stained solid oak front door with large windowpane and transom





This built-in oak cabinet in the kitchen is original, although the stained glass panels are not.

*Photo by Anna Lamarche*

Original stained glass windows are featured in two of the bedrooms:



*Photos by Anna Lamarche*



Solid oak six-panel doors (six beveled horizontal panels) with solid oak ball and crown headers are found throughout the house. Crafted mill work and detailing, as well as 10" decorative oak baseboards are also found throughout.



Solid oak panelled door with ball & crown headers



Built-in linen cupboards in second floor hallway

Features of early mechanical systems such as radiators, heating vents and grilles, plumbing fixtures, switch plates, door knobs and light fixtures are important in defining a house's overall historic character. Door knobs are of different styles in The Bon Jasperson House:



*Photos by Elvira Cacciavillani*

In addition to the foyer fireplace, the house retains other visible features of early mechanical systems such as cold air returns and heating grates:



*Photo by Elvira Cacciavillani*

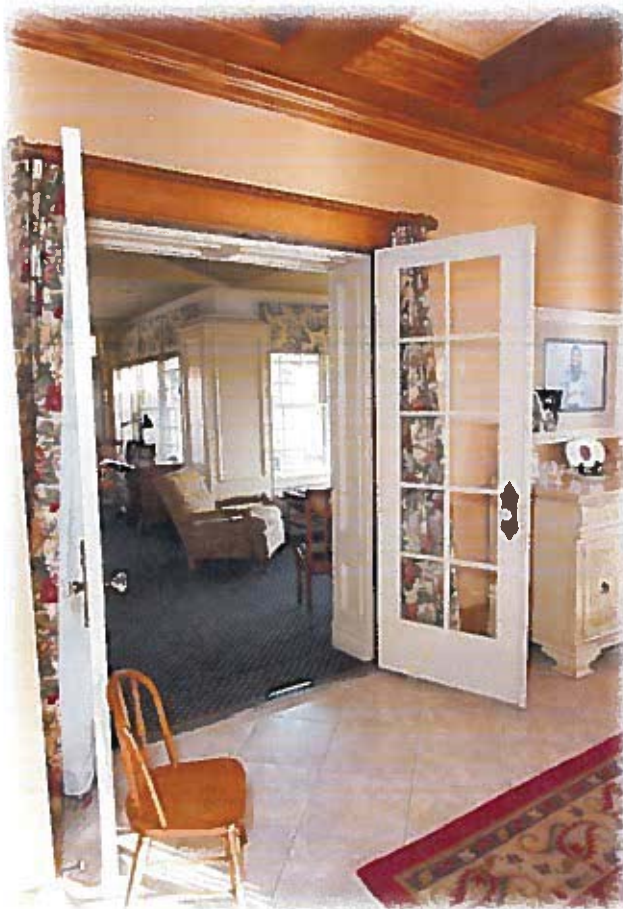


*Photo by Anna Lamarche*





1914 two-storey addition on the right of the photo is the "east wing"



1914 addition, French doors



Detail of poured glass panes



Original scalloped shingles



Bedroom with bay window

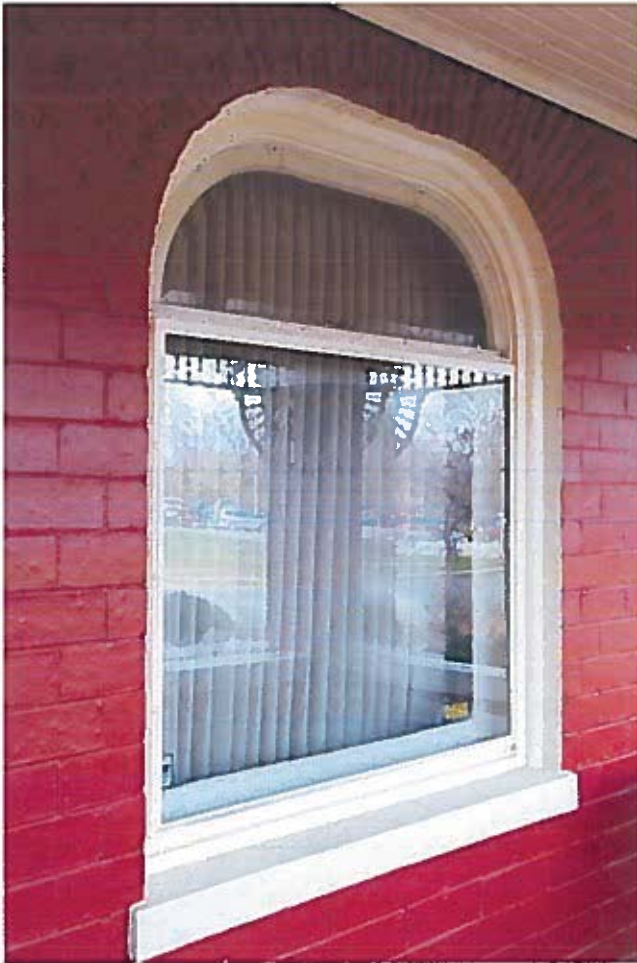




Raised cut-fieldstone foundation



Large front porch window and semi-elliptical fanlight with beveled glass:



Front porch tripartite window with a wide centre sash and narrower sashes on each side:





PRESENTED TO KINGSVILLE COUNCIL	02
JUN 11 2012	

## Schedule "A"

171 Main Street East  
Kingsville, Ontario

# The Bon Jasperson House

### Description of Property:

Completed in 1903, the Bon Jasperson House is a 2½-storey brick dwelling in the late Victorian style, located on the south side of Main Street West just east of downtown Kingsville.

### Statement of Cultural Heritage Value or Interest:

The property's cultural heritage value lies in its association with Bonzano Jasperson one of Kingsville's leading citizens and his family. Jasperson built and sold many enterprises, each time undertaking another successful business venture. His business endeavours included lumber, grain, banking, canning, cigar making, property development, farming and electrical power, as well as oil and gas wells.

Bon Jasperson was active in the Independent Order of Odd Fellows, St. George's Lodge (Masons), Scottish Rite (Masons) and the Church of the Epiphany. His wife Gertrude volunteered with the Church of the Epiphany, particularly the choir of which she was leader for many years, the IODE and helping young people. Their son Frederick was a WWII Lieutenant Colonel, lawyer, Magistrate Judge and writer – a prominent Kingsville resident in his own right.

### Description of Heritage Attributes:

Key attributes that embody the heritage value of the Bon Jasperson House include many examples of fine craftsmanship and materials unique to Kingsville:

- tile bricks from Kingsville's Broadwell Brick & Tile Yard
- a raised cut-fieldstone foundation
- formal staircase of stained solid oak from local groves, with paneled sides, crafted mill work and detailing, five box newel posts and a bullnose tread
- two solid oak pocket doors opposite the staircase which are stained and finished to match
- carved mantle and grate for foyer fireplace

- solid oak six-panel doors (six beveled horizontal panels)
- solid oak ball and crown headers on windows and doors
- oak front door with large windowpane and transom
- bevelled, poured glass and stained glass windows, including:
  - large northwest first floor front window and semi-elliptical fanlight with beveled glass
  - first floor northeast tripartite window with a wide sash at its centre (12 lites) and narrower sashes on each side (12 smaller lites)
  - six first floor double-hung windows – one facing east and five in east sunroom addition
  - bay windows on west side, both first and second floors
  - upstairs bedrooms - two large windows and semi-elliptical fanlights with stained glass
- 10" decorative oak baseboards
- cold air returns and heating grates from early heating system
- hardwood floors throughout the house, except for the master bedroom floor
- built-in kitchen oak cabinet, excepting glass
- built-in bookcases and mantle surrounding living room fireplace (added in the early 1900s)
- built-in linen cupboards in second floor hallway
- original door knobs



PRESENTED TO KINGSVILLE COUNCIL JUN 11 2012	D2
---	----

### KINGSVILLE MUNICIPAL HERITAGE COMMITTEE Heritage Resources Evaluation Sheet

<b>Name of Building, Property or Site:</b> Bon Jasperson	
<b>Municipal Location:</b> 171 Main Street East	
<b>Location Description:</b>	<b>Assessment Roll No.:</b>
<b>Date of Construction:</b> 1902	<b>Date of Additions:</b>
<b>Date of Evaluation:</b> Nov 19, 2011	<b>Approval by Committee:</b> <b>Level:</b>

This form is to be used in the survey of heritage resources within the limits of the Town of Kingsville in order to provide an objective assessment of their relative heritage value. The higher the number scored, the greater the loss to the community if the building, property, site or cultural heritage resource were to be destroyed. The following Scoring Key is used to determine the heritage value:

Class 1 Buildings/Properties/Sites/Cultural Heritage Resources: 75-100 points  
 Class 2 Buildings/Properties/ Sites/Cultural Heritage Resources: 50-74 points  
 Non-heritage Buildings/Properties/ Sites/ Cultural Heritage Resources: 49 points and below

\*\*\*\*\*

Circle the number which reflects your interpretation of the criteria listed on the left, then transfer number to box. Below the numbers in each category are the letters E, G, F and P which stand for E-excellent, G-good, F-fair and P-poor. These will help you determine the correct score. After completing the entire evaluation sheet, total the score to determine the heritage significance of the building, property or site.

<b>H I</b>	<b><u>Local Development</u></b>	10 9 8 7 6 5 4 3 2 1 0 E G F P	<b>SCORE:</b>
	-the building/cultural heritage resource illustrates a significant phase in the development of the community <b>OR</b> - the building illustrates a major change or turning point in the community's history	Notes:	8
<b>S T</b>	<b><u>Association with Person/Group/Event</u></b>	10 9 8 7 6 5 4 3 2 1 0 E G F P	<b>SCORE:</b>
	- the building/cultural heritage resource is associated with the life or activities of a person, group, organization or institution that has made a significant contribution to the community, province or nation -it is associated with an event that has had a significant impact on the community, province or nation	Notes: Bon Jasperson	9
<b>O R Y</b>	<b><u>Age of Structure/Property/Site/Cultural Heritage Resource</u></b>		<b>SCORE:</b>
	The following point system is based on the building/property/site's age and rarity within the local context: <div style="display: flex; justify-content: space-between; font-size: small;"> <span>Pre 1855   1855-1875   1876-1890   1891-1900   1901-1915</span> </div> <div style="display: flex; justify-content: space-between; font-size: small;"> <span>10                      9                      8                      7                      6</span> </div> <div style="display: flex; justify-content: space-between; font-size: small; margin-top: 10px;"> <span>1916-1930   1931-1945   1946-1960   1961-1970   Post 1971</span> </div> <div style="display: flex; justify-content: space-between; font-size: small;"> <span>5                      4                      3                      2                      1</span> </div>	1902	6
		<b>HISTORY TOTAL -&gt;</b>	<b>23</b>



A R C H I T E C T U R E	<b>Overall Composition</b> -symmetry and/or balance -good proportions and/or originality in concept	10 9 8 7 6 5 4 3 2 1 0 E G F P Notes:	<b>SCORE</b> 9
	<b>Details</b> -features details inside or outside that show originality, fine craftsmanship or refinement	10 9 8 7 6 5 4 3 2 1 0 E G F P Notes:	9
	<b>Architectural Influences</b> -extent to which it reflects a recognized academic style of the period -regional vernacular style -work of significant architect, designer, or landscape firm (municipal, provincial, national or international)	10 9 8 7 6 5 4 3 2 1 0 E G F P Notes: Queen Anne style	9
	<b>Construction Materials</b> -rare or early example of a particular material -rare, special or early construction method -displays work of a recognized builder, craftsman, mason, carver or artist	5 4 3 2 1 0 E G F P Notes:	5
	<b>State of Preservation</b> -original plan survived -architectural features of the building survived	5 4 3 2 1 0 E G F P Notes:	4
	<b>Structural Condition</b> -structurally sound -well maintained -foundation in good condition	5 4 3 2 1 0 E G F P Notes:	5
		<b>ARCHITECTURE TOTAL</b>	<b>41</b>
C O N T E X T	<b>Relationship with Streetscape</b> -compatible with the character of surrounding buildings or landscape -a key ingredient in forming the character of said landscape	10 9 8 7 6 5 4 3 2 1 0 E G F P Notes:	9
	<b>Integrity of Site</b> -occupies its original site -general character of the site has remained unchanged	5 4 3 2 1 0 E G F P Notes:	5
	<b>Landmark Status</b> -functions as an important visual object that has acquired for the community a special or sentimental value -usefulness for teaching cultural history and/or tourist promotion	10 9 8 7 6 5 4 3 2 1 0 E G F P Notes:	9
		<b>CONTEXT TOTAL</b>	<b>23</b>

Notes Re Evaluation \_\_\_\_\_

HISTORY- 23

ARCHITECTURE - 41

CONTEXT- 23

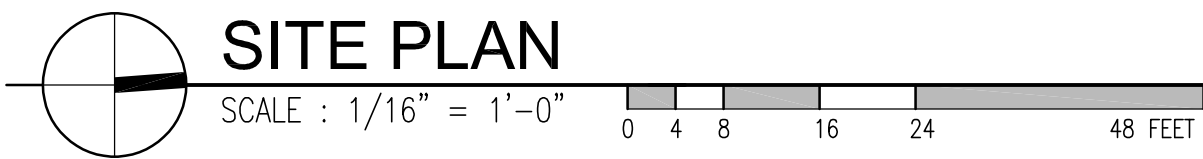
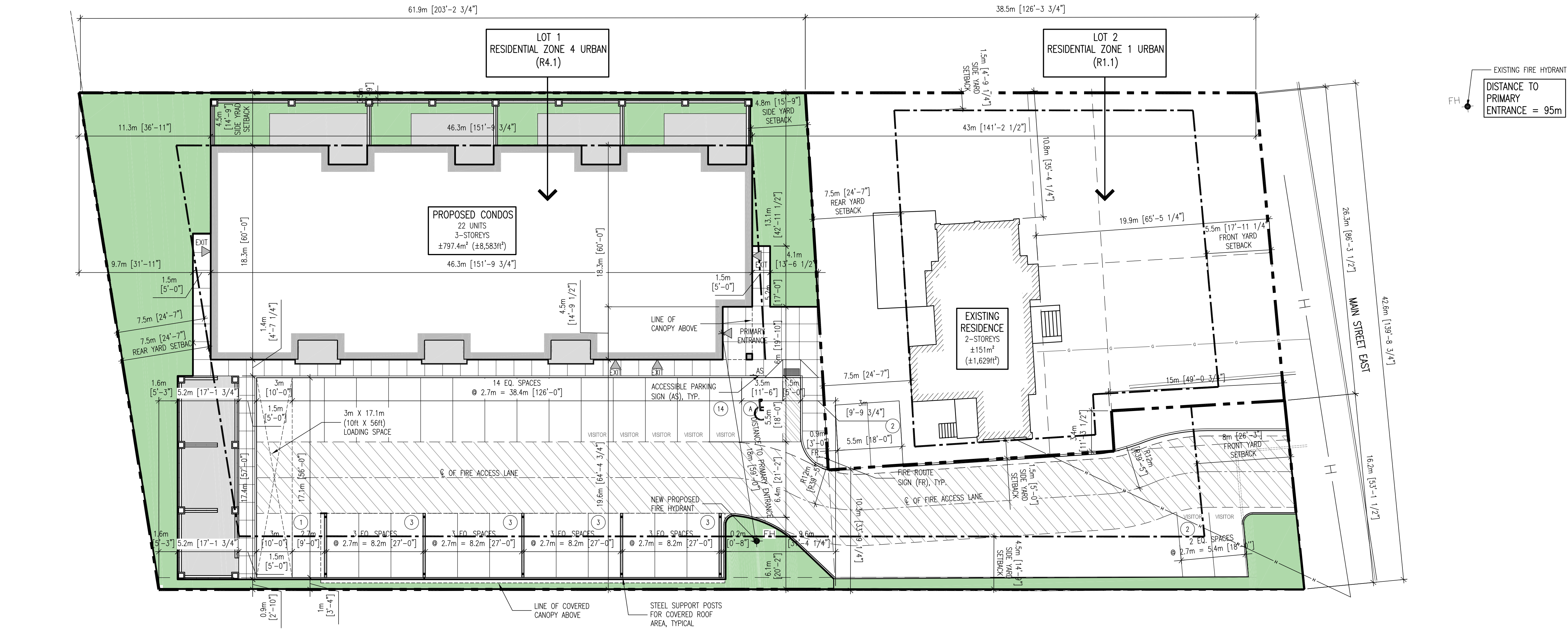
**GRAND TOTAL - 87**

Recommendation: \_\_\_\_\_

Evaluator: \_\_\_\_\_ Signature: \_\_\_\_\_ Date: \_\_\_\_\_

SITE DATA MATRIX LOT 1			SITE ZONING : R1.1	
		REQUIRED	PROPOSED	
a.	LOT AREA	MIN. 500m <sup>2</sup>	1,154.9m <sup>2</sup>	
b.	LOT FRONTAGE	MIN. 15m	26.3m	
c.	BUILDING AREA			
	- EXISTING BUILDINGS		151.4m <sup>2</sup>	
	TOTAL BUILDING AREA		151.4m <sup>2</sup>	
d.	BUILDING LOT COVERAGE (%)	MAX. 40%	13.1%	
e.	BUILDING GROSS FLOOR AREA			
	- EXISTING BUILDINGS		302.8m <sup>2</sup>	
	TOTAL GROSS FLOOR AREA		302.8m <sup>2</sup>	
f.	BUILDING HEIGHT	MAX. 11.0m	11.0m	
g.	BUILDING SETBACKS			
	FRONT (NORTH)	MIN. 5.5m	19.9m	
	SIDE (EAST)	MIN. 1.5m	1.5m	
	SIDE (WEST)	MIN. 1.5m	10.8m	
	REAR (SOUTH)	MIN. 7.5m	7.5m	
h.	NO. OF PARKING SPACES			
	2 PLACES PROVIDED		2 SPACES	
i.	NO. OF LOADING SPACES	N/A	N/A	
j.	PAVED AREA COVERAGE		N/A	
k.	LANDSCAPED AREA		N/A	
	HARD		N/A	
	SOFT		N/A	
	TOTAL COVERAGE		N/A	
l.	LINEAR CONCRETE CURB		N/A	

SITE DATA MATRIX LOT 2			SITE ZONING : R4.1	
		REQUIRED	PROPOSED	
a.	LOT AREA	MIN. 500m <sup>2</sup>	3,050m <sup>2</sup>	
b.	LOT FRONTAGE	MIN. 25m	16.2m	
c.	BUILDING AREA			
	- PROPOSED BUILDINGS		797.4m <sup>2</sup>	
	TOTAL BUILDING AREA		797.4m <sup>2</sup>	
d.	BUILDING LOT COVERAGE (%)	MAX. 45%	26.1%	
e.	BUILDING GROSS FLOOR AREA			
	- PROPOSED BUILDINGS		302.8m <sup>2</sup>	
	TOTAL GROSS FLOOR AREA		2,392.2m <sup>2</sup>	
f.	BUILDING HEIGHT	MAX. 11.0m	12.2m	
g.	BUILDING SETBACKS			
	FRONT (NORTH)	MIN. 8 m	43.2m	
	SIDE (EAST)	MIN. 4.5m	19.6m	
	SIDE (WEST)	MIN. 4.5m	4.5m	
	REAR (SOUTH)	MIN. 11 m	7.5m	
h.	NO. OF PARKING SPACES (CONDOMINIUM)			
	1.25 SPACES PER UNIT = 1.25 X 22	28 SPACES	30 SPACES	
	NO. OF PARKING SPACES (ACCESSIBLE)			
	8 TO 50 SPACES	1 SPACE	1 SPACE	
	NO. OF PARKING SPACES (VISITOR)			
	0.25 SPACES OF THE REQUIRED SPACES = 28 SPACES X 0.25	7 SPACES	7 SPACES	
i.	NO. OF LOADING SPACES	1 SPACE	1 SPACE	
j.	PAVED AREA COVERAGE		1,215.3m <sup>2</sup>	
			39.8 %	
k.	LANDSCAPED AREA			
	HARD		416.7m <sup>2</sup>	
	SOFT		595.6m <sup>2</sup>	
	TOTAL COVERAGE		1,012.3m <sup>2</sup>	
		MIN. 30%	39.8 %	
l.	LINEAR CONCRETE CURB		168.7m	



2021/02/09 TOWN REVIEW

2020/08/12 CLIENT REVIEW

date (yyyy/mm/dd): issued for:

- general notes:
- THIS PRINT IS AN INSTRUMENT OF SERVICE ONLY AND IS THE PROPERTY OF THE ARCHITECT.
  - DRAWINGS SHALL NOT BE SCALED.
  - CONTRACTORS SHALL VERIFY AND BE RESPONSIBLE FOR ALL DIMENSIONS AND CONDITIONS ON THE JOB AND THIS OFFICE MUST BE NOTIFIED OF ANY VARIATIONS FROM THE DIMENSIONS AND CONDITIONS SHOWN BY THESE DRAWINGS.
  - ATTENTION IS DIRECTED TO PROVISIONS IN THE GENERAL CONDITIONS REGARDING CONTRACTOR'S RESPONSIBILITIES IN REGARD TO SUBMISSION OF SHOP DRAWINGS.
  - IN THE EVENT THE ARCHITECT IS RETAINED TO REVIEW SHOP DRAWINGS, SUCH REVIEW IS ONLY TO CHECK FOR CONFORMANCE WITH DESIGN CONCEPT AND WITH THE INFORMATION GIVEN IN THE CONTRACT DOCUMENTS.
  - CONTRACTORS SHALL PROMPTLY NOTIFY THE ARCHITECT IN WRITING OF THE EXISTENCE OF ANY OBSERVED VARIATIONS BETWEEN THE CONTRACT DOCUMENTS AND ANY APPLICABLE CODES OR BY-LAWS.
  - THE ARCHITECT IS NOT RESPONSIBLE FOR THE CONTRACTOR'S MEANS, METHODS AND OR TECHNIQUES IN THE CONSTRUCTION OF THIS FACILITY.

stamp:

**A** architectural  
**D** design  
**A** associates inc. architect

1670 mercer street  
windsor ontario canada n8x 3p7  
ph 519.254.3430 fax 519.254.3642  
email - info@ada-architect.ca www.ada-architect.ca

project:  
**PROPOSED 4 STOREY  
MULTI-FAMILY RESIDENTIAL  
DEVELOPMENT  
183 MAIN STREET EAST  
KINGSVILLE, ONT.**

client:  
**J. CHRISTIAN LEFAVE**

title:  
**SITE PLAN  
DETAILS**

scale:  
**AS SHOWN**

drawn by:  
**AS**

checked by:  
**SMB**

date:  
**AUGUST 2020**

comm. no.:  
**2020-023**

sheet no.:

**A1.0**

## AUTHOR'S QUALIFICATIONS



**HEATHER GARRETT, *Dipl. Urban Design, B.A., CPT***

**PROFESSIONAL ASSOCIATIONS**

Member, Canadian Association of Certified Planning Technicians (CACPT)

**EDUCATION**

Bachelor of Arts, Urban Planning, University of Windsor, 2000;  
Diploma Urban Design, Fanshawe College of Applied Arts and Technology, 1998.

**PROFESSIONAL EXPERIENCE**

September 2003 to Present: - Zelinka Priamo Ltd. London, Ontario – Senior/Heritage Planner  
May 2000 to September 2003 - Prince and Associates Ltd., Kingsville, Ontario – Assistant Planner

**SELECT PROJECT EXPERIENCE**

**Municipal Planning**

Consulting Planner for the Township of Pelee

- reporting to the office of the Chief Administrative Officer (CAO) with duties including: responding to inquiries from the public; providing advice and opinion on a range of planning topics to the CAO's Office; providing pre-consultation opinion on planning applications; preparing planning reports with recommendations on applications predominantly for consents, for amendments to the Zoning By-law, for applications to the Committee of Adjustment and for site plans; preparing By-laws; attending Council meetings and make presentations as required.

Preparation of new Official Plan and new Zoning By-law for the Township of Pelee

- preparation of documentation in support of the Official Plan and the Zoning By-law; attend public consultation meetings and respond to questions from Council, staff and the public; negotiate with the Ministry of Municipal Affairs and Housing and other Ministries in preparing modifications to the Official Plan and concurrent amendments to the Zoning By-law.

**Community Master Plans & Urban Design Guidelines**

Town of Amherstburg Urban Design Guidelines

**Land Use Planner for Commercial Development**

Loblaw Properties Limited Seasonal Garden Centre program for Ontario – Obtain municipal approvals for approximately 300 sites across Ontario;  
Cara Operations Limited – Due Diligence Reports for various properties across British Columbia, Alberta, and Ontario.

**Development Planning**

Provide consulting services and prepare planning applications for private sector clients for:

- Official Plan Amendments

- Zoning By-Law Amendments
- Minor Variance
- Site Plan Approval
- Land Use Planning Analyses

### **Appeals to the Ontario Municipal Board (OMB)**

Expert Witness – Minor Variance Application, 297 Eramosa Road, City of Guelph

Expert Witness – Conditions of Minor Variance Application, 487 Queens Street South, Town of Caledon

### **Appeals to the Ontario Municipal Board – Heritage (OMB)**

Researcher – Non-designated property on Registry – 265 St. David Street, Town of Stratford;

Researcher – Heritage Conservation District – City of Windsor.

### **Appeal(s) to Ontario Superior Court of Justice**

Preparation of Affidavit to Ontario Superior Court of Justice – 769 Borden Avenue, City of Peterborough

### **Heritage Impact Statements (HIS)**

Heritage Impact Statement – Redevelopment Part IV Property

- 13305 Coleraine Drive, Town of Caledon;
- 1040 Waterloo Street (St. Peter's Seminary), City of London;
- 1656 Hyde Park Road, City of London.

Heritage Impact Statement – Removal of a Heritage Attribute - Part IV Property

- 2722 County Road 42 (Saint Joachim Church) Town of Lakeshore.

Heritage Impact Statement – Redevelopment Part V Property

- 764/754 Waterloo Street, City of London;
- 195 Dundas Street, City of London.

Heritage Impact Statement – Adjacent to Part IV Property

- 809 Dundas Street, City of London.

Heritage Impact Statement – Adjacent to Heritage Conservation District;

- 515 Richmond Street, City of London.

Heritage Impact Statement – Non-designated property on Local Register and/or adjacent to non-designated properties on Local Register

- 651 Talbot Street, City of London;
- 83 Sandwich Street, Town of Amherstburg;
- 653 Talbot Street, City of London;
- 147 Wellington Street, City of London;
- 100 Kellogg Lane, City of London;
- 3270 Colonel Talbot Road, City of London;
- 1018 Gainsborough Road, City of London.

Heritage Impact Statement – Alteration to non-designated property on Local Register

- 493 Springbank Drive (Woodland Cemetery), City of London;
- 1635 & 1629 Bradley Avenue, City of London;
- 1076 Gainsborough Road, City of London;
- 462-472 Springbank Drive, City of London;
- 124 St. James Street, City of London.

## **Cultural Heritage Evaluation Report (CHERs)**

- 875 St. David Street, Fergus.

## **Due Diligence Reports - Heritage**

Due Diligence Report – Redevelopment Opportunities – Part IV Property:

- 1180 Western Road, City of London;
- 83 Rolph Street, Town of Tillsonburg;
- 497 Richmond Street West, City of Toronto;
- Boblo Island, Town of Amherstburg.

Due Diligence Report - Redevelopment Opportunities – Part V Property, 723 Lorne Avenue, City of London:

- 272 Queen Street West, City of Toronto.

Due Diligence Report - Redevelopment Opportunities – Non-designated property on Local Register:

- 20 Balaclava Street, City of St. Thomas;
- 43 Myrtle Street, City of St. Thomas;
- 4402 Colonel Talbot Road, City of London;
- 255 Delacourt Road, City of London.

## **Other Heritage Consulting Services**

Supervised the review of heritage status of LCBO properties and adjacent properties – LCBO, Ontario.

Monitor the Transit Project Assessment Process (London Bus Rapid Transit) for impact on cultural heritage resources – Various Clients.

Advisor – Development of former London Psychiatric Hospital Lands, City of London.

Advisor – Redevelopment of Part V Property - 556 Wellington Street, City of London.

## **PROFESSIONAL DEVELOPMENT**

Workshop, Walking Tour Stratford Heritage Conservation District, Ontario Professional Planners Institute (OPPI), October 2016;

Lecture, International Archeology Day, City of London, Archaeology Master Plan presentation, October, 2016;

Workshop, Walking Tour Downtown Detroit, Michigan, Ontario Professional Planners Institute (OPPI), November 2014;

Workshop, Heritage Conservation District, Old East Industrial Area, City of London, October, 2014;

Workshop, Heritage Conservation, Archaeology and Land Use Planning, Ministry of Tourism, Culture and Sport, November 2012;

Workshop, Provincial Policy Review, Ministry of Municipal Affairs and Housing, October 2012;

Certificate, Heritage Conservation District Workshop, The Heritage Resources Centre, University of Waterloo, March 2012;

Urban Design Charrette, Woodstock's Hospital Site, Ontario Professional Planners Institute, Woodstock, September 2009;

Conference, Preserving Our Past, Canadian Association of Certified Planning Technicians, October 2009;



Course Work, Statement of Significant Heritage Writing Workshop, Province of Ontario, 2007;

Course Work, Past Perfect: The Standards and Guidelines for the Conservation of Historic Places in Canada, Parks Canada, 2006;

Certificate, Heritage Planning, Urban and Regional Planning, University of Waterloo, January – April 2002.

### **COMMITTEES AND VOLUNTEER WORK**

London Area Planning Consultants (LAPC) - Member - January 2011 to Present;

London Advisory Committee on Heritage (LACH) - Committee Member - October 2012 to May 2019.

- Vice Chair – December 2015 – December 2016,
- Education sub-committee – Past Chair,
- Planning and Policy sub-committee – Past Chair,
- Archaeology sub-committee – Past member.

Archaeology Master Plan Steering Committee, City of London - Committee Member - 2016 and 2017;

Municipality of Chatham-Kent Municipal Heritage Committee - Committee Member – 2005 to 2007;

Amherstburg Architectural Conservation Advisory Committee - Committee Member - 2000 to 2003;

Amherstburg Revitalization Committee (A.R.C.), Amherstburg Chamber of Commerce - Member - 2000 to 2003;

Mayor's Task Force, Redevelopment of Olde East London, Ontario - Member – 1999;

The Park House Museum, Amherstburg Ontario - Assistant to the Curator/Volunteer - 1994 to 2005.

## **Appendix D-1**

### **Veronica Brown--Preliminary Research Report**

**RE: 183 Main St. East (presented to the Kingsville Municipal Heritage Advisory Committee at its meeting held on Monday, November 4, 2019)**

Built in about 1924 for Dr. Thomas Campbell Campbell (1896-1987) and his wife Esther (Jasperson) Campbell (1896-1973).

The home was built next door to Esther's parents, Bon & Gertrude Jasperson and a large lot owned by the Jaspersons.

Dr. Campbell was a dentist who served in the Canadian Army Dental Corps during WWI and was a Captain when he was discharged. He moved to Kingsville from Dutton in the early 1920s and bought a house at 57 Mill St E in 1922 and lived there with his sister and widowed Mother.

Esther Jasperson was the first president of the Evening Guild and a past member of the Church of the Epiphany choir and a very active member of Nora Hoover Chapter I.O.D.E. during the two world wars. She owned quite a bit of property in Kingsville including the lot on the north side of Main St E that was later sold to build the Kingsville District High School.

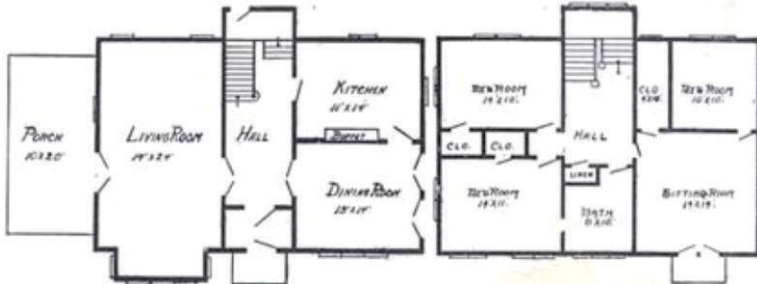
The house design looks to be modelled after a plan offered by the Aladdin Company of Bay City starting in 1913.



### SPECIFICATIONS

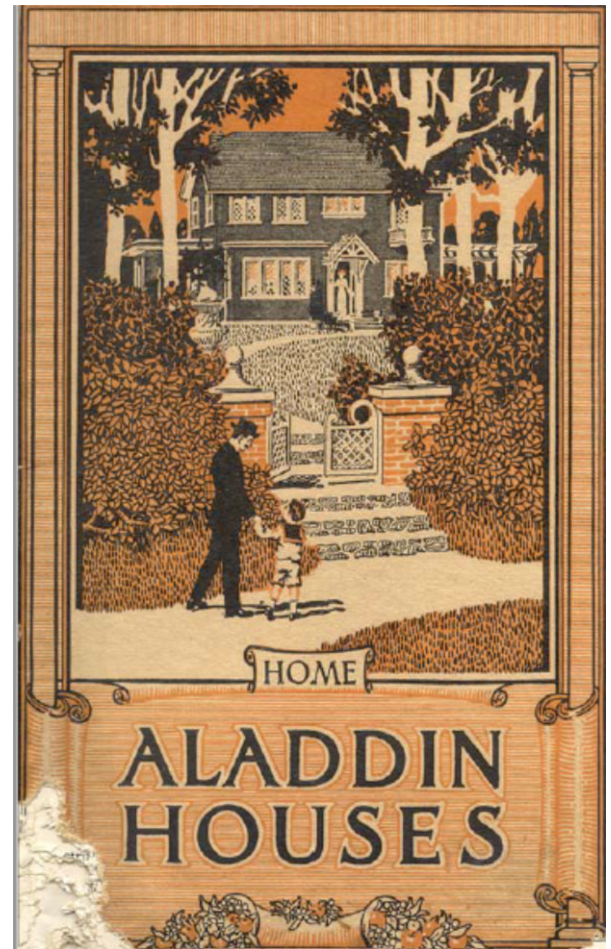
Size, 36 x 24 ft. (exclusive of porches). Price, \$2,100. Cash Discount, 5%.  
Net Price, \$1,995. See Terms.

Height of ceilings, 9 ft. first floor; 8 ft. second floor. All lumber selected Yellow Pine and Huron Pine. Sill, 6 x 8 in. Studding, 2 x 4 in. Rafters, 2 x 6 in. Joists, first and second floor, 2 x 10 in.; attic, 2 x 6 in. Joist and studding on 16-inch centers. Flooring, 1-inch matched, 3 inches wide. Roof, 1-inch lumber, overlaid with shingles. Patent plaster board or lath and plaster. Doors, 2 ft. 8 in. x 6 ft. 8 in.; front door, 3 ft. x 7 ft. Windows, casement in front of house, others sliding sash. Walls siding, pergola columns, 2 in. Base board, stairs, and all interior trim and finish clear Yellow Pine. Hardware, locks, hinges, knobs, etc., brushed brass. Nails, flashing, paints, and varnishes for two coats inside and outside.



First Floor Plan, Style Brentwood

Second Floor Plan, Style Brentwood



ALADDIN DWELLING  
THE BRENTWOOD

1. The committee has concerns related to the designated property known as the Bon Jasperson House at 171 Main Street East, adjacent to the subject property. When we score a property for designation, we look at its context and relationship to the streetscape. The proposed rezoning of 183 Main Street East, would certainly change the character of the streetscape. The two properties were once the same parcel of land, the home at 171 Main Street East being built in 1924 for Jasperson's daughter when she married. The site has remained largely unchanged throughout Kingsville's history. Beyond the issue with the rezoning itself, our committee discussed the drawings provided by the proponent for the proposed redevelopment of 183 Main Street East. The density proposed for the site -- the number of units proposed, with the related parking and lack of green space -- would adversely affect the designated property at 171 Main Street East.

2. The property (183 Main Street East) is steeped in local history. In fact, the owners of the property once wrote a letter to the committee seeking heritage designation. My recollection is these were the owners who turned the residence into a bed and breakfast.

3. Our committee would ask that a copy of our research report on 183 Main Street East, presented by Veronica Brown at our last meeting, be forwarded to the Planning Advisory Committee and to Council to inform their discussions.





October 18, 2019

*Sent via email*

Robert Brown  
Manager, Planning & Development Services  
Town of Kingsville  
2021 Division Road North  
Kingsville, ON N9Y 2Y9

Dear Mr. Brown,

**Re: Planning Opinion Correspondence  
Brotto Investments Inc.  
Zoning By-law Amendment Application: Municipal File # ZBA/18/19**

**Our File: BFH/KNV/19-01**

---

Zelinka Priamo Ltd. has been retained by Brotto Investments Inc. with respect to their application for Zoning By-law Amendment for 183 Main Street E. (File # ZBZ/18/19). The purpose of this correspondence is to provide a planning opinion in support of the application.

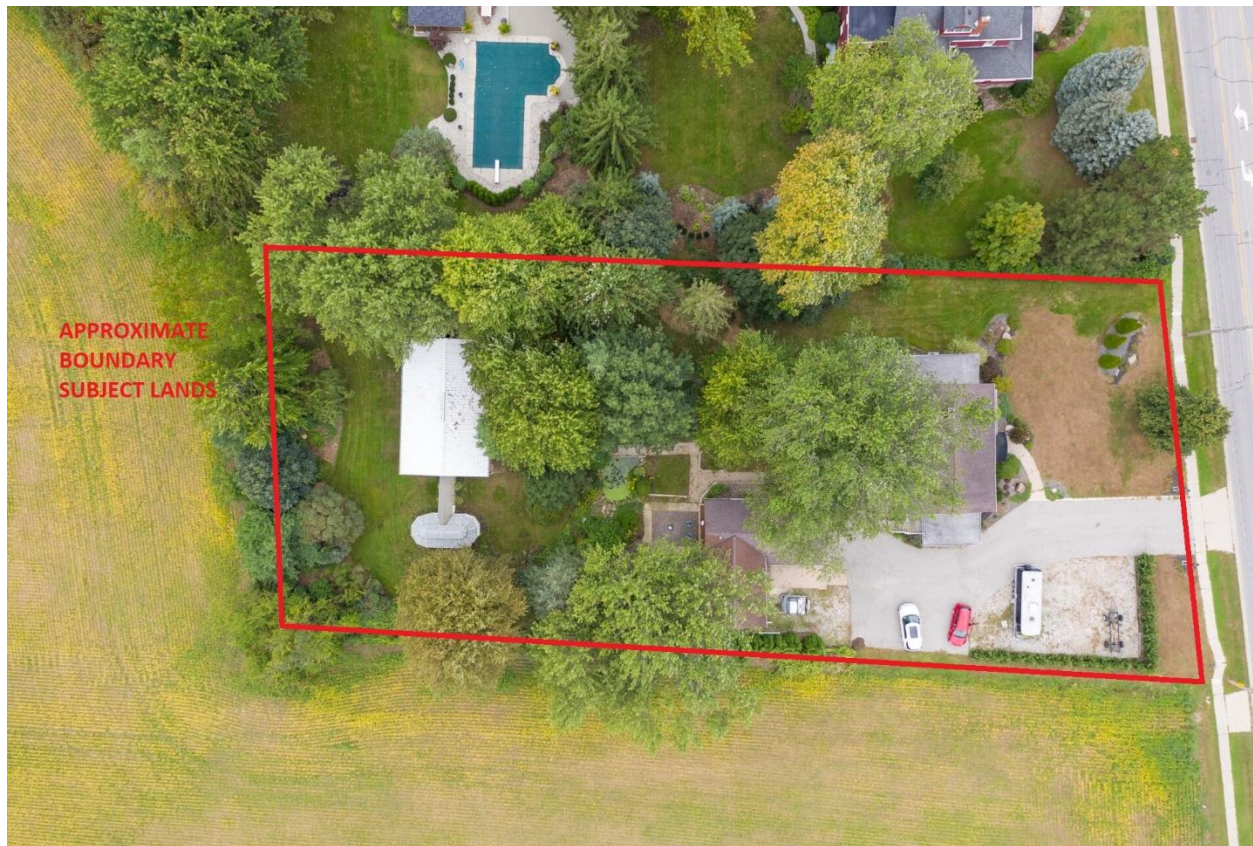
The lands are located along the south side of Main Street E., between Spruce Street South to the west and Wigle Avenue in the east in the Town of Kingsville. The lands are known legally as PT LT 2 CON 1 EASTERN DIVISION GOSFIELD (KINGSVILLE) AS IN R1027697; KINGSVILLE (subject lands). The lands are irregularly shaped, have an area of 0.4269 HA and a frontage along Main Street E. of 42.4 m.

The subject lands are currently occupied by a vacant single detached residential dwelling (Figure 1). The lands have a single driveway access to Main Street E., and contain ancillary garages and workshops at the rear of the property. Large trees exist along the boundaries of the site and there is a municipal sidewalk along Main Street E.

The subject lands are bounded by Kingsville District High School to the north, open fields to the east and south, and an existing residential dwelling to the west at 171 Main Street E. which is a designated heritage property. In terms of the surrounding area, the lands are located approximately 680 m east of the main Kingsville intersection of Main Street and Division Street and approximately 375 m from the eastern boundary of the Kingsville Commercial Core at Spruce Street. Two large developments have recently been approved across the street from the subject lands at 200 & 141 Main Street E., consisting of medium and high density residential apartments and medical office uses.

Beyond Main Street E., the lands are surrounding by low density residential neighbourhoods to the north, south and east which include schools, parks and institutional uses. Highway Commercial uses are located further east of the subject lands.

We note the application was submitted on September 9, 2019 and we understand a Planning Advisory Committee Meeting is scheduled for November 19, 2019.



**FIGURE 1: SUBJECT LANDS APPROXIMATE BOUNDARY**

### **Proposed Development**

Brotto Investments Inc. has applied for a Zoning By-law Amendment to change the zoning on subject lands from a Residential Zone 1 Urban (R1.1) Zone to Residential Zone 4 Urban (R4.1) Exception Zone. The Amendment would permit development of a 6 storey 28 unit condominium apartment building at the rear of the property together with 5 townhouses fronting onto Main Street E., as depicted in the Concept Plan dated September 6, 2019 prepared by Baird AE. Access will be provided via a private driveway on the eastern side of the site adjacent to the agriculture lands and opposite the dwelling at 171 Main Street E. to the west. The private driveway loops to the rear of the townhouses and to the surface level and indoor ground level apartment parking at the rear of the property.

The townhouse units would be accessed from the rear, with courtyards fronting onto Main Street E. The loading area for the apartment building is on the west side of the site. Landscaped open space is proposed at the north, west and south end of the apartment building. The Concept Site Plan allows for the possibility (if available) of a mutual access/driveway with the future lands to be

developed to the east. In such a case, the driveway at 183 Main St. E. would be closed off with a future 6<sup>th</sup> townhouse unit to be constructed in its place.

Brotto Investments Inc. submitted the following materials in support of the application:

#### Traffic Impact Assessment

Baird AE completed a Traffic Impact Assessment for the subject lands and concluded:

- The intersection of Main Street & Access Road / Kingsville School Access operate at acceptable level of service during the 2021, 2026 and 2031 future conditions.
- The intersection of Main Street & Wigle Avenue / Remark Drive operate at acceptable level of service during the 2021, 2026 and 2031 future conditions.
- The intersection of Main Street & Jasperson Drive / Square Mall Access Road operate at acceptable level of service during the 2021 condition. The level of service deteriorates in the 2026 and 2031 future conditions. Intersection improvements are required, as specified in the RC Spencer Associates Traffic Study, dated 2019 prepared for the Town of Kingsville. Once improvements are in place, the intersection operates at an acceptable level of service.

#### Heritage Impact Statement

A Heritage Impact Statement (HIS) was prepared in support of the proposed development at 183 Main Street East, Town of Kingsville Ontario. The HIS is required as the subject lands are adjacent to 171 Main Street East (Bon Jasperson Property), a property designated under Part IV of the Ontario Heritage Act.

The designating By-law for the Bon Jasperson property mainly focuses on interior attributes which will not have direct interaction with the proposed development. Any potential impacts to the exterior heritage attributes, tile bricks (from Kingsville's Broadwell Brick & Tile Yard) and the raised cut-fieldstone foundation are unlikely but can be readily managed. The setback between the proposed buildings and the existing adjacent structure (approximate 60 feet) eliminates any potential impacts to the exterior attributes of the Bon Jasperson property. Furthermore, the existing landscaping will continue to screen the view, to and from, the proposed development and the Bon Jasperson property.

#### **Planning Summary**

We have reviewed the relevant Provincial and Municipal policies and regulations governing the subject lands and offer the following comments with respect to the proposed development:

## Provincial Policy Statements

The Provincial Policy Statements, 2014 (PPS) are issued under Section 3 of the *Planning Act*, and provide a consolidated statement of the Province's policies on land use planning. The PPS applies Province-wide and provides policy direction on key land use planning matters. Specifically, the PPS provides direction for the efficient use of land and resources and promoting cost-effective development patterns and standards to minimize land consumption and servicing costs. All County and Local Municipal Official Plans shall be consistent with the policies of the PPS.

Relevant PPS policies issued under Section 1.1 include the following:

**1.1.1** *Healthy, liveable and safe communities are sustained by:*

- a. promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- e. promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;*

**1.1.2...***Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.*

**1.1.3.2** *Land use patterns within settlement areas shall be based on:*

- a. densities and a mix of land uses which:*
  - 1. efficiently use land and resources;*
  - 2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
  - 3. minimize negative impacts to air quality and climate change, and promote energy efficiency;*
  - 4. support active transportation;*
  - 5. are transit-supportive, where transit is planned, exists or may be developed;*

The proposed development is consistent with the relevant PPS policies in Section 1.1. The redevelopment and intensification of the lands into a compact built form is an efficient use of land, infrastructure and public service facilities. The development will support alternative modes of transportation such as walking and cycling to the Commercial Core in Kingsville, thus promoting



energy efficiency and minimizing negative impacts on air quality. The development includes a storage room and will provide alternative forms of housing to the community. Being located along Main Street E. and just west of the Commercial Core of Kingsville, the subject lands are well positioned to accommodate higher densities.

Key PPS policies governing Housing include the following:

*1.4.1 To provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents of the regional market area...*

*1.4.3 Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:*

*b. permitting and facilitating:*

- 1. all forms of housing required to meet the social, health and well-being requirements of current and future residents, including special needs requirements; and*
- 2. all forms of residential intensification, including second units, and redevelopment in accordance with policy 1.1.3.3;*

*c. directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*

*d. promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; and*

The proposed condominium apartment and townhouse development provides for an appropriate range and mix of houses for current and future residents. Furthermore, the proposed development is in a location with appropriate levels of infrastructure and public services. The development is an efficient use of land and is within cycling and walking distance of the downtown.

#### County of Essex Official Plan

The subject lands are located within the Kingsville Primary Settlement Area on Schedule "A-2" Settlement Area Structure Plan of the County of Essex Official Plan. All Local Municipal Official Plans and Planning Act applications must conform to the County Official Plan. The goals of the County Official Plan include:

*a. To direct the majority of growth (including intensification and affordable housing), and investment (infrastructure and community services and facilities) to the County's Primary*

*Settlement Areas. These Primary Settlement Areas will serve as focal points for civic, commercial, entertainment and cultural activities.*

*e. To create more mixed use, compact, pedestrian-oriented development within designated and fully serviced urban settlement areas.*

The proposed development conforms to the goal of directing growth and investment to the Primary Settlement Areas in a compact, pedestrian oriented built form. The proposed development is in a fully serviced urban settlement and supports Kingsville as a focal point for civic, commercial, entertainment and cultural activities.

Applicable County Official Plan Settlement Area goals includes:

#### **2.8.4 Active Transportation**

*d) Mixed use development and higher densities are encouraged within the Primary Settlement Areas to promote/facilitate increased vitality and quality of life.*

#### **3.2.1 Settlement Areas General Directive**

*...it is the vision and purpose of this Plan to direct the majority of future growth and development into the Primary Settlement Areas in order to strengthen the County's settlement structure, focus public and private investment in fewer areas and to preserve the lands designated "Agricultural" and "Natural Environment" for the purposes outlined in the policies of this Plan. Local Official Plans will detail where within the "Settlement Areas" designations various types of land uses will be located; however, healthy community principles shall be incorporated into the long range planning and development review process.*

#### **3.2.2. Settlement Areas Goals**

*a) Support and promote public and private re-investment in the Primary Settlement Areas.*

*c) To promote development within Primary Settlement Areas that is compact, mixed-use, pedestrian oriented, with a broad range of housing types, services and amenities available for residents from all cultural, social and economic backgrounds.*

*i) Promote residential intensification within Primary Settlement Areas, and to a lesser extent, within full serviced Secondary Settlement Areas.*

### **3.2.4.1 Primary Settlement Area Policies**

*a) Primary Settlement Areas shall be the focus of growth and public/private investment in each municipality.*

*b) Primary Settlement Areas shall have full municipal sewage services and municipal water services and stormwater management services, a range of land uses and densities, a healthy mixture of housing types including affordable housing options and alternative housing forms for special needs groups, and be designed to be walkable communities with public transit options (or long-term plans for same).*

*i) Cost effective development patterns and those which will minimize land consumption and reduce servicing costs are encouraged. Land use patterns which may cause environmental, heritage preservation or public health and safety concerns shall be avoided.*

### **3.2.7 Settlement Areas Intensification & Redevelopment**

*...The County also specifically encourages residential intensification and redevelopment within Primary Settlement Areas in order to increase their vitality, offer a range of housing choices, efficiently use land and optimize the use of infrastructure and public service facilities.*

The proposed development conforms to the Settlement Area goals and policies in the County Official Plan. Intensification along Main Street E. supports alternative forms of transportation and reduces development pressure on lands designated "Agriculture". The proposed development is an efficient land use in a serviced settlement area that will contribute to the range of housing available in the community. Furthermore, the proposed development is a significant investment into the Kingsville Primary Settlement Area, which will help increase vitality in one of the County's cultural and commercial centres.

### **Town of Kingsville Official Plan**

The lands are designated Residential in Schedule "A-2" Land Use Plan of the Town of Kingsville Official Plan. The Town's Land Use Planning Principles Subsection 2.1.1 states:

- a) to create more compact development within designated and fully serviced urban settlement areas;*
- b) to provide a broad range of housing, employment and leisure opportunities for a growing and aging population;*
- c) to promote opportunities for intensification and redevelopment within built-up areas which are supported by the appropriate levels of infrastructure and public service facilities.*

The proposed development complies with the applicable land use planning principles in Subsection 2.1.1 as it is a compact built form and provides for a range of residential housing opportunities, including opportunities for a growing and aging population. The development is positioned to accommodate intensified land uses on full municipal services near public service facilities.

Section 2.6 of the Official Plan addresses matters related to buffering, noting that “*Adequate buffering will be required between all uses of land where there may be a conflict such that one use will detract from the enjoyment and/or functioning of the adjoining use. Such buffering may include landscaping using local native plantings, screening and greater separation distances between incompatible uses*”.

Specific details regarding buffering through additional landscaping, fencing and screening will be confirmed through a future Site Plan application process.

Section 2.8 of the Official Plan states that prior to the approval of any development, it shall be established to the satisfaction of Council that:

- a) *soil and drainage conditions are suitable to permit the proper sitting of buildings;*

The Municipality will have the ability to review information during the Site Plan application review.

- b) *the necessary services are available to adequately accommodate the proposed development;*

Municipal services are available from Main Street E.

- c) *no traffic hazards will result because of excess traffic generation or limited sight lines on curves or grades;*

The Traffic Impact Assessment prepared by Baird AE has concluded various intersections surrounding the proposed development will continue to operate at acceptable levels of services through 2031 without improvements required. Intersection improvements are required at Main Street E. and Jasperson Drive, however this is triggered by various developments in the surrounding area.

- d) *the land fronts on a public road which is of a reasonable standard of construction;*

The subject lands front onto Main Street E., which is of a reasonable standard of construction.



- e) *adequate measures will be taken to minimize adverse impacts that the proposed use may possibly have upon any proposed or existing adjacent use.*

The proposed development of 3 storey townhouses fronting on the south side of Main Street E. maintains the low profile form of single detached development on the south side of the street.

The proposed 6 storey apartment building is located at the rear of the subject lands. Landscaping, fencing and screening is proposed to maintain privacy in the rear yard of the abutting single-detached residential dwelling.

The adjacent uses to the east and south are agriculture and the proposed development is not expected to adversely affect future development. Indeed, the proposed development can be view as establishing an enviable standard for the abutting lands of both site and building design, site functionality, and a good example of effective and needed mixed housing development.

Section 3 of the Kingsville Official Plan states the goals and policies governing the Residential land use designation. Goals include:

**3.6.1** *It is the intent of this Plan that a broad range of residential types be permitted on lands designated "Residential" in order to meet the needs of all households anticipated during the 20 year planning period of this Plan.*

*Goals:*

- a) provide areas in which residential development may occur in a controlled and progressive manner and to recognize existing residential development and areas presently designated for residential development;*
- c) encourage infilling of the existing development pattern;*
- d) encourage the development of a greater variety of housing types;*
- g) provide opportunity to increase the housing supply through residential intensification...*
- j) provide opportunity to increase the supply of affordable housing...*

The Town of Kingsville Official Plan goals encourage infilling into the existing development pattern through a variety of housing types and increasing the housing supply through intensification. The proposed development conforms to these goals. Specific policies governing residential development include the following:

*g) residential infill development in areas of significant historical, architectural or landscape merit shall be encouraged provided:*

*i. sensitive to the existing scale, massing and pattern of the area;*

*ii. be consistent with the existing landscape and streetscape qualities; and*

*iii. will not result in the loss of any significant heritage resources.*

The proposed 3 storey townhouses at the front of the subject lands are sensitive to the existing scale, massing and low profile pattern in the area. Townhouses are an appropriate transition to the higher density apartment use at the rear of the subject lands. The proposed development will not result in the loss of any significant heritage resource.

Additional policies governing residential development include:

*h) areas for medium and high density residential development are not specifically identified in this Plan. It is the intent of the Plan that all types of residential development will be permitted throughout the area designated "Residential", subject to satisfying certain criteria. The Zoning By-law will zone only existing medium and high density residential uses as such. Any new medium or high density residential development or redevelopment proposal will require an amendment to the Zoning By-law. When considering the appropriateness of the amendment request, the following criteria shall be considered:*

*iii. High Density Residential The high density residential zone will permit multiple family dwellings such as single unit attached housing, townhouse dwellings, apartment buildings exceeding three storeys in height and all types of senior and other special interest and needs housing. The maximum density for this type of housing shall not exceed 124 units per gross hectare.*

Delineation of future medium and high density residential areas are made through applications to amend the Zoning By-law. The proposed development is at a density of 77 units per gross hectare, which is considered high density residential in the Official Plan. In determining the appropriate locations for high density developments, the following policies apply:

*i) when considering applications to amend the Zoning By-law to permit a medium or high density residential development, the Town shall have regard to the following:*

*i) the need for the proposed development as identified through an analysis of housing supply and demand;*

The Official Plan Section 1.5.3 forecasts the future residential demand in the Town of Kingsville. The proposed development will help accommodate this future population growth in a manner consistent with the development principles established by the Municipality.

*ii) the density and form of adjacent development;*

The proposed location along Main Street E. is appropriate for high density residential development given the existing infrastructure and public services in the area. Furthermore, the subject lands are within 1 km of the Central Core and similar developments have recently been approved at 200 Main Street E. across the street from the subject lands.

*iii) the adequacy of, and extent of uncommitted reserve capacity in the municipal potable treatment and supply system, the municipal, sanitary sewage treatment and collection system, storm drainage and roads to service the proposed development;*

A future Site Plan application will be submitted for the subject lands which will address matters related to servicing.

*iv) the adequacy of school, park and community facilities to serve the proposed development;*

The subject lands are located within 1 km of the Central Core of Kingsville, with various hard and soft public services available in the immediate area.

*v) the adequacy of off-street parking facilities to serve the proposed development;*

The proposed development complies with all parking requirements.

*vi) the provision of adequate buffering measures deemed necessary to protect and provide general compatibility with the adjacent land uses; and*

The Municipality will have the ability through the Site Plan application process to ensure appropriate buffering measures are included for the adjacent land use to the west.

*vii) accessibility in relation to the location of arterial and collector roads;*

The subject lands front along Main Street E. an arterial road and just east of Wigle Road, a minor collector.

## Zoning By-law Amendment

The Zoning By-law Amendment application is to change the zoning on subject lands from Residential Zone 1 Urban (R1.1) Zone to Residential Zone 4 Urban (R4.1) Exception Zone under By-law 1-2014. Table 1 depicts the relevant provisions of the R1.1 and R4.1 zones.

Table 1	Proposed	R1.1	R4.1
<b>Permitted Buildings and Structure</b>	Townhouse Dwelling; Apartment Building	One, single detached dwelling; Buildings and structures accessory to the Main use	One converted dwelling containing a maximum 10 residential units; Townhouse dwelling containing a maximum 10 dwelling units; Apartment building; One Group home; Nursing or Rest home; Buildings and structures accessory to the Main use.
<b>Lot Area (Min)</b>	4,269 m <sup>2</sup>	500 m <sup>2</sup>	950 m <sup>2</sup>
<b>Lot Frontage (Min)</b>	42.4 m	15 m	25 m
<b>Open Space (Min)</b>	40%	30%	30%
<b>Lot Coverage (Max)</b>	38%	40%	45%
<b>Front Yard Depth (Min)</b>	7.6 m	5.5 m	8 m
<b>Rear Yard Depth (Min)</b>	3.5 m	7.5 m	18 m *
<b>Interior Side Yard (Min)</b>	2.2 m	1.5 m / 3 m	4.5 m
<b>Main Building Height (Min)</b>	18 m	11	11

*\*The rear yard setback is equal to the height of the building or a minimum of 10 m (33 ft), whichever is greater*

As indicated in the above table, the following Exceptions are requested:

- **Front Yard Depth of 7.6 m whereas R4.1 zone requires a depth 8 m**

The proposed front yard depth of 7.6 m is generally consistent with the required depth of 8 m in the R4.1 Zone. This is a technical adjustment to ensure the proposed apartment building and street fronting townhouses will fit on the subject lands. The proposed depth of 7.6 m will not detract from the Main Street E. streetscape and the frontage of adjacent properties.

- **Rear Yard Depth of 3.5 m whereas R4.1 Zone requires a depth of 18 m**

Zoning By-law 1-2014 calculates the rear yard setback in the R4.1 Zone as equal to the height of the building or a minimum of 10 m (33 ft), whichever is greater. The proposed apartment building is 18 m in height, therefore the required rear yard setback is 18 m



under the R4.1 Zone. We are of the opinion that this setback provision as constructed limits the ability to achieve the densities prescribed in the Official Plan for long narrow properties such as the subject lands, as it severely limits the development envelope of medium and higher density apartments. The lands to the rear of the subject lands are in agriculture protection, are designated for development and will be developed in the future. A rear yard setback of 3.5 m is appropriate and consistent with the objectives and policies of the Official Plan and is not expected to adversely affect future development to the south. This setback is only in the south-east corner due to siting a rectangular condominium apartment building on a parallelogram shaped property, which creates a pinch point. Appropriate landscaping, fencing and screening is proposed along all rear and interior side yards, details of which will be confirmed through the Site Plan application process.

- **Interior Side Yard of 2.2 m whereas R4.1 Zone requires a depth of 4.5 m**

The subject lands are irregularly shaped as a parallelogram. The reduction to the interior side yard is only requested at the north-west corner due to the siting of rectangular townhouses on a parallelogram shaped property, which creates a pinch point on the western townhouse unit. The apartment building is a minimum of 7 metres from the interior side lot lines. The exception will facilitate development at the densities and the built contemplated for the subject lands in the Official Plan while maintaining an appropriate buffer to the adjacent land use.

- **Main Building Height of 18 m whereas R4.1 Zone requires a height of 11 m**

A maximum building height of 18 m is proposed to accommodate the proposed 6 storey apartment building. The apartment building is proposed to be positioned at the rear of the subject lands and is proposed to be setback 7 m from the western side lot line. The proposed setback together with the proposed fencing, landscaping and screening will provide adequate buffering from the rear of the property at 171 Main Street E. High Density development is permitted up to 124 units per gross hectare in the Official Plan. The proposed development is 77 units per gross hectare. The increased building height will allow for this density while facilitating a built form and setbacks in conformity with the buffering policies in the Official Plan.

A total of 45 surface parking spaces are required by Zoning By-law 1-2014, whereas 47 parking spaces are provided in the September 6, 2019 Concept Plan.

## **Conclusion**

The proposed Zoning By-law Amendment application is consistent with the relevant policies of the PPS, and is in conformity with the County of Essex Official Plan and Town of Kingsville Official Plan. The development provides appropriate residential intensification in an area with available

infrastructure and public services. The Heritage Impact Statement dated October 16, 2019, demonstrates that the proposed development has no negative impacts on the adjacent designated heritage property at 171 Main Street E. The application represents good planning and is in the public interest.

If you have any questions regarding the contents of this correspondence, please contact the undersigned.

Yours very truly,

**ZELINKA PRIAMO LTD.**



Jared Dykstra, MCIP, RPP

cc. Christian LeFave, Brotto Investments Inc.  
Heather Garrett, Zelinka Priamo Ltd.  
Greg Priamo, Zelinka Priamo Ltd.



*Sent via email*

February 9, 2021

Robert Brown, MCIP, RPP  
Manager, Planning Services  
Town of Kingsville  
2021 Division Road North  
Kingsville, ON N9Y 2Y9

Dear Mr. Brown:

**Re: Brotto Investments Inc.  
183 Main Street, E. Kingsville ON  
Municipal File # ZBA/18/19  
Second Submission**

**Our File: BFH/KNV/19-01**

---

Further to our correspondence of January 22, 2020 and your recent discussions with Christian LeFave of Brotto Investments Inc., please see below information regarding the latest site plan submission:

**Updated Conceptual Site Plan, February 9, 2021**

The third submission proposes to retain the existing single detached dwelling and construct a three storey apartment building to the south of the existing dwelling. The proposed apartment building would contain a total of 22 units and 30 surface parking spaces. The attached plan represents a significant reduction in the intensification of the proposed development, which previously proposed two, four storey apartment buildings containing an overall total of 40 units and included the demolition of the existing dwelling.

It is proposed that the existing dwelling be conveyed as a separate parcel of land from the proposed apartment development. The proposed lot boundaries are shown on the attached site plan.

We have summarized the changes to the Site Plan into the following categories:

a) Proposed Apartment Building

1. Maximum Building Height

The updated Site Plan proposes a three storey apartment building at 12.2 m in height as opposed to the original application which proposed a 6 storey apartment building at 18 m in height, and the second submission which proposed two, four storey buildings at a height of 14 m. The R4.1 zone regulations require a maximum height of 11 m.

The requested height increase is necessary to allow flexibility for certain design considerations to be discussed in greater detail through the Site Plan Approval process.

The requested height increase of 1.2 m is minor and is not expected to create any adverse impacts on adjoining properties.

2. Minimum Lot Frontage

The proposed severance will result in a reduced lot frontage for the apartment lands of 16.2 m, whereas a minimum lot frontage of 25 m is required in the R4.1 Zone. The proposed lot frontage is sufficient for the purposes of accommodating the main entrance for both uses, as well as landscaped space on either side of the driveway. It should also be noted that the remaining lot frontage of 26.3 m will be provided for the existing single detached dwelling. The combined lot frontage will continue to provide a streetscape that is dominated by landscaped open space and preserves the view of the existing single detached dwelling.

3. Minimum Interior Side Yard Setback

The updated Site Plan proposes to maintain a minimum 4.5 m interior side yard setback consistent with the R4.1 zone regulation. This is an increase from the original application which proposed a minimum interior side yard setback of 2.2 m at the north-west corner due to the siting of rectangular townhouses on a parallelogram shaped property.

4. Minimum Front Yard Setback

The updated Site Plan proposes a minimum 43 m front yard setback which far exceeds the R4.1 zone requirement of 8.0 m. This is a significant increase from the original application which proposed a minimum 7.6 m front yard setback, and the previous submission which requested an 8 m front yard setback. The significant increase in the front yard setback is due to the retention of the existing dwelling and subsequent development of the proposed apartment building to the rear of the subject lands.

5. Minimum Rear Yard Setback

The updated Site Plan continues to propose a minimum 7.5 m rear yard setback whereas the R4.1 zone regulations require a minimum 12.2 m setback (equal to building height). This represents an increase in the rear yard setback from the original submission which proposed a minimum 3.5 m rear yard setback whereas the R4.1 zone requires an 18 m setback (equal to building height); and is consistent with the most recent submission that requested a 7.5 m rear yard whereas a minimum of 14 m was required. We note the requested rear yard setback is required only at the southeast corner of the building; the setback gradually increases to 11.3 m at the southwest corner of the building.

As noted previously, the 12.2 m building height is requested to allow for design considerations that may require a taller building than permitted. Given this, the rear yard setback requirement has increased due to the definition in the by-law. A reduced rear yard setback in this instance is appropriate and consistent with the objectives and policies of the Official Plan and is not expected to adversely affect future development to the south.

6. Loading Location

The loading area from the original proposal has been moved away from the western lot line to the interior of the subject lands, near the southeast corner of the apartment buildings. The proposed loading location provides improved screening to the neighbouring Bon Jasperson property to the west at 171 Main St. E.



## 7. Outdoor Amenity Space

The updated Site Plan provides screened outdoor amenity areas along the west property line and at the southeast corner of the building. These outdoor amenity areas will be partially enclosed on all sides by 2 m (6 ft) high brick walls to allow for enhanced privacy between residents and adjacent properties.

### b) Existing Single Detached Dwelling

As noted above, the existing single detached dwelling will be retained on the subject lands. The existing driveway entrance from Main Street East will be modified and shifted slightly to the east to allow for more efficient access to the apartment building. The modified driveway will form part of the future apartment lands, and an easement will be granted in favour of the existing dwelling for access purposes. Two parking spaces will be constructed to the southeast of the existing dwelling with direct access to the main driveway, to satisfy the minimum parking requirement for the existing dwelling.

The proposed lot configuration for the existing single detached dwelling will ensure that the minimum regulations within the R1.1 Zone are maintained. As such, the portion of the subject lands to be occupied by the existing dwelling will remain under the R1.1 Zone category.

## **Baird AE Correspondence re Traffic Impact Analysis, February 9, 2021**

Baird AE has reviewed the updated Site Plan and has concluded the following:

*It is our professional opinion that the proposed 22 units on the subject lands will have no material impact on the recommendations of the TIS.*

As such, the recommendations of the October 15, 2019 Traffic Impact Analysis remain applicable to the updated Site Plan.

## **Heritage Analysis**

Zelinka Priamo Ltd. is in the process of reviewing the revised site plan and subsequent retention of the existing single detached dwelling and will provide a revised Heritage Impact Assessment in the very near future.

## **Planning Analysis**

The updated Site Plan has been prepared to further address issues raised at the November 19, 2019 PAC meeting. The latest Site Plan proposes a three storey, 22 unit residential apartment building and surface parking. The Site Plan has a single vehicular entrance to Main Street East serving both the existing dwelling (via future easement) and the proposed apartment building. A total of 28 surface parking spaces are required under Zoning By-law 1-2014, whereas 30 parking spaces are provided.

The Zoning By-law Amendment (ZBA) application is to change the zoning on a portion of the subject lands from Residential Zone 1 Urban (R1.1) Zone to Residential Zone 4 Urban (R4.1) Exception Zone under By-law 1-2014. The updated ZBA application proposes the following Special Provisions:

- **Minimum Lot Frontage of 16.2 m whereas the R4.1 Zone requires a minimum lot frontage of 25 m;**
- **Maximum Main Building Height of 12.2 m whereas R4.1 Zone requires a maximum height of 11 m;**

- **Minimum Rear Yard Depth of 7.5 m whereas R4.1 Zone requires a minimum rear yard depth of 12.2 m.**

The updated ZBA application is consistent with the relevant policies of the Provincial Policy Statement and conforms to the County of Essex Official Plan and Town of Kingsville Official Plan as demonstrated in our original October 18, 2019 correspondence. The proposed development provides appropriate residential intensification in an area with available infrastructure and public services and the updated Site Plan addresses issues raised at the PAC. The original recommendations from the Traffic Impact Analysis dated October 15, 2019 remains, and it is anticipated that the recommendations of the Heritage Impact Statement dated October 15, 2019 will remain as well. The ZBA application represents good planning and is in the public interest.

If you have any questions regarding the contents of this correspondence, please contact the undersigned.

Yours very truly,

**ZELINKA PRIAMO LTD.**

A handwritten signature in blue ink, appearing to read 'H. Froussios'.

Harry Froussios, BA, MCIP, RPP  
Senior Associate

cc. Christian LeFave, Brotto Investments Inc.

**From:** [Ashley C](#)  
**To:** [Robert Brown](#)  
**Subject:** 183 Main St East  
**Date:** Saturday, February 8, 2020 2:51:29 PM

---

To Robert Brown,

Upon reading the application for zoning bylaw amendment, I have a few concerns.

First that house on the property should be kept due to historical importance. To maintain a beautiful town that is appealing to visitors and potential future residents, you cannot tear down the old and replace it with something new. Secondly, that area of town already suffers from traffic congestion. Adding a large residential building will only add to the frustration of tax payers trying to get through our town.

Lastly, please consider the need of the building. There have been several other condominium and apartments being built recently. What is the town doing to ensure this apartment is necessary? And if it is needed, what is the town doing to ensure an increased population will have their needs met?

Thank you for your time,

Ashley Caza



Bruce Coristine  
[REDACTED]  
[REDACTED]

February 10, 2020

Mr. Robert Brown  
Manager, Planning  
The Town of Kingsville  
2021 Division Road North  
Kingsville, Ontario N9Y 2Y9

Re: Zoning By-law Amendment – 183 Main St. E. Kingsville

Dear Mr. Brown:

We are in receipt of your revised planning submission and find the proposal just as unattractive as the previous version. We attended the public meeting and were not surprised at the negativity of the Kingsville residents and note the only people in favour were the current property owners and the developer. As well it seems to us and the other residents that The Town of Kingsville is not in tune with the wishes of the current taxpayers.

As I stated in my previous email to you of November 7<sup>th</sup>, 2019 (copy attached); we own adjacent property across the street at 120 Main St. E. and feel this proposed development is not a good fit for The Town of Kingsville for the following reasons:

- None of the current residents wish to see a Heritage Property demolished so apartment/condo buildings can be constructed.
- The traffic on Main St. is already congested and without other entrances and exits off of Main St it will be much worse. It is not only the residents' vehicular movements but servicing businesses such as garbage removal, recycling, landscaping maintenance, deliveries, Town maintenance, snow removal, window washers, utilities, school busses, tourist traffic etc.
- It is possible that additional infrastructure requirements will be funded or partially funded by existing taxpayers and not fully recovered increasing the mill rate and therefore taxes.
- The submission calls for only approx 1 parking spot per unit which is not a reality. Anyone with the money to purchase one of these condos will have multiple vehicles and they will park on Main St and others furthering the traffic and parking issues.
- Adjoining landowners will see their property devalued and how will they (us) be made whole?
- The proposed development will not provide for much needed affordable housing although you had other comments on this at the meeting. This will not be affordable housing.



Mr. Robert Brown  
February 10, 2020  
Page 2

- The Town of Kingsville is a great small town and that was what attracted us to move here. In short time the fast paced development is making The Town of Kingsville less attractive as the only people who can afford this and the previous, similar developments are moving from Toronto and Vancouver.

We suggest The Town of Kingsville to strongly dismiss this proposal and consider only developments which benefit the current residents and business who foot the increasing tax requirements. Most residents if polled are against this development and some of the previous ones approved such as McDonalds, Taco Bell, Burger King, cannabis greenhouses etc.

Please feel free to contact us should you wish to discuss this proposal further.

Sincerely,

Bruce Coristine

Enclosure

Mr. Robert Brown  
February 10, 2020  
Page 3

Bruce & Theresa

Thank you for the comment, you make several good points. I will add it to the file and pass along to Council.

I can also provide some reply to your comment below in blue.

Feel free to let me know if you have any other questions.



Robert Brown, H. Ba., MCIP, RPP  
Manager of Planning Services  
Planning Services Department  
The Corporation of the Town of Kingsville  
2021 Division Road North  
Kingsville, Ontario N9Y 2Y9  
Phone: (519) 733-2305 Ext # 250  
[rbrown@kingsville.ca](mailto:rbrown@kingsville.ca)

This email message is for the sole use of the intended recipient and may not be copied. If you are not the intended recipient, please destr



Please consider the environment before printing this email.

**From:** Bruce Coristine <[bruce@columbiah2o.ca](mailto:bruce@columbiah2o.ca)>

**Sent:** Thursday, November 7, 2019 2:45 PM

**To:** Robert Brown <[rbrown@kingsville.ca](mailto:rbrown@kingsville.ca)>

**Subject:** Zoning By-Law Amendment - 183 Main St. E, Part of Lot 2, Concession 1 ED

Hi Robert,

We are writing to voice our displeasure about the proposed zoning changes for the above property. As well as on Heritage Rd., we own rental property on Main Street East and the traffic is extremely busy for the single lane road. It is almost impossible and now becoming dangerous to back out of the driveway we have at 120 Main Street having us question the Town's reasoning for the continued development. If you approve this By-Law Amendment that will open the door to develop the agricultural lands to the South and East of the property. The property to the east of 183 Main is already a potential development site for residential at the front and industrial at the back. A zone change on 183 Main is unlikely to alter the owners position as they have been approached several times and are not currently planning to develop. I do agree that traffic is increasing on Main but much of the cause is the current low density development that relies almost exclusively on a vehicle to get to most services.

For some reason the Town of Kingsville has been seeking and approving developments which in our opinion do not seem to be suitable for the Town. If you polled all of the residents on some of the recent development (McDonalds, Taco Bell, Agriculture for Cannabis, high density housing etc.) you would find the existing property owners would prefer the Town as it was. We moved from Lakeshore to Kingsville a few years ago for the small town appeal and limited development. The Town does not generally seek development. Land owners approach the Town with proposed developments. They are required to provide, in many cases, a great deal of supporting background work prior to submission. All land owners have the right to file application for

zoning changes or site plan approval or any other planning approval. Council ultimately has a decision to make and often does not agree with a proposal. It is also important to note that the public only sees the proposals that make it past the first step. Believe it or not we do say no to just as many proposals as we say yes to. Just for the record McD's was a relocation to an existing site with approval already, Taco Bell was redevelopment of a former restaurant that was permitted and did not require approval by the Town, cannabis is a bet of an unknown but I believe we have taken considerable steps to regulate the operations we can, higher density housing is one form of housing that Kingsville does not have much of and is a requirement for us to have under not only provincial and county policy but our own local policy. We are mandated to provide a full range of housing for a full range of incomes. I strongly believe that with ever increasing housing costs we are actually making the traffic issue worse because many of the service people, blue collar folks etc. that are needed in Kingsville, can't afford to live in Kingsville and have to commute. I'm actually one of them.

As well, the current and future infrastructure costs are large and could possibly exceed the taxes and development charges levied. With all of the new revenue the Town receives the mill rate does not seem to be reduced therefore only benefitting the developers. Actually it is new development that is holding the line on more significant tax increases. Growth each year for at least the last three years actually covers the annual increase of Town costs based on inflation. I would agree that the current low density residential development has resulted in more infrastructure taken on by the Town however, the initial cost of installation is always on the developer not the Town. With the introduction of development along Main St. develop is utilizing existing infrastructure such as sewer, water and roads and adds to the financial resources to help maintain and upgrade it in the future. The debate comes up when you talk about roads. Many things contribute to wear and tear on the roads. Increased traffic is certainly one of those. When you introduce higher density, centralize development into an area the hope is that you are providing an opportunity to not drive to all services. I agree that you will add traffic but in theory you shouldn't add nearly the traffic that low density single detached does, particularly when it is all on the outskirts away from services. It also helps to provide other housing options for more people which again we are mandated to do.

Regards, Bruce & Theresa Coristine

Bruce Coristine, President

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

Email: [bruce@columbiah2o.ca](mailto:bruce@columbiah2o.ca)

**From:** [sean drummond](#)  
**To:** [Robert Brown](#)  
**Subject:** 183 main st. E development  
**Date:** Saturday, February 8, 2020 8:03:21 PM

---

The development of this property into expensive high rise condos does nothing to help our town! It will be an eye sore on a Victorian age site that will in no way contribute to the heritage of our town, nor provide affordable housing. Our small town is being destroyed by greedy political decisions of our mayor and council. Keep our small town small and put an end to the destruction of our small town heritage. Another high rise condominium complex on main st. will only add to the already ridiculous traffic congestion we currently have.

[Sent from Yahoo Mail for iPhone](#)



February 11, 2020

Town of Kingsville

Mayor and Council Members – **This letter is being sent electronically to each member individually**

RE: 183 Main Street East, Kingsville – Rezoning Application

Dear Sirs/Madams:

I am unable to attend the meeting being held on March 17, 2020 regarding 183 Main Street East. Firstly, I would like to thank the Brotto Family for posting the history, information and documentation regarding this proposal on Facebook. I have read everything and it certainly made clear to me many things. The first would be the traffic analysis report done by Baird Architecture. That report was based on procedures set out in the Highway Capacity Manual of 2010. No one even went to the area to do a specific count of vehicular and pedestrian traffic. Their report is also using a hypothetical town growth of 2% per year. I would certainly be interested in hearing from town council what the average growth per year has been in the last 10 years.

This report's conclusion states traffic in the area will be acceptable through 2021, then the report jumps to 2026 and 2031 stating that is when service will deteriorate and improvements will be required.

I'm pretty impressed anyone can predict the town's situation through the next 11 years. I am sure if town council looked back to 2009 (11 years ago) and compared it to today, the town growth has been nowhere near what the town expected. By chance, I moved here in 2009 so I can bear direct witness to the increased traffic issues over the last 11 years. It also seems to be the main topic of conversation amongst many other residents.

As I read the report of Baird, the original proposed plan was for 6 townhomes and one apartment building being 6 storeys high. The revised plan is for just two apartment buildings. On reading this, one would logically believe that now there will be less units. In fact, this is not true. The first proposal had a total of 32 units and the second has 40 units. That's 8 more units than the original proposal, although the documentation says 7 more units. Their feeling is also that the addition of 7 units, which are actually 8, will have no material impact on the recommendation of the TIS (whatever that is).

When you read the traffic report, it's all statistics. Here is the thing with statistical reports. many can be worded different ways to portray a favourable or unfavourable picture.

It's like hearing the news on TV and hearing that out of 100 people with the flu, 49% died. That's terrible. But doesn't it sound so much better saying that out of 100 people with the flu, 51% survived? Whew!!! That sounds better. The same can be said with the proposal and revised proposal. It was 6 townhomes and 1 apartment building and now it's only 2 apartment buildings. Sounds smaller, but in fact, it's larger by almost 25%....unless I'm reading the report incorrectly. If I am, I would be happy to be corrected.

This town was planned originally as a 'small' town. And in any small town in Ontario and many other areas, small towns have a main cross street. Ours is Main and Division. Main goes east/west and Division goes north/south. We could probably say now that we have one more main north/south street and that would be Jasperson, but we still have only one main road going east/west. And that is the road the town has been approving building permits for growth. We've seen it with the new plaza east of Jasperson, which is in the midst of expanding, the credit union, the plaza across from Zehrs and now the new medical clinic, which has its own issues.

We have experienced and are expecting increased traffic volume on our only main east/west road. That's inevitable with all this building going on but I would say it is at its capacity.

This town was proposed as a small town and let's keep it that way. It would be my opinion that this proposed development will be a detriment to the residents of this town and for the reasons I state here and I would request that this application be denied and that the current home remain as a personal residence.

Respectfully submitted,

Brenda Gagnier

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [Jeff Gray](#)  
**To:** [Robert Brown](#)  
**Subject:** Rezoning of 183 Main Street East  
**Date:** Saturday, February 8, 2020 9:51:55 PM

---

Hi Robert.

I live at 72 Pearl street west. My wife and I bought this house in November of 2001. I love this town. The atmosphere, the people and the attitude of our small town is what has kept myself and my family here. There have been significant changes over the past 18+ years with the additions of subdivisions and individual homes added to our town. My best experience was walking into Gaffans barbershop and being treated like I had lived here my entire life. Tony, John and Jim made me feel like I was home. This was something I had needed my entire life. A home where I felt welcome and a part of. I understand the want of others to come here and wish to welcome them. The issue I have with the rezoning of 183 Main Street east is not just the tearing down of this historic house but the increase of traffic on our Main Street. I work east of town and have to drive through it on the way home every day. It has at times taken me upwards of 20 minutes to drive the 1.5 kilometers between Kratz side road and Queen Street, mostly after 3:00 pm regardless of which day, and to drive east on a Saturday, I tend to take road 2 to the graham sideroad and back so I can get into Freshco in a realistic amount of time. Our small town atmosphere is losing its appeal. Greenhouse lights which make it impossible for me to use my telescope at night anymore, traffic that make the 401 in Toronto seem civilized and the restaurants/store fronts that cater to the select few. Our town is losing its small town appeal. It's losing its charm. The traffic is terrible. I don't have as much of a problem with increases in size as much as locations of new subdivisions or condos. If this developer were to build their new condos on the lot north of Chartwell Royal oak, on road 2 and division(south east corner) I would not object as much. Location makes the difference. I hope that our towns council rejects the decision for this property's location and asks the developer to reconsider their location to not add to our towns congestion. I don't think our infrastructure as far as sewage and water drainage can handle this increase and I don't want my taxes increased to subsidize its development or restructuring.

Thank you for your consideration,  
Jeff Gray.

Sent from my R2 unit.

**From:** [Mary Ellen Havlik](#)  
**To:** [Nelson Santos](#); [Gord Queen](#); [Kim DeYong](#); [Tony Gaffan](#); [Laura Lucier](#); [Thomas Neufeld](#); [Larry Patterson](#); [Robert Brown](#)  
**Cc:** [Anne Lemire](#); [tnatyshak-q@ndp.on.ca](mailto:tnatyshak-q@ndp.on.ca); [Wilhelm, Trevor](#)  
**Subject:** Opposition to Rezoning and Demolition of Dr. Campbell's Home  
**Date:** Friday, February 14, 2020 6:58:23 PM

---

Good evening,

I am writing today to ensure that my comments form part of the public record relative to the a/n subject matter.

As a lifelong resident of Kingsville, and an adjacent neighbour of the Bon Jasperson home, I am very familiar with the recent history of Dr Campbell, his home and his property. I have watched the rise and very recent fall of Main Street over a 55 year span and, as I stated in my letter to council on 29 September 2017, I believe that we need to place a moratorium on further development of this street for the foreseeable future and until we have a grip on the current traffic problems and a proper vision for how this main artery into town is further developed.

In the referenced email which was sent to the Mayor and Councillors of the day (Santos, Gaffan, Queen, Coghill, Neufeld) and the planner (Brown), I expressed with a sense of urgency how critical this situation was becoming for residents living on Main Street. When I reviewed that email today, I noted with frustration that some of the same points that were raised then and left unaddressed are now at the crux of the current imbroglio with Dr Campbell's home.

I implore the town council to preserve our small town culture, even at the risk of forfeiting additional tax dollars that might be derived from more multi-storey condo or apartment buildings on Main Street. Seek other areas of the town where a development of this nature might make more sense without adding to the already unmanageable traffic issues we face on Main Street. Avoid cramming every development possible on this street to the detriment of people living on it and to every citizen of Kingsville who uses it regularly.

Regarding the rezoning request, I ask this council to stand firm and not be goaded into making a decision that will affect the landscape of our town. This is a legacy issue, not just for this property but for each of you personally. Concerned citizens of Kingsville are watching and we are hopeful that you hear us and you too feel the pull of nostalgia for our lovely town and take the right steps to protect our heritage. For the sake of us all, please make the right decision to our benefit and not to the benefit of a developer who does not care about our town, our history or our future.

A request to rezone should not be taken lightly since it risks affecting neighbouring properties and the well-being of those property owners. It also risks setting a precedent from which there will be no back-peddalling. In this case, there are other knock-on negative derivatives that will affect the community at large. The default response to a request to rezone should always be a refusal unless a compelling argument can be made that demonstrates great added value and has the full support of the community. This one clearly does not.

To be clear, I am asking you to vote no to rezoning this property and to take every step possible to protect Dr Campbell's home from demolition.



Please accept the assurance of my highest consideration.

Mary Ellen Havlik



**From:** [Sue Malott](#)  
**To:** [Robert Brown](#); [Nelson Santos](#); [Gord Queen](#); [Kim DeYong](#); [Thomas Neufeld](#); [Larry Patterson](#)  
**Subject:** 183 Main St. E  
**Date:** Saturday, February 8, 2020 9:43:12 AM

---

The new proposed development will create another eyesore on Main St. It is time to listen to the residents and stop destroying our small town. How about the traffic effects on an already congested area. No bylaw changes should even be entertained. Why have building laws when at every turn they are being changed to accommodate the builders?

Sent from my iPad

**From:** [Sue Malott](#)  
**To:** [Robert Brown](#)  
**Subject:** Demolition of 183 Main St E  
**Date:** Thursday, February 13, 2020 9:10:30 AM

---

I vote no on demolishing this beautiful well kept home known as the old Dr. Campbell home. I have written to the mayor and all the councillors re this ridiculous proposal..  
Sent from my iPad

**From:** [Nancy Nelson](#)  
**To:** [Robert Brown](#)  
**Subject:** Proposed apartment buildings  
**Date:** Saturday, February 8, 2020 6:09:17 AM

---

Dear Sir,

The proposed apartment buildings for 183 Main street E needs to be shut down. You have allowed overly priced condos with two more coming. Main street has been a nightmare with all the traffic and stop lights now. This is ludicrous. Listen to the town people..not the almighty dollar of taxes.

Kingsville needs to stop and reconfigure its town vision before it's too late. Right now our own children can't afford to remain in kingsville ...the price for a home for folks just starting out is impossible.

Reevaluate things before it's too late.



**From:** [Doug Plumb](#)  
**To:** [Robert Brown](#)  
**Cc:** [Nelson Santos](#); [Gord Queen](#); [Tony Gaffan](#); [Kim DeYong](#); [Laura Lucier](#); [Larry Patterson](#); [Thomas Neufeld](#)  
**Subject:** Zoning application  
**Date:** Sunday, February 9, 2020 2:03:07 PM

---

Dear Mr. Brown,

This email is to inform you that I disagree with the zoning application of 183 Main Street E. Part of Lot 2 Con 1.


I object for the following reasons:

- Development of rental units at this location will increase traffic in an area that is already congested. The area on Hwy 20 between Spruce Street and Emily Street is extremely busy. Attempting a left-hand turn out of any of these commercial properties along this stretch is virtually impossible almost any time of the day.
- Kingsville High School will soon become vacant. Development of this site needs to be addressed before another commercial site immediately to the South is approved.
- The issues with the development immediately east of the existing high school need to be resolved. Mr. Brown, I remember your comments at a Council meeting. You claimed that the development east of the high school will not have a significant impact on traffic and I disagree. In any case, consideration to add more commercial development in this area should stop until your theory is proven to be correct.
- Another commercial site to the west of Migration Hall, when built, will also have a negative impact on traffic.
- Kingsville is quickly losing its “small town” appeal. The home that is currently at this location is a beautiful old home and one of the first things we see as we come into our Town. Tearing it down and replacing it with an unattractive apartment building, surrounded by more asphalt parking would be a shame.
- There have been too many recent mistakes with horrible planning along this stretch of highway. It is not that I’m against new development but I am against the proposed location. There needs to be more consideration given to the impact that this and other proposed developments will have to our Town.

It is my hope that Council rejects this proposal.

Respectfully,

Doug Plumb



**From:** [Henry](#)  
**To:** [Robert Brown](#)  
**Cc:** [Councillors](#)  
**Subject:** Zoning By-Law amendment 183 Main St. E Kingsville, ON.  
**Date:** Sunday, March 1, 2020 2:43:01 PM

---

Dear Sir:

Once again, we are given a notice for another meeting. IT would be nice to know what differences there are between this application and the previous one.

A couple of weeks ago, we read in the news that the property was to remain on the registry as a Heritage Home. Now this. Why decide to leave it on the registry one week and ask to have it removed, the next.

We continue our opposition to this proposal. It does not meet existing zoning requirements and the more approvals you give to existing codes, the more future developers will ask for. The location and size of the property will cause more chaos to an already busy thoroughfare. We, on Santos, have asked many times to have traffic lights installed on our corner. Why not give us something???

We are also concerned about storm and sanitary sewer capacity. Has a study been done by town selected engineers, rather than one done by the developer?

Yours truly,  
Henry Van Vliet



**From:** [Sue Malott](#)  
**To:** [Nelson Santos](#); [Gord Queen](#); [Larry Patterson](#); [Kim DeYong](#); [Laura Lucier](#); [Nelson Santos](#); [Tony Gaffan](#); [Thomas Neufeld](#); [Robert Brown](#)  
**Subject:** 183 Main St  
**Date:** Monday, March 8, 2021 8:12:35 PM

---

No to rezoning. No to developers. What happened to the heritage designation? Don't throw in the towel yet.  
Why are we forever accommodating developers and greenhouse growers? Our kids will never be able to afford to live in this town.  
Sent from my iPad

**From:** [John Morand](#)  
**To:** [Nelson Santos](#); [Gord Queen](#); [Kim DeYong](#); [Tony Gaffan](#); [Laura Lucier](#); [Thomas Neufeld](#); [Larry Patterson](#)  
**Cc:** [Robert Brown](#); [John Norton](#)  
**Subject:** 183 Main Street East  
**Date:** Thursday, March 11, 2021 6:39:02 PM

---

No doubt that your mail boxes are flooded with messages of protest. Hopefully, you will take a few moments to read about a few of my concerns. I promise to be brief.

Over the years the Town has not effectively managed development along Main Street East. This has led to massive traffic congestion and concerns over sanitary/storm sewer capacities. Reassurances from town planning ring hollow as traffic issues escalate; what is going on with sewer capacity is uncertain and will not be known until capacities are exceeded (can engineering consultations be trusted?).

The Town has already approved two towers east of the high school and another development immediately west of Migration Hall. When built, these will place enormous pressure on road and sewer assets. And what will become of the current high school site once vacated?

The developer and owner of 183 Main seem 'hell bent' to have it their way. Why is the Town obligated to rezone the property? Why is the Town forced to provide a demolition permit?

In closing, I am quite concerned with the process being used to deal with this issue. A public Zoom meeting is not adequate for residents to express their views in a meaningful way. I know that Covid protocols dictate what is permitted. There must be a better way to deal with this in a forthright manner.

Thank you for listening.

John & Kathleen Morand  
66 Augustine Drive  
Kingsville, ON



**From:** [Wayne Biggley](#)  
**To:** [Robert Brown](#)  
**Subject:** 183 Main St E, Kingsville  
**Date:** March 16, 2021 7:46:14 PM

---

R.Brown

Please add my name to the list of those opposed to the rezoning of the property at 183 Main St. for the purpose of demolishing the existing house, for the construction of yet another condo complex and to the constant exceptions of setbacks and heights that the current wave of developers request in order for their wanting to profit in our town.

Is development necessary, of course.

Wisdom needs to prevail.

I understand you are not the final decision maker but the gatherer of these letters/emails that oppose.

I trust there is a balance in all this.

Wayne Biggley  
14 Herrington St, Kingsville  
519-733-3922  
wbiggley@gmail.com

Sent from [Mail](#) for Windows 10

**From:** [Krissie Dame](#)  
**To:** [Robert Brown](#)  
**Cc:** [Councillors](#)  
**Subject:** Stop the rezone  
**Date:** March 14, 2021 11:18:25 AM

---

Dear Robert Brown,

I am against rezoning 183 main street east kingsville ontario. We do not need more condos .  
We need affordable housing and apartments.

Regards,

Krystiena Dame

100 county Rd 29, Cottam, ON N0R 1B0, Canada

**From:** [Jordon Delaurier](#)  
**To:** [Robert Brown](#)  
**Cc:** [amanda.hatt@hotmail.com](mailto:amanda.hatt@hotmail.com)  
**Subject:** Revised Proposal for 183 Main Street East:  
**Date:** Wednesday, March 10, 2021 11:37:23 AM

---

Good morning Robert,

While reviewing the revised proposal for this project I have a long list of issues however the most important being the direct impact on my own property on Santos Drive.

This three story towering building will quite literally become my view from the rear, while just down the road another condo will appear in the view from the front of our home...this new proposed complex will tower over everything around our area blocking sunlight and view of anything but neighboring windows, brick and mortar... then during the evenings we will experience even more of a nuisance...an addition to the greenhouse lights that glow and light up our entire area, we will never experience a clear sky evening in our backyard ever again when they are already few and far between due to the aforementioned greenhouse issue. The six-foot privacy fence will no longer serve any other purpose aside from separating my lot to those of my neighbors, my property value I hold will plummet when potential suitors view my home and see nothing but buildings unless looking directly above or down at their feet. The medical building across the street was enough of a sore spot and it practically only affected two homes sight lines, this proposal effects the heritage property as well as many homes on Santos Drive's east side. Three stories is at least a story too high for such a project in such a neighborhood. This development should not be supported in that particular spot of town (and at that size, including adding a "pitched roof") for reasons such as:

- 1) Encroachment on all East end properties of Santos Drive as well as multiple properties just west of the proposed build on Main.
- 2) Traffic burden on an already burdened area which has yet to feel the effects of the medical building being in full motion, another proposed condo to the west and this project, traffic in and out of a complex of that size across from another will impede everyone. Citizens will begin avoiding Main Street East between Division and Wigle all together as they get stuck between light after light, and vehicles turning/entering/exiting these buildings with only 3 lanes...let's see the log jam once construction of the new high school and adjustments to Jaspersen begin and there is no choice but for traffic to use Main East to get groceries, pharmaceuticals banks etc. This will force people in frustration to use Santos' as an alternate route winding down to Lansdowne which is already an issue with which the speed vehicles travel down such a short stretch. We have a young child and purchased a home in an area in town that should be safe for her to walk and play, with this traffic issue none of that sounds safe...at a minimum a sidewalk would need to be run on the east side of Santos to pair with what is existing on the west side so pedestrians won't need to cross the street to continue walking in that area (school aged children, seniors etc). This would be an absolute necessity for safety and in the interest of safety I lose greenspace and would then be tasked with keeping that stretch of sidewalk clear during winter seasons to protect my own personal liability...that's a lose/lose situation in regards to time, equity and risk for myself and others on the east side of Santos to win safety for others which is surely paramount.

- 3) What type of apartment complex will this be considered? Will it be geared to income housing? It mentions Condo tenure however the town already has a Condo complex going up less than 200M away on the opposite side of the road.
- 4) What will the property tax implications be for those living in the area?

Your time as well as councils is much appreciated.

Regards,  
Jordon DeLaurier



**From:** [judygray](#)  
**To:** [Councillors](#)  
**Cc:** [Robert Brown](#)  
**Subject:** Esther Jaspersen House  
**Date:** Wednesday, March 10, 2021 11:08:37 AM

---

I would like to see this home kept as a “heritage home”.

I am opposed to the 22 unit apartment building behind this home.

We certainly don’t need another apartment building on Main Street, just think of the traffic this will cause.

There are lots of other vacant lands in Kingsville, so the builders should look elsewhere and not do anything to ruin our town.

I do hope council will get this done and protect Kingsville.

Thank you.

Don & Judy Gray

Sent from my iPad

**From:** [Larry Harrison](#)  
**To:** [Robert Brown](#); [Councillors](#)  
**Subject:** 183 Main Street  
**Date:** March 12, 2021 3:41:01 PM

---

Robert

We are against the rezoning of 183 Main Street East, Kingsville.

Karen and Larry Harrison, 57 Division Street North, Kingsville.

Regards,

Larry and Karen

**From:** [Mary Ellen Havlik](#)  
**To:** [Robert Brown](#)  
**Cc:** [Gord Queen](#); [Kim DeYong](#); [Larry Patterson](#); [Laura Lucier](#); [Nelson Santos](#); [Thomas Neufeld](#); [Tony Gaffan](#)  
**Subject:** Re: Notification Regarding 183 Main Street East Rezoning Application  
**Date:** Monday, March 8, 2021 9:55:40 PM

---

Resending with one edit.

On Mon, Mar 8, 2021 at 8:55 PM Mary Ellen Havlik <[mehavlik@gmail.com](mailto:mehavlik@gmail.com)> wrote:

Good evening, Robert,

I learned from my neighbour, Anne Marie Lemire, that there is a rezoning application meeting taking place this month for the above-noted property.

Under current policy, should I have received a notification with associated details? As a reminder, I reside at 147 Main Street East. I want to inform you that I did not receive any correspondence.

For the record, I remain opposed to this rezoning application. We need not look further than the new medical building on the north side of Main Street and the effect that it had in the Dupuis family. Furthermore, as a member of the Traffic sub-committee, I can confirm that our group does not recommend any additional access/egress points onto Main Street due to the current unmanageable volume of traffic that residents face.

Last point: I understand that this is a revised rezoning application, not a new one. Can you please confirm that all written letters of opposition previously received by the town regarding this application are still valid?

Kind regards,  
Mary Ellen Havlik

**From:** [Chrissy Holt](#)  
**To:** [Robert Brown](#)  
**Subject:** Re Zoning  
**Date:** March 12, 2021 7:12:20 PM

---

Dear Robert Brown

I am totally against the re zoning

For 183 Main St.East

It is very disappointed that this developer is doing everything in his power to get his way ..

it's time to stand up and say it's enough ..

Thank you

Christine Holt

683 McCracken Road

Kingsville..

Sent from my iPhone



**From:** [Princess Hope](#)  
**To:** [Robert Brown](#)  
**Cc:** [Councillors](#)  
**Subject:** Stop the rezoning!!  
**Date:** March 14, 2021 10:24:13 AM

---

Dear Robert Brown,

I am against rezoning 183 Main Street East!!!!!!!!!!!!!! We do NOT NEED MORE CONDOS! We need affordable housing for families and stop raising the rent!!!

Hope stein

57 mill st east kingsville

Get [Outlook for Android](#)

**From:** [DOUGLAS MCMILLAN](#)  
**To:** [Robert Brown](#)  
**Cc:** [Nelson Santos](#); [Gord Queen](#); [Kim DeYong](#); [Tony Gaffan](#); [Linda Luciere](#); [Larry Patterson](#); [Thomas Neufeld](#)  
**Subject:** RE ZONING OF 183 MAIN STREET, EAST TOWN OF KINGSVILLE, ONTARIO  
**Date:** March 15, 2021 11:05:11 AM

---

Mr. Brown,

Please accept my email as a NO, to rezoning the address of 183 Main Street, East, Town of Kingsville. My reason, if required is based on a number of reasons and will be provided if required.

Sincerely,

Douglas McMillan

1311 Patricia Boulevard  
Kingsville, Ontario N9Y 2R3

Phone and Voice Mail  
519.329.1733

Copy

His Worship Mr. Nelson Santos  
Town Council Member and Deputy Mayor Mr. G. Queen  
Town Council Member Ms. K. de Yong  
Town Council Member Mr. T. Gaffan  
Town Council Member Ms. L. Lucier  
Town Council Member Mr. L. Patterson  
Town Council Member Mr. T. Neufeld

**From:** [DOUGLAS MCMILLAN](#)  
**To:** [Robert Brown](#)  
**Cc:** [Nelson Santos](#)  
**Subject:** 183 Main Street, East Kingsville, Ontario Rezone Application  
**Date:** March 15, 2021 11:15:25 AM

---

Mr. Brown,

I DO NOT APPROVE the amendment to the bylaw for a condominium development to be built at the location of 183 Main Street, East, Town of Kingsville.

Sincerely,

Dennise Thompson

1311 Patricia Blvd.  
Kingsville Ontario  
N9Y 2R3

Phone 519.903.7996

Copy. Mr. Nelson Santos, Mayor

**From:** [Helen Noels](#)  
**To:** [Councillors](#); [Robert Brown](#); [Nelson Santos](#)  
**Subject:** 183 Main Street East  
**Date:** Tuesday, March 9, 2021 8:27:37 AM

---

I vehemently oppose the rezoning of 183 Main Street East and the proposed construction of multi-level housing on that property.  
It's becoming abundantly apparent that the "so-called" Official Plan is not worth the paper it's written on.

Helen Noels  
63 Division St N  
Kingsville, ON



Sender notified by  
[Mailtrack](#)



**From:** [Sandy Kitchen](#)  
**To:** [Robert Brown](#)  
**Subject:** FW: 183 Main St  
**Date:** Tuesday, March 9, 2021 3:32:19 PM

---

Sandra Kitchen, Deputy Clerk-Council Services  
Legislative Services  
The Corporation of the Town of Kingsville  
2021 Division Road North  
Kingsville, Ontario N9Y 2Y9  
Phone: (519) 733-2305  
Web: [www.kingsville.ca](http://www.kingsville.ca)

This email message is for the sole use of the intended recipient and may not be copied. If you are not the intended recipient, please destroy all copies of this email and notify the sender immediately.

Please consider the environment before printing this email.

-----Original Message-----

From: KingsvilleWorks  
Sent: Tuesday, March 9, 2021 3:10 PM  
To: Sandy Kitchen <[SKitchen@kingsville.ca](mailto:SKitchen@kingsville.ca)>  
Subject: FW: 183 Main St

-----Original Message-----

From: noreply <[noreply@kingsville.ca](mailto:noreply@kingsville.ca)> On Behalf Of Penny Perrin  
Sent: Tuesday, March 9, 2021 3:02 PM  
To: KingsvilleWorks <[Kingsvilleworks@kingsville.ca](mailto:Kingsvilleworks@kingsville.ca)>  
Subject: 183 Main St

Please do not let a 3 story building be put up where 183 Main St is! The medical building was a big enough mistake. It destroys the town ambience! I have lived here most of my life and am really against this supposed rezoning!

-----  
Origin: [https://linkprotect.cudasvc.com/url?a=https%3a%2f%2fwww.kingsville.ca%2fen%2ftown-hall%2fmayor-and-council.aspx&c=E.1aEk3dW1qBZEUtvc7bXGhBypMKVdmeiQ0xE9LktzmYv3QPUmop\\_jsX183lolHikiR4rhz0Zl\\_1rKu606xhzg2NlrKecphA6qjlh5KAqW9uZpFe-Ak-w.&typo=1](https://linkprotect.cudasvc.com/url?a=https%3a%2f%2fwww.kingsville.ca%2fen%2ftown-hall%2fmayor-and-council.aspx&c=E.1aEk3dW1qBZEUtvc7bXGhBypMKVdmeiQ0xE9LktzmYv3QPUmop_jsX183lolHikiR4rhz0Zl_1rKu606xhzg2NlrKecphA6qjlh5KAqW9uZpFe-Ak-w.&typo=1)  
-----

This email was sent to you by Penny Perrin<[penfolk7@gmail.com](mailto:penfolk7@gmail.com)> through [https://linkprotect.cudasvc.com/url?a=https%3a%2f%2fwww.kingsville.ca%2f&c=E.1DfcKdycDtK5LmMxmMjzO0pFzoOA746rhbC\\_oXgxX\\_eX2\\_sTUZ-54cjVksAqz047JHlxzVORqgwhrhkuly\\_jxzdVAoMOg\\_xINTeShyEqwrXacZc.&typo=1](https://linkprotect.cudasvc.com/url?a=https%3a%2f%2fwww.kingsville.ca%2f&c=E.1DfcKdycDtK5LmMxmMjzO0pFzoOA746rhbC_oXgxX_eX2_sTUZ-54cjVksAqz047JHlxzVORqgwhrhkuly_jxzdVAoMOg_xINTeShyEqwrXacZc.&typo=1)

**From:** [kyla gould](#)  
**To:** [Laura Lucier](#)  
**Cc:** [Robert Brown](#)  
**Subject:** Re: Rezoning 183  
**Date:** Monday, March 8, 2021 8:41:54 PM

---

Thank you!

On Mon., Mar. 8, 2021, 8:41 p.m. Laura Lucier, <[llucierorawski@gmail.com](mailto:llucierorawski@gmail.com)> wrote:

Hi Kyla,

Thank you for sharing your comments. There's nothing on the agenda that I'm aware of but I will certainly keep it in mind. I'm forwarding to our Manger of Planning as well.

Regards,

Laura

Sent from [Mail](#) for Windows 10

---

**From:** [kyla gould](#)  
**Sent:** March 8, 2021 8:17 PM  
**To:** [llucier@kingsville.ca](mailto:llucier@kingsville.ca)  
**Subject:** Rezoning 183

I say no to any form of rezoning to 183 Main street east in kingsville. Please do not even consider this application!!!

**From:** [rick reimer](#)  
**To:** [Robert Brown](#)  
**Subject:** Zoning Amendment - 183 Main Street East  
**Date:** Monday, March 8, 2021 10:53:15 AM

---

Good day.

My name is Rick Reimer and I live at 203 Main Street East. I will start off with saying that I am rather disappointed that this project is still being tabled considering the views, concerns and opinions that were raised during the previous attempt to amend the zoning by-laws to further this project.

In my opinion the people who have been paying taxes, volunteering, working, protecting and with the upmost pride.... calling Kingsville "home", have made it abundantly clear that this project is not welcome here! Kingsville is a highly regarded town that hold strong to its heritage and (so far) has done an incredible job at retaining its small town charm that is revered by many, near and far!

In looking at neighboring towns and municipalities that have made the decision for the people within to turn their backs on what has been work at so hard and for so long, just to appease a market in which will only benefit a very small fraction of the people of this town and disappoint (to say the least) the vast majority of the town.

To make my opinion clear, I am not against "new builds" within Kingsville. I do understand that overtime population levels do increase overtime, which in turn the housing market does need to continuously evolve with that trend. However, nobody wants to have multi level condos or apartments being placed right in the heart of our town! They definitely do not hold true to the character and small town charm that the people of Kingsville are fighting so hard to retain.

To add to my opinion. I would hold no ill will to having the agricultural lot adjacent to my lot be re-zoned and permitted to have housing (to be "explicitly" clear, single family, town house or duplex) built throughout the lot.

I firmly believe that should this project be approved that it would just open the floodgates for other projects of this nature to be approved on a "well you let them do it" basis, and in turn, the downfall of a once loved and cherished town.

Another concern of mine is that should this project be approved (which would be a travesty on its own), the Council will approve any changes to building plan to meet the EOR and project owners original plans without consulting the public. As for an example, the new medical center directly across from my residence. I did not have too much of an issue with a single story establishment (as original plans depicted...), only to have the fact hidden from the public to make it a two story establishment. I do not know if council is aware that this has had such a profound impact on some long-time residence that they had no choice to relocate to a new town. I am also not a fan or supporter of the move to make it a second story establishment and I too have lost an immense amount of faith and respect for our council. Makes me feel as if the original residence of Kingsville are simply a tax "cash-cow" for the council to appease the 1% who wish to only provide a business transaction to a very few on the backs of many!

Should people want to live the big city life..... GO LIVE IN THE BIG CITY!!!! This is not only my town, but rather OUR town!!!! AND PLEASE LEAVE IT ALONE!!!!

Best Regards,  
Rick Reimer

Sent from [Mail](#) for Windows 10



## Appendix G



2021 Division Road North  
Kingsville, Ontario N9Y 2Y9  
Phone: (519) 733-2305  
[www.kingsville.ca](http://www.kingsville.ca)  
[kingsvilleworks@kingsville.ca](mailto:kingsvilleworks@kingsville.ca)

### PLANNING ADVISORY COMMITTEE

NOVEMBER 19, 2019 @ 7:00 P.M.

Town of Kingsville Arena, 1740 Jasperson Lane, Kingsville

#### A. CALL TO ORDER

Chairperson John Lein called the Meeting to order at 7:00 p.m. with the following persons in attendance:

##### MEMBERS OF PLANNING ADVISORY COMMITTEE:

Deputy Mayor Gord Queen  
Councillor Laura Lucier  
John Lein  
Lorrie Mensch  
Wayne Latam

##### MEMBERS OF ADMINISTRATION:

Manager of Planning Services – Robert Brown  
Administration – Stephanie Coussens

#### B. DISCLOSURE OF PECUNIARY INTEREST

Chairperson John Lein reminded the Committee that any declaration is to be made prior to each items being discussed and to identify the nature of the conflict, if any, as the agenda items come forward.

#### C. MINUTES OF THE PREVIOUS MEETING

Review and adoption of minutes of the September 17th, 2019 Planning Advisory Meeting.

##### PAC – 13 – 2019

Moved by Gord Queen, seconded by Lorrie Mensch that the Planning Advisory Committee Meeting Minutes dated September 17<sup>th</sup>, 2019 be adopted.

**CARRIED**

## **D. HEARINGS**

### **1. ZBA / 18 / 19 – 183 MAIN ST. E – BROTTO INVESTMENTS INC.**

Manager of Planning Services, Robert Brown presented his report dated November 12<sup>th</sup>, 2019 with information regarding a proposed Zoning By-law Amendment (ZBA) for lands, located at 183 Main St. E, in the Town of Kingsville.

The parcel is a 0.43 ha (1.05 ac.) residential lot with an existing single detached dwelling and a detached garage. The property has been for sale for quite some time and the owners now have a third party interested in purchasing the land. The applicant is proposing to remove the existing buildings and construct a new combined residential development. At the front of the property would be a total of five to six townhouse units with attached garages accessed from the rear. On the balance of the property the proposal is for a six storey 28 unit condominium with grade level parking located on the ground floor. (Appendix 'A') A zoning amendment is required in order to permit the proposed use along with site plan approval.

In order to proceed with the development the a zoning amendment to permit a townhouse dwellings with up to 6 residential units; and permit an apartment dwelling with up to 28 residential units, maximum six storeys; and establish site specific zoning regulations for the proposed uses would be required. Site Plan approval (separate application and approval process) to establish the specific details of the build out would also be a requirement.

Chairperson, John Lein asked if there were any questions or comments from the committee for the applicant.

Chairperson, John Lein asked the public if they had any questions or comments for the applicant and or the Manager of Planning, Robert Brown.

Anne Marie Lemire, 171 Main St East – Ms. Lemire handed the committee a package containing historical data of her home as well as the property at 183 Main St E. Ms. Lemire thanked the committee for the opportunity to speak. Ms. Lemire told of her family's history, and the history of the Town of Kingsville. Ms. Lemire spoke to the message that the Town of Kingsville promotes on social media; sending a representative from the Town of Kingsville to various locations selling Kingsville to each of them, encouraging people to move here to our quant Victorian town. Ms. Lemire owns a heritage designated home at 171 Main St East, she spoke about the character and quality of her home as well as the Town of Kingsville as a whole. Ms. Lemire feels that re-zoning the property to the east of her home will have a negative effect on her property value, the enjoyment and function of her property and neighbourhood in general. Ms. Lemire spoke of the five 6 story condominiums that have already been approved by the Town. Ms. Lemire feels that condo's do not address the real needs of the community, such as affordability, rental housing and lack parking. Ms. Lemire referred to Essex County's Official Plan that Municipalities must provide 15 % of development through intensification, to which the report presented by Mr. Robert Brown states that Kingsville has met and exceeded the requirement annually based on projects

that have already been approved. Ms. Lemire made mention of the already congested streets, and the addition of vehicle traffic, pedestrian traffic and parking issues with the condo's that have already been approved. She found while petitioning her neighbourhood that there were several concerns regarding the difficulty turning left onto Main St East out of Santos St. Ms. Lemier referred to the Town of Kingsville's Official Plan Section 2.6 relating to Buffering. The description is as follows:

"Adequate buffering will be required between all uses of land where there may be a conflict such that one use will detract from the enjoyment and/or functioning of the adjoining use. Such buffering may include landscaping using local native plantings, screening and greater separation distances between incompatible uses. Required distance separations shall be established in the Zoning By-law that reflect the Ministry of the Environment guidelines regarding appropriate separation distances and buffering between industrial and sensitive land uses."

Ms. Lemire feels that the Town failed in this requirement for the development of the medical building taking place next to the Kingsville High School, across the street from her home. The east neighbour of the medical building will have to look at a brick wall. She presented a photo to the audience. She is afraid the same situation will happen to her property. Ms. Lemire's home was designated as a Heritage home in 2012.

According to the Ontario Heritage Act it is not acceptable to have a high rise buildings next to a historically significant home. Methods of minimizing or avoiding negative impact on a cultural heritage resource are promoted by design guide lines that harmonize mass, set back, settings and materials; limiting height and density; buffer zones and allowing only compatible infill and additions. The buffer zone that the report states as making this acceptable is on the North West corner of Ms. Lemier's property. It is stated that the development is proposed to be 2.2m from her property line. Ms. Lemire feels that her trees will not survive the development, and should not be considered part of the buffer.

Ms. Lemire is against the amendments proposed in the zoning application, including changing the maximum height from 11 meters to 18 meters and reduce the side yard and rear yard setbacks. The changes in the proposal for this application will have a negative effect on the surrounding properties as well as the Town as a whole. The Heritage Committee of Kingsville has stated their concerns for the proposed plan because of the density of the site, the number of proposed units and parking as well as the lack of greenspace. Ms. Lemire stated that the current owner at one point reached out to the Heritage committee to be considered for designation.

Ms. Lemire read a letter from a grandson of Dr. Campbell, the original owner of the home at 183 Main St E. Ms. Lemire obtained 1350 signatures on her online petition at [www.change.org](http://www.change.org) and 400 signatures through door to door canvassing. She feels that it is an indication of the opposition that people have towards the proposed development and zoning change. Ms. Lemire would like to see the Town of Kingsville slow down development until we see what will occur with what is already approved.

Applicant's representative Jared Dykstra and Heather Garrett of Zelinka Priamo Ltd. – Made a presentation on the proposal of the development as well as the Heritage findings and impacts, Provincial Policy, Official Plan and Traffic Study. Mr. Dykstra showed a concept plan to the audience. Ms. Garrett stated that a shadow report was not requested by the Town. The application is consistent with the relevant policies of the Provincial Policy Statement and conformity Essex County Official Plan and the

Town of Kingsville Official Plan. Heritage Impact statement reports that there will be no negative impact on the property at 171 Main St. E.

Ed Krahn, 226 Cherrywood Dr. – Spoke to the advantages of the development. Mr. Krahn is in support of such development. Mr. Krahn stated that if you want control of what happens with the property then you should buy it.

Anne Sorensen, 647 McCracken Road – Ms. Sorensen stated that traffic on Main St is already hard to get through. She feels this will only add to the problem. She loves the Victorian feel of the Town of Kingsville and she feels that this will take away from that. She asked that Council take care of the people of the Town of Kingsville.

Jessica Renaud of 171 Main St E – is the daughter of Ann Marie Lemire. Ms. Renaud repeated the history of her family's home. She spoke about the heritage and culture of the Town of Kingsville, she feels that neglecting the heritage features of the town in the way of more business, more commercial, more traffic all for more money, is not what the residents want. If we allow this, then who is to say we won't see more destruction of the Victorian Town of Kingsville.

Craig Wright, resident of Kingsville – asked the Manager of Planning Robert Brown where the 5 or 6 developments are located that are already approved. He asked if all approvals are in place. Mr. Brown explained that only two of the current approved buildings have full approval in place. The remaining properties still have to get site plan approval. Mr. Wright questioned the notification process used for these developments as it seemed that no one knew about them. Mr. Brown explained that each of the developments had been circulated on several times as part of the public notification process. Mr. Wright advised that he would like to see these notices.

Lucille Dinyarian - 18 William Ave. asked if sewers have been considered with this new development. Ms. Dinyarian impossible to make a left turn. She has to go out the back of her subdivision and out to Wigle to make a left turn. Ms. Dinyarian stated that we need to take care of things that get old, not tear them down.

Pat Arnett 160 Blue Jay Cres – Ms. Arnett is from Toronto. Ms. Arnett and her husband researched for 5 years before she moved here. She wanted to come to Kingsville because of the people of the town. Ms. Arnett appreciates that the Town needs to make changes and she understands the mandate for a walk able town, but she doesn't think that high density needs to be the way. Ms. Arnett feels that we should let the first 5 condo's develop and see if there is a need for more.

Tom Klassen 127 Queen St – Mr. Klassen lives in a home built 1861, Mr. Klassen agrees with all the comments given already. He feels that the Wigle House that was torn down, and the severance of the lot on the King Estate, were all mistakes. What is going to happen to the Coghill and the Conklin homes, or his own house? What is the long range plan? Development is out of control. Don't let the developer force us into anything we don't want.



Avi Karpel, 637 McCracken – Ms. Karpel lives in a home built in 1928. She feels that the heritage part is not the only thing we should be thinking about. She feels that the vacant farm land could be beautiful walking park. She agree with all other speakers.

Anthony Rebkowec, 106 Kingswood Dr. – Mr. Rebkowec lives behind the King estates, which used to be Walter McGregor's house. He spoke about the sign that is on the Havlik property. He spoke about the Town asking to remove the sign because she didn't have a permit.

Mr. Rebkowec spoke about the traffic congestion, and he states that it takes him 20 – 30 minutes to get through town. We have a very beautiful downtown. Routing system for traffic must be established first. Must not only set out minimum standards.

Wayne Biggley, 14 Herrington St – has lived here for 32 years, he moved to Kingsville from the Hamilton area. Mr. Bigley would like to know if this is a tax based decision. Mr. Bigley understands that growth is necessary; but he loves the small town feel. He also agrees that old is not always fixable, but he feels that traffic is the main problem in the Town. Progress is needed but not in such a small area.

Bill Baker, neighbouring community, Oxley. Mr. Baker owns a trolley tour company bringing 100's of tourist to Kingsville. Mr. Baker has a different perspective. His clients rank Kingsville as their #1 destination. Mr. Baker also noted that in recent months his clients have commented that the growth of Kingsville is taking away from appeal. The boutique area is an appeal. If this development continues you will lose the boutique and tourist areas. Kingsville should take a rest on development. Just because it is legal doesn't mean it is right.

Sarah Sacheli, 3193 Graham Side Road – Mrs. Sacheli used to own a heritage home. Spoke to the relief and variances that this site plan is seeking, front yard, back yard, and side yard. Mrs. Sacheli asked that Council search their heart and if you wouldn't want this next to their home then don't allow it next to a heritage home.

Lizanne Lebedyk, 952 Erie Ave – asked the committee to respect the laws that we have in place, they are there for a reason.

Graham Munroe 619 Woodbridge Lane, appreciates Heritage of this town. In the history of Kingsville, sometimes we have to decline offers to develop, Kingsville has said slowdown in the past. For example, Heinz first approached Kingsville, the Town declined. We should think clearly about what this will do to our town.

Craig Wright, resident of Kingsville – suggested a citizen committee, investors from all around the world that want to develop greenhouses. We need someone to stand up for us.

Mike Palenchar, 213 Applewood Rd. – Mr. Palenchar can see straight across Main St. He spoke about the Medical Building and the 6 story condo / apartment buildings to go up between him and Main St. Mr. Palenchar asked what the height of the condo's will be between his home and Main St. Mr. Robert Brown, confirmed that the height of the condos is approved for 22 m.

Melinda Rauch, 226 Division St S. – Ms. Rauch spoke about the beauty of Kingsville and it being a quant Town. Ms. Rauch owns a new home décor shop on Main St. Ms.

Rauch mentioned the traffic in Kingsville, she feels it is already bad. Ms. Rauch commented on the Park Street Condo's being over half vacant. Resident and Business owners don't want to lose the quaintness of the town.

William Young, 3 Sand Pebble Crest – Mr. Young has lived in many different places in Ontario, including Burlington. When I decided to retire, my wife and I moved to Kingsville. Mr. Young feels like Kingsville is turning into Mississauga. Mr. Young asked the committee to think twice before you act. Kingsville is a beautiful town.

Zelinka Priamo Ltd., in summary, this development will offer alternative living, and private ownership. Every property owner has a right to do what they want to do with your home. Some want to fix things in a different way, as long as they follow the Zoning by-laws, and Official Plans of the Town and the County, it is their property to do with what they please. Developers must follow the same rules. Current zoning doesn't provide for future development. It is the Official Plans of the Town as well as the County to outline what is permitted for each area of the Town. This develop is mid density, it is consistent with the Town Official Plan and the County Official Plan, and the Provincial policy. Provincial policy is above everything, Provincial Policy does not want urban sprawl. Provincial Policy wants intensification, mixed used, promote housing that encourages people to have the chose to walk to shopping, doctors, etc. Developers don't build what there is not a demand for. There has been a lot of interest on the purchasing end of this development. Developers have rules and processes to follow also. This property is not heritage. Rules are being followed.

Anne Marie Lemire, 171 Main St East – we all do have the rights to follow the existing zoning. You are asking to change the zoning and expand on it. A very small piece of land that you are going to profit on immensely. The neighbours should have been approached. Ms. Lemire feels the developer is asking to push this to the limit.

Deputy Mayor Gord Queen, after listening to the comments of all the public, Noting the H.J. Heinz refusal, and Hiram Walker train track being a plus, past council have made some very good decisions and some bad decisions. Some heritage homes were lost, some developments were not a good idea. We all make mistakes, and we make good decisions also. Planners bring applications to the council, and councils make decisions on where to support or not support.

This committee has heard the comments, the input is part of the public record. All of Council needs to hear the concerns that were heard tonight. Planning Advisory Committee has no authority to approve anything. Council needs to hear all the information.

Committee member Wayne Latam understands there is a bigger picture. Mr. Latam promoted 5 year official plan review, being held November 20<sup>th</sup>, 2019 at the Town Hall. Mr. Latam feels that there wasn't a lot of public participation and recommended to the developer that public participation should have been considered. Mr. Latam, feels that there are a number of by-law requirements that are not being met, for example reductions in side yard and rear yard setbacks, why an alteration in height is necessary. These are questions that the committee would like to deal with in more depth. Mr. Latam feels that the requirements of the Provincial Policy, Town of Kingsville Official Plan and the County of Essex are not being met. The Committee and Council are

aware of the shortcomings of the presentation(s) and that some of the general information can be potentially misleading. Mr. Latam supports Mr. Queen's recommendation in presenting the comments and input from the residents to Council for their review.

#### **PAC – 14 – 2019**

Moved by Gord Queen, seconded by Laura Lucier to receive the report as presented and to provide the information and comment that was presented at the PAC meeting to all of Council.

**CARRIED**

#### **E. NEW AND UNFINISHED BUSINESS**

#### **F. NEXT MEETING DATE**

The next meeting of the Planning Advisory Committee shall take place on December 17<sup>th</sup>, 2019 at Council Chambers @ 7:00 PM p.m.

#### **G. ADJOURNMENT**

#### **PAC – 15 – 2019**

Moved by Gord Queen, seconded by Laura Lucier to adjourn this Meeting at 9:00 p.m.

**CARRIED**

---

**CHAIR, John Lein**

---

**RECORDING SECRETARY,  
Robert Brown**



planning@erca.org

P.519.776.5209

F.519.776.8688

360 Fairview Avenue West  
Suite 311, Essex, ON N8M 1Y6

September 23, 2019

Mr. Robert Brown, Manager of Planning Services  
Planning & Development Services Department  
The Corporation of the Town of Kingsville  
2021 Division Road North  
Kingsville Ontario, N9Y 2Y9

Dear Mr. Brown:

RE: Zoning By-Law Amendment ZBA-18-19 183 MAIN ST E  
ARN 371121000000700; PIN: 751780359  
Applicant: Willy & Donna Jean Krahn

The following is provided as a result of our review of Zoning By-Law Amendment ZBA-18-19. The purpose of this application is to amend the zoning to permit a future combined residential development that will include a total of five townhouse units with attached garages, and a six storey, 28 unit condominium with the associated parking areas.

**DELEGATED RESPONSIBILITY TO REPRESENT THE PROVINCIAL INTEREST IN NATURAL HAZARDS (PPS, 2014) AND REGULATORY RESPONSIBILITIES OF THE CONSERVATION AUTHORITIES ACT**

The following comments reflect our role as representing the provincial interest in natural hazards encompassed by Section 3.1 of the Provincial Policy Statement of the *Planning Act* as well as our regulatory role as defined by Section 28 of the *Conservation Authorities Act*.

We have reviewed our floodline mapping for this area and it has been determined this site is **not** located within a regulated area that is under the jurisdiction of the ERCA (Section 28 of the *Conservation Authorities Act*). As a result, a permit is not required from ERCA for issues related to Section 28 of the *Conservation Authorities Act*, Development, Interference with Wetlands and Alteration to Shorelines and Watercourses Regulation under the *Conservations Authorities Act*, (Ontario Regulation No. 158/06).

**WATERSHED BASED RESOURCE MANAGEMENT AGENCY**

The following comments are provided in an advisory capacity as a public commenting body on matters related to watershed management.

**SECTION 1.6.6.7 Stormwater Management (PPS, 2014)**

We recommend that the municipality ensure that the release rate for this development is controlled to the capacity available in the existing storm sewers/drains. In addition, that stormwater quality





Mr. Brown  
September 23, 2019

and stormwater quantity are addressed up to and including the 1:100 year storm event and be in accordance with the guidance provided by the Stormwater Management Planning and Guidance Manual, prepared by the Ministry of the Environment (MOE, March 2003) and the Windsor-Essex Region Stormwater Management Standards Manual.

We further recommend that the stormwater management analysis be completed to the satisfaction of the Municipality. We do not require further consultation on this file with respect to stormwater management.

**PLANNING ADVISORY SERVICE TO MUNICIPALITIES - NATURAL HERITAGE POLICIES OF THE PPS, 2014**

The following comments are provided from our perspective as a service provider to the Municipality on matters related to natural heritage and natural heritage systems. The comments in this section do not necessarily represent the provincial position and are advisory in nature for the consideration of the Municipality as the planning authority.

The subject property is not within or adjacent to any natural heritage feature that may meet the criteria for significance under the Provincial Policy Statement (PPS 2014). Based on our review, we have no objection to the application with respect to natural heritage policies.

**FINAL RECOMMENDATION**

We have no objections to this application for Zoning By-law Amendment.

If you have any questions or require any additional information, please contact the undersigned.

Sincerely,



Corinne Chiasson  
Resource Planner  
/cor



# THE CORPORATION OF THE TOWN OF KINGSVILLE

## BY-LAW 29-2021

---

### Being a by-law to amend By-law No. 1-2014, The Comprehensive Zoning By-law for the Town of Kingsville

**WHEREAS** By-law No. 1-2014 is the Town's Comprehensive Zoning By-law to regulate the use of land and the character, location and use of building and structures in the Town of Kingsville;

**AND WHEREAS** the Council of the Corporation of the Town of Kingsville deems it expedient and in the best interest of proper planning to further amend By-law 1-2014 as herein provided;

**AND WHEREAS** there is an Official Plan in effect in the Town of Kingsville and this By-law is deemed to be in conformity with the Town of Kingsville Official Plan;

### **NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWN OF KINGSVILLE ENACTS AS FOLLOWS:**

1. That Subsection 6.4.1 RESIDENTIAL ZONE 4 URBAN EXCEPTIONS is amended with the addition of the following new subsection:

#### **6.4.1.6 'RESIDENTIAL ZONE 4 URBAN EXCEPTIONS 6 (R4.1-6)'**

For lands shown as R4.1-6 on Map 72 (183 Main St. E.) Schedule "A" of this By-law.

##### a) Permitted Uses

Those use permitted under Section 6.4.1 limited to an apartment dwelling

##### b) Permitted Buildings and Structures

An apartment dwelling – (maximum 22 dwelling units)  
Buildings and structures accessory to the main use

##### c) Zone Provisions

Notwithstanding any other provisions of the by-law to the contrary the following site-specific provisions shall apply to lands zoned R4.1-6.

- i) Lot Frontage – 16 m, minimum
- ii) Maximum Permitted Height – 12.2 m
- iii) Rear Yard Setback – 7.5 m, minimum

2. Schedule "A", Map 72 of By-law 1-2014 is hereby amended by changing the zone symbol on lands known municipally as Part of Lot 2, Concession 1 ED and locally known as 183 Main St. E, as shown on Schedule "A" in cross-hatch attached hereto from 'Residential Zone 1 Urban, (R1.1)' to 'Residential Zone 4 Urban Exception 6, (R4.1-6)'
3. This by-law shall come into force and take effect from the date of passing by Council and shall come into force in accordance with Section 34 of the Planning Act, R.S.O. 1990 Chapter P.13, as amended.

**READ A FIRST, SECOND AND THIRD TIME AND FINALLY PASSED THIS  
22<sup>nd</sup> DAY OF MARCH, 2021.**

---

**MAYOR, Nelson Santos**

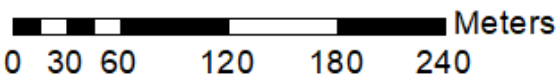
---


**CLERK, Jennifer Astrologo**

Schedule A



**183 Main St. E.**  
**Part of Lot 2, Concession 1 ED**  
**ZBA/18/2019**



 Schedule "A", Map 72 of By-law 1-2014 is hereby amended by changing the zone symbol as shown on Schedule 'A' in cross-hatch attached hereto from 'Residential Zone 1 Urban (R1.1)' to 'Residential Zone 4, Exception 6 - (R4.1-6)'.



**Town of Kingsville  
Council Summary Report  
2021**

**Cheque Distributions for the Month of:  
Department Summary:**

**FEBRUARY**

<b>Dept. No.</b>	<b>Department Name</b>	<b>Amount</b>
-	TD Canada Trust - RM Visa	\$ 7,237.80
-	TD Canada Trust - JN Visa	\$ 1,992.50
-	TD Canada Trust - NS Visa	\$ -
000	Default - Clearing	\$ 128,503.22
110	Council	\$ 554.29
112	General Administration	\$ 106,761.99
114	Information Technology	\$ 14,829.34
120	Animal Control	\$ 91.23
121	Fire	\$ 17,954.60
122	OPP	\$ 345,369.47
124	Building	\$ 5,141.97
130	Transportation - Public Works	\$ 1,609,937.24
131	Sanitation	\$ 56,568.45
151	Cemetery	\$ 1,856.18
170	Arena	\$ 19,019.96
171	Parks	\$ 48,092.47
172	Fantasy of Lights	\$ 1,765.58
173	Marina	\$ 306.53
174	Migration Festival	\$ -
175	Recreation Programs	\$ 541.44
176	Communities in Bloom	\$ 64.81
177	Highland Games	\$ 75.00
178	Facilities	\$ 9,465.89
180	Planning	\$ 3,045.15
181	BIA	\$ 1,190.90
184	Accessibility Committee	\$ 172.99
185	Tourism & Economic Development Committee	\$ 177.71
186	Heritage Committee	\$ 75.00
201	Environmental - Water	\$ 91,403.51
242	Kingsville/Lakeshore West Wastewater	\$ 390,457.14
243	Cottam Wastewater	\$ 9,103.97

**Total of Current Expenditures:** \$ 2,871,756.33  
**Total Number of Current Cheques Issued:** 256

*\*Note HST Rebate details are omitted, but are included in the totals*

**Comparison Data:** **FEBRUARY 2020**  
**Total of Approved Expenditures:** \$ 1,606,903.60  
**Total Number of Cheques Issued:** 334

*\* denotes monies recouped, refunded or billed to third party*



## TOWN OF KINGSVILLE CHEQUE DISTRIBUTION

FEBRUARY 2021

## TD Canada Trust - RM Visa

Cheque Number	Cheque Date	Vendor Name	Description	G/L Account	Amount
0075898	2/19/2021	NPI/RAM MOUNTS	PW - RAM MOUNTS	01-130-099-60316	\$725.35
0075898	2/19/2021	UPS*5203927407	FIRE BOOKS - BROKERAGE	01-121-099-60305	\$31.99
0075898	2/19/2021	Amazon.ca*I39M70EQ3	OFFICE SUPPLIES	01-130-099-60301	\$40.68
0075898	2/19/2021	CPC / SCP 391042	COLLECTION CALENDARS 2021	01-131-400-60380	\$207.59
0075898	2/19/2021	UPS*5209743434	TRUCK MOUNTS - BROKERAGE	02-201-360-72052	\$92.30
0075898	2/19/2021	ONTARIO ASSOCIATION OF	FIRE-OFFICER TRN'G MEMBERSHIP	01-121-099-60320	\$150.00
0075898	2/19/2021	MECP-HWIN WEB	HWIN REG - S MARTINHO	02-201-099-60320	\$50.00
0075898	2/19/2021	AMCTO	AD - ES SUPERVISOR	01-112-099-60306	\$620.74
0075898	2/19/2021	MECP-HWIN WEB	HWIN REG - T DELGRECO	01-170-099-60345	\$50.00
0075898	2/19/2021	TICKETPROCA	2021 FEO SUMMIT - KLO	01-175-099-60254	\$84.75
0075898	2/19/2021	TICKETPROCA	2021 FEO SUMMIT - N COBBY	01-185-099-60320	\$84.75
0075898	2/19/2021	AMZN Mktp CA*MM0CN09Q3	ES - BULK BATTERIES	02-201-099-60301	\$116.59
0075898	2/19/2021	MGCS SO PUBLICATIONS ON A	AMENDMENT PKG - BLDG CODE	01-124-099-60320	\$268.67
0075898	2/19/2021	SQ *CANADIAN SAFE BOATING	FIRE-COLDWATER TRN'G x4	01-121-072-60118	\$200.00
0075898	2/19/2021	ONTARIO GOOD ROADS ASSOC	STRM WTR MGMT-T DELGRECO	01-130-098-60254	\$1,394.11
0075898	2/19/2021	SP * SMOVE STABILIZERS	ECDEV - SMOVE DEVICE	01-185-099-60358	\$78.39
0075898	2/19/2021	COMFORT INN & SUITES	FIRE - RFND PENDING	01-121-072-60118	\$106.22
0075898	2/19/2021	COMFORT INN & SUITES	FIRE - RFND PENDING	01-121-072-60118	\$106.22
0075898	2/19/2021	COMFORT INN & SUITES	FIRE - RFND PENDING	01-121-072-60118	\$106.22
0075898	2/19/2021	COMFORT INN & SUITES	FIRE - RFND PENDING	01-121-072-60118	\$106.22
0075898	2/19/2021	COMFORT INN & SUITES	FIRE - RFND PENDING	01-121-072-60118	\$106.22
0075898	2/19/2021	COGECO CONNEXION	103 PARK ST	01-178-135-60327	\$119.89
0075898	2/19/2021	COGECO CONNEXION	37 BEECH ST	01-178-172-60327	\$129.95
0075898	2/19/2021	Amazon.ca Prime Member	MEMBERSHIP FEE	01-112-099-60320	\$8.13
0075898	2/19/2021	CBT NUGGETS LLC	TRAINING SOFTWARE LICENSE	01-114-099-60254	\$790.00
0075898	2/19/2021	FINCH CHEVROLET CADILLAC	SPORD ARMREST x3	01-130-099-60316	\$1,834.58
0075898	2/19/2021	ONTARIO WATER WORKS AS	WTR OPERATOR CF-GODIN,SCRATCH	02-201-098-60254	(\$1,336.11)
0075911	2/19/2021	Badger Meter Inc	BEACON SERVICE - SEPT 2020	02-201-099-60317	\$304.80
0075911	2/19/2021	Badger Meter Inc	BEACON SERVICE - NOV 2020	02-201-099-60317	\$304.80
0075911	2/19/2021	Badger Meter Inc	BEACON SERVICE - DEC 2020	02-201-099-60317	\$304.80
0075898	2/19/2021	AMZN Mktp CA*EJ0KO5A33	FIRE - OFFICE SUPPLIES	01-121-099-60301	\$49.95
Total For RM Visa					\$7,237.80

## TD Canada Trust - JN Visa

Cheque Number	Cheque Date	Vendor Name	Description	G/L Account	Amount
0075899	2/19/2021	ZOOM.US 888-799-9666	ZOOM SUBSCRIPTION - J NORTON	01-112-099-60320	(\$146.76)
0075899	2/19/2021	AMZN Mktp CA*UO3K242Y3	CAO - OFFICE SUPPLIES	01-112-099-60301	\$22.77
0075899	2/19/2021	LSO PORTAL	2021 MEMBERSHIP - J NORTON	01-112-099-60320	\$2,116.49
Total For JN Visa					\$1,992.50

000

Cheque Number	Cheque Date	Vendor Name	Description	G/L Account	Amount
0075718*	2/1/2021	882840 Ontario Inc	RFND DEP - 1811 TALBOT RD	01-000-000-21410	\$2,000.00
0075722*	2/1/2021		RFND DEP - 345 CTY RD 34 W	01-000-000-21410	\$2,000.00
0075724*	2/1/2021		RFND DEP - 859 COTTAGE GROVE	01-000-000-21410	\$1,000.00
0075725*	2/1/2021		RFND DEP - 74 WALKER DR	01-000-000-21410	\$2,000.00
0075728*	2/1/2021		RFND DEP - 1794 COUNTY RD 34 E	01-000-000-21410	\$2,000.00
0075729*	2/1/2021	Chris King & Sons Construction Ltd	RFND DEP - 2 WISTERIA LANE	01-000-000-21410	\$1,000.00
0075729*	2/1/2021	Chris King & Sons Construction Ltd	RFND DEP - 6 WISTERIA LANE	01-000-000-21410	\$1,000.00
0075734*	2/1/2021		RFND DEP - 110 LAUREL ST	01-000-000-21410	\$2,000.00
0075747*	2/1/2021		RFND DEP - 7 METTAWAS LANE	01-000-000-21410	\$2,000.00
0075748*	2/1/2021	I.B.E.W. #636	REMITTANCE - JAN 10-23 2021	01-000-000-21006	\$685.49
0075749*	2/1/2021		RFND DEP - 409 CTY RD 34 W	01-000-000-21410	\$1,000.00
0075752*	2/1/2021	Kingsville Fire Fighter Assoc	REMITTANCE - DEC 2020	01-000-000-21014	\$324.00
0075753*	2/1/2021	Kingsville Plaza Inc	RFND DEP - SPA/16/17	01-000-020-21501	\$2,500.00
0075754*	2/1/2021	Holger or Jessica Knauff	RFND DEP - 209 BERNATH ST	01-000-000-21410	\$2,000.00
0075755*	2/1/2021		RFND DEP - 28 CREEKVIEW BLVD	01-000-000-21410	\$2,000.00
0075759*	2/1/2021		RFND DEP - 2150 ROAD 5 E	01-000-000-21410	\$2,000.00
0075760*	2/1/2021		RFND DEP - 15 CAMERON DR	01-000-000-21410	\$2,000.00
0075761*	2/1/2021	Metal Building Solutions Inc	RFND DEP - 446 CTY RD 14 E	01-000-000-21410	\$2,000.00
0075763*	2/1/2021	Pools By Angelo	RFND DEP - 818 COTTAGE GROVE	01-000-000-21410	\$2,000.00
0075764*	2/1/2021	Powerhouse Boiler	RFND DEP - SPA/21/19	01-000-020-21501	\$10,000.00
0075765*	2/1/2021		RFND DEP - 222 ROAD 10	01-000-000-21410	\$1,000.00
0075768*	2/1/2021		RFND DEP - 303 CTY RD 27 W	01-000-000-21410	\$2,000.00
0075769*	2/1/2021		RFND DEP - 9 CTY RD 29	01-000-000-21410	\$2,000.00
0075772*	2/1/2021		RFND DEP - 15 METTAWAS LANE	01-000-000-21410	\$2,000.00
0075776*	2/1/2021		RFND DEP - 484 CTY RD 34 E	01-000-000-21410	\$1,000.00
0075779*	2/1/2021		RFND DEP - 86 WIGLE#8-11,35-38	01-000-000-21410	\$2,000.00

0075779*	2/1/2021	Paul Weidel	RFND DEP - 106 WIGLE AVE	01-000-000-21410	\$2,000.00
0075780*	2/1/2021	Lisa Wiebe	RFND PAP - 326 BAYVIEW	01-000-031-21418	\$191.73
0075782	2/1/2021	Workplace Safety & Insurance Board	REMITTANCE - JAN 2021	01-000-000-21007	\$14,243.34
0075785*	2/4/2021	HYDRO ONE	1 Conc Lot22 Moroun Pump St	01-000-023-14080	\$428.14
0075791*	2/10/2021	Dillon Consulting	4TH CON BRANCH - LANE DRAIN	01-000-023-14080	\$2,928.85
0075791*	2/10/2021	Dillon Consulting	4TH CON BRANCH - LANE DRAIN	01-000-023-14080	\$4,346.57
0075791*	2/10/2021	Dillon Consulting	4TH CON BRANCH - LANE DRAIN	01-000-023-14080	\$1,219.90
0075795*	2/10/2021	Evergreen Lawns	WEED CTRL - VARIOUS LOTS	01-000-006-12062	\$200.00
0075795*	2/10/2021	Evergreen Lawns	WEED CTRL - VARIOUS LOTS	01-000-006-12062	\$200.00
0075795*	2/10/2021	Evergreen Lawns	WEED CTRL - VARIOUS LOTS	01-000-006-12062	\$100.00
0075795*	2/10/2021	Evergreen Lawns	WEED CTRL - VARIOUS LOTS	01-000-006-12062	\$350.00
0075795*	2/10/2021	Evergreen Lawns	WEED CTRL - VARIOUS LOTS	01-000-006-12062	\$200.00
0075795*	2/10/2021	Evergreen Lawns	WEED CTRL - VARIOUS LOTS	01-000-006-12062	\$200.00
0075795*	2/10/2021	Evergreen Lawns	WEED CTRL - VARIOUS LOTS	01-000-006-12062	\$350.00
0075795*	2/10/2021	Evergreen Lawns	WEED CTRL - VARIOUS LOTS	01-000-006-12062	\$350.00
0075851*	2/10/2021	Neutrax Excavating & Demolition	RFND DEP - 995 ROAD 6 E	01-000-000-21410	\$2,000.00
0075862*	2/10/2021	Brad Rayment	DEVELOPMENT CHARGE REFUND	01-000-030-21320	\$5,784.00
0075863*	2/10/2021	REALTAX INC	PROCEED FIRST NOTICE 590-04250	01-000-030-21307	\$853.15
0075863*	2/10/2021	REALTAX INC	PROCEED FIRST NOTICE 550-00600	01-000-030-21307	\$943.55
0075863*	2/10/2021	REALTAX INC	PROCEED FIRST NOTICE 270-32900	01-000-030-21307	\$401.15
0075863*	2/10/2021	REALTAX INC	PROCEED FIRST NOTICE 225-20017	01-000-030-21307	\$423.75
0075863*	2/10/2021	REALTAX INC	PROCEED FIRST NOTICE 090-02800	01-000-030-21307	\$604.55
0075864*	2/10/2021	Ricci, Enns, Rollier & Settingington	REFUND PYMT MADE IN ERROR	01-000-001-10151	\$8,647.23
0075874*	2/10/2021	Southpoint Publishing Inc	AD - JANUARY 2021	01-000-030-21307	\$166.11
0075894*	2/19/2021	Minister of Finance (debentures)	TILE DEBENTURE 28-2012	01-000-052-60441	\$3,168.16
0075894*	2/19/2021	Minister of Finance (debentures)	TILE DEBENTURE 28-2012	01-000-052-60442	\$391.58
0075894*	2/19/2021	Minister of Finance (debentures)	TILE DEBENTURE 10-2014	01-000-052-60441	\$3,949.65
0075894*	2/19/2021	Minister of Finance (debentures)	TILE DEBENTURE 10-2014	01-000-052-60442	\$1,036.70
0075895*	2/19/2021	HYDRO ONE	Streetlights - Dimar Dr	01-000-006-13199	\$28.73
0075925*	2/19/2021	Kaitlyn Ferrari	RFND DUP PYMT-544 SCOTCH ALLEY	01-000-031-21418	\$809.31
0075946*	2/19/2021	Rood Engineering Inc.	EN SERVICES - MCCAIN SDRD	01-000-023-14080	\$20,441.54
0075947	2/19/2021	Royal Benefits Inc	BENEFITS CLAIM - JAN 2021	01-000-006-12002	\$36.04
Total For Department					\$128,503.22

110

Cheque Number	Cheque Date	Vendor Name	Description	G/L Account	Amount
0075900	2/19/2021	Telus Mobility	CELL PHONE - JAN 28 - FEB 27	01-110-099-60327	\$45.79
0075923	2/19/2021	Kim DeYong	ROMA 2021 - K DEYONG	01-110-104-60253	\$508.50
Total For Department					\$554.29

112

Cheque Number	Cheque Date	Vendor Name	Description	G/L Account	Amount
0075697	2/1/2021	Enbridge Gas Inc.	2021 Division Rd N - Town Hall	01-112-099-60314	\$568.65
0075711	2/1/2021	Thomson Reuters Canada	WESTLAW SUBSCRIPTION - DEC	01-112-099-60320	\$133.34
0075727	2/1/2021	Cheema Cleaning Services Ltd	CLEANING SERVICES - JAN 2021	01-112-099-60341	\$2,289.60
0075739	2/1/2021	Emergency Services Steering Committee	MEMBERSHIP 2021 - J NORTON	01-112-099-60320	\$375.00
0075740	2/1/2021	Essex Region Conservation Auth	1ST QUARTER LEVY - 2021	01-112-420-60950	\$52,111.50
0075742	2/1/2021	Fire Safety Services	SERVICE - T'HALL EXTINGUISHERS	01-112-099-60315	\$122.11
0075742	2/1/2021	Fire Safety Services	SERVICE - T'HALL EXTINGUISHERS	01-112-099-60315	\$156.71
0075775	2/1/2021	Truax Lumber	TOWN HALL - THERMOSTAT	01-112-099-60315	\$4.86
0075807	2/10/2021	Paul D. Watson Law Office	SERV - INTEGRITY COMMISSIONER	01-112-099-60319	\$2,666.56
0075808	2/10/2021	1797465 Ontario Limited	TOWN HALL - BIO FILTER MAINT	01-112-099-60315	\$305.28
0075810	2/10/2021	Acklands Grainger	FIRE - RESPIRATOR	01-112-360-72057	\$240.97
0075815	2/10/2021	Canada Post Corporation	TAX - INTERIM NOTICES	01-112-099-60303	\$7,783.78
0075817	2/10/2021	Cheema Cleaning Services Ltd	CLEANING - OPP EXTRA	01-112-360-72057	\$2,014.85
0075830	2/10/2021	Fusion Managed Services	TONER	01-112-099-60301	\$67.15
0075842	2/10/2021	LBC Capital	RECP PRINTER - FEB 15 - MAR 14	01-112-099-60311	\$72.30
0075846	2/10/2021	MC Business Solutions Ltd	FOLDER/INSERTER REPAIR	01-112-099-60308	\$137.38
0075850	2/10/2021	Monarch Office Supply	OFFICE SUPPLIES - JAN 2021	01-112-099-60301	\$179.20
0075853	2/10/2021	OMTRA	2021 MEMBERSHIP - V SAWATZKY	01-112-099-60320	\$228.96
0075855	2/10/2021	Ontario Municipal Administrator's As	2021 MEMBERSHIP - J NORTON	01-112-099-60320	\$406.02
0075857	2/10/2021	Pearsall Marshall Halliwell & Seaton	TITLE SEARCH - VICTOR LANE	01-112-099-60319	\$254.40
0075857	2/10/2021	Pearsall Marshall Halliwell & Seaton	TITLE SEARCH - VICTOR LANE	01-112-099-60319	\$425.03
0075866	2/10/2021	Vicky Sawatzky	MAP UNIT 4 - 50 % REG	01-112-098-60254	\$185.71
0075876	2/10/2021	Teranet Enterprises Inc.	RFND DUP TAX CERT LESS AR INV	01-112-066-41210	\$50.00
0075880	2/10/2021	Windsor Factory Supply	FIRE - WIPES	01-112-360-72057	\$267.42
0075885	2/19/2021	Arts Society of Kingsville	2021 GRANT APPLICATION	01-112-200-60390	\$2,000.00
0075886	2/19/2021	Arts Society of Kingsville (MIG)	2021 GRANT APPLICATION	01-112-200-60390	\$3,000.00
0075888	2/19/2021	Canada Revenue Agency	2019 PIER REVIEW	01-112-072-60204	\$76.30
0075890	2/19/2021	Kingsville Gosfield Heritage	2021 GRANT APPLICATION	01-112-200-60390	\$2,000.00
0075891	2/19/2021	Kingsville Horticultural Society	2021 GRANT APPLICATION	01-112-200-60390	\$8,000.00
0075892	2/19/2021	Migrant Worker Community Program	2021 GRANT APPLICATION	01-112-200-60390	\$10,000.00
0075897	2/19/2021	Rotary Club of Kingsville Southshore	2021 GRANT APPLICATION	01-112-200-60390	\$2,500.00

0075900	2/19/2021	Telus Mobility	CELL PHONE - JAN 28 - FEB 27	01-112-099-60327	\$183.17
0075905	2/19/2021	Fusion Managed Services	COPIER METER READS-DEC7-JAN6	01-112-099-60311	\$26.72
0075905	2/19/2021	Fusion Managed Services	COPIER METER READS-DEC7-JAN6	01-112-099-60311	\$0.09
0075905	2/19/2021	Fusion Managed Services	COPIER METER READS-DEC7-JAN6	01-112-099-60311	\$106.50
0075905	2/19/2021	Fusion Managed Services	COPIER METER READS-DEC7-JAN6	01-112-099-60311	\$376.76
0075913	2/19/2021	Advance Business Systems	POST MACH LEASE-3/30-3/29/2022	01-112-099-60311	\$297.83
0075914	2/19/2021	AMCTO	AMCTO MEMBERSHIP - S KITCHEN	01-112-099-60320	\$412.13
0075920	2/19/2021	Cogeco	2021 DIVISION RD N	01-112-099-60327	\$310.05
0075924	2/19/2021	Enbridge Gas Inc.	2021 Division Rd N - Town Hall	01-112-099-60314	\$556.43
0075926	2/19/2021	Fusion Managed Services	COPIER METER READS-JAN7-FEB6	01-112-099-60311	\$44.20
0075926	2/19/2021	Fusion Managed Services	COPIER METER READS-JAN7-FEB6	01-112-099-60311	\$116.61
0075926	2/19/2021	Fusion Managed Services	COPIER METER READS-JAN7-FEB6	01-112-099-60311	\$412.97
0075933	2/19/2021	Laser Art Inc.	TOWN CLOTHING	01-112-072-60216	\$1,526.85
0075934	2/19/2021	LBC Capital	CAO COPIER-FEB 17-MAR 16, 2021	01-112-099-60311	\$16.99
0075934	2/19/2021	LBC Capital	TREASURY COPIER-FEB 17-MAR 16	01-112-099-60311	\$227.80
0075934	2/19/2021	LBC Capital	CLERKS COPIER-FEB 17-MAR 16	01-112-099-60311	\$227.80
0075940	2/19/2021	HYDRO ONE	2021 Division Admin #J027150	01-112-099-60314	\$2,925.26
0075947	2/19/2021	Royal Benefits Inc	BENEFITS CLAIM - JAN 2021	01-112-072-60222	\$84.26
0075947	2/19/2021	Royal Benefits Inc	BENEFITS CLAIM - JAN 2021	01-112-072-60223	\$286.49

Total For Department \$106,761.99

114

Cheque Number	Cheque Date	Vendor Name	Description	G/L Account	Amount
0075719	2/1/2021	Applied Computer Solutions Inc	JANUARY SUPPORT	01-114-099-60310	\$190.80
0075821	2/10/2021	Corp. of the County of Essex	WEBSITE ACCESSIBILITY CONTRACT	01-114-099-60309	\$1,433.89
0075826	2/10/2021	eSCRIBE Software Ltd	ESCRIBE SOFTWARE	01-114-360-72105	\$5,596.80
0075871	2/10/2021	SolidCAD	AUTOCAD RENEWAL	01-114-099-60309	\$1,078.65
0075872	2/10/2021	SOTI Inc	MDM RENEWAL	01-114-099-60309	\$4,487.61
0075883	2/10/2021	ZoomerMedia Limited	ZOOM UPDATE LICENSE	01-114-099-60317	\$189.27
0075900	2/19/2021	Telus Mobility	CELL PHONE - JAN 28 - FEB 27	01-114-099-60327	\$91.58
0075901	2/19/2021	CDW Canada	PDU	01-114-099-60317	\$149.06
0075904	2/19/2021	Dell Canada Inc	LAPTOP DOCKING STATION	01-114-099-60302	\$203.50
0075919	2/19/2021	Cisco Systems Canada Co	WEBEX SUBSCRIPTION-FEB17-MAR16	01-114-099-60309	\$50.03
0075921	2/19/2021	Corp. of the County of Essex	ESOLUTIONS MAINTENANCE	01-114-099-60309	\$1,241.47
0075943	2/19/2021	Purolator Courier Service	COURIER SERVICES	01-114-099-60305	\$116.68

Total For Department \$14,829.34

120

Cheque Number	Cheque Date	Vendor Name	Description	G/L Account	Amount
0075735*	2/1/2021		RFND - DOG TAG 2021	01-120-064-41140	\$20.00
0075908	2/19/2021	Municipality of Leamington	ANIMAL CTRL - TRAPPING NOV2020	01-120-280-60124	\$71.23

Total For Department \$91.23

121

Cheque Number	Cheque Date	Vendor Name	Description	G/L Account	Amount
0075697	2/1/2021	Enbridge Gas Inc.	120 Fox St	01-121-099-60314	\$597.14
0075697	2/1/2021	Enbridge Gas Inc.	1720 Division Rd N	01-121-099-60314	\$740.54
0075727	2/1/2021	Cheema Cleaning Services Ltd	CLEANING SERVICES - JAN 2021	01-121-099-60341	\$356.16
0075727	2/1/2021	Cheema Cleaning Services Ltd	CLEANING SERVICES - JAN 2021	01-121-099-60341	\$183.17
0075730	2/1/2021	Cintas Canada Limited	FIRE - MATS NORTH	01-121-099-60315	\$45.53
0075730	2/1/2021	Cintas Canada Limited	FIRE - MATS KING	01-121-099-60315	\$83.17
0075736	2/1/2021		POLICE CLEARANCE	01-121-099-60317	\$131.00
0075744	2/1/2021	Gosfield North Communications	COTTAM FIRE HALL	01-121-099-60327	\$126.46
0075783	2/4/2021	E.L.K. Energy Inc	120 Fox St	01-121-099-60314	\$221.55
0075785	2/4/2021	HYDRO ONE	1720 Division Rd N	01-121-099-60314	\$625.97
0075786	2/4/2021	Town of Kingsville (water)	120 Fox St	01-121-099-60314	\$133.55
0075787	2/10/2021	A.J. Stone Company Ltd.	FIRE - STREAM LIGHT	01-121-099-60756	\$375.25
0075809	2/10/2021	2569299 Ontario Incorporated	FIRE - EQUIPMENT REPAIR	01-121-099-60316	\$396.23
0075811	2/10/2021	A.J. Stone Company Ltd.	FIRE - CALIBRATION	01-121-099-60315	\$539.24
0075823	2/10/2021	Jeff Dean	FIRE - TARPS	01-121-099-60316	\$229.85
0075823	2/10/2021	Jeff Dean	FIRE - CAR 2 WASH	01-121-099-60316	\$13.00
0075828	2/10/2021	Fireservice Management Ltd.	EQUIPMENT REPAIR	01-121-099-60316	\$340.61
0075828	2/10/2021	Fireservice Management Ltd.	EQUIPMENT REPAIR	01-121-099-60316	\$347.22
0075829	2/10/2021	Fire Marshal's Public Fire Safety Co	FIRE - TRAINING MATERIAL	01-121-072-60118	\$401.68
0075840	2/10/2021	Kingsville Home Hardware	FIRE - HOSE CLAMPS	01-121-099-60316	\$14.94
0075840	2/10/2021	Kingsville Home Hardware	FIRE - GARBAGE BAGS	01-121-099-60315	\$38.65
0075840	2/10/2021	Kingsville Home Hardware	FIRE - STOPPER/VENT CAP KIT	01-121-099-60316	\$10.67
0075844	2/10/2021	Levitt-Safety	FIRE - EQUIPMENT REPAIR	01-121-099-60316	\$2,535.30
0075849	2/10/2021	M&L Supply	FIRE - FLASHHOODS	01-121-099-60701	\$888.71
0075850	2/10/2021	Monarch Office Supply	OFFICE SUPPLIES - JAN 2021	01-121-099-60301	\$110.13
0075859	2/10/2021	Purolator Courier Service	FIRE - COURIER SERVICES	01-121-099-60305	\$5.68

0075861	2/10/2021		FINGERPRINTS&COFFEE JAN12 FIRE	01-121-099-60317	\$122.48
0075867	2/10/2021	Sentry Fire Protection Services	ANNUAL EXTINGUISHER INSPECT	01-121-099-60316	\$137.71
0075867	2/10/2021	Sentry Fire Protection Services	ANNUAL EXTINGUISHER INSPECT	01-121-099-60316	\$448.62
0075869	2/10/2021	Signs by Nommel	FIRE - ACCOUNTABILITY TAGS	01-121-099-60701	\$88.02
0075873	2/10/2021	Southwest Diesel Service Inc	122 - REPAIRS	01-121-099-60316	\$319.87
0075873	2/10/2021	Southwest Diesel Service Inc	218 - REPAIRS	01-121-099-60316	\$661.18
0075873	2/10/2021	Southwest Diesel Service Inc	123 - REPAIR	01-121-099-60316	\$132.87
0075875	2/10/2021	Talbot Marketing Inc.	FIRE - S CAMPBELL	01-121-072-60216	\$70.94
0075877	2/10/2021	Thames Communications Ltd.	FIRE - RADIOS & PAGERS	01-121-099-60702	\$1,319.32
0075880	2/10/2021	Windsor Factory Supply	FIRE - COUPLER	01-121-099-60316	\$14.89
0075880	2/10/2021	Windsor Factory Supply	FIRE - GLOVES	01-121-099-60701	\$32.48
0075880	2/10/2021	Windsor Factory Supply	FIRE - VESTS FF SUPPLIES	01-121-100-60705	\$249.31
0075884	2/19/2021	Allstream Business Inc	Fire Emergency Calls	01-121-099-60327	\$45.79
0075900	2/19/2021	Telus Mobility	CELL PHONE - JAN 28 - FEB 27	01-121-099-60327	\$249.31
0075902	2/19/2021	Cintas Canada Limited	FIRE - MATS NORTH	01-121-099-60315	\$45.53
0075922	2/19/2021	DeLage Landen	FIRE COPIER LEASE - MARCH 2021	01-121-099-60311	\$137.83
0075924	2/19/2021	Enbridge Gas Inc.	120 Fox St	01-121-099-60314	\$359.28
0075924	2/19/2021	Enbridge Gas Inc.	1720 Division Rd N	01-121-099-60314	\$460.26
0075940	2/19/2021	HYDRO ONE	1720 Division Rd N	01-121-099-60314	\$819.96
0075947	2/19/2021	Royal Benefits Inc	BENEFITS CLAIM - JAN 2021	01-121-072-60222	\$828.19
0075947	2/19/2021	Royal Benefits Inc	BENEFITS CLAIM - JAN 2021	01-121-072-60223	\$601.88
0075949	2/19/2021	Troy Life & Fire Safety Ltd.	FIRE - MAINTENANCE	01-121-099-60315	\$605.47
0075949	2/19/2021	Troy Life & Fire Safety Ltd.	FIRE NORTH - DETECTOR	01-121-099-60315	\$605.47
0075951	2/19/2021	Xerox Canada Ltd.	XEROX - DEC 28 - JAN 27/2021	01-121-099-60311	\$106.54
Total For Department					\$17,954.60

122

Cheque Number	Cheque Date	Vendor Name	Description	G/L Account	Amount
0075697	2/1/2021	Enbridge Gas Inc.	41 Division St S	01-122-099-60314	\$439.94
0075720	2/1/2021	AXLE Films Inc.	OTHER-HARM REDUCTION TRN'G	01-122-030-21391	\$5,418.49
0075720	2/1/2021	AXLE Films Inc.	OTHR-PUBED VIDEO MENTAL HEALTH	01-122-030-21391	\$9,158.39
0075727	2/1/2021	Cheema Cleaning Services Ltd	CLEANING SERVICES - JAN 2021	01-122-099-60341	\$1,922.24
0075727	2/1/2021	Cheema Cleaning Services Ltd	CLEANING SERVICES - JAN 2021	01-122-099-60341	\$284.93
0075730	2/1/2021	Cintas Canada Limited	OPP - MATS	01-122-099-60315	\$107.45
0075732	2/1/2021	Blake Cohoe	TRN'G - ZOOM SUBSCRIPTION	01-122-030-21390	\$226.00
0075744	2/1/2021	Gosfield North Communications	OPP - TALBOT ST COTTAM	01-122-099-60327	\$121.88
0075783	2/4/2021	E.L.K. Energy Inc	41 Division St S	01-122-099-60314	\$500.59
0075784	2/4/2021	Minister of Finance (OPP)	OPP RIDE PROGRAM - DEC 19 2020	01-122-072-60122	\$1,475.20
0075784	2/4/2021	Minister of Finance (OPP)	OPP RIDE PROGRAM - DEC 30 2020	01-122-072-60122	\$1,844.00
0075818	2/10/2021	Cintas Canada Limited	OPP - MATS	01-122-099-60315	\$115.59
0075848	2/10/2021	Minister of Finance (OPP)	OPP RIDE PROGRAM - JAN 9 2021	01-122-072-60122	\$1,862.25
0075848	2/10/2021	Minister of Finance (OPP)	OPP RIDE PROGRAM - JAN 2021	01-122-072-60120	\$281,795.00
0075893	2/19/2021	Minister of Finance (OPP)	OPP RIDE PROGRAM - JAN 22 2021	01-122-072-60122	\$1,862.25
0075896	2/19/2021	Reliance Home Comfort	41 Division St S	01-122-099-60314	\$37.61
0075896	2/19/2021	Reliance Home Comfort	41 Division St S	01-122-099-60314	\$37.61
0075918	2/19/2021	Carmen's Catering Service Inc.	OTHER - MEAL EXPENSE TRAINING	01-122-030-21390	\$186.22
0075924	2/19/2021	Enbridge Gas Inc.	41 Division St S	01-122-099-60314	\$302.54
0075928	2/19/2021	Hotel-Dieu Grace Healthcare	EQUIP-PRINTER,CAR INS,GAS,CELL	01-122-030-21390	\$120.55
0075928	2/19/2021	Hotel-Dieu Grace Healthcare	EQUIP-PRINTER,CAR INS,GAS,CELL	01-122-030-21391	\$689.41
0075928	2/19/2021	Hotel-Dieu Grace Healthcare	PERS-PRORATED MCRRT SALARY	01-122-030-21390	\$8,258.19
0075928	2/19/2021	Hotel-Dieu Grace Healthcare	PERS-PRORATED YCRT SALARY	01-122-030-21391	\$8,668.30
0075929	2/19/2021	John and Michelle Ivanisko	COTTAM OPP LEASE - MAR 2021	01-122-260-60342	\$540.31
0075938	2/19/2021	Mustin Powell Consulting	EXTRNL CONS - REMAINING FUNDS	01-122-030-21390	\$9,463.75
0075938	2/19/2021	Mustin Powell Consulting	EXTRNL CONS - REMAINING FUNDS	01-122-030-21391	\$9,463.75
0075945	2/19/2021	Ricoh Canada	OPP - LEASE & COPIES DEC-JAN	01-122-099-60311	\$299.18
0075949	2/19/2021	Troy Life & Fire Safety Ltd.	OPP - SMOKE DETECTOR REPLACE	01-122-099-60315	\$167.85
Total For Department					\$345,369.47

124

Cheque Number	Cheque Date	Vendor Name	Description	G/L Account	Amount
0075702	2/1/2021	Laser Art Inc.	BLDG & BYLAW - UNIFORMS	01-124-072-60216	\$1,174.67
0075827	2/10/2021	ESRI Canada Limited	CITYWORKS PLL TERM LICENSE	01-124-099-60309	\$3,053.12
0075835	2/10/2021	Tony Iacobelli	WFH - PERIPHERAL HARDWARE	01-124-099-60317	\$367.36
0075842	2/10/2021	LBC Capital	BLDG PRINTER - FEB 15-MAY14	01-124-099-60301	\$212.17
0075900	2/19/2021	Telus Mobility	CELL PHONE - JAN 28 - FEB 27	01-124-099-60327	\$239.14
0075936	2/19/2021	MC Business Solutions Ltd	BLDG DEP COPIES - NOV-JAN	01-124-099-60301	\$95.51
Total For Department					\$5,141.97

130

Cheque Number	Cheque Date	Vendor Name	Description	G/L Account	Amount
0075697	2/1/2021	Enbridge Gas Inc.	2021 Div RdN - PW Garage	01-130-099-60314	\$507.90

0075697	2/1/2021	Enbridge Gas Inc.	2021 Division - Garage	01-130-099-60314	\$345.13
0075699	2/1/2021	Fluid Basics Inc	PW-CALIBRATE SALT CONTROLLERS	01-130-099-60316	\$1,421.18
0075700	2/1/2021	Hardy Fabricating	PW - REPAIR CHIPPER AXLE	01-130-099-60316	\$2,086.59
0075703	2/1/2021	Lawson Products Ltd.	PW - BRAKE CLN'R/RUST CONVERT	01-130-099-60335	\$186.94
0075706	2/1/2021	Phasor Industrial	SERV-WIRE REPAIR WHITEWOOD	01-130-114-60413	\$3,934.93
0075707	2/1/2021	Sam's Shell	PW - SNOW TRACTORS GAS	01-130-099-60340	\$25.85
0075709*	2/1/2021	South Shore Contracting of Essex Cou	ESSELTINE DRN - REPAIR/IMPROVE	01-130-360-71547	\$128,673.25
0075713	2/1/2021	Timbercreek Estates Inc.	PW - GRANDVIEW ASPHALT WORK	01-130-360-72027	\$6,570.49
0075714	2/1/2021	Viking Cives Ltd.	PW - REPLACE POLY PLOW	01-130-099-60316	\$11,480.81
0075726	2/1/2021	Chapman Signs	ST SIGNS - DIE CUT x 3	01-130-132-60428	\$332.33
0075733	2/1/2021	County Wide Tree Service	TREE REMOVAL - 1767 COTTONWOOD	01-130-099-60426	\$2,172.57
0075738	2/1/2021	Economy Rental Centre	PW - METAL CUTTING BLADE	01-130-099-60357	\$30.43
0075750	2/1/2021	Jeff Shepley Excavating Ltd.	TRUCKING BULK ROAD SALT	01-130-122-60420	\$1,010.83
0075751	2/1/2021	Kelcom Radio Division	AVL & RADIOS FOR FLEET - FEB	01-130-099-60460	\$761.93
0075756	2/1/2021	Lawson Products Ltd.	PW - DRILL BITS & SM HARDWARE	01-130-099-60335	\$593.85
0075766	2/1/2021	Queens Auto Supply	PW - 13-01 12V RELAY	01-130-099-60316	\$8.11
0075766	2/1/2021	Queens Auto Supply	PW - SOCKET SET	01-130-099-60357	\$14.67
0075766	2/1/2021	Queens Auto Supply	PW - SWEEPER PUSH BUTTON	01-130-110-60422	\$26.09
0075766	2/1/2021	Queens Auto Supply	PW - EXHAUST & WASHER FLUID	01-130-099-60335	\$362.88
0075770	2/1/2021	Simpson's Fence Ltd.	PW - FENCE REPLACE (WOODYCREST)	01-130-099-60455	\$2,694.48
0075777	2/1/2021	Waddick Fuels	PW - GASOLINE	01-130-099-60340	\$1,583.29
0075777	2/1/2021	Waddick Fuels	PW - DIESEL	01-130-099-60340	\$692.93
0075777	2/1/2021	Waddick Fuels	PW - GASOLINE	01-130-099-60340	\$1,374.13
0075777	2/1/2021	Waddick Fuels	PW - DIESEL	01-130-099-60340	\$1,458.51
0075783	2/4/2021	E.L.K. Energy Inc	390 Main St E Traffic Lights	01-130-110-60402	\$66.01
0075783	2/4/2021	E.L.K. Energy Inc	Wigle Traffic Lights	01-130-110-60402	\$57.84
0075783	2/4/2021	E.L.K. Energy Inc	Jasperson Traffic Lights	01-130-110-60402	\$174.04
0075783	2/4/2021	E.L.K. Energy Inc	Street Lights - Kingsville	01-130-114-60412	\$6,747.44
0075783	2/4/2021	E.L.K. Energy Inc	Division Traffic Lights	01-130-110-60402	\$134.90
0075783	2/4/2021	E.L.K. Energy Inc	Spruce Traffic Lights	01-130-110-60402	\$174.04
0075783	2/4/2021	E.L.K. Energy Inc	Santos & Main Traffic Lights	01-130-110-60402	\$23.56
0075783	2/4/2021	E.L.K. Energy Inc	Street Lights - Cottam	01-130-114-60412	\$1,446.82
0075785	2/4/2021	HYDRO ONE	Combination All Street Lights	01-130-114-60412	\$2,280.71
0075785	2/4/2021	HYDRO ONE	PW Garage	01-130-099-60314	\$1,560.24
0075789	2/10/2021	Corp. of the County of Essex	CWATS - PAVED CR50	01-130-360-71831	\$435,252.55
0075789	2/10/2021	Corp. of the County of Essex	TRAFFIC SIGNAL MTCE 2020	01-130-110-60402	\$11,678.79
0075789	2/10/2021	Corp. of the County of Essex	STREET SIGNS SUPPLIED BY CTY	01-130-132-60428	\$1,770.46
0075791	2/10/2021	Dillon Consulting	BRIDGE#18-REHABILITATION	01-130-360-71825	\$24,540.19
0075792	2/10/2021	ELK Energy Inc.	STREETLIGHT REPAIR-45 ELM ST	01-130-114-60412	\$337.32
0075793	2/10/2021	E.R.(Bill) Vollans Ltd.	PW - KIOTI SOLENOID	01-130-122-60421	\$139.00
0075795	2/10/2021	Evergreen Lawns	WEED CTRL - VARIOUS LOTS	01-130-118-60416	\$203.52
0075795	2/10/2021	Evergreen Lawns	WEED CTRL - VARIOUS LOTS	01-130-118-60416	\$76.32
0075795	2/10/2021	Evergreen Lawns	WEED CTRL - VARIOUS LOTS	01-130-118-60416	\$203.52
0075795	2/10/2021	Evergreen Lawns	WEED CTRL - VARIOUS LOTS	01-130-118-60416	\$203.52
0075796	2/10/2021	Kelcom Radio Division	AVL & RADIOS FOR FLEET - OCT	01-130-099-60460	\$761.93
0075798	2/10/2021	Lawson Products Ltd.	PW - SM STOCK HARDWARE	01-130-099-60335	\$461.71
0075799	2/10/2021	Leamington Int. Trucks	17-05 - SAFETY & SERVICE	01-130-099-60316	\$1,939.39
0075799	2/10/2021	Leamington Int. Trucks	14-05 - REPLACE/REPAIR ABS MOD	01-130-099-60316	\$4,746.93
0075800	2/10/2021	MTE Consultants Inc	CONSERVATION PATH	01-130-360-72058	\$356.16
0075802	2/10/2021	Pierascenzi Construction Limited	2020 SIDEWALK PROGRAM PPC#2	01-130-360-72032	\$13,516.18
0075803	2/10/2021	Pro Bid Contractors Ltd.	RD CROSSING & DITCHING	01-130-141-60414	\$4,579.20
0075803	2/10/2021	Pro Bid Contractors Ltd.	RD CROSSING & DITCHING	01-130-141-60429	\$3,917.76
0075803	2/10/2021	Pro Bid Contractors Ltd.	RD CROSSING WASHOUT MCCAIN	01-130-141-60414	\$4,258.91
0075803	2/10/2021	Pro Bid Contractors Ltd.	RD5 & GRAHAM CULVERT COLLAPSE	01-130-099-60427	\$20,145.80
0075804	2/10/2021	Shilson Excavation & Trucking Inc.	REMOVE BLOACKAGE - MILL CREEK	01-130-099-60427	\$1,913.09
0075806	2/10/2021	Timbercreek Estates Inc.	PW-TIMBERCREEK SIDEWALK REPAIR	01-130-144-60438	\$2,460.55
0075816	2/10/2021	Chapman Signs	PW - ST SIGNS	01-130-132-60428	\$2,215.52
0075822	2/10/2021	D & L Digging	ST LIGHT REPAIR - ELM ST	01-130-114-60413	\$3,169.82
0075833	2/10/2021	Heaton Sanitation	HYDROVAC UTILITY LOCATES	01-130-360-72023	\$1,796.06
0075837	2/10/2021	Joe Johnson Equipment Inc.	SWEEPER - MAINTENANCE	01-130-110-60422	\$1,934.99
0075838	2/10/2021	K+S Windsor Salt Ltd.	BULK ROAD SALT	01-130-122-60420	\$12,024.13
0075838	2/10/2021	K+S Windsor Salt Ltd.	BULK ROAD SALT	01-130-122-60420	\$13,072.57
0075840	2/10/2021	Kingsville Home Hardware	PW - LIGHT SWITCH	01-130-099-60315	\$12.20
0075841	2/10/2021	Kucera Group	LOADER PARTS 521E	01-130-099-60316	\$551.30
0075843	2/10/2021	Leamington Int. Trucks	12-03 - REPAIR HEATER MODULE	01-130-099-60316	\$290.34
0075843	2/10/2021	Leamington Int. Trucks	13-03 - AIR CHAMBER	01-130-099-60316	\$135.98
0075847	2/10/2021	Messer Canada Inc.,	PW - CYLINDER RENTALS	01-130-099-60335	\$136.02
0075850	2/10/2021	Monarch Office Supply	OFFICE SUPPLIES - JAN 2021	01-130-099-60301	\$16.95
0075856	2/10/2021	Patrick's Mad Performance	REPAIR HYDRAULIC LINE LOADER	01-130-099-60316	\$1,414.46
0075858	2/10/2021	Phasor Industrial	ST LIGHTS - GRAHAM SDRD	01-130-114-60413	\$397.73
0075858	2/10/2021	Phasor Industrial	ST LIGHTS - HERITAGE RD	01-130-114-60413	\$262.54
0075860	2/10/2021	Queens Auto Supply	PW - HEADLIGHT BULBS	01-130-099-60316	\$37.22
0075860	2/10/2021	Queens Auto Supply	PW - WINTER WINDSHIELD WIPERS	01-130-099-60316	\$26.44
0075865	2/10/2021	Sam's Service Facility	LOADER - DIAGNOSE NO START	01-130-099-60316	\$125.67
0075868	2/10/2021	Sherway Contracting	MAIN ST W RECONSTRUCTION	01-130-360-71546	\$840,964.32
0075870	2/10/2021	SkyMobile	FLEET TRACKING - FEB 2021	01-130-099-60460	\$1,149.89
0075874	2/10/2021	Southpoint Publishing Inc	AD - JANUARY 2021	01-130-099-60306	\$158.75



0075878	2/10/2021	Verhaegen Land Surveyors	PROF SERVICES - 319 RD 2 E	01-130-360-71925	\$1,008.44
0075879	2/10/2021	Waddick Fuels	PW - DIESEL	01-130-099-60340	\$879.04
0075879	2/10/2021	Waddick Fuels	PW - GASOLINE	01-130-099-60340	\$1,603.28
0075879	2/10/2021	Waddick Fuels	PW - DIESEL	01-130-099-60340	\$2,390.28
0075882	2/10/2021	Work Authority	BOOTS - J SUNDIN	01-130-072-60216	\$228.96
0075882	2/10/2021	Work Authority	BOOTS - W BAILEY	01-130-072-60216	\$228.96
0075895	2/19/2021	HYDRO ONE	Streetlights - Kratz	01-130-114-60412	\$2.96
0075900	2/19/2021	Telus Mobility	CELL PHONE - JAN 28 - FEB 27	01-130-099-60327	\$45.79
0075900	2/19/2021	Telus Mobility	CELL PHONE - JAN 28 - FEB 27	01-130-099-60327	\$559.68
0075905	2/19/2021	Fusion Managed Services	COPIER METER READS-DEC7-JAN6	01-130-099-60301	\$7.90
0075924	2/19/2021	Enbridge Gas Inc.	2021 Div RdN - PW Garage	01-130-099-60314	\$493.43
0075924	2/19/2021	Enbridge Gas Inc.	2021 Division - Garage	01-130-099-60314	\$329.80
0075926	2/19/2021	Fusion Managed Services	COPIER METER READS-JAN7-FEB6	01-130-099-60301	\$5.16
0075934	2/19/2021	LBC Capital	PW COPIER-JAN 17-FEB 16, 2021	01-130-099-60301	\$43.81
0075934	2/19/2021	LBC Capital	PW COPIER-FEB 17-MAR 16, 2021	01-130-099-60301	\$43.81
0075944	2/19/2021	RC Spencer Associates Inc.	ENG SERVICES-MILL CREEK @ DIV	01-130-360-72023	\$1,752.31
0075944	2/19/2021	RC Spencer Associates Inc.	EN SERV-RD 2E RECONSTRUCTION	01-130-360-72024	\$4,790.35
0075947	2/19/2021	Royal Benefits Inc	BENEFITS CLAIM - JAN 2021	01-130-072-60223	\$1,151.88

Total For Department \$1,609,937.24

131

Cheque Number	Cheque Date	Vendor Name	Description	G/L Account	Amount
0075743	2/1/2021	GFL Environmental Inc	FRONT END SERVICE - COTTAM	01-131-400-60380	\$499.78
0075794	2/10/2021	Essex-Windsor Solid Waste	WHITE GOODS - OCT-DEC 2020	01-131-400-60381	\$1,972.11
0075831	2/10/2021	GFL Environmental Inc	WASTE COLLECTION - FEB 2021	01-131-400-60380	\$52,770.47
0075831	2/10/2021	GFL Environmental Inc	FRONT END SERVICE - ARENA	01-131-400-60380	\$2.80
0075917	2/19/2021	Canada Post Corporation	COLLECTION CALENDARS	01-131-400-60380	\$1,323.29

Total For Department \$56,568.45

151

Cheque Number	Cheque Date	Vendor Name	Description	G/L Account	Amount
0075697	2/1/2021	Enbridge Gas Inc.	Mill St Cemetery	01-151-099-60314	\$118.72
0075738	2/1/2021	Economy Rental Centre	BOBCAT - GRAVE OPENING	01-151-072-60121	\$279.85
0075783	2/4/2021	E.L.K. Energy Inc	Greenhill Cemetery	01-151-099-60314	\$98.83
0075834	2/10/2021	Hutchins Monuments	GRACELAND - OPENING	01-151-072-60121	\$645.00
0075834	2/10/2021	Hutchins Monuments	GRACELAND - OPENING	01-151-072-60121	\$645.00
0075924	2/19/2021	Enbridge Gas Inc.	Mill St Cemetery	01-151-099-60314	\$68.78

Total For Department \$1,856.18

170

Cheque Number	Cheque Date	Vendor Name	Description	G/L Account	Amount
0075697	2/1/2021	Enbridge Gas Inc.	1741 Jasperson Lane	01-170-099-60314	\$3,049.87
0075742	2/1/2021	Fire Safety Services	SERVICE - ARENA EXTINGUISHERS	01-170-099-60347	\$159.50
0075757*	2/1/2021	Amanda LeBlanc	RFND - GROVEDALE SEPT 12 2020	01-170-006-12063	\$550.00
0075758	2/1/2021	Loblav Inc.	ARENA - SUPPLIES	01-170-099-60301	\$4.85
0075758	2/1/2021	Loblav Inc.	ARENA - SUPPLIES	01-170-099-60301	\$3.99
0075775	2/1/2021	Truax Lumber	ARENA - COLUMNS	01-170-099-60315	\$563.88
0075775	2/1/2021	Truax Lumber	ARENA - DRILL BITS	01-170-099-60335	\$11.99
0075775	2/1/2021	Truax Lumber	ARENA - COLUMNS	01-170-099-60315	\$3.99
0075775	2/1/2021	Truax Lumber	ARENA - COLUMNS	01-170-099-60315	\$46.15
0075775	2/1/2021	Truax Lumber	ARENA - COLUMNS	01-170-099-60315	\$269.95
0075785	2/4/2021	HYDRO ONE	Arena Complex	01-170-099-60314	\$6,150.67
0075814*	2/10/2021	James Bryant	RFND - PAVILION JUNE 4-6, 2021	01-170-006-12063	\$700.00
0075825	2/10/2021	Electrical Wholesale Supp.	P&R - BATTERIES	01-170-099-60315	\$34.60
0075839*	2/10/2021	Karl Kella	RFND - GROVEDALE MARCH 5-7/21	01-170-006-12063	\$1,500.00
0075840	2/10/2021	Kingsville Home Hardware	P&R - BATTERY	01-170-099-60315	\$6.99
0075840	2/10/2021	Kingsville Home Hardware	P&R - LIGHTS PHOTO CELL	01-170-099-60315	\$141.98
0075840	2/10/2021	Kingsville Home Hardware	P&R - ARENA PAINT	01-170-099-60315	\$223.94
0075850	2/10/2021	Monarch Office Supply	OFFICE SUPPLIES - JAN 2021	01-170-099-60301	\$53.15
0075852*	2/10/2021	Karly Nicodemo	RFND - SECURITY DEP PAVILION	01-170-006-12063	\$500.00
0075884	2/19/2021	Allstream Business Inc	Arena - Fax/Debit	01-170-099-60327	\$90.00
0075884	2/19/2021	Allstream Business Inc	Carnegie/Arena Elevator	01-170-099-60327	\$45.00
0075889	2/19/2021	Cogeco	1741 JASPERSON	01-170-099-60327	\$110.43
0075900	2/19/2021	Telus Mobility	CELL PHONE - JAN 28 - FEB 27	01-170-099-60327	\$457.92
0075905	2/19/2021	Fusion Managed Services	COPIER METER READS-DEC7-JAN6	01-170-099-60301	\$25.15
0075924	2/19/2021	Enbridge Gas Inc.	1741 Jasperson Lane	01-170-099-60314	\$2,811.99
0075926	2/19/2021	Fusion Managed Services	COPIER METER READS-JAN7-FEB6	01-170-099-60301	\$7.30
0075930	2/19/2021	Jutzi Water Technologies (D.H.Jutzi)	ARENA REMTAL	01-170-099-60318	\$75.00
0075934	2/19/2021	LBC Capital	P&R COPIER-FEB 17-MAR 16, 2021	01-170-099-60301	\$86.10
0075935	2/19/2021	Limelight & Electric	ARENA - LIGHTS	01-170-099-60315	\$230.58
0075937*	2/19/2021	Diana Mohamad	RFND - PAVILION AUG 29 2021	01-170-006-12063	\$450.00

0075949	2/19/2021	Troy Life & Fire Safety Ltd.	ARENA - DETECTOR TESTING	01-170-099-60315	\$650.00
0075950	2/19/2021	Truax Lumber	ARENA - PAINTING	01-170-099-60315	\$4.99
Total For Department					\$19,019.96
171					
Cheque Number	Cheque Date	Vendor Name	Description	G/L Account	Amount
0075708	2/1/2021	Southwestern Sales Corp. Ltd.	P&R - LAKESIDE GRAVEL	01-171-099-60337	\$178.87
0075712	2/1/2021	Tiercel Technology Corp	P&R - GARBAGE RECEPTACLES	01-171-099-60315	\$3,958.46
0075766	2/1/2021	Queens Auto Supply	P&R - 14-03 OIL	01-171-099-60316	\$6.47
0075766	2/1/2021	Queens Auto Supply	P&R - COUPLER & CLEANER	01-171-099-60316	\$52.10
0075771	2/1/2021	Speedy Glass	P&R - 10-03 FIX BACK GLASS	01-171-099-60316	\$402.97
0075771	2/1/2021	Speedy Glass	P&R-17-03 BROKEN WINDSHIELD	01-171-099-60316	\$81.41
0075775	2/1/2021	Truax Lumber	P&R - SCRAPPER	01-171-099-60315	\$16.75
0075783	2/4/2021	E.L.K. Energy Inc	Queen St - NE Corner	01-171-099-60314	\$12.82
0075783	2/4/2021	E.L.K. Energy Inc	Queen St - NW Corner	01-171-099-60314	\$12.82
0075783	2/4/2021	E.L.K. Energy Inc	315 Queen St - Meter Cab	01-171-099-60314	\$72.13
0075783	2/4/2021	E.L.K. Energy Inc	169 Cty Rd 34W (Cottam Rotary)	01-171-099-60314	\$82.78
0075785	2/4/2021	HYDRO ONE	ERCA - Ticket Booth	01-171-099-60314	\$25.63
0075840	2/10/2021	Kingsville Home Hardware	P&R - PRUNING SHEERS	01-171-099-60335	\$12.71
0075840	2/10/2021	Kingsville Home Hardware	P&R - METTAWAS PAINT REMOVER	01-171-099-60315	\$40.69
0075860	2/10/2021	Queens Auto Supply	P&R - SANDING BELTS & DISCS	01-171-099-60316	\$73.86
0075906	2/19/2021	Guardian Fence	RIDGEVIEW - DUGOUT FENCE	01-171-360-72040	\$28,970.00
0075906	2/19/2021	Guardian Fence	RIDGEVIEW - TENNIS COURTS	01-171-360-72040	\$14,092.00
Total For Department					\$48,092.47
172					
Cheque Number	Cheque Date	Vendor Name	Description	G/L Account	Amount
0075716	2/1/2021	Kelly Wolters	SANTA BREAKFAST-CANDY CANES	01-172-099-60625	\$35.66
0075790	2/10/2021	CTV2 Windsor (CHWI-TV)	FOL - ADVERTISING	01-172-099-60306	\$1,729.92
Total For Department					\$1,765.58
173					
Cheque Number	Cheque Date	Vendor Name	Description	G/L Account	Amount
0075742	2/1/2021	Fire Safety Services	SERVICE - MARINA EXTINGUISHERS	01-173-099-60315	\$60.00
0075785	2/4/2021	HYDRO ONE	Cedar Beach Marina-W Dock	01-173-099-60314	\$70.83
0075785	2/4/2021	HYDRO ONE	Boat Ramp Booth - 599 Cedar Dr	01-173-099-60314	\$63.10
0075785	2/4/2021	HYDRO ONE	Cedar Island Boat Slips	01-173-099-60314	\$38.79
0075785	2/4/2021	HYDRO ONE	Cedar Island Washrooms	01-173-099-60314	\$25.19
0075884	2/19/2021	Allstream Business Inc	Boat Ramp - 599 Cedar Dr	01-173-099-60327	\$48.62
Total For Department					\$306.53
175					
Cheque Number	Cheque Date	Vendor Name	Description	G/L Account	Amount
0075741	2/1/2021	Festivals & Events Ontario	MEMBERSHIP 2021	01-175-099-60320	\$239.14
0075762	2/1/2021	Parks and Recreation Ontario	MEMBERSHIP 2021	01-175-099-60320	\$256.43
0075943	2/19/2021	Purolator Courier Service	COURIER SERVICES	01-175-099-60317	\$45.87
Total For Department					\$541.44
176					
Cheque Number	Cheque Date	Vendor Name	Description	G/L Account	Amount
0075716	2/1/2021	Kelly Wolters	CIB - COLOURING CONTEST	01-176-099-60631	\$7.11
0075716	2/1/2021	Kelly Wolters	CIB - COLOURING CONTEST	01-176-099-60631	\$7.70
0075716	2/1/2021	Kelly Wolters	CIB - CONTEST PRIZE	01-176-099-60631	\$25.00
0075716	2/1/2021	Kelly Wolters	CIB - CONTEST PRIZE	01-176-099-60631	\$25.00
Total For Department					\$64.81
177					
Cheque Number	Cheque Date	Vendor Name	Description	G/L Account	Amount
0075745	2/1/2021	Graphic Gourmet	HG - TARTAN DESIGN	01-177-099-60306	\$75.00
Total For Department					\$75.00
178					
Cheque Number	Cheque Date	Vendor Name	Description	G/L Account	Amount
0075697	2/1/2021	Enbridge Gas Inc.	124 Fox St -DEC 7 - JAN 8 2021	01-178-176-60314	\$330.78

0075697	2/1/2021	Enbridge Gas Inc.	21 Mill St - Lions Hall	01-178-159-60314	\$742.97
0075697	2/1/2021	Enbridge Gas Inc.	28 Division St S	01-178-171-60314	\$57.48
0075697	2/1/2021	Enbridge Gas Inc.	37 Beech St	01-178-172-60314	\$329.11
0075697	2/1/2021	Enbridge Gas Inc.	122 Fox St	01-178-173-60314	\$681.28
0075697	2/1/2021	Enbridge Gas Inc.	315 Queen St	01-178-155-60314	\$333.46
0075697	2/1/2021	Enbridge Gas Inc.	103 Park St	01-178-135-60314	\$734.33
0075698	2/1/2021	Essex County Library	SHARED COSTS - Q4 2020	01-178-175-60314	\$712.73
0075716	2/1/2021	Kelly Wolters	GROVEDALE - SUPPLIES	01-178-135-60315	\$4.00
0075727	2/1/2021	Cheema Cleaning Services Ltd	CLEANING SERVICES - JAN 2021	01-178-172-60341	\$410.00
0075742	2/1/2021	Fire Safety Services	SERVICE - UNICO EXTINGUISHERS	01-178-172-60315	\$60.00
0075742	2/1/2021	Fire Safety Services	SERVICE -LIBRARY EXTINGUISHERS	01-178-175-60315	\$61.06
0075742	2/1/2021	Fire Safety Services	SERVICE - BIA EXTINGUISHERS	01-178-171-60315	\$94.64
0075742	2/1/2021	Fire Safety Services	SERVICE - COTTAM EXTINGUISHERS	01-178-176-60315	\$93.00
0075767	2/1/2021	Reliance Home Comfort	24 Mill St - Lions Hall	01-178-159-60314	\$24.00
0075774	2/1/2021	Tamar Building Products	P&R - BASEBALL SHED SHINGLES	01-178-177-60315	\$24.99
0075775	2/1/2021	Truax Lumber	P&R-ROOF REPAIR (RUTHVEN LIB)	01-178-174-60315	\$11.18
0075778	2/1/2021	Warkentin Plumbing	LIONS HALL - FURNACE REPAIR	01-178-159-60315	\$95.00
0075783	2/4/2021	E.L.K. Energy Inc	21 Mill St - Lions Hall	01-178-159-60314	\$12.60
0075783	2/4/2021	E.L.K. Energy Inc	28 Division St S	01-178-171-60314	\$182.03
0075783	2/4/2021	E.L.K. Energy Inc	315 Queen St - Pavilion	01-178-155-60314	\$116.50
0075783	2/4/2021	E.L.K. Energy Inc	21 Mill St - Lions Hall	01-178-159-60314	\$282.92
0075783	2/4/2021	E.L.K. Energy Inc	37 Beech St (42 Main)	01-178-172-60314	\$111.57
0075783	2/4/2021	E.L.K. Energy Inc	103 Park St	01-178-135-60314	\$13.86
0075783	2/4/2021	E.L.K. Energy Inc	103 Park St	01-178-135-60314	\$325.71
0075783	2/4/2021	E.L.K. Energy Inc	124 Fox - Ridgeview Park	01-178-176-60314	\$13.88
0075783	2/4/2021	E.L.K. Energy Inc	122 Fox St	01-178-173-60314	\$194.42
0075785	2/4/2021	HYDRO ONE	1741 Jasperson Lane	01-178-177-60314	\$157.40
0075786	2/4/2021	Town of Kingsville (water)	122 Fox St	01-178-173-60314	\$21.55
0075786	2/4/2021	Town of Kingsville (water)	Fox St - Red Work Shed	01-178-176-60314	\$24.01
0075786	2/4/2021	Town of Kingsville (water)	124 Fox St - Splash Pad	01-178-173-60314	\$22.85
0075786	2/4/2021	Town of Kingsville (water)	122 Fox - Ridgeview Park	01-178-176-60314	\$21.55
0075840	2/10/2021	Kingsville Home Hardware	P&R - LIBRARY MAINTENANCE	01-178-175-60315	\$23.07
0075840	2/10/2021	Kingsville Home Hardware	P&R - PAVILION COFFEE POT	01-178-155-60315	\$30.46
0075840	2/10/2021	Kingsville Home Hardware	P&R - PAVILION PAINT	01-178-155-60315	\$22.27
0075840	2/10/2021	Kingsville Home Hardware	P&R - PAVILION PAINT	01-178-155-60315	\$138.96
0075884	2/19/2021	Allstream Business Inc	Park Pavilion	01-178-155-60327	\$48.62
0075884	2/19/2021	Allstream Business Inc	Lions Hall	01-178-159-60327	\$45.00
0075884	2/19/2021	Allstream Business Inc	Carnegie/Arena Elevator	01-178-171-60327	\$52.66
0075896	2/19/2021	Reliance Home Comfort	315 Queen	01-178-155-60314	\$89.95
0075912	2/19/2021	Accurate Fire Equipment Service	GROVEDALE - HEAT EXCHANGE SERV	01-178-135-60315	\$120.00
0075916	2/19/2021	Bell Canada	Grovedale Elevator	01-178-135-60314	\$88.23
0075920	2/19/2021	Cogeco	37 BEECH ST	01-178-172-60327	\$129.95
0075920	2/19/2021	Cogeco	103 PARK ST	01-178-135-60327	\$119.89
0075924	2/19/2021	Enbridge Gas Inc.	21 Mill St - Lions Hall	01-178-159-60314	\$42.45
0075924	2/19/2021	Enbridge Gas Inc.	28 Division St S	01-178-171-60314	\$159.76
0075924	2/19/2021	Enbridge Gas Inc.	37 Beech St	01-178-172-60314	\$292.95
0075924	2/19/2021	Enbridge Gas Inc.	122 Fox St	01-178-173-60314	\$1,180.29
0075924	2/19/2021	Enbridge Gas Inc.	124 Fox St	01-178-176-60314	\$244.10
0075931	2/19/2021	Kelcom Telemessaging	EMERGENCY ELEVATOR LINE	01-178-171-60315	\$73.81
0075932	2/19/2021	Kingsville Home Hardware	PAVILION - PAINT	01-178-155-60315	\$56.31
0075932	2/19/2021	Kingsville Home Hardware	PAVILION - PAINT	01-178-155-60315	\$25.36
0075940	2/19/2021	HYDRO ONE	1741 Jasperson Lane	01-178-177-60314	\$180.94
				Total For Department	\$9,465.88

Cheque Number	Cheque Date	Vendor Name	Description	G/L Account	Amount
0075900	2/19/2021	Telus Mobility	CELL PHONE - JAN 28 - FEB 27	01-180-099-60327	\$45.79
0075907	2/19/2021	Mousseau DeLuca McPherson Prince, LI	LEAGAL - 1669 ELGIN ST	01-180-099-60326	\$364.81
0075941	2/19/2021	Pearson Marshall Halliwell & Seaton	REG OF SPA/18/20	01-180-099-60326	\$330.79
0075947	2/19/2021	Royal Benefits Inc	BENEFITS CLAIM - JAN 2021	01-180-072-60223	\$2,303.76
				Total For Department	\$3,045.15

Cheque Number	Cheque Date	Vendor Name	Description	G/L Account	Amount
0075710	2/1/2021	Speedprint Inc.	BIA - K'VILLE OPEN STREETS	01-181-099-60306	\$407.04
0075813	2/10/2021	Christina Bedal	BIA - I LOVE THAT PLACE PRIZE	01-181-099-60306	\$50.00
0075887	2/19/2021	Bell Canada	BIA Phone	01-181-099-60327	\$123.39
0075887	2/19/2021	Bell Canada	BIA Internet	01-181-099-60327	\$36.63
0075915	2/19/2021	Christina Bedal	SWOTC VIRTUAL CONFERENCE	01-181-099-60317	\$100.00
0075916	2/19/2021	Bell Canada	BIA Phone	01-181-099-60327	\$78.44
0075916	2/19/2021	Bell Canada	BIA Internet	01-181-099-60327	\$36.63
0075927	2/19/2021	Global Leasing	BIA COPIER LEASE APR-JUNE 2021	01-181-099-60301	\$358.77

Total For Department \$1,190.90

184

Cheque Number	Cheque Date	Vendor Name	Description	G/L Account	Amount
0075832	2/10/2021	Hall Telecommunications Supply Ltd	TEXTNET SERVICE	01-184-099-63300	\$172.99
Total For Department					\$172.99

185

Cheque Number	Cheque Date	Vendor Name	Description	G/L Account	Amount
0075887	2/19/2021	Bell Canada	BIA Toll Free	01-185-099-60327	\$12.16
0075898	2/19/2021	TD Canada Trust - RM Visa	ECDEV - SMOVE DEVICE	01-185-099-60358	\$78.39
0075916	2/19/2021	Bell Canada	BIA Toll Free	01-185-099-60327	\$12.16
0075948	2/19/2021	SWOTC	OSW CONFERENCE - N COBBY	01-185-098-60254	\$75.00
Total For Department					\$177.71

186

Cheque Number	Cheque Date	Vendor Name	Description	G/L Account	Amount
0075819	2/10/2021	Community Heritage Ontario	MEMBERSHIP RENEWAL 2021	01-186-099-60320	\$75.00
Total For Department					\$75.00

201

Cheque Number	Cheque Date	Vendor Name	Description	G/L Account	Amount
0075696	2/1/2021	Commander Industries Inc	ES - VALVE KEY HOLDER	02-201-360-72052	\$1,475.52
0075701	2/1/2021	Larry Renaud Ford & R.V. Sales	ES - 20-06 FLOOR MATS	02-201-360-72053	\$126.60
0075704	2/1/2021	Nevan Construction Inc	SUMAC WTRMN-LEAK INVESTIGATION	02-201-360-71953	\$1,637.04
0075705	2/1/2021	Ontario Clean Water Agency	ES - INTERNAL AUDIT 2020	02-201-099-60319	\$855.00
0075715	2/1/2021	Wachs Canada Ltd	ES - TRAILER VALVE FITTING	02-201-099-60316	\$358.67
0075717*	2/1/2021	1886212 Ontario Inc	RFND WTR - 1560 CTY RD 34	02-201-006-12067	\$101.96
0075721*	2/1/2021		RFND WTR - 1330 TORQUAY DR	02-201-006-12067	\$43.20
0075723*	2/1/2021		RFND WTR - 217 ROAD 3 E	02-201-006-12067	\$136.10
0075731*	2/1/2021		RFND WTR - 539 SEACLIFF DR	02-201-006-12067	\$56.61
0075746*	2/1/2021		RFND WTR - 2021 ROAD 5 E	02-201-006-12067	\$48.08
0075766	2/1/2021	Queens Auto Supply	ES - 20-06 MARKER LAMP	02-201-360-72053	\$5.63
0075766	2/1/2021	Queens Auto Supply	ES - FUSE FOR RADIO INSTALL	02-201-360-72053	\$21.21
0075766	2/1/2021	Queens Auto Supply	ES - 20-06 FUSES	02-201-360-72053	\$4.78
0075766	2/1/2021	Queens Auto Supply	ES - POWER STEERING REPAIR	02-201-099-60316	\$21.58
0075773*	2/1/2021	Sterling Ridge Infrastructure Inc	RFND DEP BAL - 2150 ROAD 5 E	02-201-006-12068	\$526.16
0075781	2/1/2021	Wolseley Canada Inc	ES - VALVE BOX & METER PIT EXT	02-201-099-63015	\$780.18
0075781	2/1/2021	Wolseley Canada Inc	ES - VALVE BOX & METER PIT EXT	02-201-099-63040	\$898.31
0075781	2/1/2021	Wolseley Canada Inc	ES - STOCK SADDLE/REPAIR CLAMP	02-201-099-63040	\$438.38
0075788	2/10/2021	CDW Canada	ES - COMPUTER MOUNT	02-201-099-60316	\$213.70
0075797	2/10/2021	Kingsville Home Hardware	ES - WORK TRUCK CLN'G SUPPLIES	02-201-099-60335	\$75.07
0075797	2/10/2021	Kingsville Home Hardware	ES - CO DETECTOR	02-201-099-60347	\$36.62
0075803	2/10/2021	Pro Bid Contractors Ltd.	FIRE HYDRANT - CTY RD 18	02-201-099-63045	\$4,784.75
0075805	2/10/2021	Stantec Consulting Ltd.	WTR DELIVERY - ANALYSIS	02-201-099-60326	\$610.50
0075812	2/10/2021	Allsop Plumbing	WTR-METER REPAIR 152 LAKEVIEW	02-201-099-63017	\$86.50
0075815	2/10/2021	Canada Post Corporation	WATER - G/N	02-201-099-60303	\$1,333.14
0075815	2/10/2021	Canada Post Corporation	WATER - KING & G/S ARREARS	02-201-099-60303	\$550.48
0075820	2/10/2021	comPeters inc.	LOCATE SOFTWARE - FEB 2021	02-201-099-63020	\$381.60
0075824	2/10/2021	DiMenna Excavating	WTR MAIN REPAIR - CTY RD 34	02-201-099-63030	\$2,953.58
0075836	2/10/2021	ICONIX Waterworks LP	E-SERIES METERS 3/4"	02-201-099-63015	\$1,398.18
0075840	2/10/2021	Kingsville Home Hardware	ES - 9V BATTERY	02-201-099-60335	\$16.78
0075840	2/10/2021	Kingsville Home Hardware	ES-DRILL BITS & SOCKETS 20-06	02-201-099-60357	\$75.24
0075843	2/10/2021	Leamington Int. Trucks	12-01 - REPAIR TURBO	02-201-099-60316	\$1,923.97
0075843	2/10/2021	Leamington Int. Trucks	12-01 - ADJ BRAKES & AIR DRYER	02-201-099-60316	\$656.44
0075845	2/10/2021	Shaun Martinho	ES - PIZZA WTR MAIN BREAK	02-201-098-60254	\$72.00
0075865	2/10/2021	Sam's Service Facility	17-03 - NEW TIRES	02-201-099-60316	\$1,295.12
0075865	2/10/2021	Sam's Service Facility	08-01 - LOCK OUT SERVICE	02-201-099-60316	\$77.34
0075880	2/10/2021	Windsor Factory Supply	ES - HYDRANT BAGS	02-201-099-60335	\$91.58
0075881	2/10/2021	Wolseley Canada Inc	ES - METER GASKETS & PIT EXT	02-201-099-60317	\$279.47
0075881	2/10/2021	Wolseley Canada Inc	ES - COMPRESSOR FITTINGS	02-201-099-60317	\$712.32
0075900	2/19/2021	Telus Mobility	CELL PHONE - JAN 28 - FEB 27	02-201-099-60327	\$366.34
0075903	2/19/2021	Cronos Growing Company Inc.	WATERMAIN COST RECOVERY	02-201-360-71954	\$63,691.55
0075942	2/19/2021	Preview Inspections and Consulting	BACKFLOW PREVENTION-JAN 2021	02-201-180-60405	\$1,933.44
0075947	2/19/2021	Royal Benefits Inc	BENEFITS CLAIM - JAN 2021	02-201-072-60223	\$252.79
Total For Department					\$91,403.51

242

Cheque Number	Cheque Date	Vendor Name	Description	G/L Account	Amount
0075783	2/4/2021	E.L.K. Energy Inc	98 McCallum Dr	02-242-099-60314	\$64.93
0075783	2/4/2021	E.L.K. Energy Inc	Bernath Pump Station	02-242-099-60314	\$29.72
0075783	2/4/2021	E.L.K. Energy Inc	67 Heritage Sewage 2	02-242-099-60314	\$3,086.04
0075783	2/4/2021	E.L.K. Energy Inc	250 Queen St	02-242-099-60314	\$533.12
0075785	2/4/2021	HYDRO ONE	Normandy Pump Station	02-242-099-60314	\$74.65
0075785	2/4/2021	HYDRO ONE	18 Hwy Lane Sewage Lagoon	02-242-099-60314	\$119.44
0075785	2/4/2021	HYDRO ONE	1562 Heritage Rd Pump 4	02-242-099-60314	\$69.77
0075785	2/4/2021	HYDRO ONE	1902 Heritage Rd Pump 5	02-242-099-60314	\$57.47
0075785	2/4/2021	HYDRO ONE	Pump Station Cedar Island	02-242-099-60314	\$239.64
0075785	2/4/2021	HYDRO ONE	Forcemain over Bridge	02-242-099-60314	\$25.66
0075785	2/4/2021	HYDRO ONE	1053 Cedar Dr	02-242-099-60314	\$124.41
0075785	2/4/2021	HYDRO ONE	690 Heritage Rd	02-242-099-60314	\$18,658.88
0075785	2/4/2021	HYDRO ONE	1460 Road 2 East Pump	02-242-099-60314	\$738.89
0075791	2/10/2021	Dillon Consulting	LAKESIDE PARK - TRUNK SAN S	02-242-360-71864	\$1,959.53
0075801	2/10/2021	Ontario Clean Water Agency	CWWF	02-242-360-72054	\$8,334.51
0075801	2/10/2021	Ontario Clean Water Agency	CWWF	02-242-360-72055	\$2,437.25
0075801	2/10/2021	Ontario Clean Water Agency	SCADA & PLC UPGRADE	02-242-360-72054	\$69,890.30
0075801	2/10/2021	Ontario Clean Water Agency	LSW-2020 RECONCILABLE EXPENSE	02-242-320-64360	\$112,622.87
0075801	2/10/2021	Ontario Clean Water Agency	CWWF FUNDED PROJECT	02-242-360-72054	\$11,850.96
0075833	2/10/2021	Heaton Sanitation	ES-PLUGGED SEWER LINE HERITAGE	02-242-320-64365	\$610.56
0075854	2/10/2021	Ontario Clean Water Agency	ENBRIDGE-DEC 17-JAN 19, 2021	02-242-099-60314	\$3,135.38
0075909	2/19/2021	Ontario Clean Water Agency	ADDT'L SERV - CWWF	02-242-360-72054	\$57,077.12
0075910	2/19/2021	Pro Bid Contractors Ltd.	5: SAN SEWER - ARNER TWNLIN	02-242-099-64368	\$13,397.37
0075939	2/19/2021	Ontario Clean Water Agency	OPERATIONS & MAINT - JAN 2021	02-242-320-64360	\$67,162.59
0075939	2/19/2021	Ontario Clean Water Agency	OPERATIONS & MAINT - JAN 2021	02-242-320-64360	\$17,073.63
0075940	2/19/2021	HYDRO ONE	1460 Road 2 East Pump	02-242-099-60314	\$1,082.45

Total For Department \$390,457.14

243

Cheque Number	Cheque Date	Vendor Name	Description	G/L Account	Amount
0075737	2/1/2021	Dillon Consulting	COTTAM SAN SEWAGE UPGRADE	02-243-360-71950	\$563.24
0075744	2/1/2021	Gosfield North Communications	PUMP HOUSE ALARM	02-243-099-60327	\$48.15
0075783	2/4/2021	E.L.K. Energy Inc	168 Cty Rd 27 N	02-243-099-60314	\$330.18
0075783	2/4/2021	E.L.K. Energy Inc	Rear 17 Lyle	02-243-099-60314	\$32.76
0075783	2/4/2021	E.L.K. Energy Inc	16 whitewood (Behind)	02-243-328-64365	\$146.70
0075783	2/4/2021	E.L.K. Energy Inc	168 Cty Rd 27 N - Lagoon	02-243-099-60314	\$637.14
0075801	2/10/2021	Ontario Clean Water Agency	CWWF	02-243-360-72056	\$1,188.90
0075939	2/19/2021	Ontario Clean Water Agency	OPERATIONS & MAINT - JAN 2021	02-243-320-64360	\$4,952.19
0075939	2/19/2021	Ontario Clean Water Agency	OPERATIONS & MAINT - JAN 2021	02-243-320-64360	\$1,204.71

Total For Department \$9,103.97

\* Note GST Rebate details are omitted, but are included in the totals

Total VISA \$9,230.30  
Total Departments \$2,862,526.03  
**\$2,871,756.33**





2021 Division Road North  
Kingsville, Ontario N9Y 2Y9  
(519) 733-2305  
www.kingsville.ca  
kingsvilleworks@kingsville.ca

**Date:** March 8, 2021

**To:** Mayor and Council

**Author:** Robert Brown, H. Ba, MCIP, RPP  
Manager, Planning Services

**RE:** Application for Site Plan Approval SPA/06/2021 by  
Sun Brite Foods Inc.  
1552 County Road 34, Part of Lot 10, Concession 3 ED  
Parts 1 to 7, RP 12R 25071

**Report No.:** PS-2021-016

---

## **AIM**

To provide the Mayor and Council with details of a proposed bunkhouse development on lands located on the north side of Road 3 E, just east of County Road 34.

## **BACKGROUND**

The subject land is a 26.6 ha (65.78 ac.) parcel with an existing warehouse storage facility located within the frontage along County Road 34 and an existing bunkhouse off Road 3 E. The applicant has submitted a request for site plan approval to construct a new 846 sq. m (9,105 sq. ft.) bunkhouse to house temporary foreign workers employed at their processing facility. The bunkhouse will have access to full municipal services at this location. The detailed plans are attached as Appendix A. There is no existing site plan approval in place on the subject property.

## **DISCUSSION**

The proposed development will expand the applicant's housing facilities on the property which help to support activities at the warehouse location and at the main processing plant to the north.

## **1.0 Provincial Policy Statement**

There are no issues of Provincial significance raised by this application as it is a permitted agricultural use.

## **2.0 Official Plan**

The subject property is designated 'Agriculture' and subject to the policies under Section 3.1 of the Official Plan for the Town of Kingsville. The proposed use conforms with the policies for the agricultural area.

## **3.0 Comprehensive Zoning By-Law – Town of Kingsville**

The subject property is zoned 'Heavy Industrial, M3' and 'Agriculture, (A1)'. The attached site plan shows the new bunkhouse located on the A1 portion of the property to the south of the existing bunkhouse on the property. The placement of the development has been reviewed and the proposed bunkhouse will be in compliance with the provisions of the Town of Kingsville Zoning By-law 1-2014.

## **4.0 Site Plan**

The development on the site includes the following:

- i) a 846 sq. m (9,105 sq. ft.) bunkhouse;
- ii) grassed front and rear yard area;
- iii) outdoor patio to the rear of the bunkhouse;
- iv) new water services and new sanitary sewer service, and
- v) parking area and storm water swale.

Since the lands in question were not included in the original sanitary sewer servicing in the Ruthven area Infrastructure and Engineering Services (IES) will require that the bunkhouse have an appropriate holding system on site and pump into the gravity collection system at off-peak times. This requirement will be outlined in the site plan agreement.

## **LINK TO STRATEGIC PLAN**

Support growth of the business community.

## **FINANCIAL CONSIDERATIONS**

There will be an increase in assessment as a result of the new development on the subject property. Bunkhouses are also subject to development charges collected at the time of building permit.

## CONSULTATIONS

In accordance with standard practice for review of site plan approval applications applicable external agencies and internal departments have been circulated. The following comment has been provided.

**1) Essex Region Conservation Authority (ERCA)**

ERCA has no objection to the proposed development. See full comment in Appendix B.

**2) Town of Kingsville Technical Advisory Committee**

Comments provided by TAC including, building placement, service routing, off-peak sanitary, green space and access have been addressed in the final drawings provided and attached as Appendix A. Building Code requirements will be reviewed as part of the permit submission. All other standard requirements are outlined as part of the site plan agreement.

## RECOMMENDATION

That Council:

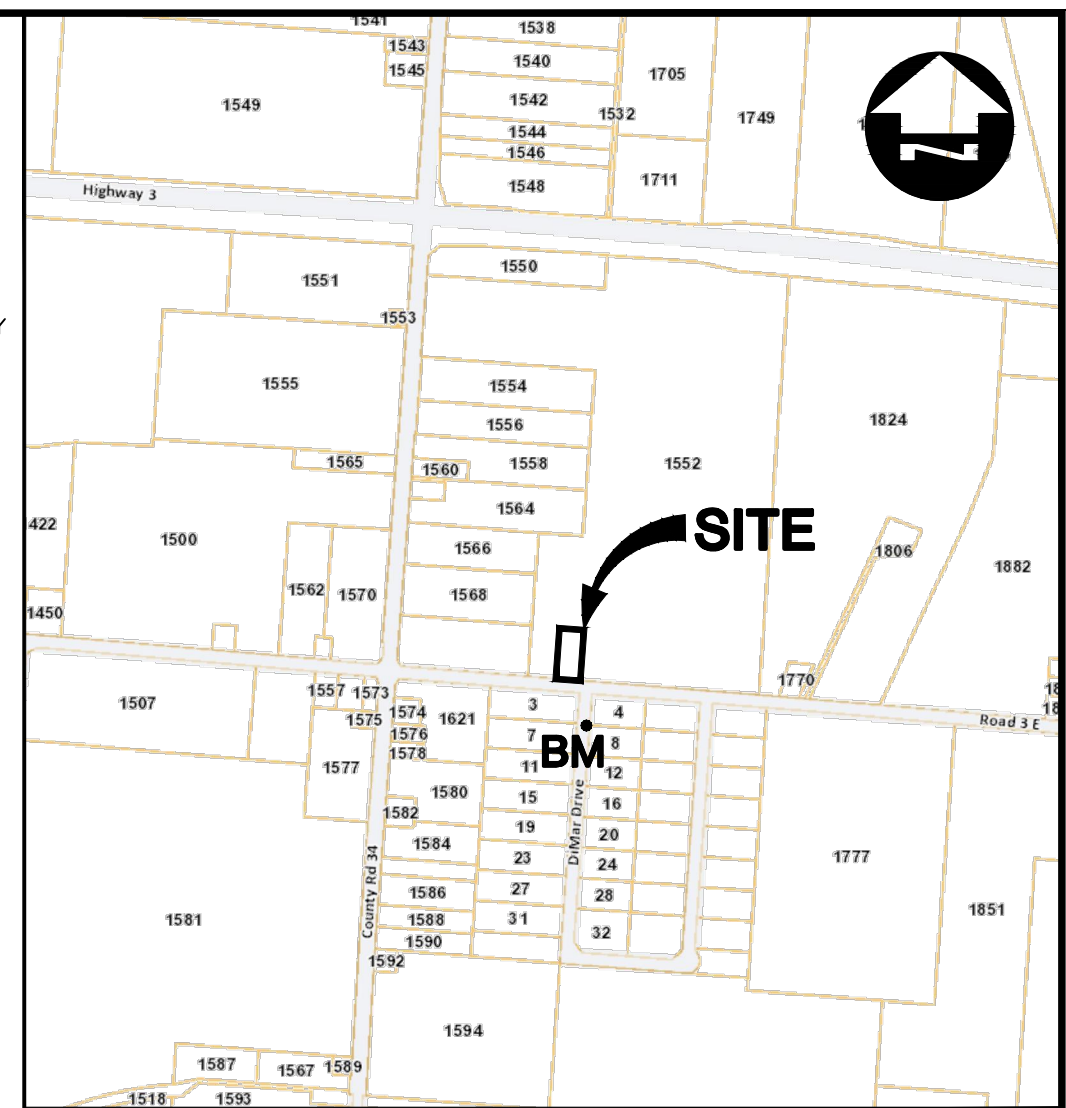
Approve site plan application SPA/06/2021 to permit the construction of a 864 sq. m (9,105 sq. ft.) bunkhouse and associated amenity area, subject to the terms in the associated site plan agreement, and

Authorize the Mayor and Clerk to sign the site plan agreement and register said agreement on title.

Robert Brown

Robert Brown, H. Ba, MCIP, RPP  
Manager, Planning Services





## BENCH MARKS

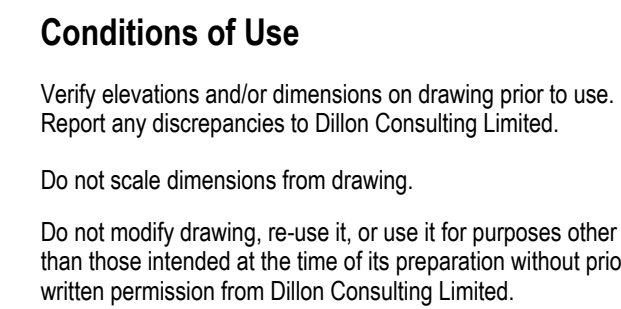
FIRE HYDRANT ON DIMAR DRIVE BETWEEN  
MUN. #4 & #8 - TOP OF OPERATING NUT

1. THE OWNER AND DILLON CONSULTING LIMITED DO NOT GUARANTEE THE ACCURACY OF THE UTILITIES SHOWN ON THE DRAWINGS. OTHER UTILITIES MAY BE PRESENT OR THE UTILITIES SHOWN MAY DIFFER IN SIZE OR LOCATION FROM THOSE SHOWN. THE CONTRACTOR SHALL NOTE THAT SERVICES FROM THE MAIN LINES ARE NOT SHOWN. THE CONTRACTOR ASSUMES FULL RESPONSIBILITY FOR OBTAINING UTILITIES FROM ALL COMPANIES AND TO REPAIR ANY DAMAGE IT MAY CAUSE TO THESE UTILITIES OR TO OTHER THIRD PARTIES. THE CONTRACTOR AGREES TO INDEMNIFY THE OWNER AND DILLON CONSULTING LIMITED AGAINST ANY CLAIMS WHICH MAY ARISE FROM THE CONTRACTOR'S ACTIONS.

2. ALL WORKS TO BE CONSTRUCTED TO A TOLERANCE OF 5mm±.
3. ALL DIMENSIONS AND RADII ARE TO CONSTRUCTION BASELINE OR EDGE OF PAVEMENT.
4. CHAINAGES SHOWN REFER TO CONSTRUCTION BASELINE.
5. SEWER BEDDING TO BE CLASS 'B' (EXCEPT CLASS 'A' TO FIRST PIPE JOINT OUTSIDE OF MANHOLE FOR RIGID PIPE).
6. BACKFILL OF SEWER AND UTILITY TRENCHES SHALL BE IN ACCORDANCE WITH TRENCH BACKFILL DETAILS AND "SPECIFICATION FOR THE USE OF GRANULAR 'B', TYPE 1 AGGREGATE".
7. ALL WATERMAINS AND SEWERS SHALL HAVE A MINIMUM OUTSIDE EDGE OF PIPE/OUTSIDE EDGE OF PIPE SEPARATION OF 2.50m.
8. LOT GRADING IS NOT PART OF THIS CONTRACT.

9. ALL WATERMAINS AND SERVICES TO HAVE A MINIMUM OF 1.50m OF COVER.
10. ALL CURB STOPS TO BE LOCATED ON PROPERTY LINES. CURB STOPS MUST BE LEAD FREE.
11. WATER SERVICE TO BE 25mm COPPER.

- SANITARY SEWERS
12. ALL SANITARY SEWERS TO BE PVC DR-35 UNLESS SHOWN OTHERWISE.
  13. ALL SANITARY PDCs TO BE INSTALLED AT A MINIMUM OF 2.0%.
  14. ALL SANITARY MANHOLES TO HAVE CRETEX INFLOW DISH TO BE INSTALLED UNDER THE COVER, WITH NEOPRENE GASKET AND DIFFUSER VALVE.
  15. SANITARY SEWERS TO BE AIR TESTED AS PER TOWN OF KINGSVILLE REQUIREMENTS.



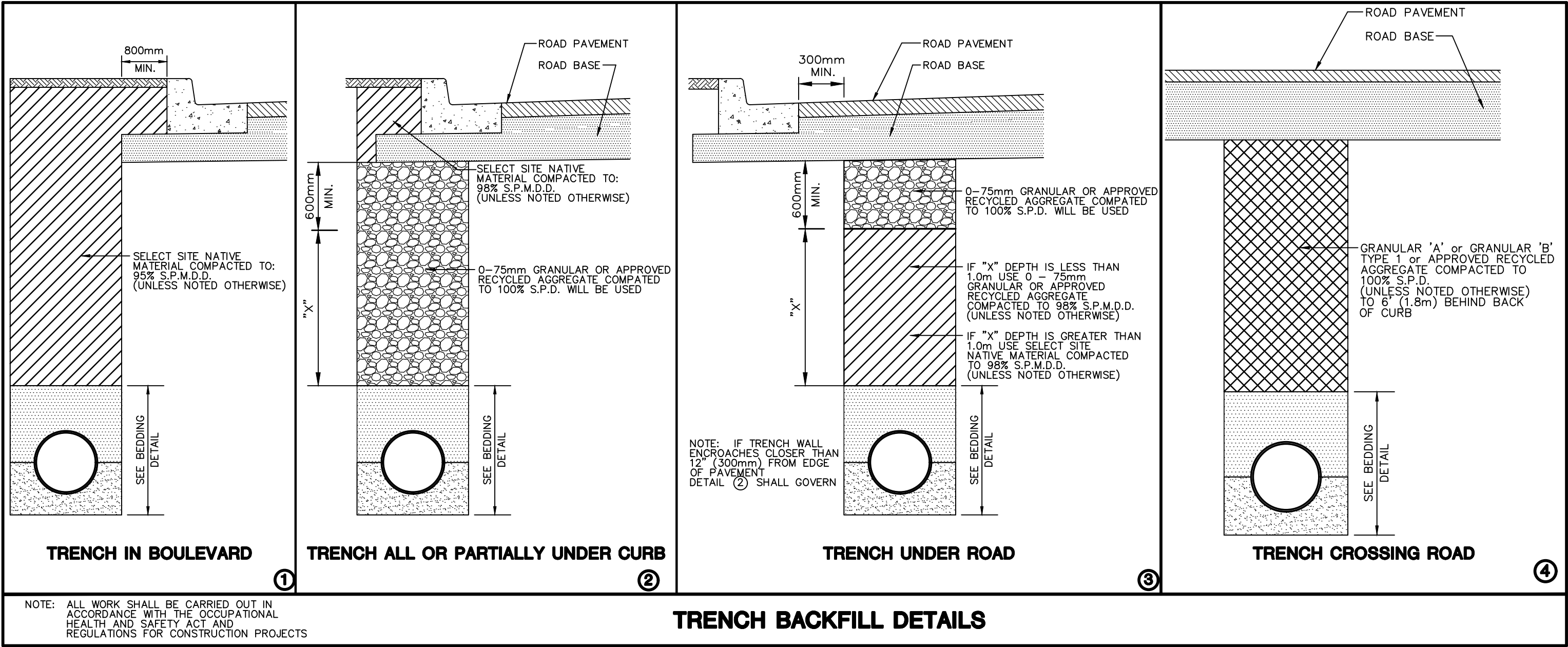
**DILLON**  
CONSULTING

<p><b>Sunbrite Bunkhouse Servicing Town of Kingsville</b></p>	<p>PROJECT NO. <b>20-3554</b></p>
<p><b>SERVICING PLAN</b></p>	<p>SHEET NO. <b>1</b></p>

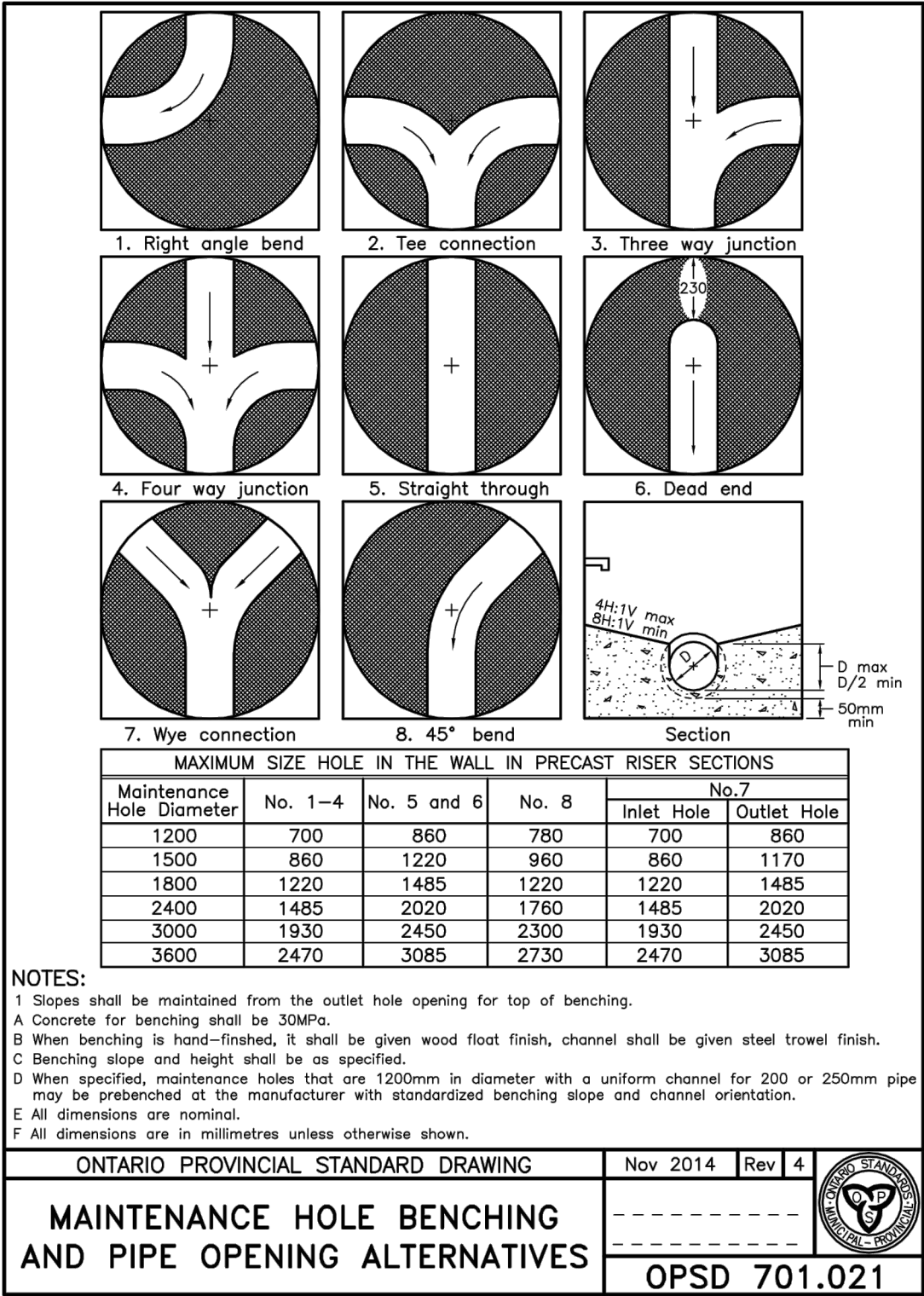
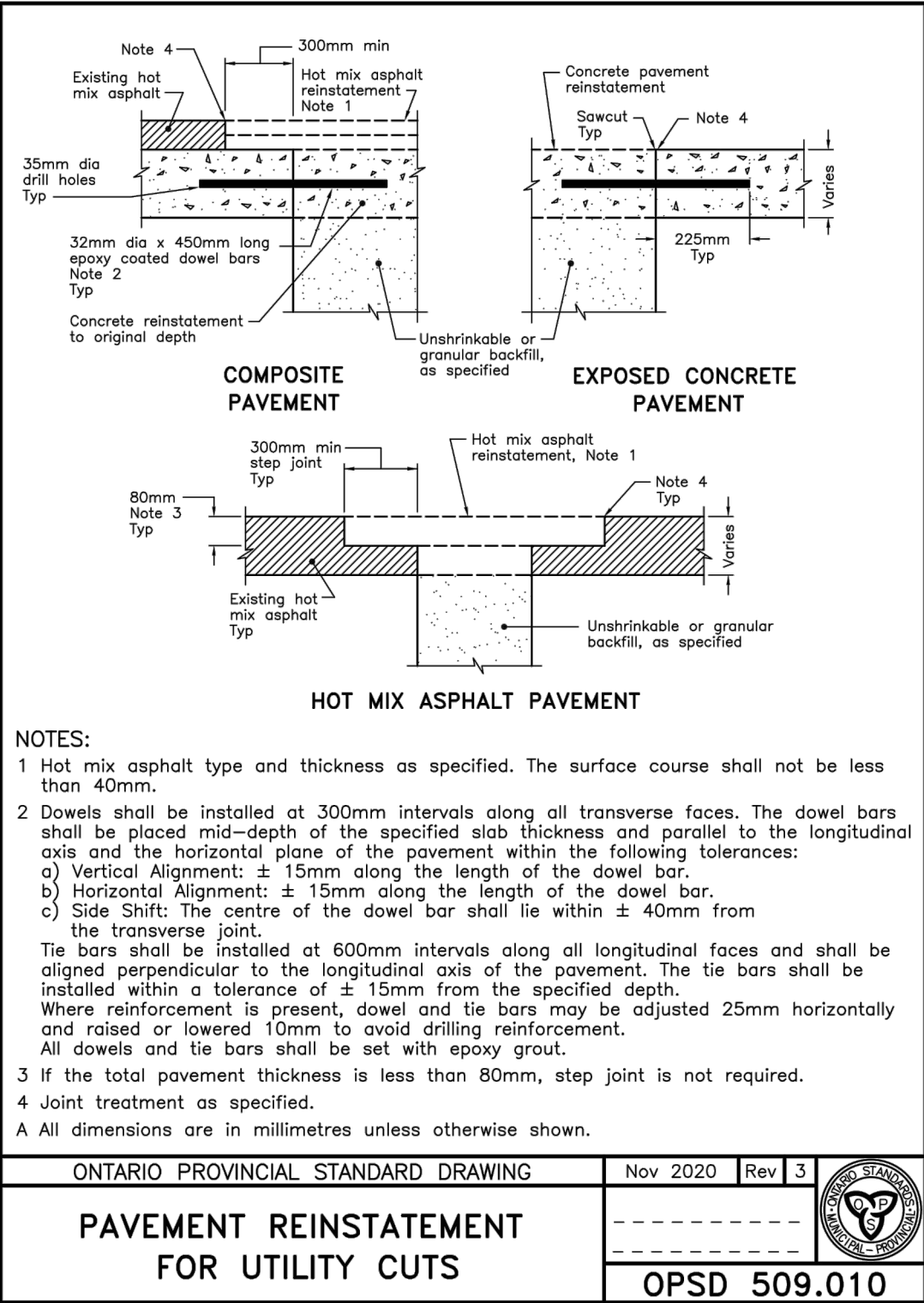
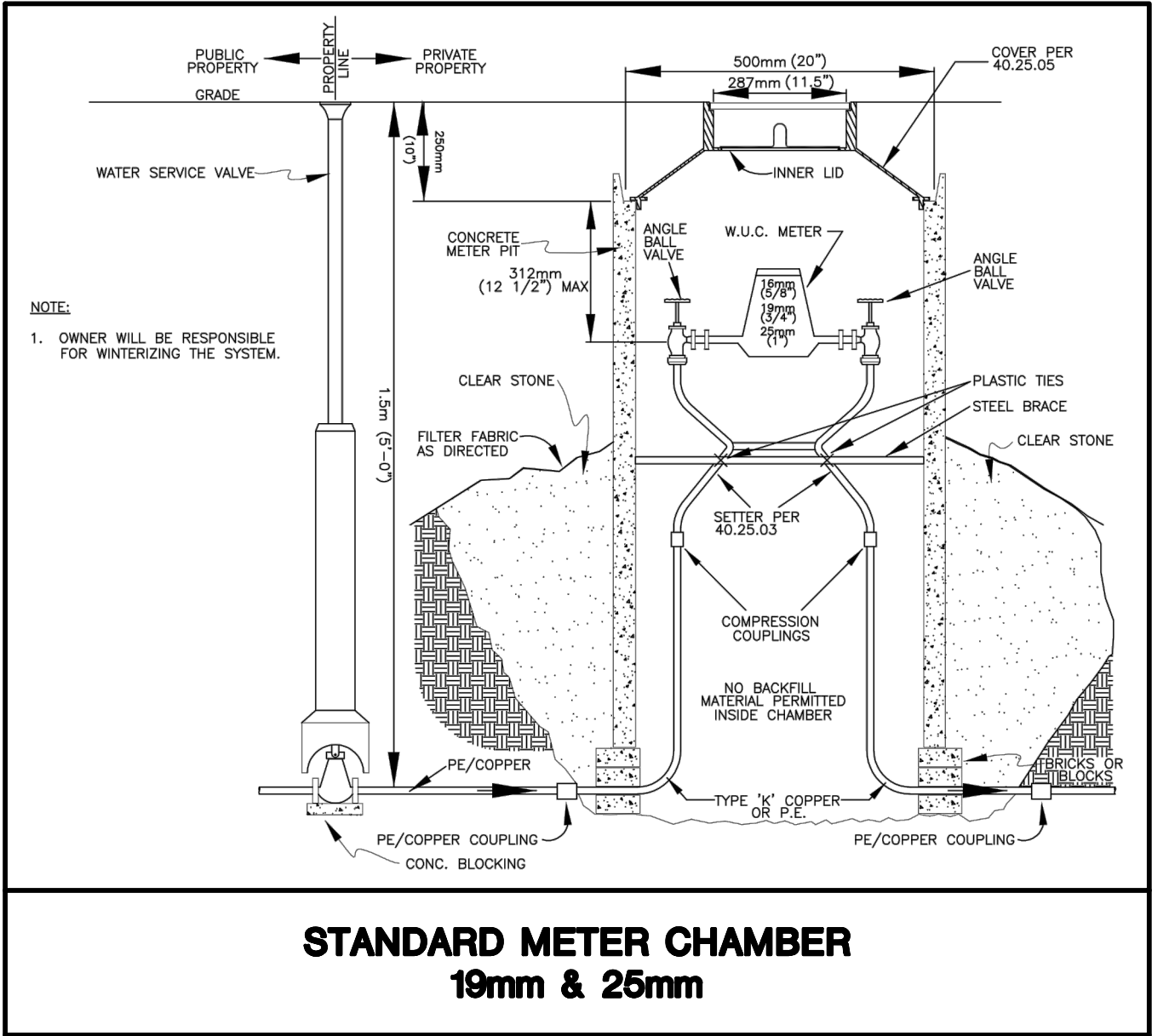
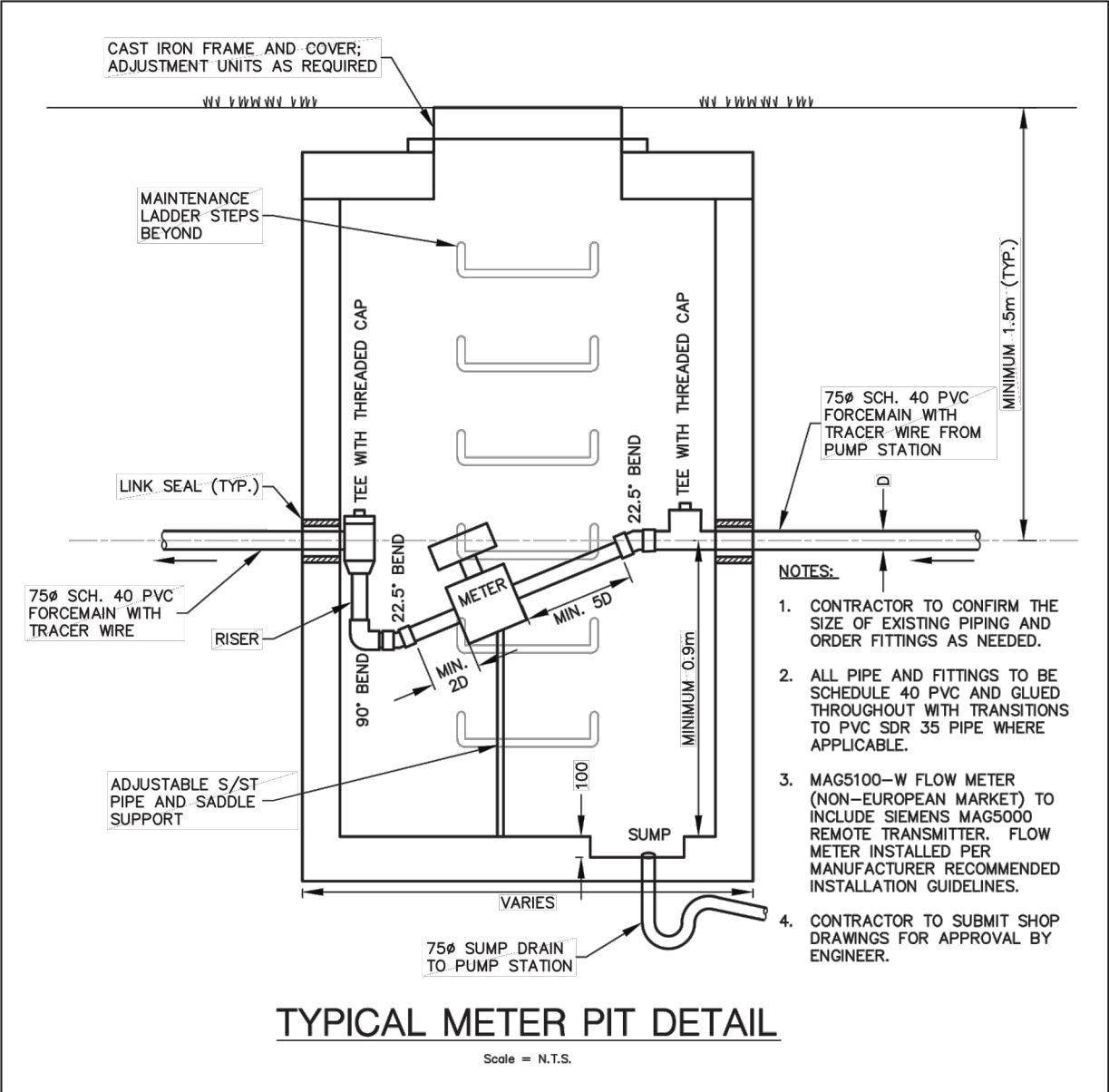


DILLON CONSULTING LIMITED 3200 DEZEL DRIVE, SUITE 608 WINDSOR, ONTARIO, N8W 5K3. PHONE (519) 948-5000. FAX (519) 948-5054

PLANNED BY: MARCOVECCHIO CONSULTING LTD. DESIGNED BY: MARCOVECCHIO CONSULTING LTD. CHECKED BY: MARCOVECCHIO CONSULTING LTD. DATE: FEB 16 2021



OPS DETAILS	
509.010	PAVEMENT REINSTATEMENT FOR UTILITY CUTS
701.021	MAINTENANCE HOLE BENCHING AND PIPE OPENING ALTERNATIVES
802.010	FLEXIBLE PIPE EMBEDMENT AND BACKFILL EARTH EXCAVATION
802.030	RIGID PIPE BEDDING, COVER, AND BACKFILL - TYPE 1 OR 2 SOIL - EARTH EXCAVATION
1006.010	SEWER SERVICE CONNECTIONS FOR RIGID MAIN PIPE SEWER
1006.020	SEWER SERVICE CONNECTIONS FOR FLEXIBLE MAIN PIPE SEWER
1104.020	WATER SERVICE CONNECTION - 32, 38 AND 50mm DIAMETER SIZES



Conditions of Use

Verify elevations and/or dimensions on drawing prior to use. Report any discrepancies to Dillon Consulting Limited.

Do not scale dimensions from drawing.

Do not modify drawing, re-use it, or use it for purposes other than those intended at the time of its preparation without prior written permission from Dillon Consulting Limited.

MARCOVECCHIO  
CONSTRUCTION  
LTD.

DILLON  
CONSULTING

DESIGN	DAM	REVIEWED BY	YYY
DRAWN	DAM	CHECKED BY	ZZZ
DATE	Feb-16-2021		
SCALE	N.T.S.		
1	MUNICIPAL REVIEW	FEB 12/21	RM,DAM
No.	ISSUED FOR		
	DATE	BY	

Sunbrite Bunkhouse Servicing  
Town of Kingsville

PROJECT NO.  
20-3554

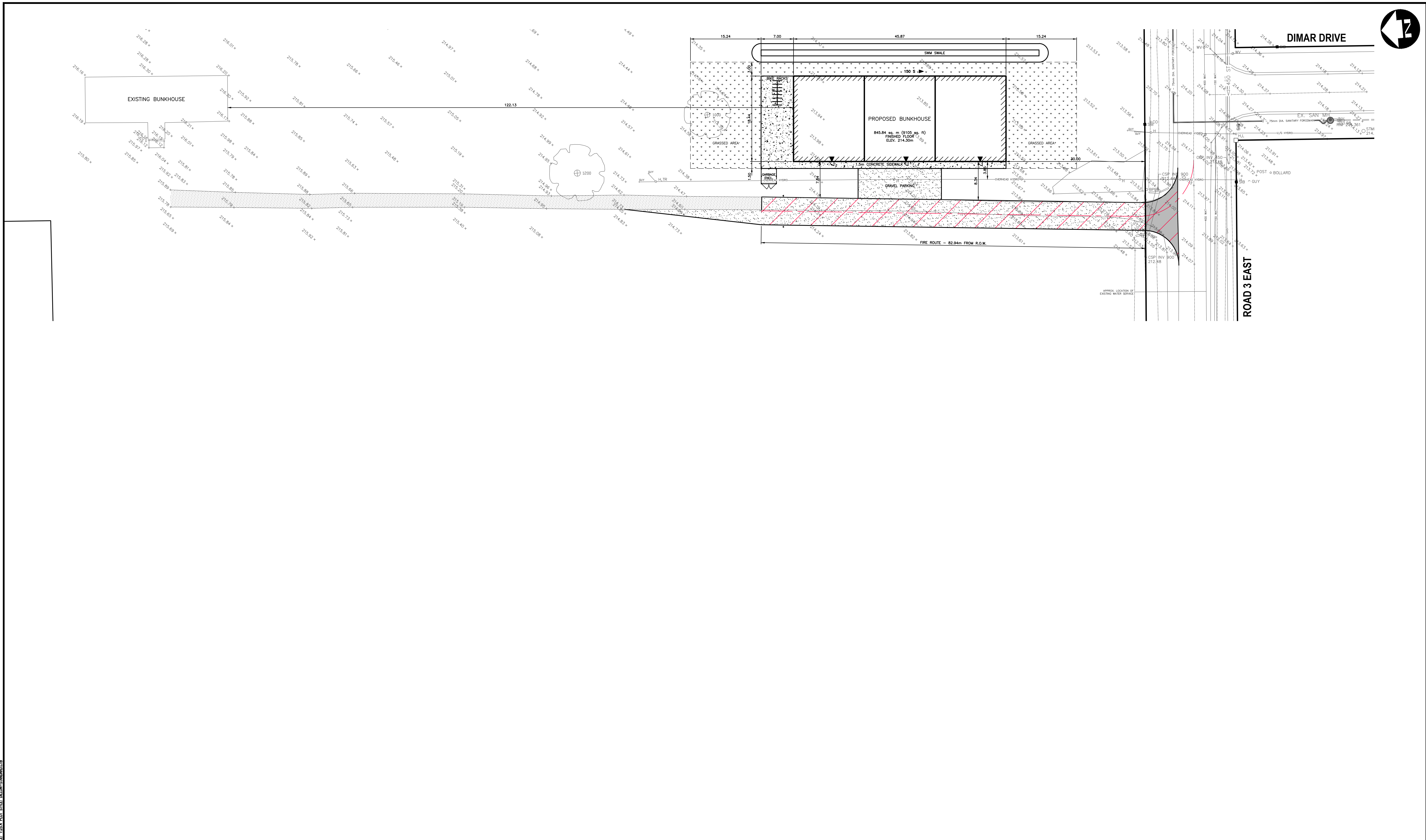
MISCELLANEOUS DETAILS

2



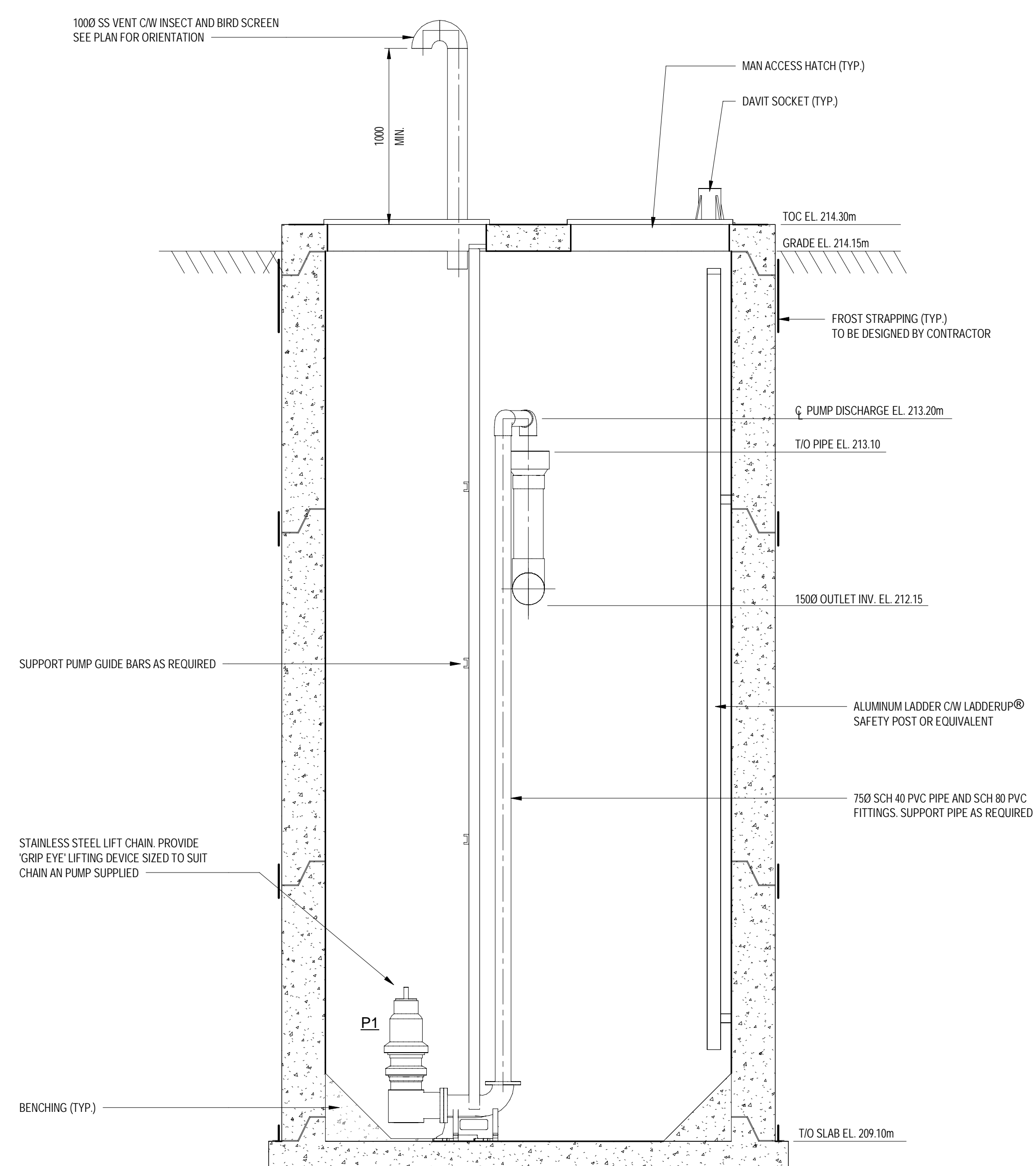
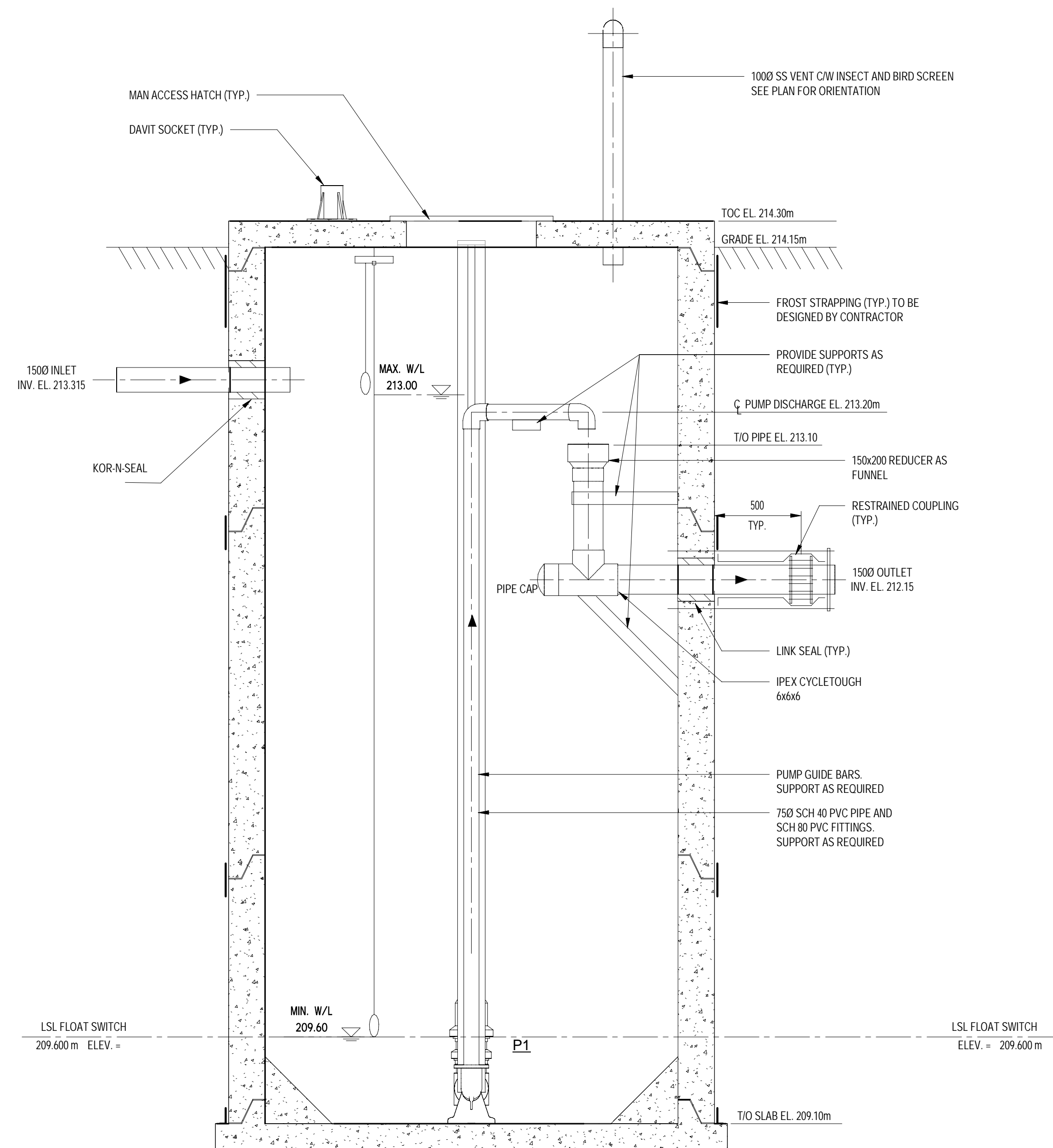
DILLON CONSULTING LIMITED 3200 DEZEL DRIVE, SUITE 608 WINDSOR, ONTARIO, N8W 5K3. PHONE (519) 948-5000, FAX (519) 948-9054

PLANNING & DESIGN: MARCOVECCHIO LTD. ENGINEERING: MARCOVECCHIO LTD. SURVEYING: MARCOVECCHIO LTD. DRAINAGE: MARCOVECCHIO LTD. EROSION CONTROL: MARCOVECCHIO LTD. LANDSCAPE ARCHITECTURE: MARCOVECCHIO LTD. PHOTOGRAPHY: MARCOVECCHIO LTD. VIDEO: MARCOVECCHIO LTD. 3D RENDERING: MARCOVECCHIO LTD. PRINTING: MARCOVECCHIO LTD. PLOTTING: MARCOVECCHIO LTD. DIGITAL DELIVERY: MARCOVECCHIO LTD. PROJECT NO. 20-3554 SHEET NO. 3



<b>Conditions of Use</b>  Verify elevations and/or dimensions on drawing prior to use. Report any discrepancies to Dillon Consulting Limited.  Do not scale dimensions from drawing.  Do not modify drawing, re-use it, or use it for purposes other than those intended at the time of its preparation without prior written permission from Dillon Consulting Limited.				<b>MARCOVECCHIO CONSTRUCTION LTD.</b>	 <b>DILLON CONSULTING</b>																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
---	--	--	--	---	---	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--





## Conditions of Use

Verify elevations and/or dimensions on drawing prior to use. Report any discrepancies to Dillon Consulting Limited.

Do not scale dimensions from drawing.

Do not modify drawing, re-use it, or use it for purposes other than those intended at the time of its preparation without prior written permission from Dillon Consulting Limited.

NOT FOR CONSTRUCTION

MARCOVECCHIO  
CONSTRUCTION  
LTD.



No.	ISSUED FOR	DATE	BY

DESIGN	REVIEWED BY
TC	RM
DRAWN	CHECKED BY
SMZ	TC
DATE	
FEBRUARY 2021	
SCALE	
1 : 20	

Sunbrite Bunhouse Servicing  
Town of Kingsville

## PUMP STATION SECTIONS

PROJECT NO.  
20-3554

SHEET NO.

P2







March 09, 2021

Mr. Robert Brown, Manager of Planning Services  
Planning & Development Services Department  
The Corporation of the Town of Kingsville  
2021 Division Road North  
Kingsville Ontario, N9Y 2Y9

planning@erca.org  
P.519.776.5209  
F.519.776.8688  
360 Fairview Avenue West  
Suite 311, Essex, ON N8M 1Y6

Dear Mr. Brown:

RE: Application for Site Plan Control SPA-06-2021  
1552 COUNTY RD 34  
ARN 371134000005900; PIN: 751470102  
Applicant: SUN-BRITE FOODS INC

The following is provided as a result of our review of Application for Site Plan Control SPA-06-2021. The subject land is a 26.6 ha (65.78 ac.) parcel with an existing warehouse storage facility located within the frontage along County Road 34 and a bunkhouse off Road 3 E. The applicant has submitted a request for site plan approval to construct a new 846 sq. m (9,105 sq. ft.) bunkhouse to house temporary foreign workers employed at their processing facility. The bunkhouse will have access to full municipal services at this location.

### **DELEGATED RESPONSIBILITY TO REPRESENT THE PROVINCIAL INTEREST IN NATURAL HAZARDS (PPS) AND REGULATORY RESPONSIBILITIES OF THE CONSERVATION AUTHORITIES ACT**

The following comments reflect our role as representing the provincial interest in natural hazards as outlined by Section 3.1 of the Provincial Policy Statement of the *Planning Act* as well as our regulatory role as defined by Section 28 of the *Conservation Authorities Act*.

The above noted lands are subject to our Development, Interference with Wetlands and Alteration to Shorelines and Watercourses Regulation under the *Conservation Authorities Act* (Ontario Regulation No. 158/06). The parcel falls within the regulated area of the 3rd Conc. Road Br. Esseltine Drain. The property owner will be required to obtain a Permit from the Essex Region Conservation Authority prior to any construction or site alteration or other activities affected by Section 28 of the *Conservation Authorities Act*.

### **WATERSHED BASED RESOURCE MANAGEMENT AGENCY**

The following comments are provided in an advisory capacity as a public commenting body on matters related to watershed management.

### **SECTION 1.6.6.7 Stormwater Management (PPS, 2020)**

Our office has reviewed the proposal and has no concerns relating to stormwater management.



Mr. Brown  
March 09, 2021

**PLANNING ADVISORY SERVICE TO PLANNING AUTHORITIES - NATURAL HERITAGE POLICIES OF THE PPS, 2020**

The following comments are provided from our perspective as an advisory service provider to the Planning Authority on matters related to natural heritage and natural heritage systems as outlined in Section 2.1 of the Provincial Policy Statement of the *Planning Act*. The comments in this section do not necessarily represent the provincial position and are advisory in nature for the consideration of the Planning Authority.

The subject property is within, and/or is adjacent to (within 120 metres of), a natural heritage feature that is identified as a significant wildlife habitat under the Provincial Policy Statement (PPS).

Section 2.15 of the PPS states - Development and site alterations shall not be permitted in and significant wildlife habitat...unless it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.

Notwithstanding the above noted references to the PPS policies, we note that the proposed development is either adequately setback and/or physically separated from the natural heritage feature by existing development or infrastructure. Therefore, we do not anticipate any negative impacts associated with the proposal. Based on our review, we have no objection to the application with respect to the natural heritage policies of the PPS.

**FINAL RECOMMENDATION**

With the review of background information and aerial photograph, ERCA has no objection to this application for Site Plan Control. However, the applicant must obtain A section 28 Permit from ERCA.

If you have any questions or require any additional information, please contact the undersigned.

Sincerely,



Vitra Chodha  
Resource Planner  
/vc





2021 Division Road North  
Kingsville, Ontario N9Y 2Y9  
(519) 733-2305  
www.kingsville.ca  
kingsvilleworks@kingsville.ca

**Date:** March 8, 2021

**To:** Mayor and Council

**Author:** Kristina Brcic, MSc, BURPI  
Town Planner

**RE:** Application for Minor Development Agreement AGR/01/21 by  
Jason & Bronwen Stenger (Owners)  
Roberto D'Alimonte - Silversprings Construction (Applicant)  
627 Talbot Rd N  
Lot 6, Concession 11, Pt. 1, RP 12R-4224  
Roll No.: 3711 670 000 01000

**Report No.:** PS 2021-017

---

## **AIM**

To provide the Mayor and Council with details regarding a proposed minor development agreement to temporarily permit a second dwelling, on lands known as 627 Talbot Rd N, in the Town of Kingsville.

## **BACKGROUND**

The subject land is a 0.5 ha (1.2 ac.) rural residential parcel with an existing dwelling and outbuildings (see Location Map in Appendix A). The owners are proposing the construction of a new dwelling on the site while continuing to live in the existing dwelling during construction of the new home and a new septic system, as shown on the Site Plan in Appendix B. Since the zoning by-law does not permit two dwellings on one lot a minor development agreement is required. The owners are applying to enter into a minor development agreement to ensure the Town that the existing dwelling is removed in a timely manner once the new dwelling is constructed. This can be within one year of entering into the agreement, or once the owner is ready for occupancy they must apply for a demolition permit and remove the existing dwelling within 90 days. These options provide a degree of flexibility to a property owner depending on the scale of the new build.

## **DISCUSSION**

The subject property is designated 'Agriculture' by the Kingsville Official Plan and zoned Agriculture (A1) in the Kingsville Comprehensive Zoning By-law. Both the Official and

Zoning By-law limit all lots to one dwelling. Since the proposed development on the lot is a temporary circumstance and not uncommon, particularly in rural areas, past practice has been to permit a new home to be constructed while the owners are still living in the existing dwelling. The condition for issuing a permit is entering into a minor development agreement with the Town to outline the terms and conditions.

## **LINK TO STRATEGIC PLAN**

Manage residential growth through sustainable planning.

## **FINANCIAL CONSIDERATIONS**

There will be an increase in property assessment as a result of new home construction.

## **CONSULTATIONS**

Infrastructure and Engineering Services requested that new service connections are not installed, rather the owners plan to use existing connections which would connect into the new house.

Securities will be collected to ensure that the existing dwelling is removed within the time limit outline in the Development Agreement. These securities will be returned once the existing dwelling is demolished. However, if the owners fail to remove the existing house within the time allotted, the securities will be used by the Town to cover the costs to complete the removal of the house.

## **RECOMMENDATION**

That Council:

Approve the proposed minor development agreement to permit a second dwelling on 627 Talbot Rd N for a temporary time during the construction of a new dwelling on the same lot, and authorize the Mayor and Clerk to sign the minor development agreement, and register said agreement on title.

*Kristina Brcic*

---

Kristina Brcic, MSc, BURPI  
Town Planner

*Robert Brown*


---

Robert Brown, H. Ba, MCIP, RPP  
Manager, Planning Services


AGR /01/21

**Legend**


## Essex Municipalities

 <all other values>

 Kingsville

 Street

 Severance

 Kingsville Assessment
**Notes**

--

THIS MAP IS NOT TO BE USED FOR NAVIGATION  
 Copyright the Corporation of the County of Essex, 2012. Data herein is provided by the Corporation of the County of Essex on an 'as is' basis. Assessment parcel provided by Teranet Enterprises Inc. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

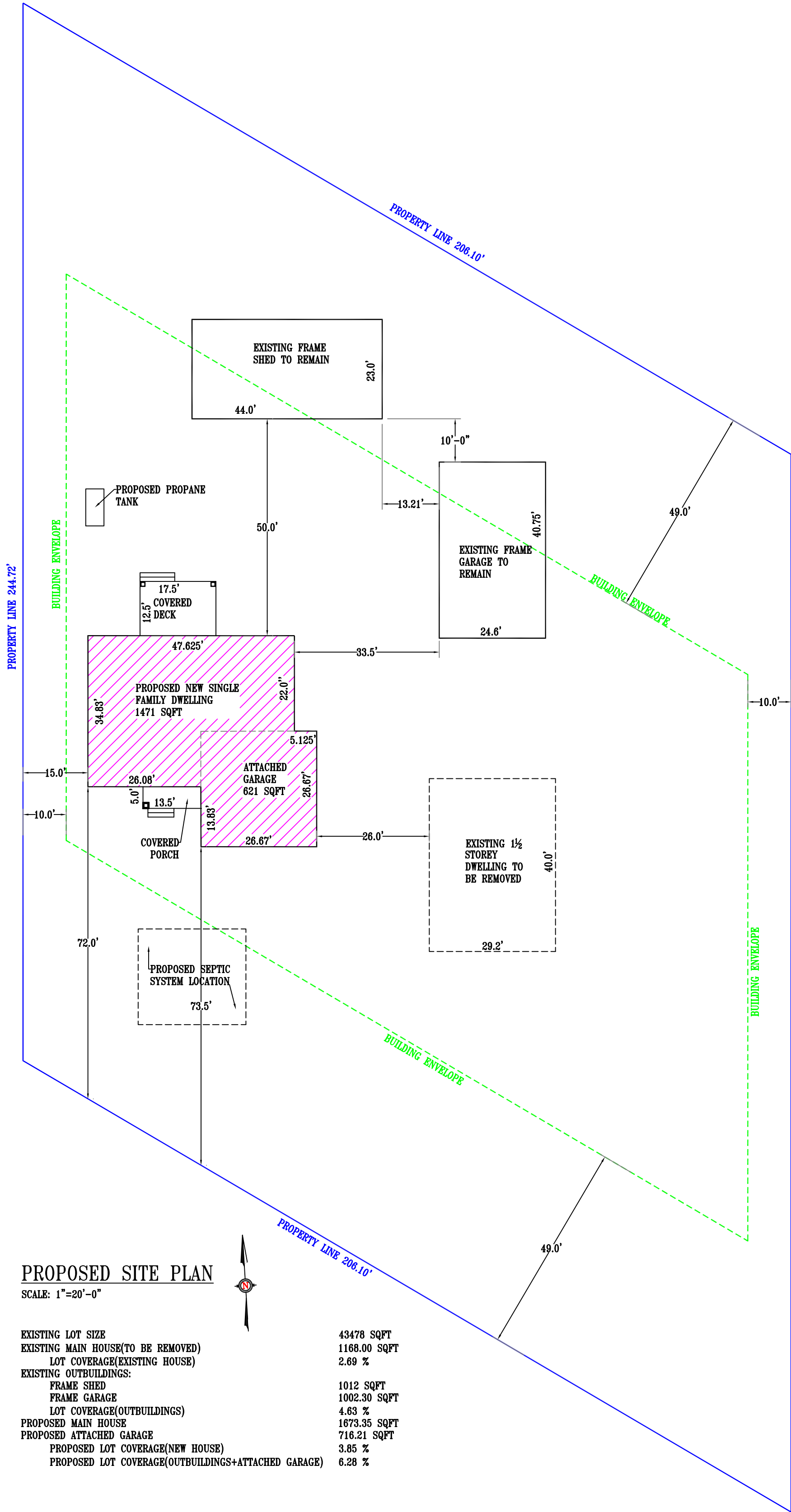
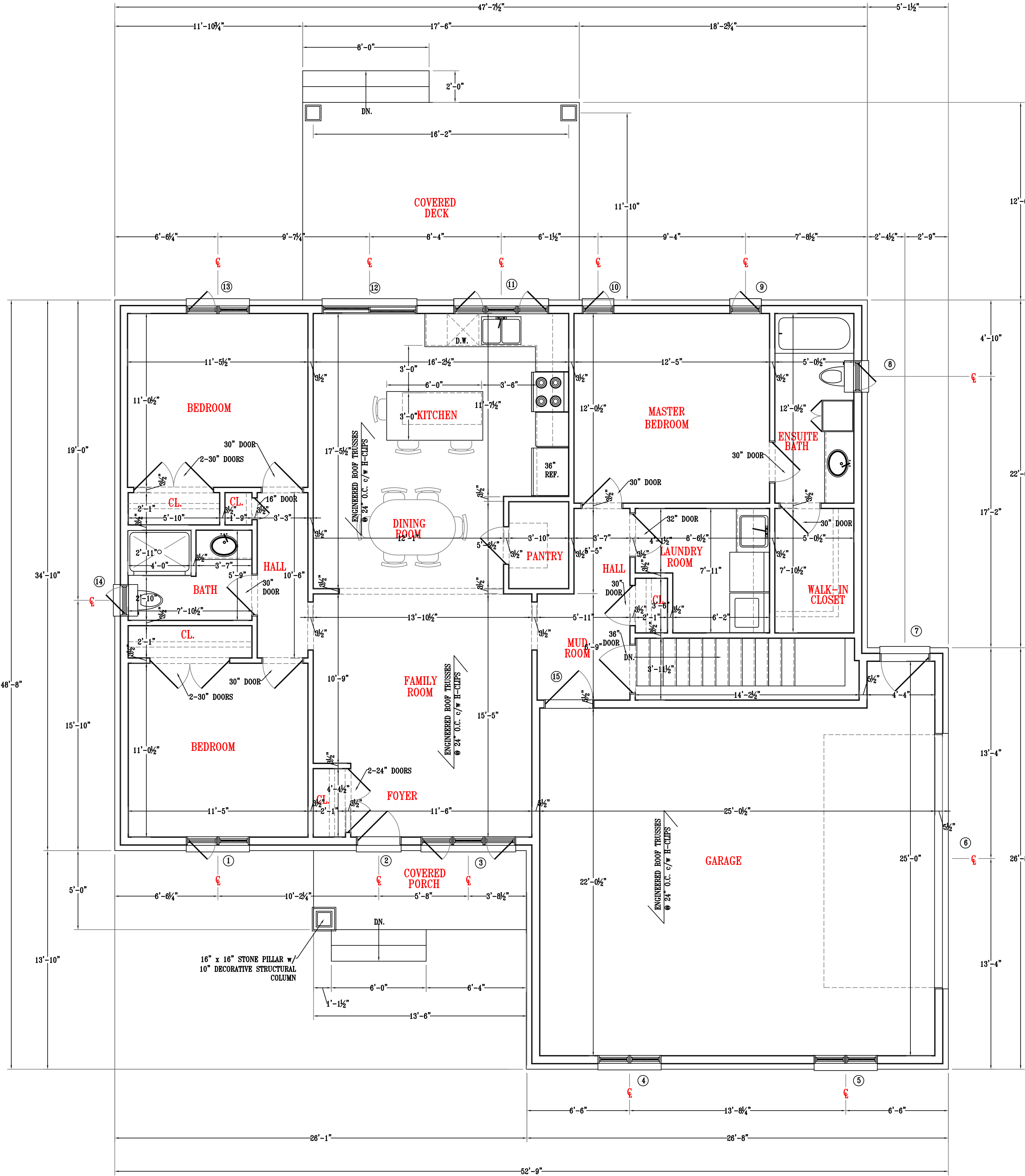
0 12.51 25.0 Meters

1: 751



2/18/2021





7865 Howard Avenue  
Amherstburg, Ontario  
N0R 1J0  
Ph. (519) 726-9618  
Fax (519) 736-9617

Notes:

Revisions:

Client Name & Address  
**STENGER**  
Jason and Bronwen  
North Talbot Road  
Essex

Drawing Title:  
Proposed Floor Plan  
Proposed Site Plan

Drawn By: K. D'Alimonte  
Date: December 17, 2020  
Scale: As shown  
For: Silver Springs  
Construction

Revision Date:

Checked By:

Sheet Number:

A1-2020-12





2021 Division Road North  
Kingsville, Ontario N9Y 2Y9  
(519) 733-2305  
[www.kingsville.ca](http://www.kingsville.ca)  
[kingsvilleworks@kingsville.ca](mailto:kingsvilleworks@kingsville.ca)

**Date:** March 22, 2021  
**To:** Mayor and Council  
**Author:** Vicky Sawatzky, Tax Collector  
**RE:** 2021 Final Tax Levy By-Law  
**Report No.:** FS-2021-08

---

## **AIM**

For Council to authorize a by-law to establish the rates for the levy and collection of property taxes for the year 2021.

## **BACKGROUND**

In accordance with Section 312 (2) of *Municipal Act, 2001*, each year council must authorize a by-law to establish rates for the levy and collection of property taxes.

The Town of Kingsville is also responsible for levying and collecting property taxes on behalf of the County of Essex and the Ministry of Education.

## **DISCUSSION**

The total tax rate for each property tax class is comprised of three separate components:

1. Local rate
2. County rate
3. Education rate

The Local tax rates are based on the following factors:

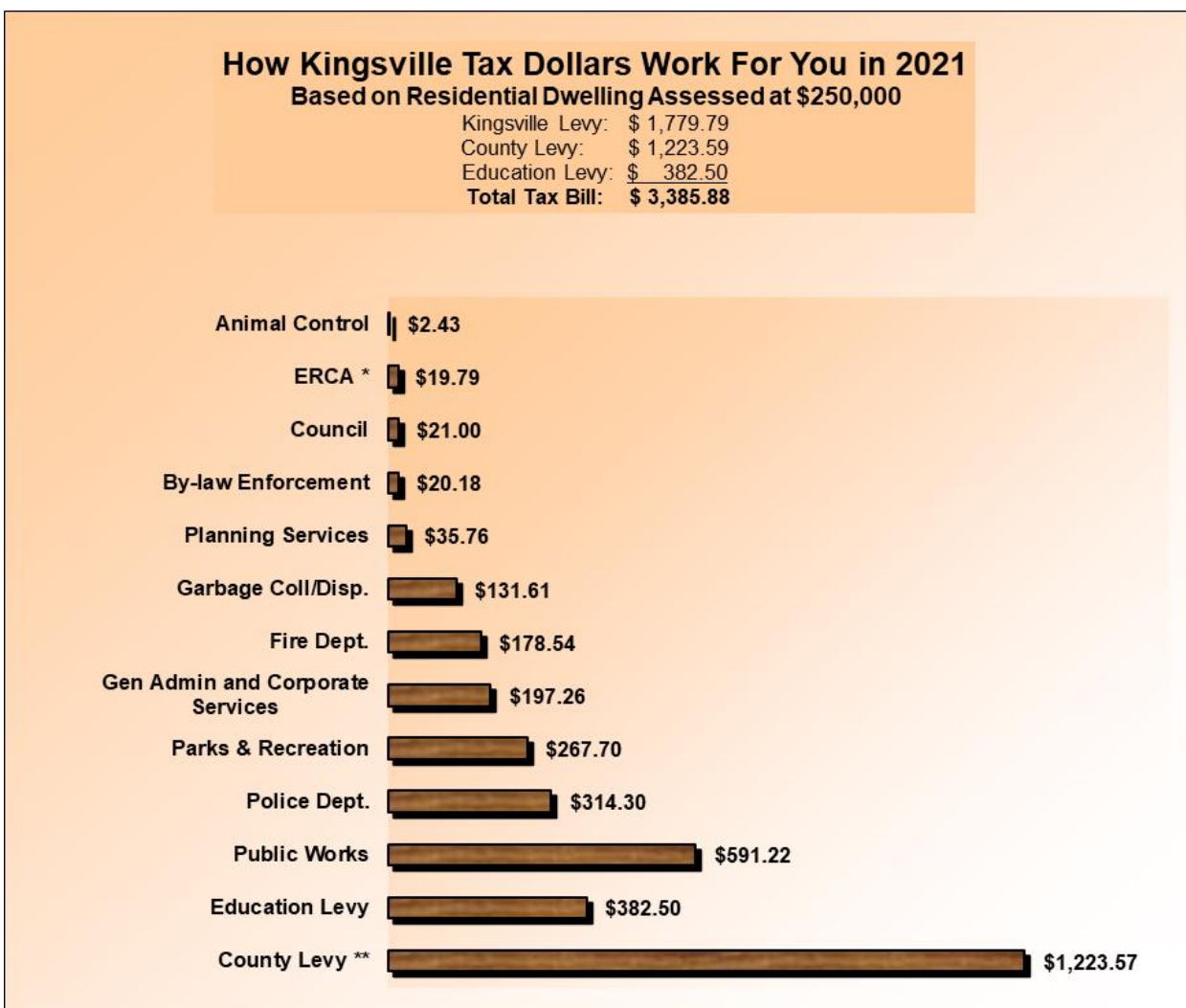
- the amount to be levied, as per the approved municipal budget
- the assessment roll for the tax year, as provided by MPAC
- the tax class ratios, as established by the County of Essex

The Town of Kingsville approved its 2021 municipal budget on January 27, 2021.

The County tax rates are established annually by County Council. For 2021, these are rates are provided in County of Essex By-law 2021-06.

The Education tax rates are provided each year by the Ministry of Finance.

On a combined basis, the Local, County, and Education tax rates have increased by 0.8% over 2021. For the average residential dwelling, assessed at \$250,000, this amounts to an increase of \$26.43. A breakdown of the allocation of tax dollars is noted below.



## LINK TO STRATEGIC PLAN

Effectively manage corporate resources and maximize performance in day-to-day operations.

## FINANCIAL CONSIDERATIONS

Based on the current year assessment roll as provided by MPAC, the local tax rates proposed in By-law 23-2021 will raise \$19,150,737 as approved in the 2021 municipal budget.

## CONSULTATIONS

The assessment values and tax classes for all properties are provided by Municipal Property Assessment Corporation.

## RECOMMENDATION

Council authorize By-law 23-2021 for the establishment of rates for the levy and collection of property taxes in the Town of Kingsville for the year 2021.

*Vicky Sawatzky*

---

Vicky Sawatzky, BBA  
Tax Collector

*Ryan McLeod*

---

Ryan McLeod, CPA, CA  
Director of Financial Services

Consolidated Budget Summary

Taxation	2020 Budget	2021 Budget
Taxation Levy	\$ 18,486,502	\$ 19,150,737
Supplemental & Other Taxes	\$ 261,000	\$ 341,000
Total Taxation:	\$ 18,747,502	\$ 19,491,737

Operations	2020 Budget	2021 Budget
Operating Revenue:		
Council	\$ -	\$ -
General Administration	\$ 1,746,700	\$ 1,682,150
Information Technology	\$ -	\$ -
Animal Control	\$ 40,000	\$ 40,000
Fire	\$ 54,470	\$ 57,650
Police	\$ 122,853	\$ 122,698
Building	\$ 852,500	\$ 907,150
Public Works	\$ 155,010	\$ 168,680
Sanitation	\$ -	\$ -
Cemetery	\$ 77,225	\$ 82,225
Arena	\$ 282,200	\$ 282,200
Parks	\$ -	\$ 3,000
Facilities	\$ 175,578	\$ 175,431
Fantasy of Lights	\$ 12,850	\$ 8,100
Marina	\$ 88,000	\$ 77,000
Migration Fest	\$ 4,250	\$ 11,500
Recreation Programs	\$ 26,700	\$ 42,700
Communities in Bloom	\$ -	\$ -
Planning	\$ 97,700	\$ 91,500
BIA	\$ 141,650	\$ 138,400
Total:	\$ 3,877,686	\$ 3,890,384
Operating Expenditures:		
Council	\$ 229,539	\$ 230,031
General Administration	\$ 3,465,177	\$ 3,486,066
Information Technology	\$ 573,712	\$ 597,177
Animal Control	\$ 60,700	\$ 66,600
Fire	\$ 1,487,078	\$ 1,649,963
Police	\$ 3,420,407	\$ 3,484,789
Building	\$ 889,848	\$ 1,003,018
Public Works	\$ 2,745,297	\$ 2,998,678
Sanitation	\$ 1,382,119	\$ 1,441,343
Cemetery	\$ 121,629	\$ 126,960
Arena	\$ 1,111,741	\$ 1,116,288
Parks	\$ 851,940	\$ 828,522
Facilities	\$ 303,620	\$ 342,520
Fantasy of Lights	\$ 35,450	\$ 37,700
Marina	\$ 108,976	\$ 99,399
Migration Fest	\$ 26,100	\$ 33,000
Recreation Programs	\$ 265,737	\$ 365,283
Communities in Bloom	\$ 8,410	\$ 4,800
Planning	\$ 364,393	\$ 458,146
BIA	\$ 150,731	\$ 145,007
Total:	\$ 17,602,603	\$ 18,515,287
Transfer to (from) Operating Reserves:	\$ 34,571	\$ (127,099)
Operating Surplus/(Deficit):	\$ (13,759,488)	\$ (14,497,804)

Capital	2020 Budget	2021 Budget
Capital Revenue:	\$ 14,893,814	\$ 17,529,740
Capital Expenditures:		
Council	\$ -	\$ -
General Administration	\$ 95,000	\$ 160,000
Information Technology	\$ 712,550	\$ 148,200
Animal Control	\$ -	\$ -
Fire	\$ 763,000	\$ 1,163,000
Police	\$ -	\$ -
Building	\$ -	\$ 25,000
Public Works	\$ 12,916,500	\$ 15,239,000
Sanitation	\$ -	\$ -
Cemetery	\$ -	\$ -
Arena	\$ 310,000	\$ 205,000
Parks	\$ 1,160,500	\$ 1,843,364
Facilities	\$ 227,000	\$ 7,500
Fantasy of Lights	\$ -	\$ -
Marina	\$ 75,000	\$ 20,000
Migration Fest	\$ -	\$ -
Recreation Programs	\$ -	\$ -
Communities in Bloom	\$ -	\$ -
Planning	\$ 5,000	\$ 50,000
BIA	\$ -	\$ -
Total:	\$ 16,264,550	\$ 18,861,064
Transfer to Capital Reserves	\$ 2,695,000	\$ 2,745,000
Repayment of Long-Term Debt	\$ 922,278	\$ 917,609
Capital Surplus/(Deficit)	\$ (4,988,014)	\$ (4,993,933)

Net Surplus/(Deficit)	\$ -	\$ -
-----------------------	------	------

2021 Assessment Totals  
(including Payment in Lieu Assessment)

Taxable Assessment

Realty Tax Class	Realty Tax Qualifier	RTC/RTQ	Current Value Assessment (CVA)
Commercial	Full	CT	121,213,758
Commercial	Excess Land	CU	1,840,200
Commercial	Vacant Land	CX	1,285,600
Farm	Full	FT	665,662,266
Parking Lot	Full	GT	71,000
Industrial	Full	IT	16,551,100
Industrial	Excess Land	IU	651,000
Industrial	Vacant Land	IX	2,755,800
Industrial New	Small Scale On-Farm Business	J7	51,000
Industrial New	Full	JT	16,481,700
Industrial New	Excess Land	JU	15,200
Large Industrial New	Full	KT	6,885,000
Large Industrial New	Excess Land	KU	71,600
Large Industrial	Full	LT	5,301,800
M - Multi-Residential	Full	MT	24,054,800
Pipeline	Full	PT	25,205,000
Residential	Farmland 1	R1	1,622,600
Residential	Full	RT	2,139,103,176
Shopping Centre	Full	ST	1,784,500
Managed Forest	Full	TT	653,800
Commercial New	Small Scale On-Farm Business	X7	31,200
Commercial New	Full	XT	44,073,700
Commercial New	Excess Land	XU	235,700
Shopping Centre New	Full	ZT	8,411,500
Shopping Centre New	Excess Land	ZU	127,600
Total:			3,084,140,600

Payment in Lieu Assessment

Realty Tax Class	Realty Tax Qualifier	RTC/RTQ	Current Value Assessment (CVA)
Commercial	Full	CF	11,690,100
Commercial	General	CG	1,618,000
Commercial	Full, Shared PIL	CH	84,000
Farm	Full, Taxable Tenant of Province	FP	0
Industrial	Full, Shared PIL	IH	329,900
Industrial	Vacant Land, Shared PIL	IJ	51,000
Industrial	Excess Land, Shared PIL	IK	33,600
Residential	General	RG	24,300
Residential	Full, Shared PIL	RH	94,000
Residential	Full, Taxable Tenant of Province	RP	23,000
Total:			13,947,900

Exempt Assessment

Realty Tax Class	Realty Tax Qualifier	RTC/RTQ	Current Value Assessment (CVA)
Exempt	Exempt	E	71,121,300
Total:			71,121,300
Total:			3,169,209,800



**2021 Tax Rates**

<b>Tax Property Class</b>	<b>Class</b>	<b>Local</b>	<b>County</b>	<b>Education</b>	<b>Total</b>
Residential & Farm	RT	0.00711917	0.00489430	0.00153000	0.01354347
Farmland	FT / R1	0.00177979	0.00122357	0.00038250	0.00338587
Commercial Occupied	CT / XT	0.00770326	0.00529585	0.00880000	0.02179911
Commercial Excess Land	CU / XU	0.00539228	0.00370709	0.00880000	0.01789938
Commercial Vacant Land	CX	0.00414692	0.00285093	0.00633473	0.01333258
Commercial On-Farm Business	C7 / X7	0.00770326	0.00529585	0.00220000	0.01519911
Parking Lot	GT	0.00414692	0.00285093	0.00633473	0.01333258
Multi-Residential	MT	0.01239840	0.00852367	0.00153000	0.02245206
Pipelines	PT	0.00927628	0.00637727	0.00880000	0.02445356
Industrial Occupied	IT / JT	0.01382900	0.00950718	0.00880000	0.03213617
Industrial Excess Land	IU / JU	0.00898885	0.00617966	0.00880000	0.02396851
Industrial Vacant Land	IX	0.00898885	0.00617966	0.00880000	0.02396851
Industrial On-Farm Business	J7	0.01382900	0.00950718	0.00220000	0.02553617
Large Industrial Occupied	LT / KT	0.01912281	0.01314658	0.00880000	0.04106939
Large Industrial Excess Land	LU / KU	0.01242983	0.00854527	0.00880000	0.02977510
Managed Forests	TT	0.00177979	0.00122357	0.00038250	0.00338587
Shopping Centres	ST / ZT	0.00770326	0.00529585	0.00880000	0.02179911
Shopping Centres Excess Land	SU / ZU	0.00539228	0.00370709	0.00880000	0.01789938
Exempt	Ex	0.00000000	0.00000000	0.00000000	0.00000000

# THE CORPORATION OF THE TOWN OF KINGSVILLE

## BY-LAW 23-2021

---

**Being a By-law to provide for the establishment of rates for the levy and collection of property taxes in the Town of Kingsville for the year 2021 pursuant to the provisions of the Municipal Act.**

**WHEREAS** the Council of the Corporation of the Town of Kingsville has reviewed its estimates for the year 2021;

**AND WHEREAS** Section 290 (1) of the Municipal Act, 2001, S.O. 2001 c. 25, as amended, provides that the Council of a local municipality shall in each year prepare and adopt a budget including the estimates of all sums required during the year for the purposes of the municipality;

**AND WHEREAS** the Council of the Corporation of the Town of Kingsville has approved the 2021 Town of Kingsville estimates in accordance with Schedule "A" attached hereto;

**AND WHEREAS** pursuant to the Corporation of the County of Essex By-law 2021-06, the Corporation of the County of Essex passed a by-law to adopt estimates of all sums required during the year 2021 for the Corporation of the County of Essex and to establish tax rates for same against the local municipalities;

**AND WHEREAS** Section 312 (2) of the Municipal Act, 2001, S.O. 2001, c. 25, as amended, provides that the Council of a local municipality shall, after the adoption of estimates for the year, pass a by-law to levy a separate tax rate, as specified in the by-law, on the assessment in each property class in the municipality ratable for local municipal purposes;

**AND WHEREAS** Section 312 (6) of the said Act requires tax rates to be established in the same proportion to tax ratios;

**AND WHEREAS** The Corporation of the County of Essex passed By-law 2021-06, being a by-law to establish tax ratios for 2021 for the Corporation of the County of Essex and the lower tier municipalities within the boundaries of the County of Essex, pursuant to Section 308 of the Municipal Act, 2001, S.O. 2001, c. 25 as amended;

**AND WHEREAS** Sections 315 and 322 of the Municipal Act, 2001, S.O. 2001, c.25, as amended, provide for the apportionment of payments in lieu of taxes and taxation of certain railway and power utility lands.

### **NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWN OF KINGSVILLE ENACTS AS FOLLOWS:**

1. That the 2021 assessment per property class as detailed in Schedule "B" attached hereto and forming part of this by-law, be adopted for purposes of calculating the tax rates for municipal purposes and for determining the levy for the Town of Kingsville.
2. That the amount to be raised by tax rates for the Town of Kingsville purposes in the amount of \$19,150,737 as set out in Schedule "A" attached hereto and forming part of this by-law be adopted.
3. That the tax rates as listed in Schedule "C" attached to this by-law be applied to the corresponding taxable assessments listed in Schedule "B" to raise sums of: \$19,150,737 for general Town purposes; \$13,165,773 for the County of Essex; and \$5,909,732 for education purposes.
4. That the levies listed in clause (3) of this by-law shall be reduced by the amount of the interim levy for 2021.
5. That the 2021 final tax demand be levied in two (2) installments which will be due and payable on **August 31, 2021** and **November 30, 2021**.

6. That amounts to be collected for local improvements, tile drains, municipal drains, water mains, sewers and miscellaneous charges shall be collected in accordance with their respective authorizing by-laws and are deemed to be imposed and due on the installment due dates listed in clause (5) of this by-law.
7. That the Treasurer and/or Tax Collector, no later than twenty one (21) days prior to the day the first installment is due, may mail or cause to be mailed to the address of the residence or place of business of each person taxed as aforesaid, a notice specifying the amount of taxes payable by such person/corporation.
8. That pursuant to Section 345 (2) of the Municipal Act, 2001, S.O. 2001, C.25, as amended, 1 ¼ per cent of the amount of taxes due and unpaid, shall be imposed as a penalty for the non-payment of taxes on the first day of default.
9. That pursuant to Section 345 (3) of the Municipal Act, 2001, S.O. 2001, c. 25, as amended, 1 ¼ per cent shall be imposed on outstanding taxes on the first day of the calendar month after payment default and each calendar month thereafter. No discount shall be allowed for pre-payment.
10. That failure to receive a tax notice does not exempt the property owner from penalty and late payment charges as outlined in clauses (8) and (9) of this by-law.
11. Council reserves the right to waive or reduce the penalty and interest calculations outlined in clauses (8) and (9), for specified periods of time, through an approved motion of Council. Any such waivers or reductions shall be applied consistently, to all property classes.
12. That taxes shall be payable to The Corporation of the Town of Kingsville and shall be paid to the Treasurer or Tax Collector, or paid at any financial institution which is authorized to accept payment under the Canadian Payments Association Regulations.
13. That the Treasurer and/or Tax Collector shall hereby be authorized to administer a pre-authorized payment plan for the Town of Kingsville and accept four (4) quarterly due date or twelve (12) monthly payments on account of taxes due.
14. This by-law shall remain in force from year to year until it is repealed and any by-law repealing this by-law shall be effective only at the end of any year.
15. In the event of conflict between the provisions of this by-law and any other by-law, the provisions of this by-law shall prevail.
16. That all by-laws inconsistent with this by-law are hereby repealed.
17. This by-law shall come into force and take effect on the day of the final passing thereof

**READ A FIRST, SECOND AND THIRD TIME AND FINALLY PASSED THIS 22<sup>ND</sup> DAY OF MARCH, 2021.**

---

**MAYOR, Nelson Santos**

---

**CLERK, Jennifer Astrologo**



2021 Division Road North  
Kingsville, Ontario N9Y 2Y9  
(519) 733-2305  
www.kingsville.ca  
kingsvilleworks@kingsville.ca

**Date:** March 8, 2021  
**To:** Mayor and Council  
**Author:** Diane Broda, Payroll and Billing Supervisor  
**RE:** Statement of Remuneration & Expenses for 2020  
**Report No.:** FS-2021-07

---

## **AIM**

To provide the 2020 Statement of Remuneration for Council and committee members

## **BACKGROUND**

In accordance with the Municipal Act, 2001 c.25, s.284(1) and By-Law 18-2019 which authorizes remuneration and expenses to be paid;

The Treasurer of a municipality shall in each year on or before March 31<sup>st</sup> provide to the council of the municipality an itemized statement on remuneration and expenses paid in the previous year to:

- a) Each member of council in respect of his or her services as a member of the council or any other body, including a local board, to which the member has been appointed by council or on which the member holds office by virtue of being a member of council;
- b) Each member of council in respect of his or her services as an officer or employee of the municipality or other body described in clause (a); and
- c) Each person, other than a member of council, appointed by the municipality to serve as a member of any body, including a local board, in respect of his or her services as a member of the body.

## **DISCUSSION**

The remuneration shown on the attached schedules reflect the monies paid to each member of Council and committee member in 2020, inclusive of conferences and seminars.

## **LINK TO STRATEGIC PLAN**

Effectively manage corporate resources and maximize performance in day-to-day operations.

## **FINANCIAL CONSIDERATIONS**

All remuneration to council and committee members was within budget estimates.

## **CONSULTATIONS**

None

## **RECOMMENDATION**

Council receive the Statement of Remuneration & Expenses report for 2020.

*Diane Broda*

---

Diane Broda  
Payroll & Billing Supervisor

*Ryan McLeod*

---

Ryan McLeod, CPA, CA  
Director of Financial & IT Services



**2020 COUNCIL & COMMITTEE REMUNERATION**

NAME	BOARD OR COMMITTEE	PAYMENTS	TOTAL EARNINGS	EVENT OR CONFERENCE	AMOUNT	TOTAL EXPENSES	TOTAL REMUNERATION
DeYong, K	Council	\$ 20,915.16	\$ 27,618.08	Per Diems	\$ 1,351.56	\$ 2,017.11	\$ 29,635.19
	Committee of Adjustments	\$ 100.00		Mileage	\$ -		
	Heritage Advisory	\$ 1,000.00		Mayor Breakfast	\$ 24.99		
	Personnel	\$ 600.00		AMO Conference	\$ 610.56		
	Police Services	\$ 2,094.24		SECC International Women's Day	\$ 30.00		
	Union Water	\$ 2,908.68					
Gaffan, T	Council	\$ 20,915.16	\$ 25,615.16	Per Diems	\$ -	\$ 300.00	\$ 25,915.16
	Animal Control	\$ 300.00		Mileage	\$ -		
	BIA	\$ 1,200.00		Silver Sponsor - Hospital Gala	\$ 300.00		
	Fantasy of Lights	\$ 1,000.00					
	Personnel	\$ 500.00					
	Striking	\$ 400.00					
	Tourism, Economic Development	\$ 1,200.00					
	Union Water	\$ 100.00					
Lucier, L	Council	\$ 20,915.16	\$ 22,715.16	Per Diems	\$ 419.85	\$ 1,443.48	\$ 24,158.64
	BIA	\$ 700.00		Mileage	\$ -		
	Migration Festival	\$ 500.00		AMO Conference	\$ 614.56		
	Personnel	\$ 600.00		Wardens Lunch	\$ 50.88		
				Land Use Planning - Training	\$ 358.19		
Neufeld, T	Council	\$ 20,915.16	\$ 28,018.08	Per Diems	\$ -	\$ 1,350.88	\$ 29,368.96
	Committee of Adjustments	\$ 2,094.24		Mileage	\$ -		
	Historical Park	\$ 100.00		Wardens Lunch	\$ 50.88		
	Parks, Recreation, Arts and Culture	\$ 1,000.00		Food Bank Donation	\$ 1,000.00		
	Personnel	\$ 500.00		Silver Sponsor - Hospital Gala	\$ 300.00		
	Search	\$ 500.00					
	Union Water	\$ 2,908.68					
Patterson, L	Council	\$ 20,915.16	\$ 25,623.84	Per Diems	\$ -	\$ 88.79	\$ 25,712.63
	Accessibility Advisory	\$ 400.00		Mileage	\$ 88.79		
	Animal Control	\$ 300.00					
	Committee of Adjustments	\$ 100.00					
	Migration Hall	\$ 400.00					
	Personnel	\$ 600.00					
	Union Water	\$ 2,908.68					

NAME	BOARD OR COMMITTEE	PAYMENTS	TOTAL EARNINGS	EVENT OR CONFERENCE	AMOUNT	TOTAL EXPENSES	TOTAL REMUNERATION
Queen, P	Council	\$ 25,637.40	\$ 33,140.32	Per Diems	\$ 75.00	\$ 433.71	\$ 33,574.03
	Committee of Adjustments	\$ 2,094.24		Mileage	\$ 258.44		
	Parks, Recreation, Arts and Culture	\$ 1,000.00		Child at Play Signs	\$ 100.27		
	Personnel	\$ 600.00					
	Search	\$ 500.00					
	Striking	\$ 400.00					
	Union Water	\$ 2,908.68					
Santos, N	Council	\$ 38,035.08	\$ 48,038.00	Per Diems	\$ 750.00	\$ 2,523.69	\$ 50,561.69
	Fantasy of Lights	\$ 1,000.00		ROMA Conference	\$ 1,219.22		
	Parks, Recreation, Arts and Culture	\$ 1,000.00		Travel Ministry Solicitor Roundtable	\$ 191.78		
	Pelee Island Transportation	\$ 300.00					
	Personnel	\$ 600.00		Silver Sponsor - Hospital Gala	\$ 300.00		
	Police Services	\$ 2,094.24		Premier Tour	\$ 62.69		
	Search	\$ 500.00					
	Striking	\$ 400.00					
	Tourism, Economic Development	\$ 1,200.00					
	Union Water	\$ 2,908.68					
TOTALS:		\$ 210,768.64	\$ 210,768.64	TOTALS:		\$ 8,157.66	\$ 218,926.30

NAME	BOARD OR COMMITTEE	PAYMENTS	TOTAL EARNINGS	EVENT OR CONFERENCE	AMOUNT	TOTAL EXPENSES	TOTAL REMUNERATION
Allen-Santos, S	Migration Festival	\$ 500.00	\$ 500.00			\$ -	\$ 500.00
Anson, C	Accessibility Adv., Fantasy of Lights	\$ 900.00	\$ 900.00			\$ -	\$ 900.00
Araujo, A	Migration Festival	\$ 700.00	\$ 700.00			\$ -	\$ 700.00
Baird, B	Police Services	\$ 2,094.24	\$ 2,094.24			\$ -	\$ 2,094.24
Banar, A	Accessibility Advisory	\$ 200.00	\$ 200.00			\$ -	\$ 200.00
Barraco, J	Accessibility Advisory	\$ 400.00	\$ 400.00			\$ -	\$ 400.00
Biggley, M	Heritage Advisory	\$ 700.00	\$ 700.00			\$ -	\$ 700.00
Braybrook-Gard, R	Migration Festival	\$ 800.00	\$ 800.00			\$ -	\$ 800.00
Cacciavillani, E	Heritage Advisory	\$ 500.00	\$ 500.00			\$ -	\$ 500.00
Chiasson, M	Tourism & Economic Development	\$ 1,400.00	\$ 1,400.00	Mileage - London Food & Wine	\$ 220.66	\$ 220.66	\$ 1,620.66
Chisholm, W	Police Services	\$ 2,094.24	\$ 2,094.24	OPP Regional Round Table	\$ 219.88	\$ 219.88	\$ 2,314.12
Doey, D	Fantasy of Lights	\$ 900.00	\$ 900.00			\$ -	\$ 900.00
Duhig, L	Fantasy of Lights	\$ 800.00	\$ 800.00			\$ -	\$ 800.00
Durward, B	Heritage Adv., Tourism & Economic Dev.	\$ 1,900.00	\$ 1,900.00			\$ -	\$ 1,900.00
Fogal, M	Migration Festival	\$ 500.00	\$ 500.00			\$ -	\$ 500.00
Girardin, S	Migration Festival	\$ 800.00	\$ 800.00			\$ -	\$ 800.00
Hickmott, A	Parks, Recreation, Arts and Culture	\$ 1,000.00	\$ 1,000.00			\$ -	\$ 1,000.00
Horrocks, R	Committee of Adjustments	\$ 2,094.24	\$ 2,094.24			\$ -	\$ 2,094.24
Hunt, D	Tourism & Economic Development	\$ 1,200.00	\$ 1,200.00			\$ -	\$ 1,200.00
I'Anson, S	Fantasy of Lights	\$ 900.00	\$ 900.00			\$ -	\$ 900.00
Kraus, M	Migration Festival	\$ 700.00	\$ 700.00			\$ -	\$ 700.00
Laman, D	Fantasy of Lights	\$ 700.00	\$ 700.00			\$ -	\$ 700.00
Lamarche, A	Heritage Advisory	\$ 1,000.00	\$ 1,000.00			\$ -	\$ 1,000.00
Lowrie, S	Tourism & Economic Development	\$ 1,000.00	\$ 1,000.00			\$ -	\$ 1,000.00
Luffman, M	Heritage Advisory	\$ 1,000.00	\$ 1,000.00			\$ -	\$ 1,000.00
Mackie, C	Heritage Advisory	\$ 600.00	\$ 600.00			\$ -	\$ 600.00
Mockler, J	Fantasy of Lights	\$ 900.00	\$ 900.00			\$ -	\$ 900.00
Olewski, S	Accessibility Advisory	\$ 200.00	\$ 200.00			\$ -	\$ 200.00
Olson, S	Comm. of Adjustments, Heritage Adv.	\$ 2,894.24	\$ 2,894.24			\$ -	\$ 2,894.24
Sacheli, S	Heritage Advisory	\$ 1,000.00	\$ 1,000.00			\$ -	\$ 1,000.00
Shields, M	Parks, Recreation, Arts and Culture	\$ 1,000.00	\$ 1,000.00			\$ -	\$ 1,000.00
Somerville, M	Tourism & Economic Development	\$ 1,100.00	\$ 1,100.00			\$ -	\$ 1,100.00
Swiderski, D	Migration Festival	\$ 800.00	\$ 800.00			\$ -	\$ 800.00
Tremaine-Snip, M	Parks, Recreation, Arts and Culture	\$ 1,000.00	\$ 1,000.00			\$ -	\$ 1,000.00
Vilardi, A	Committee of Adjustments	\$ 2,094.24	\$ 2,094.24			\$ -	\$ 2,094.24
Willoughby, J	Fantasy of Lights	\$ 1,000.00	\$ 1,000.00			\$ -	\$ 1,000.00
Wilson, B	Police Services	\$ 2,790.57	\$ 2,790.57			\$ -	\$ 2,790.57
Wye, S	Migration Festival	\$ 600.00	\$ 600.00			\$ -	\$ 600.00
Zwiers, S	Compliance	\$ 100.00	\$ 100.00			\$ -	\$ 100.00
	<b>TOTALS:</b>	<b>\$ 40,861.77</b>	<b>\$ 40,861.77</b>	<b>TOTALS:</b>		<b>\$ 440.54</b>	<b>\$ 41,302.31</b>



2021 Division Road North  
Kingsville, Ontario N9Y 2Y9  
(519) 733-2305  
www.kingsville.ca  
kingsvilleworks@kingsville.ca

**Date:** March 1, 2021

**To:** Mayor and Council

**Author:** Shaun Martinho, Manager of Public Works and Environmental Services

**RE:** Fleet Replacement Report

**Report No.:** IED 2021-14

---

## AIM

To inform Council of the purchasing process for new fleet acquisition, and recommend approval of the award of tenders.

## BACKGROUND

Several vehicles are listed for replacement in the 2021 capital program. These vehicles have reached the end of their useful lifecycle and are beginning to incur unnecessary maintenance and repair costs. The fleet vehicles listed in the 2021 schedule include:

Capital Budget Line #	Description	Dept.	Capital Cost	Reserve Funding	Net Tax Impact
PW-2021-12	Unit # 11-01- Dodge Dakota	130	\$ 38,000	\$ 38,000	\$ -
PW-2021-13	Unit # 11-03- Ford 550	130	\$ 75,000	\$ 75,000	\$ -
PW-2021-14	Unit # 82-01- Vermeer Chipper	130	\$ 70,000	\$ 70,000	\$ -
PW-2021-17	Electronic Sign Boards	130	\$ 40,000	\$ -	\$ 40,000
PARKS-2021-02	Unit # 07-03 John Deer 3520	171	\$ 35,000	\$ 35,000	\$ -
PARKS-2021-03	Unit # 04-07 Kubota Front End Mower	171	\$ 35,000	\$ 35,000	\$ -

## DISCUSSION

The Infrastructure and Engineering Department prepared tender documents, as per the Town's procurement policy, for the replacement of light and medium duty service trucks. When deciding how to equip these vehicles several factors were considered including price, functionality, reliability, environmental impact, and time of delivery. Input was received from numerous parties including vendors, managers, and outside staff.

The small equipment was purchased using the Municipal Group Buying Program offered through the Association for Municipalities Ontario (AMO). Their program is one of the leading public sector buying groups in Canada. All offerings have undergone a formal competitive bid process that ensures compliance with purchasing by-laws and trade agreements. This powerful group-buying tool allowed administration to realize significant savings through registered local suppliers.

## LINK TO STRATEGIC PLAN

Effectively manage corporate resources and maximize performance in day-to-day operations.

## FINANCIAL CONSIDERATIONS

The costs of each of the replacement vehicles is outlined below. The totals include additional items required for outfitting of the vehicles and all applicable taxes. All purchases came in under budget with the balance remaining in fleet reserves.

	Cost	Trade In	Net Cost	Approved Funding	Balance
PW- Unit 21-01- Dodge Ram 1500	\$37,679.29	\$500.00	\$37,179.29	\$38,000.00	\$820.71
PW- Unit 21-02- Dodge Ram Dump	\$74,464.71	\$3,000.00	\$71,464.71	\$75,000.00	\$3,535.29
PW- Unit 21-03- Vermeer Chipper	\$51,647.81	\$1,000.00	\$50,647.81	\$70,000.00	\$19,352.19
PW-Unit 21-03/04- Ver-mac Boards	\$37,640.70	\$0.00	\$37,640.70	\$40,000.00	\$2,359.30
Parks- Unit 21-05- Kubota F3990	\$32,734.47	\$500.00	\$32,234.47	\$35,000.00	\$2,765.53
Parks- Unit 21-06- Kubota F3990	\$32,734.47	\$500.00	\$32,234.47	\$35,000.00	\$2,765.53

## CONSULTATIONS

Infrastructure and Engineering Department – Director, Supervisors, and all outside staff.  
Community and Development Services Department – Manager and Supervisor.  
Association of Municipalities Ontario – Local Authority Services Business Specialist  
Financial Services- Director  
Town of LaSalle – Superintendent of Roads



## RECOMMENDATION

That council approves the acquisition of the Fleet assets utilizing Fleet Management Reserves as follows:

One (1) 2021 Dodge Ram 1500 pick-up truck for the Public Works Department for the purchase price of \$37,679.29 inclusive of the HST burden.

One (1) 2021 Dodge Ram 5500 with a dump body for the Public Works Department for the purchase price of \$74,464.71 inclusive of the HST burden.

One (1) 2021 Vermeer BC1000 Wood Chipper for the Public Works Department for the purchase price of \$51,647.81 inclusive of the HST burden.

Two (2) 2021 Ver-mac PCMS4800 Full Matrix Sign Boards for the combined purchase price of \$37,640.70 inclusive of the HST burden.

Two (2) Kubota F3990 Front End Cutting Mowers for the combined purchase price of \$65,468.94 inclusive of the HST burden.

*Shaun Martinho*

Shaun Martinho, H.B.Sc., MBA  
Manager of Public Works and Environmental Services

*G.A. Plancke*

G.A. Plancke, Civil Eng. Tech (Env.)  
Director of Municipal Services



2021 Division Road North  
Kingsville, Ontario N9Y 2Y9  
(519) 733-2305  
www.kingsville.ca  
kingsvilleworks@kingsville.ca

**Date:** March 1, 2021  
**To:** Mayor and Council  
**Author:** G.A. Plancke / Director of Infrastructure & Engineering  
**RE:** 59 Mettawas Lane Offer to Purchase  
**Report No.:** IED 2021-13

---

## **AIM**

To obtain Council approval to proceed with an offer to purchase 59 Mettawas Lane.

## **BACKGROUND**

59 Mettawas Lane was created as part of the Mettawas Lane ("Lakeshore Drive Townhome Development") in 2004. The lot has 44.57 ft of frontage on Park St, and approximately 85ft of side yard abutting Park Lane and Town owned parkland. The Owner has expressed an interest to sell the property to the Town as an enhancement and interconnection to the existing Town owned parkland for the negotiated price of \$95,000.

## **DISCUSSION**

59 Mettawas Lane has a direct benefit to the Town as additional parkland, and would provide clear unabated access to existing parkland located at 43 Park Lane, and would provide additional road allowance to better serve the residents of Park Lane. The Right of Way (R.O.W.) providing access to Park Lane residents is only 20 ft wide, and currently has a fence and sunroom constructed at the lot line. Any plans to improve the roadway serving Park Lane residents would be severely limited due to the impingement of the current situation. Should the Town not purchase 59 Mettawas Lane, the current owner could construct a new residence which would further exasperate the access to Park Lane, and drastically limit the ability to perform maintenance, and improvements to the roadway in perpetuity.

## **LINK TO STRATEGIC PLAN**

Strive to make the Town of Kingsville a more accessible community.

Improve recreational and cultural facilities and opportunities within the Town of Kingsville.

Effectively manage corporate resources and maximize performance in day-to-day operations.

### **FINANCIAL CONSIDERATIONS**

The purchase price of \$95,000 has been negotiated with the Developer.

Funding for the purchase including legal expenses to be redirected from the P.W. Capital Reserve 03-000-032-39068

### **CONSULTATIONS**

1298567 Ontario Inc.

Senior Management Team (SMT)

### **RECOMMENDATION**

That Council authorize and direct administration to prepare an offer to purchase 59 Mettawas Lane for the agreed purchase price of \$95,000 and further that,

Council authorizes the Treasurer to reallocate the purchase cost of \$95,000 plus legal expenses from the P.W. Capital Reserve account # 03-000-032-39068.

*G.A. Plancke*

G.A. Plancke Civil Eng.Tech (Env)

Director of Infrastructure & Engineering

## SCHEDULE B

CURVE	RADIUS	ARC	CHORD	BEARING
C1	50.00'	10.24'	10.23'	N32°40'00"E
C2	50.00'	10.02'	10.00'	N44°16'30"E
C3	50.00'	10.65'	10.63'	N56°07'00"E
C4	66.00'	12.19'	12.17'	N32°47'10"E
C5	66.00'	12.27'	12.25'	N43°24'10"E
C6	66.00'	6.53'	6.52'	N51°33'30"E
C7	30.00'	10.79'	10.73'	N89°47'30"W
C8	15.00'	23.54'	21.20'	N63°12'30"W

## SCHEDULE OF PARTS

PART	DESCRIPTION	P.I.N.
1	PART OF PRIVATE DRIVE & WALKS, REGISTERED PLAN 965	ALL OF PIN 75177-0771
2	PART OF BLOCK B & PART OF PRIVATE DRIVE & WALKS PART OF LOT 6, REGISTERED PLAN 965	
3	PART OF BLOCK B, REGISTERED PLAN 965	
4	PART OF BLOCK B, REGISTERED PLAN 965	
5	PART OF LOT 6 & PART OF PRIVATE DRIVE & WALKS REGISTERED PLAN 965	
6	PART OF BLOCK B & PART OF PRIVATE DRIVE & WALKS PART OF LOT 6, REGISTERED PLAN 965	
7	PART OF BLOCK B & PART OF PRIVATE DRIVE & WALKS REGISTERED PLAN 965	
8	PART OF BLOCK B, REGISTERED PLAN 965	
9	PART OF BLOCK B & PART OF PRIVATE DRIVE & WALKS	
10	PART OF LOT 6, REGISTERED PLAN 965	
11	PART OF BLOCK B, REGISTERED PLAN 965	
12		
PARTS 1, 4, 5, 8, 10 & 11 ARE SUBJECT TO EASEMENTS AS IN INST No's CE250097 & CE251062		

ALL OF PIN 75177-0771

I REQUIRE THIS PLAN TO BE  
DEPOSITED UNDER THE  
LAND TITLES ACT.

MAY 18, 2011

( DATE )

S. Hook

**S.D. HOOK**  
**ONTARIO LAND SURVEYOR**

PLAN 12 R - 24692

RECEIVED AND DEPOSITED

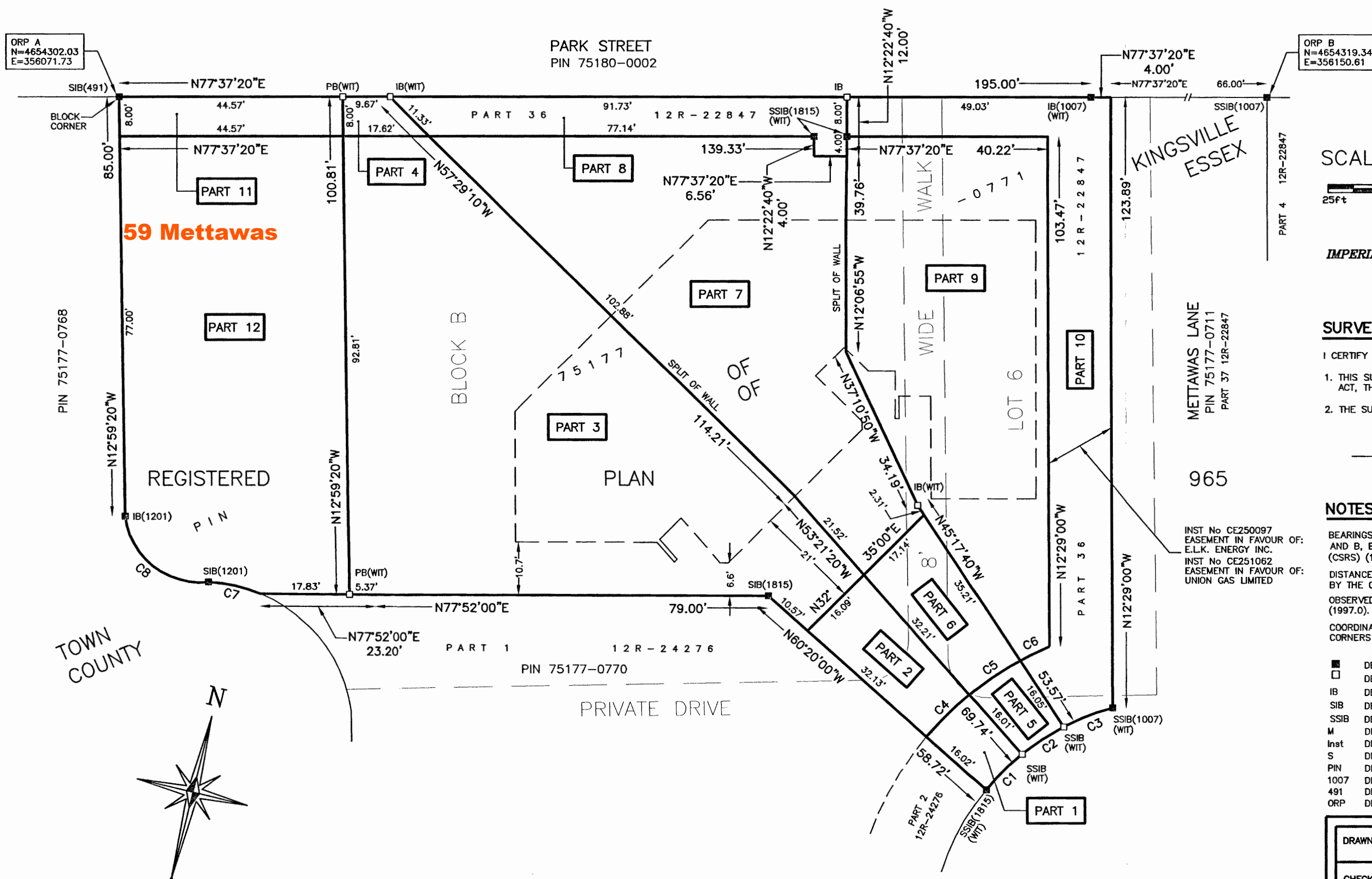
2011 MAY 3 1

( DATE )

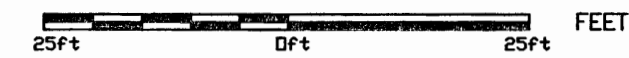
**ROBERT BARICHELLO**

ASS'T DEPUTY LAND REGISTRAR  
FOR THE LAND TITLES  
DIVISION OF ESSEX (12)

PLAN OF SURVEY OF  
PART OF BLOCK B, PART OF LOT 6  
& PART OF PRIVATE DRIVE & WALKS  
REGISTERED PLAN 965  
TOWN OF KINGSVILLE  
COUNTY OF ESSEX



SCALE: 1"=20'



**IMPERIAL: DISTANCES SHOWN ARE IN FEET AND CAN BE CONVERTED TO METRES BY MULTIPLYING BY 0.3048.**

### SURVEYOR'S CERTIFICATE

I CERTIFY THAT:

1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, THE SURVEYORS ACT, THE LAND TITLES ACT, AND THE REGULATIONS MADE UNDER THEM.
2. THE SURVEY WAS COMPLETED ON THE 6th DAY OF MAY, 2011.

MAY 18, 2011

( DATE )

S.D. HOOK  
D. LAND SURVEYOR

## NOTES

BEARINGS ARE UTM GRID, DERIVED FROM OBSERVED REFERENCE POINTS A  
AND B, BY REAL TIME NETWORK (RTN) OBSERVATIONS, UTM ZONE 17, NAD83  
(CSRS) (1997.0)

DISTANCES ARE GROUND AND CAN BE CONVERTED TO GRID BY MULTIPLYING BY THE COMBINED SCALE FACTOR OF 0.999826115.

OBSERVED REFERENCE POINTS (ORP) A & B: UTM, ZONE 17, NAD83 (CSRS)  
(1997.0). COORDINATES TO URBAN ACCURACY PER SEC. 14 (2) OF O. REG. 216/10 (METRIC).

COORDINATES CANNOT, IN THEMSELVES, BE USED TO RE-ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THIS PLAN.

- |      |         |                            |
|------|---------|----------------------------|
| ■    | DENOTES | FOUND                      |
| □    | DENOTES | SET                        |
| IB   | DENOTES | IRON BAR                   |
| SIB  | DENOTES | STANDARD IRON BAR          |
| SSIB | DENOTES | SHORT STANDARD IRON BAR    |
| M    | DENOTES | MEASURED                   |
| Inst | DENOTES | INSTRUMENT                 |
| S    | DENOTES | SET                        |
| PIN  | DENOTES | PROPERTY IDENTIFIER NUMBER |
| 1007 | DENOTES | G.S. HOOK, O.L.S.          |
| 491  | DENOTES | O. ROLFSON, O.L.S.         |
| ORP  | DENOTES | OBSERVED REFERENCE POINT   |

DRAWN BY: C.A.

CHECKED BY: S.D.H./C.A.

PLAN NUMBER: 11167

**HOOK & TODGHAM  
SURVEYING  
INCORPORATED**

**CHATHAM**  
PHONE: 1-519-354-6122

**ONTARIO**  
FAX: 1-519-354-6129





315

277

38

11

15

270

52

56

64

70

80

86

90

96

102

106

155

163

Jan S Cres

Lansdowne Ave

Park St

111

121

123

129

135

141

147

Dock Rd

Loop S Lane

Division St S

Lakeside Cr

Matheson St

85

256

18

24

14

12

8

317

1

13

23

25

35

59

21

29

33

37

41

43

31

23

25

35

59

43

41

16

22

20

17

10

6

4

2

3

5

6

4

2

3

5

10

6

4

2

3

5

6

4

2

3

5

10

6

4

2

3

5

6

4

2

3

5

10

6

4

2

3

5

6

4

2

3

5

10

6

4

2

3

5

6

4

2

3

5

10

6

4

2

3

5

6

4

2

3

5

10

6

4

2

3

5

6

4

2

3

5

10

6

4

2

3

5

6

4

2

3

5

10

6

4

2

3

5

6

4

2

3

5

10

6

4

2

3

5

6

4

2

3

5

10

6

4

2

3

5

6

4

2

3

5

10

6

4

2

3

5

6

4

2

3

5

10

6

4

2

3

5

6

4

2

3

5

10

6

4

2

3

5

6

4

2

3

5

10

6

4

2

3

5

6

4

2

3

5

10

6

4

2

3

5

6

4

2

3

5

10

6

4

2

3

5

6

4

2

3

5

10

6

4

2

3

5

6

4

2

3

5

10

6

4

2

3

5

6

4

2

3

5

10

6

4

2

3

5

6

4

2

3

5

10

6

4

2

3

5

6

4

2

3

5

10

6

4

2

3

5

6

4

2

3

5

10

6

4

2

3

5

6

4

2

3

5

10

6

4

2

3

5

6

4

2

3

5

10

6

4

2

3

5

6

4

2

3

5

10

6

4

2

3

5

6

4

2

3

5

10

6

4

2

3

5

6





2021 Division Road North  
Kingsville, Ontario N9Y 2Y9  
(519) 733-2305  
[www.kingsville.ca](http://www.kingsville.ca)  
[kingsvilleworks@kingsville.ca](mailto:kingsvilleworks@kingsville.ca)

**Date:** March 11, 2021  
**To:** Mayor and Council  
**Author:** G.A. Plancke / Director of Infrastructure & Engineering  
**RE:** West Side Collector Road (WSCR)  
**Report No.:** IED 2021 - 08

---

## **AIM**

To obtain Council endorsement for the recommended alignment of a West Side Collector Road (WSCR), and to accept the project as growth related, and incorporate into the Town's Development Charges (DC) list of projects.

## **BACKGROUND**

Amico Properties Inc. (AMICO) purchased an 88-acre land parcel known locally as the Conklin Property at 174 Main W. almost four years ago, with the intention of developing a significant multiphase residential development.

Early discussions with AMICO resulted in many draft subdivision designs circulated to administration in order to provide comment. In all versions, administration reconfirmed the requirement to incorporate a West Side Collector Road into the plans, with the understanding that a cost sharing agreement would need to be secured with AMICO, based on land costs, engineering and construction costs, logistics and servicing that may be required to incorporate the construction of the Collector Road.

As the Collector Road would benefit future development beyond AMICO's planned subdivision, and requires the acquisition of land not currently owned by the Developer, representatives from AMICO petitioned Council to create a working committee, as a catalyst to foster progress on this project. The West Side Collector Road Committee was established in 2020, which included Council members, and members of administration, in consultation with the affected landowners and AMICO as an outside resource. The Committee's scope was to review the issues, and options to facilitate an appropriate alignment through private property with connectivity to the Conklin Land development, and abutting residential streets. The Committee completed this task and is forwarding a proposed alignment for Council's endorsement. (Attached).

**Important to note:** The subdivision referenced in the alignment drawing has not been approved, and is not being submitted for approval at this time. Provided to identify potential interconnections to the West Side Collector Road only.

## **DISCUSSION**

The Town's current Transportation Master Plan forecasted road network needs and improvements based on the future development information available preceding the drafting of the final report in 2011. During the information gathering, several road projects were discussed but not included, as they would not be required within the ten (10) year validity period of the report.

A West Side Collector Road was one of the projects discussed in 2011 at a high level, with no detailed design work, or alignment review completed. Then current and proposed traffic volumes derived from planned residential, commercial development for the years 2012 – 2022 were not supportive of further consideration for the collector road at that time, and further discussion regarding the road were eventually deferred to the next Transportation Master Plan update anticipated in 2021/2022.

Kingsville has experienced increased residential development interest west of Division Road in recent years. There are a number of significant residential developments currently in design and under consideration for construction, which would dramatically increase traffic flow from the west into Kingsville proper. The resultant demand on the existing road network will undoubtedly increase exponentially, and only exasperate the existing and apparent traffic congestion within the Main St. corridor. The West Side Collector Road will alleviate additional traffic congestion along the Main St corridor, and provide an alternate route for those wishing to bypass the downtown core.

Developers have a responsibility to provide the 'local services' necessary to support their developments, which includes providing sufficient connections to the Town's transportation network. As part of the WSCR committee review process, AMICO provided a plan of subdivision which they claim would meet the minimum local service requirements without the construction of the Collector Road. This plan included a new intersection on Main St W, through their property at 174 Main ST W. While this plan is less than ideal from a Municipal traffic planning perspective, AMICO had supplied an engineered traffic study to support their proposal. AMICO recognizes that the proposed West Side Collector Road is a more appealing, and practical alternative and is agreeable to contributing the amount of money they would save by not creating their own connection to Main St W. towards the overall cost of the West Side Collector Road Project.

AMICO through their Engineering division was engaged by the Town to design the West Side Collector Road as an urban cross-section roadway with the intention that the Town will need to acquire the road allowance and construct the road upon completion of the design as part of future separate agreement(s) with AMICO and others. AMICO will prepare a road construction cost estimate that may be sent out for third party engineering review if warranted. The final cost estimate will be vetted through Council for endorsement before proceeding. Assuming Council endorses the estimate for construction can choose to pursue a formal agreement with AMICO to construct the West Side Collector Road as part of their planned subdivision development, or circulate a general tender for the project to proceed exclusive of the subdivision development. If Council decides to "sole source", the construction of the road to AMICO, it is recommended that administration issue a 'Notice of Intent to Direct Award' prior to entering into a construction contract with AMICO. This

process serves to protect the Town from potential criticisms from other contractors after the fact, and may result in a more detailed and cost effective estimate from AMICO.

## **LINK TO STRATEGIC PLAN**

Manage growth through sustainable planning.

## **FINANCIAL CONSIDERATIONS**

A West Side Collector Road project estimate will be formalized by AMICO for engineering, construction and land acquisitions. Administration may engage a qualified, independent engineering firm to validate the estimate provided or Administration may validate the estimate using in-house resources.

As this new road is clearly intended to support the growth of residential and commercial developments, the Town would be able to fund a significant portion of its cost from Development Charges (DC). Based on preliminary discussions with Watson & Associates, it appears that as much as 90% of the cost would be recoverable through DCs. The Town plans to renew its DC by-law in 2022, which would ensure the Town is able to capture DCs for this project prior to the build-out of the AMICO proposed subdivision. Approximately 10% of the new Collector Road will need to be funded by taxation, which seems appropriate given the general improvement in traffic flow this project will provide to existing residents.

Based on the timing of the proposed project, it is likely the Town will need to debt finance its share of the cost, and repay this debt through the collection of future Development Charges and Taxation as noted above.

## **CONSULTATIONS**

AMICO – Properties, Engineering.  
Director of Financial Services  
Manager of Planning and Development Services  
West Side Collector Road Committee (WSCR)  
Senior Management Team (SMT)

## **RECOMMENDATION**

That Council endorse the concept of a West Side Collector Road in principle and that,

1. Council accept the road alignment as recommended by the West Side Collector Road Committee with the provision that minor modifications may be required in order to secure land, and
2. Council direct administration to update the Town's Development Charges list of projects to include the West Side Collector Road as an appropriate 90% growth related project based on a high level estimate for construction of \$5,800,000, and further that,
3. Council direct administration to negotiate with AMICO for the costs of construction as directed by Council in Closed Session, and if an agreement on costs cannot be

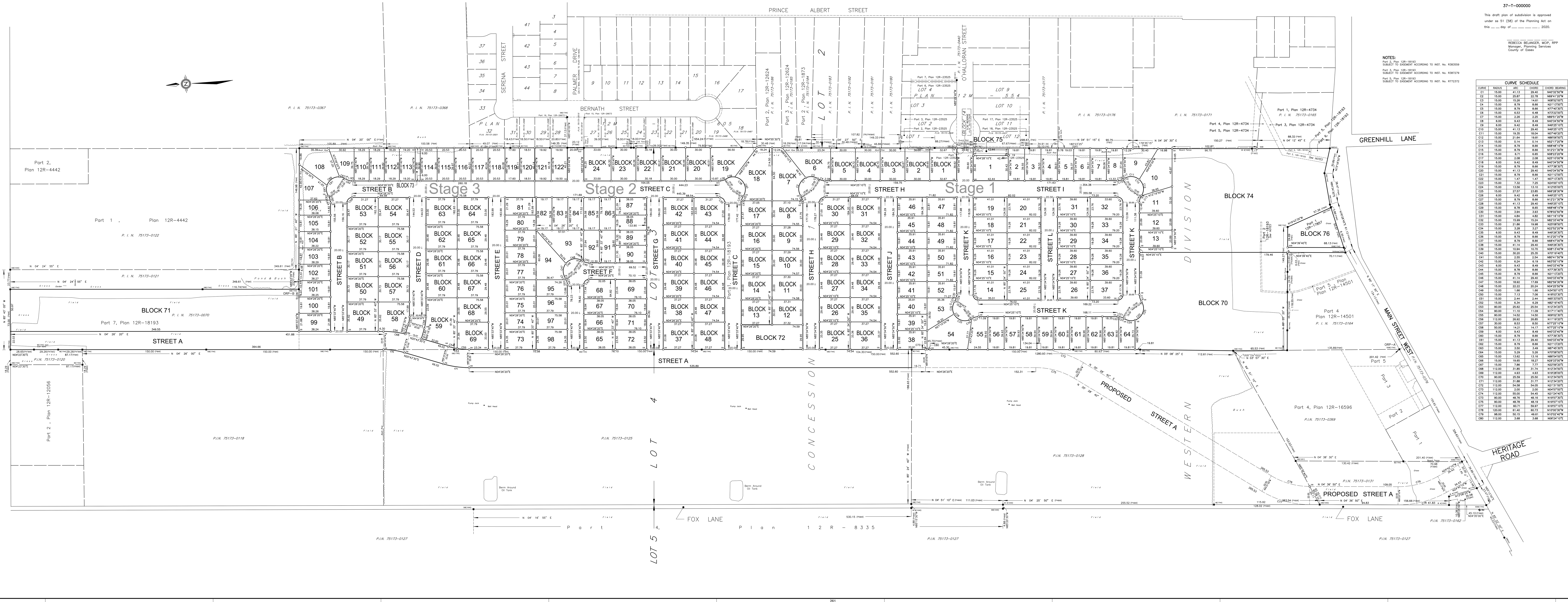
agreed upon, that administration issue a tender for the project exclusive of the subdivision development.

*G.A. Plancke*

---

G.A. Plancke Civil Eng. Tech (Env)  
Director of Infrastructure & Engineering





NOTES:  
Part 3, Plan 12R-18193  
SUBJECT TO EASEMENT ACCORDING TO INST. NO. R383559  
Part 3, Plan 12R-18193  
SUBJECT TO EASEMENT ACCORDING TO INST. NO. R383559  
Part 3, Plan 12R-18193  
SUBJECT TO EASEMENT ACCORDING TO INST. NO. R383559

CURVE SCHEDULE				
CURVE	RADIUS	ARC	CHORD	CHORD BEARING
C1	15.00	41.13	28.40	N47°32'50"W
C2	15.00	25.87	17.78	N64°31'30"W
C3	15.00	15.28	14.61	N08°52'00"E
C4	15.00	8.79	8.66	N01°13'00"E
C5	15.00	8.79	8.66	N77°42'00"E
C6	15.00	6.53	6.48	N77°22'00"E
C7	15.00	2.58	2.25	N09°51'30"W
C8	6.00	9.43	8.49	N40°34'50"W
C9	6.00	9.43	8.49	N47°25'10"E
C10	15.00	41.13	28.40	N47°25'10"E
C11	15.00	19.35	18.04	N07°49'20"E
C12	15.00	15.99	15.54	N09°08'30"E
C13	15.00	0.14	0.14	N51°17'20"E
C14	15.00	8.79	8.66	N08°48'10"W
C15	15.00	8.79	8.66	N07°58'20"E
C16	15.00	6.53	6.48	N07°58'20"E
C17	15.00	2.58	2.25	N09°08'30"E
C18	6.00	9.43	8.49	N40°34'50"W
C19	15.00	8.79	8.66	N07°58'20"E
C20	15.00	41.13	28.40	N47°25'10"E
C21	15.00	8.79	8.66	N01°12'00"E
C22	15.00	1.67	1.67	N01°12'00"E
C23	15.00	7.32	7.25	N04°00'10"E
C24	15.00	13.58	13.10	N12°09'00"E
C25	15.00	27.27	23.85	N06°28'30"W
C26	6.00	9.42	8.49	N47°25'10"E
C27	15.00	8.79	8.66	N47°25'10"E
C28	15.00	41.13	28.40	N47°25'10"E
C29	15.00	8.79	8.66	N08°48'10"W
C30	15.00	8.79	8.66	N07°58'20"E
C31	15.00	4.84	4.82	N01°16'10"E
C32	15.00	15.99	15.54	N09°08'30"E
C33	15.00	21.88	19.28	N09°08'30"E
C34	15.00	3.38	3.27	N02°52'30"W
C35	15.00	8.79	8.66	N47°25'10"E
C36	15.00	8.79	8.66	N47°25'10"E
C37	15.00	8.79	8.66	N47°25'10"E
C38	15.00	41.14	28.40	N47°25'10"E
C39	15.00	10.94	10.70	N09°14'40"E
C40	15.00	30.03	28.35	N09°14'40"E
C41	15.00	2.25	2.24	N04°14'50"W
C42	15.00	6.24	6.19	N07°55'10"W
C43	6.00	9.43	8.49	N47°25'10"E
C44	15.00	8.79	8.66	N07°58'20"E
C45	15.00	8.79	8.66	N01°12'00"E
C46	15.00	41.14	28.40	N47°25'10"E
C47	15.00	18.92	17.89	N07°58'20"E
C48	15.00	22.22	20.34	N47°25'10"E
C49	15.00	1.66	1.66	N34°00'10"E
C50	15.00	7.13	7.06	N09°08'30"E
C51	15.00	2.44	2.44	N09°33'00"E
C52	15.00	6.34	6.29	N07°19'40"E
C53	60.00	28.62	25.54	N12°34'20"E
C54	90.00	11.10	11.09	N17°41'00"E
C55	90.00	14.51	14.17	N17°29'10"E
C56	112.00	26.92	26.85	N11°19'20"E
C57	30.00	8.53	8.50	N17°29'10"E
C58	50.00	14.51	14.17	N17°29'10"E
C59	6.00	9.43	8.49	N47°25'10"E
C60	15.00	8.79	8.66	N07°58'20"E
C61	15.00	41.13	28.40	N47°25'10"E
C62	15.00	8.79	8.66	N01°12'00"E
C63	15.00	3.50	3.49	N07°42'20"E
C64	15.00	5.29	5.26	N07°58'20"E
C65	15.00	13.42	13.16	N05°04'00"E
C66	15.00	19.65	18.27	N03°33'00"W
C67	15.00	7.88	7.77	N07°58'20"E
C68	112.00	31.85	31.74	N12°34'20"E
C69	112.00	4.93	4.93	N19°29'00"E
C70	60.00	28.59	25.50	N12°34'20"E
C71	112.00	31.88	31.77	N19°34'20"E
C72	112.00	54.58	54.05	N01°31'00"E
C73	112.00	2.00	2.00	N04°37'00"E
C74	112.00	55.00	54.45	N01°24'40"E
C75	60.00	48.76	48.16	N19°37'00"E
C76	90.00	48.78	48.19	N19°37'00"E
C77	112.00	60.71	59.97	N19°37'00"E
C78	150.00	61.40	60.73	N19°02'30"W
C79	98.00	50.15	49.61	N10°02'40"W
C80	112.00	3.68	3.68	N04°24'10"E

DRAFT PLAN OF SUBDIVISION  
OF  
PART OF LOTS 3 AND 4  
CONCESSION 1 WESTERN DIVISION  
GEOGRAPHIC TOWNSHIP OF GOSPEL SOUTH  
NOW IN THE  
TOWN OF KINGSVILLE  
COUNTY OF ESSEX, ONTARIO  
VERHAEGEN LAND SURVEYORS, A DIVISION OF J.D. BARNES LTD.  
SCALE = 1:1000  
"METRIC" DISTANCES AND COORDINATES SHOWN ON THIS PLAN  
ARE IN METRES AND CAN BE CONVERTED TO FEET BY  
DIVIDING BY 0.3048  
SITE INFORMATION:  
SINGLE FAMILY DWELLINGS = 122 UNITS (10,112 HECTARES)  
SEMI-DETACHED DWELLINGS = 136 UNITS (4,450 HECTARES)  
MULTI FAMILY DWELLINGS = 3 UNITS (0.220 HECTARES)  
TOTAL AREA OF SUBDIVISION = 32.461 HECTARES (80.212 ACRES)  
TOTAL RESIDENTIAL AREA = 14,782 HECTARES  
RESIDENTIAL DENSITY = 17.7 UNITS PER HECTARE  
ADDITIONAL INFORMATION  
REQUIRED UNDER SECTION 54(1) OF THE PLANNING ACT (R.S.O. 1990)  
(A) AS SHOWN ON PLAN (G) AS SHOWN ON PLAN  
(B) AS SHOWN ON PLAN (H) PIPED MUNICIPAL  
(C) AS SHOWN ON PLAN (I) SILET SAND WITH TRADE CLAY DEPOSITS  
(D) RESIDENTIAL (J) AS SHOWN ON PLAN  
(E) REFER TO KEY PLAN (K) ALL SERVICES TO BE PROVIDED  
(F) AS SHOWN ON PLAN (L) AS SHOWN ON PLAN  
ELEVATIONS:  
ELEVATIONS SHOWN ON THE PLAN ARE IN METRES TO CANADIAN GEODETIC DATUM  
INTEGRATION DATA  
COORDINATES ARE DERIVED FROM GRID OBSERVATIONS USING THE CAN-NET  
NETWORK AND ARE DERIVED TO UTM ZONE 17 (NORTH LONGITUDE)  
COORDINATE VALUES ARE TO AN ACCURACY IN ACCORDANCE WITH  
SECTION 14(2) OF THE PLANNING ACT  
POINT ID: N4854318.161  
EASTING: 355022.778  
NORTHING: 4551786.073  
COORDINATES CANNOT, IN THEMSELVES, BE USED TO RE-ESTABLISH CORNERS  
OR BOUNDARIES SHOWN ON THIS PLAN  
LEGEND AND NOTES  
BEARINGS ARE UTM GRID DERIVED FROM OBSERVED REFERENCE POINTS "A" AND "B" BY  
REAL TIME KINEMATIC OBSERVATIONS  
DISTANCES ON THIS PLAN ARE GROUND AND CAN BE CONVERTED TO GRID BY MULTIPLYING  
BY THE COMBINED SCALE FACTOR OF 0.99983368  
ALL MONUMENTS SHOWN SHALL BE AS MONUMENTS (B) UNLESS OTHERWISE NOTED.  
B DENOTES BENCH & 25mm x 25mm x 25mm STANDING IRON BAR  
C DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
D DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
E DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
F DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
G DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
H DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
I DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
J DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
K DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
L DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
M DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
N DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
O DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
P DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
Q DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
R DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
S DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
T DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
U DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
V DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
W DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
X DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
Y DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
Z DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
AA DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
AB DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
AC DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
AD DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
AE DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
AF DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
AG DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
AH DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
AI DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
AJ DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
AK DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
AL DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
AM DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
AN DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
AO DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
AP DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
AQ DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
AR DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
AS DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
AT DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
AU DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
AV DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
AW DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
AX DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
AY DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
AZ DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
BA DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
BB DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
BC DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
BD DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
BE DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
BF DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
BG DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
BH DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
BI DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
BJ DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
BK DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
BL DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
BM DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
BN DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
BO DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
BP DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
BQ DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
BR DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
BS DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
BT DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
BU DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
BV DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
BW DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
BX DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
BY DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
BZ DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
CA DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
CB DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
CC DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
CD DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
CE DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
CF DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
CG DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
CH DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
CI DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
CJ DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
CK DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
CL DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
CM DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
CN DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
CO DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
CP DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
CQ DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
CR DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
CS DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
CT DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
CU DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
CV DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
CW DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
CX DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
CY DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
CZ DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
DA DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
DB DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
DC DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
DD DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
DE DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
DF DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
DG DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
DH DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
DI DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
DJ DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
DK DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
DL DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
DM DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
DN DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
DO DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
DP DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
DQ DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
DR DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
DS DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
DT DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
DU DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
DV DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
DW DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
DX DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
DY DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
DZ DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
EA DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
EB DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
EC DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
ED DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
EE DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
EF DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
EG DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
EH DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
EI DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
EJ DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
EK DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
EL DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
EM DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
EN DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
EO DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
EP DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
EQ DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
ER DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
ES DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
ET DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
EU DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
EV DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
EW DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
EX DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
EY DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
EZ DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
FA DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
FB DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
FC DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
FD DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
FE DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
FF DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
FG DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
FH DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
FI DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
FJ DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
FK DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
FL DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
FM DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
FN DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
FO DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
FP DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
FQ DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
FR DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
FS DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
FT DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
FU DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
FV DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
FW DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
FX DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
FY DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
FZ DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
GA DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
GB DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
GC DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
GD DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
GE DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
GF DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
GG DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
GH DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
GI DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
GJ DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
GK DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
GL DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
GM DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
GN DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
GO DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
GP DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
GQ DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
GR DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
GS DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
GT DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
GU DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
GV DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
GW DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
GX DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
GY DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
GZ DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
HA DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
HB DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
HC DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
HD DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
HE DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
HF DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
HG DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
HH DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
HI DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
HJ DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
HK DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
HL DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
HM DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
HN DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
HO DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
HP DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
HQ DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
HR DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
HS DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
HT DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
HU DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
HV DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
HW DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
HX DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
HY DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
HZ DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
IA DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
IB DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
IC DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
ID DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
IE DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
IF DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
IG DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
IH DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
II DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
IJ DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
IK DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
IL DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
IM DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
IN DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
IO DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
IP DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
IQ DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
IR DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
IS DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
IT DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
IU DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
IV DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
IW DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
IX DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
IY DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
IZ DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
JA DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
JB DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
JC DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
JD DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
JE DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
JF DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
JG DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
JH DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
JI DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
JJ DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
JK DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
JL DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
JM DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
JN DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
JO DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
JP DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
JQ DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
JR DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
JS DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
JT DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
JU DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
JV DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
JW DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
JX DENOTES 10mm x 10mm x 10mm STANDING IRON BAR  
JY DENOTES 10mm x





2021 Division Road North  
Kingsville, Ontario N9Y 2Y9  
(519) 733-2305  
www.kingsville.ca  
kingsvilleworks@kingsville.ca

**Date:** March 8, 2021  
**To:** Mayor and Council  
**Author:** John Norton, Chief Administrative Officer  
**RE:** Council's Priorities for 2021 - 2022  
**Report No.:** 2021-02

---

## **AIM**

The purpose of this report is to provide (i) an overview of the midterm strategic planning and priorities process, (ii) confirm Council's 2021 – 2022 Priorities, and (iii) approve the "CAO Action Plan" that will implement Council's priorities.

## **BACKGROUND**

Strategic Planning is an essential tool that brings together residents, elected council members, and professional staff to create shared priorities. This then provides direction to staff, supports resource allocation, and improves municipal operations that contribute to residents' quality of life.

In 2017 Council approved the [2017 – 2022 Strategic Plan](#). The purpose of the document was to provide a guideline for taking actions to strengthen the Town of Kingsville. Vision, mission and values were adopted along with focus areas, as follows.

- Vision: To make Kingsville a progressive and prosperous place.
- Mission: A friendly and safe community – Proud of our past; excited about our future.
- Focus areas: Accessibility, Communication, Public Safety, Recreation and Culture, Business Growth, Efficient and Responsive Municipal Operations, Fiscal Responsibility, Infrastructure Sustainability, Planning and Building, and Planning and Development.

Since the 2017- 2019 Strategic Plan, there have been multiple changes for the Town of Kingsville, including a steady rise in population, new members on Council, a new CAO and members of Administration, and the unprecedented challenge of the COVID-19 world health pandemic.

In November 2020, Strategy Corp completed a [Current State Assessment](#) and provided a [Service Delivery Review Final](#) report. In both these documents, it was recommended that a "...mid-term refresh of the strategic plan to align to Council's Vision and priorities" be completed.

## **DISCUSSION**

To support Council in identifying their 2021 – 2022 priorities, the CAO developed the following process.

- Gather Facts
- Review Inputs
- Identify Strategic Challenges and Actions
- Confirm Strategic Priorities
- Execute, Review, Communicate

### Gather Facts

To understand the internal and external Strengths, Weaknesses, Opportunities and Threats ("SWOT") of Kingsville, staff and residents were asked for their insights.

On February 10, 2021, Mayor Santos and John Norton hosted an interactive public input session. Residents were asked to provide their input via the online platform ThoughtExchange, which allowed varying perspectives to be discovered; all voices were equal and anonymous. Residents who were unable to attend the live session could provide their feedback for the following week via ThoughtExchange. The results from these sessions can be read at these two links:

What would make Kingsville a great place for you and your family to live, work and play?  
<https://my.thoughtexchange.com/report/44e7fe2565ee01e382b589ded5ce4d0a>

What would make Kingsville a better place for you and your family to live, work and play?  
<https://my.thoughtexchange.com/report/12a759a1cbdd70ae6365acf87feb7b98>

From the feedback gathered, a SWOT analysis was drafted.

### Review Inputs

On February 24, 2021, Council met from 9 a.m. till 1 p.m. to complete a SWOT analysis.

Council began the session by reviewing the feedback provided through the community discussion via ThoughtExchange.

Based on the community input, a draft SWOT was provided to Council to initiate a review. Council was divided into small groups via zoom rooms and asked to discuss their reactions to the draft SWOT, identify missing items and recommend changes. Each small group reported back to all Council members, and comments were tracked visually on the screen and clarified. During the report back, multiple suggestions were offered on how the challenges could be addressed and recorded.

Following the meeting, Council was emailed the SWOT analysis and asked to assess if any items did not reflect the conversation or if there were missing items.

#### Identify Strategic Challenges and Actions

On March 3, 2021, Council met from 9 a.m. till 3 p.m. to identify strategic challenges and actions that would mitigate challenges. The facilitator started the session highlighting a draft list of strategic actions based on the previous meeting. Council then discussed and reflected on the Town of Kingsville 2017 – 2022 Strategic Plan to identify if all items they desired were already included in the SWOT analysis. For example, Public Safety was recognized as missing and added to the SWOT analysis. Each Councillor was then asked to comment on the SWOT analysis if they had additional items. Council then confirmed verbally that the SWOT analysis was complete.

The CAO then presented to Council an alphabetical priority list of actions that leverage Kingsville's strengths and opportunities to address challenges. Council confirmed the list accurately reflected the discussion. Items noticeably absent from the list do not mean they are unimportant but rather that they are already being done well or being addressed.

Prior to prioritizing actions, Council passed a motion that COVID-19 and the health and safety of the community are the top priority ranking automatically above all other work and plans.

To prioritize the action, Council was emailed the list and asked to label the items they wanted addressed first as 'A,' then to pick the next five and label them "B" until all actions were grouped in fives, and lastly email the list back. Staff collated the results in a numerical score and mirrored the results back to Council.

Council discussed how the actions were ranked and approved the following motion.

"That the full Council's Priorities List (2021-2022) be presented to the public; And Further That Council sets the top 15 ranked priorities as items to move forward on in the next two years, and the CAO and the Senior Management Team to determine which of the tied priority items with a ranking of 3.7 moves forward to the 15th ranked position".

Based on Council's direction the following are recommended to be Council's 2021-2022 Priorities.

#### **COVID-19 and the health and safety of the community is the overarching priority**

##### **Priorities 1 - 5**

- 1. Customer Service: Training, Technology, Staff, Review Standards/Level of service**
- 2. Housing: Affordability (lot sizes, developer incentives, second dwellings, density, etc.)**
- 3. Greenhouse: lights & dark sky, odours (site plan compliance, bylaws, other tools)**
- 4. Programming Increase: Youth and Seniors**
- 5. A development plan for Downtown Kingsville / Main Street**

## **Priorities 6 - 10**

- 6. Financial savings: Schools closings, Migration Hall**
- 7. Economic Development: strengthen tourism/hospitality**
- 8. COVID - economic recovery**
- 9. Communications: Strategy – Policy (social media), Website refresh and other tools, Public engagement**
- 10. Housing: Migrant Worker Housing – Inspections (Building/Fire), regulate, reduce, or increase**

## **Priorities 11 - 15**

- 11. Committees / Boards: Review and Report**
- 12. Policy Update: Procedural Bylaw**
- 13. Economic Development: diversify the economy, create local jobs, industrial, Cottam**
- 14. Infrastructure (non-Municipal): Union Water expansion & governance**
- 15. Infrastructure (Municipal): Asset Management Plan update, the infrastructure funding deficit**

The additional items on the priority list, which were not ranked, are:

- Infrastructure (non-Municipal): Internet – encourage private investment (Bell, Cogeco, TekSavvy)
- Policy Update: Delegation of Authority Policy
- Environmental Sustainability: Climate change mitigation, Shoreline erosion, Tree canopy, Loss of natural habitat
- Infrastructure (Municipal): Master Plans update - Sanitary, Traffic, Marina/Waterfront
- Housing: Increase subsidized housing (eg. Legion Estates), Accessible Housing, Senior Housing
- Fire: Develop Master Fire Plan, Community Risk Asses
- HR: Staffing level review, especially Programming
- Waterfront: Create more access, Port access and development
- Public Safety: property crime
- Policy Update: Purchasing Policy / Practices
- Infrastructure (Municipal): Active Transportation
- Community Volunteer Program: Recruitment, Screening, Training, Monitoring, Recognition
- HR: Leadership development and Manager training
- Policy Update: Code of Conduct, new Integrity Commissioner
- Greenhouse: impact on adjacent farms
- HR: Staff and Council Compensation, Overtime policy review
- Parks: serenity or reflection park
- Financial resources limited: Agriculture tax rate, Consider other sources of revenue
- Infrastructure (non-Municipal): Hydro brownouts
- Facilities: Planning for future facilities (gymnasium, etc.)
- Parks: enhancements of Lions Park, Lakeside Park, Mettawas Park, Cottam

- Programming: strengthen Special Events, Artists
- Housing: Rentals – short term (eg. AirBNB) – regulate, reduce, or increase
- Facilities: Review of existing facilities

### Execute, Review, Communicate

The CAO Action Plan has been completed and includes the ranked 15 priorities set by Council. This plan will guide the work of the CAO and Administration until the end of 2022.

Each of Council's priorities need further discussion and reports will be brought back to Council to consider options, resources and impact.

To review progress, another strategy session will be held in approximately one year. This will allow Council to consider the current economic, health and social environment and adapt, pivot or continue as planned.

Most of Council 2021-2022 priorities are items outside the full scope of the corporation. These priorities are a rallying call to businesses, residents, organizations, community groups and the broader region to work together to make Kingsville a progressive and prosperous place.

A communication plan will be developed to inform Kingsville and the region of the priorities and report progress.

Council may need to assign new priorities from time to time to Administration as circumstances change and new priorities arise. Unexpected and urgent changes in circumstances may require a pivot toward new priorities. Staffing resources are limited so adjusting to new priorities and changing circumstances will impact existing priorities and plans. Administration may need clarification if a new priority should replace an existing priority among the list of 15 ranked priorities.

### **LINK TO STRATEGIC PLAN**

Strive to make the Town of Kingsville a more accessible community

Promote the betterment, self-image and attitude of the community

To promote a safe community

Improve recreational and cultural facilities and opportunities within the Town of Kingsville

Support growth of the business community

Effectively manage corporate resources and maximize performance in day-to-day operations

Effectively manage corporate resources and maximize performance in a fiscally responsible manner

To become a leader in sustainable infrastructure renewal and development

Manage residential growth through sustainable planning

### **FINANCIAL CONSIDERATIONS**

Many of the strategic priorities will have financial implications, whether it be additional staff resources, professional fees, or investments in technology. As the Action Plans in response to these strategic priorities are developed, detailed budgets will also be



prepared. Council may receive requests for additional resources to implement certain Action Plan items in 2021. Any financial resources required to implement 2022 Action Plans items will be reflected in the 2022 Municipal Budget.

## **CONSULTATIONS**

The Senior Management Team was consulted in the development of this Report.

## **RECOMMENDATION**

That Council approve:

- 1) Council's 2021 – 2022 priorities include COVID-Health as the overarching priority and the priority list with rankings of these items, as outlined in this report.
- 2) The CAO Action Plan for 2021 and 2022 be approved as attached to this Report and the CAO directed to implement the Plan.

*John Norton*

John Norton  
Chief Administrative Officer



## **Staff Action Plan**

**Year 2021-2022**

**Title of Employee: Chief Administrative Officer**

**Department: CAO's Department**

**Date of Completion: March 9, 2021**

**1. What is the work, tasks or activities which you (and your team) will need to do this year on a routine or regular basis?**

- Provide advice that assists Council in developing strategic plans, goals, objectives, and annual priorities.
- Make well-informed recommendations to Council.
- Lead the Senior Management Team, and through them, the organization.
- Monitor the delivery of municipal services through the various department heads to ensure budget, strategic priorities, and Staff Action Plans are followed.
- Direct the effective and efficient implementation of Council decisions as expressed in policies, by-laws, and resolutions.
- Improve functional integration across all departments.
- Ensure compliance with all statutory requirements, Town policies, procedures, and standards.
- Act as the Town's Economic Development Officer and lead strategic economic development initiatives that contribute to new revenue sources and a more prosperous community.
- Ensure the effective use of Town resources (financial, physical, and human).
- Establish the municipality's efficient operation, taking legislation, regulations, policies, and standard practices/guidelines into account.
- Establish liaisons and positive relationships with the business community and boards, authorities, and government upper levels. Act as the spokesperson on behalf of the municipality.
- Ensure there are appropriate mechanisms in place to facilitate community input and engage the public.
- Communicate and interact with the Mayor and Council and with the general public on all administrative matters as required.
- Oversee and manage all employees, including their hiring, suspension, or dismissal.
- Empower employees through coaching, mentoring, excellent communication, and delegation of responsibility while removing barriers to empowerment.
- Ensure the Town has appropriate succession plans in place.

- Exercise general financial control over all departments to ensure that budgets are adhered to and to ensure that reports are submitted to Council when over-expenditures have occurred.
- Motivate staff to deliver quality service and programs to ratepayers.
- Hiring new members to the Town of Kingsville management team.

**2. What special projects (work, tasks, or activities) will you (and your team) do in 2021 and 2022?**

At strategic planning sessions in February and March 2021, Council decided and approved the following “Top 15” ranking of strategic priorities and actions:

COVID-19 and the health and safety of the community is the overarching priority

Priorities 1 - 5

1. Customer Service: Training, Technology, Staff, Review Standards/Level of service
2. Housing: Affordability (lot sizes, developer incentives, second dwellings, density, etc.)
3. Greenhouse: lights & dark sky, odours (site plan compliance, bylaws, other tools)
4. Programming Increase: Youth and Seniors
5. A development plan for Downtown Kingsville / Main Street

Priorities 6 - 10

6. Financial savings: Schools closings, Migration Hall
7. Economic Development: strengthen tourism/hospitality
8. COVID - economic recovery
9. Communications: Strategy – Policy (social media), Website refresh and other tools, Public engagement
10. Housing: Migrant Worker Housing – Inspections (Building/Fire), regulate, reduce, or increase

Priorities 11 - 15

11. Committees / Boards: Review and Report
12. Policy Update: Procedural Bylaw
13. Economic Development: diversify the economy, create local jobs, industrial, Cottam
14. Infrastructure (non-Municipal): Union Water expansion & governance
15. Infrastructure (Municipal): Asset Management Plan update, the infrastructure funding deficit



**SPECIAL MEETING OF COUNCIL  
MINUTES**

**Wednesday, March 3, 2021**

**9:00 AM**

**Council Chambers**

**2021 Division Road N**

**Kingsville, Ontario N9Y 2Y9**

Members of Council	Mayor Nelson Santos Deputy Mayor Gord Queen (@ 9:40 a.m.) Councillor Tony Gaffan Councillor Thomas Neufeld Councillor Larry Patterson Councillor Kimberly DeYong Councillor Laura Lucier
Members of Administration	S. Kitchen, Deputy Clerk-Council Services  R. McLeod, Director of Financial & IT Services A. Plancke, Director of Infrastructure & Engineering R. Baines, Deputy Clerk - Administrative Services J. Norton, CAO John Quennell, Fire Chief Karen Loney, Manager of Recreation Programs and Special Events

**A. CALL TO ORDER**

Mayor Santos, in attendance at the Council Chambers, called the Special Meeting to order at 9:01 a.m. All other members of Council participated in the meeting through video conference technology from remote locations. Deputy Mayor Queen arrived at 9:40 a.m. (on personal business).

**B. DISCLOSURE OF PECUNIARY INTEREST**

Mayor Santos reminded Council that any declaration is to be made prior to each item being discussed and to identify the nature of the conflict, if any, as the agenda items come forward.

**C. STRATEGIC MID-TERM REVIEW**

**1. Priority Setting**

Mr. Norton provided introductory comments, noting that this is the second day of Council Mid-Term (2021-2022) Planning, the first session having been held on February 24. He indicated that today's session will be a discussion of issues raised at that first session and a review of the 2017-2022 Strategic Plan and SWOT analysis, with the goal to set Council's priorities for the next two years to make Kingsville a better place to live, work and play.

Ms. Loney presented an Overview of the Priority-Setting Process through a slide presentation.

**176-2021**

Moved by Councillor Kimberly DeYong

Seconded by Councillor Tony Gaffan

That Council waives the requirements of the Procedure By-law to allow staff to speak and participate in this discussion.

**CARRIED**

Deputy Mayor Queen arrived at 9:40 a.m.

At 10:00 a.m. Mayor Santos called for a brief recess and the meeting reconvened at 10:08 a.m.

Mr. Norton presented the alphabetized list of Council's priorities prepared as a result of discussions held at the first Mid-Term session, and Council discussed each item in detail. The following motion was then passed in regard to COVID-health, the fourth alphabetized item on the list.

**177-2021**

Moved by Councillor Laura Lucier

Seconded by Deputy Mayor Gord Queen



That Council directs that COVID-health be moved to the top of the list.

**CARRIED**

Council agreed that COVID-19 and the health and safety of the community is the top general priority ranking automatically above all other works and plans.

Mayor Santos called for a recess at 12:00 p.m. and the meeting reconvened at 1:03 p.m.

At 1:15 p.m. Mr. Norton welcomed Director of Legislative Services J. Astrologo who was attending to other municipal business.

**178-2021**

Moved by Deputy Mayor Gord Queen

Seconded by Councillor Kimberly DeYong

That the full Council's Priorities List (2021-2022) be presented to the public; And Further That Council sets the top 15 ranked priorities as items to move forward on in the next two years with the CAO and the Senior Management Team to determine which of the tied priority items with a ranking of 3.7 moves forward to the 15th ranked position.

**CARRIED**

A Mid-Term Planning summary report will be brought back to Council at the March 22, 2021 Regular Meeting.

**D. CONFIRMATORY BY-LAW**

**1. By-law 24-2021**

**179-2021**

Moved by Deputy Mayor Gord Queen

Seconded by Councillor Laura Lucier

That Council reads By-law 24-2021, being a By-law to confirm the proceedings of its Special Meeting of Council held on March 3, 2021 a first, second and third and final time.

**CARRIED**

**E. ADJOURNMENT**

**180-2021**

Moved by Councillor Larry Patterson

Seconded by Councillor Tony Gaffan

That Council adjourns this Special Meeting of Council at 2:49 p.m.

**CARRIED**

---

MAYOR, Nelson Santos

---

DEPUTY CLERK-COUNCIL SERVICES, Sandra Kitchen



**REGULAR MEETING OF COUNCIL  
MINUTES**

**Monday, March 8, 2021  
6:00 PM  
Council Chambers  
2021 Division Road N  
Kingsville, Ontario N9Y 2Y9**

Members of Council	Mayor Nelson Santos Deputy Mayor Gord Queen Councillor Tony Gaffan Councillor Thomas Neufeld Councillor Larry Patterson Councillor Kimberly DeYong Councillor Laura Lucier
Members of Administration	J. Astrologo, Director of Legislative Services/Solicitor/Clerk  T. Del Greco, Manager of Engineering S. Kitchen, Deputy Clerk-Council Services R. McLeod, Director of Financial & IT Services A. Plancke, Director of Infrastructure & Engineering J. Norton, CAO John Quennell, Fire Chief

**A. CALL TO ORDER**

Mayor Santos, in attendance at the Council Chambers, called the Regular Meeting to order at 6:00 p.m. All other members of Council participated in the meeting through video conferencing technology from remote locations.

**B. DISCLOSURE OF PECUNIARY INTEREST**

Mayor Santos reminded Council that any declaration is to be made prior to each item being discussed and to identify the nature of the conflict, if any, as the agenda items come forward.

**C. CLOSED SESSION**

**181-2021**

**Moved By** Deputy Mayor Gord Queen

**Seconded By** Councillor Kimberly DeYong

That Council, at 6:02 p.m., pursuant to Subsection 239(2) of the *Municipal Act, 2001* enter into Closed Session to address the following items:

- i) Subsection 239(2)(f) advice that is subject to solicitor-client privilege, including communications for that purpose; being a Report of Director of Legislative Services J. Astrologo RE: Cottam Sanitary Sewage Lagoons; and
- ii) Subsection 239(2)(f) advice that is subject to solicitor-client privilege, including communications for that purpose; being a Report of Director of Legislative Services J. Astrologo regarding mandatory retirement at age 60 for salaried firefighters.

**CARRIED**

**D. REPORT OUT OF CLOSED SESSION**

Upon rising from Closed Session at 6:36 p.m. Mayor Santos reconvened the Regular Meeting with all members of Council in attendance and with the following members of Administration in attendance: CAO J. Norton, Director of Legislative Services J. Astrologo, Director of Financial and IT Services R. McLeod, Manager of Planning Services R. Brown, Fire Chief J. Quennell, Manager of Public Works and Environmental Services S. Martinho, Manager of Engineering T. Del Greco, Manager of Recreation Programming and Special Events K. Loney, and Deputy Clerk-Council Services S. Kitchen.

Mayor Santos reported that Council addressed Items C.i) and C.ii) in Closed Session as outlined above as follows:

C.i) and C.ii) Mayor Santos reported that Council received legal advice from Director Astrologo on both items.

**E. MOMENT OF SILENCE AND REFLECTION**

Mayor Santos asked those present to stand and observe a moment of silence and reflection to be followed by the playing of O'Canada.

**F. PLAYING OF NATIONAL ANTHEM**

**G. MATTERS SUBJECT TO NOTICE**

**1. 2021 Fee By-law Amendments**

R. McLeod, Director of Financial and IT Services

i) Notice of Consideration of Amendments to Fees and Charges By-law, Building Services Fees By-law, and Water and Sewage Rate By-law dated February 19, 2021;

ii) Report dated February 22, 2021;

iii) Draft By-law 15-2021, being a By-law to impose fees and charges by The Corporation of the Town of Kingsville;

iv) Draft By-law 16-2021, being a By-law to regulate Permits Issued under the Building Code Act, Set Fees, and Establish a Code of Conduct for the Chief Building Official and Inspectors.

**182-2021**

**Moved By** Councillor Thomas Neufeld

**Seconded By** Councillor Laura Lucier

That Council direct that an additional section be added to Parks and Recreation Ramp Pass for Daily Fees (Page 6 of Schedule A of proposed By-law 15-2021) to include a rate of \$6.00 per day for seniors 65 and older effective April 1, 2021.

**CARRIED**

Chief Building Official P. Valore clarified that the proposed minimum fee for Demolition Permit for non-residential buildings (i.e. all other buildings) on Schedule A of By-law 16-2021 be shown as an increase from \$175.00 to \$200.00.

**183-2021**

**Moved By** Deputy Mayor Gord Queen

**Seconded By** Councillor Thomas Neufeld

That Council directs that the proposed Local Improvement Charges fee amendment (Page 4 of Schedule A) be removed until such time as Council



receives a substantial report on the subject, with background information and the updated Local Improvement Policy.

**CARRIED**

Director Plancke indicated that he would be able to bring back a report to Council in a few months' time. He has updated the Local Improvement Policy, however, the background information will take some time to prepare.

Deputy Mayor Queen commented that as there are no local improvements coming forward in the near future, that timeline is sufficient.

**184-2021**

**Moved By** Councillor Tony Gaffan

**Seconded By** Councillor Laura Lucier

That Council adopts By-law 15-2021, as amended, being a by-law to impose fees and charges; and

That Council adopts By-law 16-2021, as amended, being a by-law to regulate permits issued under the Building Code Act, set fees, and establish a Code of Conduct for the Chief Building Official and Inspectors; and

That Council authorizes the Director of Financial and IT Services to reduce recreational fees, by a maximum of 50%, in accordance with occupancy limits as a result of COVID-19 restrictions.

**CARRIED**

**2. 2021 Water and Wastewater Rates**

R. McLeod, Director of Financial and IT Services

i) Report dated February 22, 2021;

ii) Draft By-law 17-2021, being a By-law to impose a Water Rate and Sewage Rates.

**185-2021**

**Moved By** Deputy Mayor Gord Queen

**Seconded By** Councillor Thomas Neufeld

That Council adopts By-Law 17-2021, being a by-law to impose a water rate and sewage rates.

**CARRIED**

**H. AMENDMENTS TO THE AGENDA**

Councillor Lucier added one Notice of Motion.

**I. STAFF REPORTS**

**1. Cottam Lagoons Capacity Upgrade – Tender Results**

T. Del Greco, Manager of Engineering

**186-2021**

**Moved By** Councillor Thomas Neufeld

**Seconded By** Councillor Larry Patterson

That Council awards construction of increased sanitary treatment capacity at the Cottam Lagoons to BGL Contractors in the amount of \$2,002,600 (excluding HST) and authorizes the Mayor and Clerk to execute the requisite agreement.

**CARRIED**

**2. Comprehensive Transportation Master Plan**

T. Del Greco, Manager of Engineering

**187-2021**

**Moved By** Councillor Laura Lucier

**Seconded By** Deputy Mayor Gord Queen

That Council awards the development of a Comprehensive Transportation Master Plan to WSP Canada Incorporated in the amount of \$119,905 (excluding HST).

**CARRIED**

**3. 2020 DWQMS Annual Summary Report**

S. Martinho, Manager of Public Works and Environmental Services

**188-2021**

**Moved By** Councillor Thomas Neufeld

**Seconded By** Deputy Mayor Gord Queen

That Council receives the Report of S. Martinho, Manager of Public Works and Environmental Services RE: 2020 Drinking Water Quality Management Standard (DWQMS) Annual Summary Report with thanks.

**CARRIED**

**4. Healthy Communities Initiative Grant**

K. Loney, Manager of Recreation Programming and Special Events

**189-2021**

**Moved By** Councillor Kimberly DeYong

**Seconded By** Councillor Larry Patterson

That Council directs administration to submit a Healthy Communities Initiative grant application of \$250,000 called "Kingsville Plays Outdoors."

**CARRIED**

**5. Application for Site Plan Amendment SPA/04/2021 by 617885  
Ontario Limited – JEM Farms Part of Lot 9, Concession 2 ED Pt. Part 1,  
RP 12R 2445 & Pts. 1, 2, 4 & 5, RP 12R 6875 1581 & 1585 County Road 34 E**

R. Brown, Manager of Planning Services

**190-2021**

**Moved By** Councillor Tony Gaffan

**Seconded By** Councillor Larry Patterson

That Council approves Site Plan Amendment Application SPA/04/2021 for 0.828 ha (2.046 ac.) stand alone greenhouse structure (research and development area), a 720 sq. m (7,750 sq. ft.) addition to the existing irrigation room attached to the Phase 3 greenhouse and a 466.8 sq. m (5,025 sq. ft.) addition to the existing main service building, subject to the further amended terms of the site

plan agreement; and authorizes the Mayor and Clerk to sign the Amending Agreement and register said Agreement on title.

**CARRIED**

6. **Cottam Community Improvement Plan Application by Tim Lindsay.  
105/107 County Road 34 W Pt. Lot 270, Concession STR, Part 1,  
RP 12R 5537**

R. Brown, Manager of Planning Services

**191-2021**

**Moved By** Deputy Mayor Gord Queen

**Seconded By** Councillor Kimberly DeYong

That Council approves the Cottam Community Improvement Plan funding application for the purchase and installation of new energy efficient HVAC systems as an energy efficiency improvement for 105/107 County Road 34 W in the amount of \$2,500 for each proposed unit representing the maximum funding allowance per request.

**CARRIED**

7. **Request to Dispose of Surplus Land Victor Lane - Cottam**

R. Brown, Manager of Planning Services

**192-2021**

**Moved By** Deputy Mayor Gord Queen

**Seconded By** Councillor Larry Patterson

That Council:

Declares Victor Lane surplus to the needs of the Town and convey the lands to the abutting landowner, subject to the following conditions:

That costs associated with the conveyance of Victor Lane are the responsibility of the abutting landowner; and

That the developer will make the modification to the agreement to accommodate the required additional water storage to alleviate flooding issues; and

Further That Council agrees to waive the standard surplus land or road allowance disposition process based on the lands being part of a long established but undeveloped plan of subdivision.

**CARRIED**

**8. Phosphorus Reduction Demonstration Project**

G. A. Plancke, Director of Infrastructure and Engineering

**193-2021**

**Moved By** Councillor Larry Patterson

**Seconded By** Councillor Laura Lucier

That Council authorizes the completion of a pilot test of RE300, with project partners OCWA and Bishop Water Technologies, at the Lakeshore West Wastewater Pollution Control Plant whereby RE300 is added to the Pollution Control Plant's wastewater;

And That Council authorizes Administration to execute the Transfer Payment Agreement with the Ministry of Environment Conservation and Parks in order to access the funding for this project in the amount of \$99,500.

**CARRIED**

**9. Open Streets Ad hoc Advisory Committee Appointments**

**194-2021**

**Moved By** Deputy Mayor Gord Queen

**Seconded By** Councillor Kimberly DeYong

That Council endorses the following appointments and update the municipal committee appointment by-law to include the Open Streets Advisory Committee membership as presented to include: Amy McMillan, Dave Hunt, Kyle Sala, Jodi Brush, Heather Brown, Jennifer Flynn, Brenda Necic, Troy Loop, Tony Gaffan, Chelsea Zammit, Meghan Bolton, Rose Marie Roach, and Council representative Laura Lucier.

**CARRIED**



At 8:05 p.m. Mayor Santos called for a 5-minute recess and the meeting reconvened at 8:11 p.m.

**J. MINUTES OF THE PREVIOUS MEETINGS**

- 1. Regular Meeting of Council--February 22, 2021**
- 2. Regular Closed Session Meeting of Council Minutes--February 22, 2021**
- 3. Special Meeting of Council Minutes--February 24, 2021**

**195-2021**

**Moved By** Deputy Mayor Gord Queen

**Seconded By** Councillor Tony Gaffan

That Council adopts Regular Meeting of Council Minutes dated February 22, 2021, as amended (correction of time on the rising from closed session to 8:55 p.m.) and Regular Closed Session Meeting of Council Minutes dated February 22, 2021.

**CARRIED**

**196-2021**

**Moved By** Deputy Mayor Gord Queen

**Seconded By** Councillor Larry Patterson

That Council adopts Special Meeting of Council Minutes dated February 24, 2021.

**CARRIED**

**K. MINUTES OF COMMITTEES AND RECOMMENDATIONS**

- 1. Kingsville Accessibility Advisory Committee--November 26, 2020**

**197-2021**

**Moved By** Councillor Laura Lucier

**Seconded By** Councillor Tony Gaffan

That Council receives Kingsville Accessibility Advisory Committee Meeting Minutes dated November 26, 2020.

**CARRIED**

**2. Kingsville BIA--December 8, 2020**

**198-2021**

**Moved By** Councillor Thomas Neufeld

**Seconded By** Councillor Laura Lucier

That Council receives Kingsville BIA Meeting Minutes dated December 8, 2020.

**CARRIED**

**3. Tourism and Economic Development Committee--December 10, 2020**

**199-2021**

**Moved By** Deputy Mayor Gord Queen

**Seconded By** Councillor Kimberly DeYong

That Council receives Tourism and Economic Development Committee Meeting Minutes dated December 10, 2020.

**CARRIED**

**4. Kingsville Municipal Heritage Advisory Committee--December 22, 2020 and January 20, 2021**

**200-2021**

**Moved By** Councillor Larry Patterson

**Seconded By** Councillor Tony Gaffan

That Council receives Kingsville Municipal Heritage Advisory Committee Meeting Minutes dated December 22, 2020 and January 20, 2021.

**CARRIED**

**5. Union Water Supply System Joint Board of Management--January 20, 2021**

**201-2021**

**Moved By** Councillor Larry Patterson

**Seconded By** Deputy Mayor Gord Queen

That Council receives Union Water Supply System Joint Board of Management Meeting Minutes dated January 20, 2021.

**CARRIED**

**6. Police Services Board--January 27, 2021**

**202-2021**

**Moved By** Deputy Mayor Gord Queen

**Seconded By** Councillor Tony Gaffan

That Council receives Police Services Board Meeting Minutes dated January 27, 2021.

**CARRIED**

**L. BUSINESS CORRESPONDENCE - INFORMATIONAL**

**1. Resolutions re: Ontario Fire College Campus Closure in Gravenhurst**

- a. Township of Baldwin--Resolution passed February 1, 2021
- b. Township of Perry--Correspondence dated February 19, 2021
- c. Township of Tiny--Correspondence from Mayor Cornell dated February 19, 2021
- d. Township of Strong--Correspondence dated February 25, 2021
- e. Town of Mono--Correspondence dated February 25, 2021

**2. Municipality of Leamington--Notice of a Public Meeting to Consider a Municipally Initiated Official Plan and Zoning By-law Amendment Boarding Houses and Farm Help Dwellings**

**3. Perth County--Correspondence dated February 2, 2021 RE: Significant Negative Impacts of Current Value Assessments in Perth County**

4. **City of St. Catharines--Correspondence dated February 9, 2021 RE: Universal Paid Sick Days in Ontario**
5. **Town of Orangeville-Correspondence received February 10, 2021 RE: Greenhouse Gas Emissions.**
6. **AMCTO-Correspondence from President Tremblay dated February 18, 2021**
7. **Township of The Archipelago--Correspondence dated February 19, 2021 RE: Requested Amendments to the Municipal Elections Act**
8. **Township of Perry--Correspondence dated February 19, 2021 RE: Community Safety & Well-Being Plan--Extension Request**
9. **ERCA-Correspondence dated February 22, 2021 RE: Essex Region Conservation Authority 2021 Draft Budget -- 30-Day Notice to Member Municipalities**
10. **Migrant Worker Community Program--Letter of thanks from MWCP Chair Martin Varela dated February 23, 2021.**

**203-2021**

**Moved By** Councillor Kimberly DeYong

**Seconded By** Councillor Larry Patterson

That Council receives Business Correspondence-Informational items 1 through 10.

**CARRIED**

#### **M. NOTICES OF MOTION**

1. **Mayor Santos may move, or cause to have moved:**

At 8:16 p.m. Deputy Mayor Queen assumed the Chair and asked that Mayor Santos present the Notice of Motion marked as Agenda item M-1.

**204-2021**

**Moved By** Mayor Nelson Santos

**Seconded By** Councillor Larry Patterson

WHEREAS the Ontario wine industry supports directly and indirectly over 18,000 full-time equivalent jobs; and Ontario is the largest wine growing region in Canada responsible for over 2/3 of Canada's grape production;

AND WHEREAS with 2.4 million annual visitors to Ontario's wine regions, Lake Erie North Shore's wine sector has developed unique experiential destination tourism, enhanced by the proximity to the City of Windsor;

AND WHEREAS COVID-19 has had significant impacts on Ontario's wine industry--a key contributor to Lake Erie North Shore's economy and tourism sector;

AND WHEREAS to build back a stronger, more sustainable economy, there is a need to unlock the potential of Ontario's grape and wine industry.

NOW THEREFORE BE IT RESOLVED:

That the Town of Kingsville calls on the Province of Ontario to pursue a level playing field and to provide Ontario's entrepreneurial wine industry with opportunities to invest more into innovation and job creation while providing consumer choice and convenience for the purchase of Ontario wines;

And Further That the Province undertake the following:

- Eliminate or reduce the 6.1% tax applied to VQA (100% Ontario-grown) wines on sales in the 2021 Budget;
- Enable Ontario wines to offer direct delivery, with margin, to grocery stores;
- Establish long-term VQA wine support programs at the LCBO that would increase shelf space for VQA wines; and
- Eliminate import taxes on 100% Ontario VQA wines;

And Further That this motion BE CIRCULATED to municipalities in Niagara and Prince Edward County and to MPP Taras Natyshak, MPP Rick Nicholls, the Premier, the Minister of Finance and the Minister of Agriculture, Food and Rural Affairs.

**CARRIED**

At 8:21 p.m. Mayor Santos re-assumed the Chair.

**2. Councillor Neufeld, may move, or cause to have moved:**

**205-2021**

**Moved By** Councillor Thomas Neufeld

**Seconded By** Councillor Larry Patterson



A Resolution concerning Bill C-21, An Act to amend certain Acts and to make certain consequential amendments (firearms), specifically Amendment 26, Section (58.01 (1-8), Conditions-bylaws.

WHEREAS municipalities have never been responsible for gun control laws in Canada;

AND WHEREAS law abiding Kingsville residents who own legal handguns have already been thoroughly vetted through the CFSC, PAL and ATT applications;

AND WHEREAS illegal gun owners and smugglers do not respect postal codes;

AND WHEREAS if one municipality enacts a ban and not a neighbouring municipality, this will create a patchwork of by-laws;

AND WHEREAS a municipal ban would be difficult to enforce and easy to get around.

NOW THEREFORE BE IT RESOLVED that The Corporation of the Town of Kingsville is OPPOSED to the adoption of any by-laws restricting the possession, storage and transportation of legally obtained handguns;

AND BE IT FURTHER RESOLVED that this resolution be forwarded to the following public officials: MP Chris Lewis-Essex, MPP Taras Natyshak-Essex, Premier of Ontario The Honourable Doug Ford, Leader of the Official Opposition Andrew Horwath, Prime Minister of Canada The Honourable Justin Trudeau, and Leader of Official Opposition The Honourable Erin O'Toole.

**CARRIED**

**3. Deputy Mayor Queen may move, or cause to have moved:**

**206-2021**

**Moved By** Deputy Mayor Gord Queen

**Seconded By** Councillor Tony Gaffan

WHEREAS the health and safety of our Communities is dependent on the collective strengths of all three levels of government (Federal, Provincial and Municipal) working together;

AND WHEREAS the residents of our Communities include many, such as our permanent residents, our tourists and the many temporary workers aiding in the food and agricultural sector;

AND WHEREAS the health of all is important to all within and outside our municipal boundaries; and

THEREFORE, in appreciation of the work of many we give thanks:

To the Federal Government for their past and ongoing support of Temporary Foreign Workers;

and

To the Minister of Labour for the Inspectors that enforce and work to ensure compliance with the Labour Law requirements;

and

To the Building Inspectors that ensure compliance with the building Code;

and

To the Fire Department Inspectors that strive to ensure compliance with the Fire Code;

and

To the Ministry of Health that may provide advice and guidance to the Local Health Units;

and

To the Ministers of Municipal Affairs and Housing, as well as Ontario Ministry of Agriculture, Food and Rural Affairs as they strive to develop a strategy considering COVID-19 with plans to reduce the political silos with "a one-window approach"

AND FURTHER MAY IT BE RESOLVED that we once more ask that the local Municipalities be included in the communication from the Local Health Units when they are making inspections that the needs of Fire and Building Safety may also be addressed.

**CARRIED**

**4. Deputy Mayor Queen may move, or cause to have moved:**

**207-2021**

**Moved By** Deputy Mayor Gord Queen

**Seconded By** Councillor Larry Patterson

WHEREAS the Federal Government has recently changed the way that they treat Temporary Farm or Workers that work in our farm Communities;

AND WHEREAS the Mayor of the City of Windsor has indicated that the current and past expenses for the workers that enter Canada under the Temporary Foreign Workers should not fall on the tax paying residents of the City of Windsor;

AND WHEREAS the City of Windsor has been helpful in aiding actions necessary to help the workers that may be impacted by COVID-19;

AND WHEREAS the residents of the County of Essex or any of the lower tier municipalities should not be held to pay the COVID-19 added mandated health care costs;

AND WHEREAS we do want to keep all healthy within our Communities.

NOW THEREFORE BE IT RESOLVED that our Town of Kingsville ask the Federal Government how they intend to keep these and all our residents safe without just transferring the costs of same to lower levels of government;

And

That we specifically ask our local MP Chris Lewis what he is and can do to resolve this issue;

And

That our senior Administration reviews all options and make suggestions at the next meeting of Council.

## **CARRIED**

Councillor Lucier introduced a Notice of Motion, indicating that at the next Regular Meeting she may move or cause to have moved that Administration investigate and prepare a report in consultation with ERCA on the possibility of implementing a program to provide shoreline property owners with loans to repair or construct breakwalls to guard against high water and flooding.

- N. UNFINISHED BUSINESS, ANNOUNCEMENTS AND UPDATES**
- O. BYLAWS**
- 1. By-law 15-2021**

**208-2021**

**Moved By** Deputy Mayor Gord Queen

**Seconded By** Councillor Thomas Neufeld

That Council reads By-law 15-2021, being a By-law to impose fees and charges by The Corporation of the Town of Kingsville, as amended, a first, second and third and final time.

**CARRIED**

**2. By-law 16-2021**

**209-2021**

**Moved By** Deputy Mayor Gord Queen

**Seconded By** Councillor Larry Patterson

That Council reads By-law 16-2021, being a By-law to Regulate Permits issued under the Building Code Act, Set Fees, and Establish a Code of Conduct for the Chief Building Official and Inspectors, as amended, a first, second and third and final time.

**CARRIED**

**3. By-law 17-2021**

**210-2021**

**Moved By** Deputy Mayor Gord Queen

**Seconded By** Councillor Laura Lucier

That Council reads By-law 17-2021, being a By-law to impose a Water Rate and Sewage Rates, a first, second and third and final time.

**CARRIED**

**4. By-law 22-2021**

**211-2021**

**Moved By** Deputy Mayor Gord Queen

**Seconded By** Councillor Tony Gaffan

That Council reads By-law 22-2021, being a By-law to amend By-law 21-2005 as amended, being a By-law to Regulate Traffic and Parking on Highways within the Town of Kingsville, a first, second and third and final time.

**CARRIED**

**P. CONFIRMATORY BY-LAW**

**1. By-law 25-2021**

**212-2021**

**Moved By** Deputy Mayor Gord Queen

**Seconded By** Councillor Kimberly DeYong

That Council reads By-law 25-2021, being a By-law to confirm the proceedings of the Council of The Corporation of the Town of Kingsville at its March 8, 2021 Regular Meeting a first, second and third and final time.

**CARRIED**

**Q. ADJOURNMENT**

**213-2021**

**Moved By** Councillor Larry Patterson

**Seconded By** Councillor Kimberly DeYong

That Council adjourns this Regular Meeting at 8:34 p.m.

**CARRIED**





## COMMITTEE MINUTES

**COMMITTEE OF ADJUSTMENT  
DECEMBER 22, 2020 @ 6:00 p.m.  
ELECTRONIC PARTICIPATION – Via Zoom**

### **A. CALL TO ORDER**

Chairperson Thomas Neufeld called the Meeting to order at 6:04 p.m. with the following persons in virtual attendance:

#### **MEMBERS OF COMMITTEE OF ADJUSTMENT:**

Councillor Thomas Neufeld  
Deputy Mayor Gord Queen  
Allison Vilardi  
Shannon Olson  
Russell Horrocks

#### **MEMBERS OF ADMINISTRATION:**

Town Planner, Kristina Brcic  
Administration, Stephanie Coussens

### **B. DISCLOSURE OF PECUNIARY INTEREST**

Chairperson Thomas Neufeld reminded the Committee that any declaration is to be made prior to each items being discussed and to identify the nature of the conflict, if any, as the agenda items come forward.

### **C. MINUTES OF THE PREVIOUS MEETING**

#### **1. ADOPTION OF COMMITTEE OF ADJUSTMENT MEETING MINUTES DATED NOVEMBER 17<sup>TH</sup>, 2020.**

##### **CA-54-2020**

Moved by Gord Queen, seconded by Shannon Olson that the Committee of Adjustment Meeting Minutes dated November 17<sup>th</sup>, 2020 be adopted.

**CARRIED**

### **D. HEARINGS**

#### **1. B / 13 / 20 – VL County Rd 20 – Jakob BAKKER & Heather LANE**

Town Planner, Kristina Brcic introduced the Consent application and reviewed her report dated, December 14<sup>th</sup>, 2020 which provides details regarding the requested consent to sever and convey a portion of land as a lot addition, from 1321 County Rd 20 to an abutting parcel at 1301 County Rd 20, in the Town of Kingsville.

The subject land (receiving lot) is a 3,723.1 sq. m (40,075.2 sq. ft.) vacant lot that is mostly comprised of natural heritage feature. The prospective purchasers would like to build a house on the property however they would like to avoid disturbance to the wooded area as much as possible. Therefore, they would like to add 756.8 sq. m (8,145.7 sq. ft.) of vacant land from the neighbouring lands to the west, which is not designated as heritage feature. This land would be used for their driveway access and potential building area for accessory structures. Additionally, the applicants have conducted the necessary Species at Risk SAR review and received clearance from ERCA for their proposed development within an approved buildable area. Both the lot addition lands and receiving lands are of the same Official Plan designation however the zoning is not. The subject property is zoned 'Agriculture Restricted Zone Exception 1 (A2-1)' which prohibits the construction of dwellings. Meanwhile the receiving lands are zoned 'Agriculture (A1)' which would permit the construction of a residential dwelling.

The applicants Jakob Bakker and Heather Lane were in attendance.

Chairperson, Thomas Neufeld asked if there were any comments or questions from the committee, applicant or the public.

Committee member Gord Queen asked if any correspondence had been received from the neighbouring property owners. Town Planner, Kristina Brcic confirmed no correspondence had been received to date.

Chairperson, Thomas Neufeld confirmed there were no comments or questions from the committee, applicant or the public.

#### **CA-55-2020**

Moved by Gord Queen, seconded by Allison Vilardi that Consent application B/13/20 to sever and convey a portions of land, shown as Part 1 on the Applicant's Sketch, from the lands known as 1321 County Rd 20, to an abutting parcel, known as 1301 County Rd 20 as a lot addition, in the Town of Kingsville; be **APPROVED** subject to the following conditions:

1. That the lot addition to be severed, shown on the applicant's sketch as Part 1, be conveyed to the owner of the abutting parcel (1301 County Rd 20 (P.I.N. 75185-10643) and Section 50 (3 or 5) of the Planning Act applies to any subsequent conveyance of or transaction involving the parcels of land that are the subject of this consent.
2. That a reference plan be deposited in the registry office, ***both an electronic and paper*** copy of the registered plan is to be provided for the files of the Secretary-Treasurer.
3. That the deeds, such plan of survey or reference plan, for property lines being newly created, shall be in accordance with the existing zoning requirements for the municipality.
4. That the owner shall provide that all municipal taxes be paid in full.

5. That as a result of severance, owners shall become liable by way of up front monies for the assessment and taxation of their properties for any waterworks or sanitary sewer systems affecting their properties, in accordance with the Fees By-law in effect on the date the consent is being endorsed on the deeds.
6. That any special assessment imposed pursuant to the provisions of the Local Improvement Act and/or the Municipal Act be paid in full.
7. That the necessary deed(s), transfers or charges be **submitted in triplicate**; signed and fully executed (**no photocopies**), including a copy of the reference plan, prior to certification.
8. That any necessary drainage reapportionments be undertaken.
9. The conditions imposed above shall be fulfilled by **December 22, 2021** or this application shall be deemed to be refused in accordance with Section 53(41) of the Planning Act.

**CARRIED**

**E. NEW AND UNFINISHED BUSINESS**

Option to have agendas delivered digitally (Dropbox) or continue with hardcopy binders.

Committee members would prefer to continue to receive the committee binders in hard copy.

**F. NEXT MEETING DATE**

The next meeting of the Committee of Adjustment shall take place on February 16<sup>th</sup>, 2021 at The Council Chambers, 2021 Division Road North, Kingsville @ 6:00 p.m.

**G. ADJOURNMENT**

**CA-56-2020**

Moved by Russell Horrocks, seconded by Shannon Olson to adjourn this Meeting at 6:15 p.m.

**CARRIED**

---

**CHAIR, Thomas Neufeld**

---

**SECRETARY TREASURER,  
Kristina Brcic**



## COMMITTEE MINUTES

### **PARK RECREATION ARTS AND CULTURE COMMITTEE**

**JANUARY 21, 2021 5:30 PM**

**Via Zoom**

#### **A. CALL TO ORDER**

Deputy Mayor Queen called the Meeting to order at 5:30 p.m. with the following persons in attendance:

#### **MEMBERS OF PARKS, RECREATION ARTS & CULTURE COMMITTEE:**

Mayor N. Santos  
Deputy Mayor G. Queen  
Councillor T. Neufeld  
J. Campbell-Monteith Brown  
A. Hickmott  
S. Langlois-Monteith Brown  
M. Shields  
M. Tremaine-Snip

#### **MEMBERS OF ADMINISTRATION:**

K Loney, Recreation Programing &  
Special Events Program Manager  
D. Wolicki, Facilities Manager

Absent: None

#### **B. DISCLOSURE OF PECUNIARY INTEREST**

Deputy Mayor Queen reminded the Committee that any declaration is to be made prior to each items being discussed and to identify the nature of the conflict, if any, as the agenda items come forward.

#### **C. PRESENTATIONS/DELEGATIONS**

1. Douglas Plum and Helen Noels
  - Reviewed the new Tartan
  - If people want a Tartan orders can be taken

#### **1-2021**

Motion: to accept the design as presented T. Neufeld, seconded A. Hickmott all in favor.

**CARRIED**

Action: K. Loney to work with D. Plumb and H. Noels to provide Council with an update

Reviewed the 2021 Highland Games

- Kingsville Highland Games Committee voted on January 19, 2021, that the 2021 Kingsville Highland Games be cancelled. All funds budgeted for hosting the 2021 event are no longer required, but they recommend to Council that reserved funds can be used for marketing and promoting the 2022 Highland Games.
- PRAC has received the report to recommend that the Kingsville Highland Games Committee voted on January 19, 2021, that the 2021 Kingsville Highland Games be cancelled.

## **2-2021**

Motion: To receive the Kingsville Highland Games Committee report, moved by A. Hickmott, seconded by M. Tremaine-Snip.

**CARRIED**

## **D. ROUNDTABLE INTRODUCTIONS; NEW MANAGER AND COMMITTEE**

### **E. STAFF REPORTS**

#### **1. K. Loney, Program Manager**

K. Loney provided a verbal report that,

- a. Programming continues to be cancelled, with most staff redeployed.
- b. Currently orientation to what programs and special events were offered.
- c. We are looking to provide an online Family day activity option through the Parks and Recreation Facebook page.
- d. We are reviewing Master Plan and welcome suggestions for opportunities for recreation programming.
- e. Met with Folk Festival organizers and learned they would like to provide entertainment in the downtown area four evenings throughout the summer in partnership with Open Streets and/or Independent if Open Street does not occur.



Once Council determines the 2020 budget further discussions with Folk Fest will occur in support of their planning.

- 3-2021** Moved by T Neufeld seconded by A. Hickmott to receive the report as presented

**CARRIED**

Folk Fest discussion: M. Shields declared a conflict of interest as he is a Folk Festival committee member.

Folk Fest would be adapting their event to align with COVID restrictions and would like to be a part of Open Streets.

- 4-2021** Moved by A. Hickmott seconded by N. Santos that the Parks, Recreation, Arts and Culture committee approve in principle the proposal by Folk Fest.

**CARRIED**

## **2. D. Wolicki, Manager of Facilities and Property**

- Ice surface had been removed on December 15, 2020
- RFP closed on December 11 for Pickleball and Bocce Court Complex and currently reviewing proposal submissions
- The Lakeside Park Sanitary Twinning (Capital Project: WASTE-K-2019-1) is completed area
- New playground equipment in Cottam is proposed in 2021 Budget
- Ridgeview Park: Improvements to Baseball Diamond #2 are nearing completion as resurfacing of the infield remains; accessibility improvements have been completed as an additional ramp to the pavilion along with a dedicated sidewalk entrance to the playground area have been installed
- Working to restore the Kingsville Historic Range Lights in
- Department of Fisheries and Oceans Canada approved work to rectify the issue of the developed sandbar within the mouth of the channel at the marina.
- In the process of reviewing park curfew and conduct and will bring a report to Council
- Planning for a future playground Parkquette in Ruthven and will be gather public input from local residents

- 2021 Capital Budget – Forecast Highlights

- PARKS-2020-2, Lions Park – Phase 2 Development, Budget Amount: \$200,000
- PARKS-2021-3, New Pickleball and Bocce Facility, Budget Amount: \$350,000
- PARKS-2021-4, Splash Pad at Lakeside Park, Budget Amount: \$700,000
- PARKS-2021-5, New Park Development in Ruthven – Phase 1, Budget Amount: \$125,000
- PARKS-2021-6, Paved Trails – Lakeside Park, Budget Amount: \$115,364
- PARKS-2021-7, Ridgeview Park – Renovation to Baseball Diamond #3, Budget Amount: \$50,000
- PARKS-2021-8, New Playground Equipment – Cottam Rotary Park, Budget Amount: \$65,000
- PARKS-2021-9, Kingsville Rec. Complex – Renovation of Baseball Diamond #1, Budget Amount: \$50,000

**5-2021** Moved by T. Neufeld, seconded by A. Hickmott to receive the report as presented

**CARRIED**

## **F. MINUTES OF THE PREVIOUS MEETING**

1. Parks Recreation Arts and Culture Meeting Minutes dated November 26, 2020.

**6 – 2021** Moved by N. Santos seconded by A. Hickmott to receive the minutes of Parks Recreation Arts and Culture Committee Meeting dated November 26, 2020.

**CARRIED**

## **G. COMMITTEE REPORTS**

1. Fantasy of Lights Committee Meeting Minutes—December 15, 2020

**7– 2021** Moved by N. Santos, seconded by M. to receive the minutes of Fantasy of Lights Committee Meeting dated December 15, 2020

**CARRIED**

2. Highland Games Committee Meeting Minutes—October 27, 2020

- 8 – 2021** Moved by M. Shields seconded by N. Santos to receive the minutes of Highland Games Committee Meeting dated October 27, 2020

**CARRIED**

## **H. NEW AND UNFINISHED BUSINESS**

1. Open Streets: A report will be prepared to Council to determine who and how opens streets will be organized.
2. Deputy G. Queen provided an update on the budget as per Appendix One
3. Will be completing a two-year midterm review with Council that will include a community engagement session?
4. Review of Committees
  - a. In the spring, the CAO will be completing a review of all communities that includes questions such as, “why do we do things this way, is it the best way, will be looking at the role of staff, Council and volunteers.” We will be looking at how many committees are needed and how they will be operated.
5. K. Loney requested everyone review the Parks, Recreation, Arts and Culture Master Plan to assess agenda topics. The plan can be found at this link:  
[https://www.kingsville.ca/en/explore-and-play/resources/Kingsville-PRAC-Master-Plan\\_Final.pdf](https://www.kingsville.ca/en/explore-and-play/resources/Kingsville-PRAC-Master-Plan_Final.pdf)

## **I. NEXT MEETING DATE**

1. February 18, 2021 5:30 p.m. via zoom.

## **J. ADJOURNMENT**

- 9-2021** Moved by M. Shields, seconded by M. Tremaine-Snip, adjourn this Meeting at 6:45 p.m.

**CARRIED**

---

**CHAIR, Deputy Mayor Queen**



## COMMITTEE MINUTES

---

RECORDING SECRETARY, K. Loney

### Appendix A

#### COVID-19 Update:

As of Monday, December 14, 2020, Windsor-Essex County had moved to the 'Grey – Lockdown' status under the province's COVID-19 response framework.

The following are some of the key enhanced measures under the 'Yellow – Protect Level' to reduce COVID-19 activity:

- All recreational community centers and multi-purpose facilities are closed.
- Outdoor recreational amenities remain open with restrictions.

As of Saturday, December 26, 2020 the Province issued a province-wide shutdown for intentions of community use. Recipients of the grant are eligible for up to 50 per cent of project expenses up to a maximum of \$500,000.00.



## COMMITTEE MINUTES

### FANTASY OF LIGHTS COMMITTEE DECEMBER 15, 2020 @ 4:00 P.M. VIA ZOOM

#### A. CALL TO ORDER

Councillor T. Gaffan called the Meeting to order at 4:05 p.m. with the following persons in attendance:

#### MEMBERS OF FANTASY OF LIGHTS COMMITTEE:

T. Gaffan  
Mayor N. Santos  
D. Doey  
L. Duhig  
J. Mockler  
J. Willoughby  
C. Anson  
D. Laman  
S. l'Anson

#### MEMBERS OF ADMINISTRATION:

Dan Wolicki, Administrative Support  
Kelly Wolters, Administrative Support  
Natalie Cobby, Administrative Support

**Guests:** J. Norton-Town of Kingsville CAO, Deputy Mayor Gord Queen, Karen Loney

#### B. DISCLOSURE OF PECUNIARY INTEREST

Councilor T. Gaffan reminded the Committee that any declaration is to be made prior to each item being discussed and to identify the nature of the conflict, if any, as the agenda items come forward.

#### C. PRESENTATIONS/DELEGATIONS

1. John Norton welcomed Karen Loney as the person selected for the Parks & Recreation Program and Special Events Manager.

#### D. AMENDMENTS TO THE AGENDA

#### E. STAFF REPORTS



## 1. Dan Wolicki, Manager of Facilities

No report; however, D. Wolicki updated the status of the changes with Fantasy of Lights events due to Windsor Essex County going into red. The framework was changed for the Breakfast With Santa Kits and the Market Place.

2. N. Cobby discussed a media campaign she was working on to help promote the vendors registered with the Fantasy of Lights Market Place. Vendors shared information about their products, and some had special offers. Natalie was also working on the "Behind the Scenes" story highlighting several people in Town with a special attachment to the Fantasy of Lights. There have been over 150 followers, and 40,000 people reached.

## F. MINUTES OF THE PREVIOUS MEETING

1. Fantasy of Lights Committee Meeting Minutes November 10, 2020

**28-2020** Moved by Mayor Santos, seconded by Janet Willoughby to receive the minutes of the Fantasy of Lights Committee Meeting dated November 10, 2020

**CARRIED**

## G. NEW AND UNFINISHED BUSINESS

### 1. Santa Parade

There was much discussion in regards to the Pro's and Con's of the "Reverse Santa Claus Parade." Some Committee members found the traffic flow was one of the major down falls of the parade, along with the spacing of the floats. There was some disappointment in regards to local businesses and schools having floats in the parade, however the consensus was that this was due to the Pandemic. The upside of this was the amount of families that came out to Kingsville to see the Parade, and the fact that we were able to offer a parade at all was something to be proud of as a Community.

### 2. Light Up The Night

D. Wolicki stated that this was well received, it was noted that families were travelling through Ruthven, Cottam and Kingsville to view the lights. N. Cobby produced a map of where the displays were located, both the Towns and Residents. However this map could not be uploaded to our Website as it does not comply with the Accessibility Act. T. Gaffan suggested next year putting up more of the lighted trees throughout the Town. D. Doey also noted to N. Santos that there are still some displays that can be updated and refurbished for next year.

### **3. Breakfast with Santa**

D. Wolicki thanked the volunteers that came out to put the packages together, the packages were gone within a few days and there was positive feedback.

### **4. Fantasy of Lights Market Place**

N. Cobby put together a virtual Market Place highlighting the vendors and their products through social media as stated in the Staff Reports.

### **5. Fantasy of Lights Scavenger Hunt**

D. Wolicki noted that the Parks and Recreation Office Staff put together a Fantasy of Lights Scavenger Hunt through Facebook asking residents to name and locate several light displays through a riddle. This will give residents the opportunity to see the lights in all the areas both in Town and outside of Town. The three age appropriate contestant's that get the right answers in first will win a Fantasy of Lights fun Pack. The contest ends December 18.

## **H. NEXT MEETING DATE**

1. The next Meeting of the Fantasy of Lights Committee shall take place on January 26, at 4:00 p.m. Via Zoom.

## **I. ADJOURNMENT**

**27-2020** Moved by S. l'Anson, seconded by J. Willoughby to adjourn this Meeting at 5:45 p.m.

**CARRIED**



## COMMITTEE MINUTES

---

**CHAIR, Councillor T. Gaffan**

---

**RECORDING SECRETARY,  
K. Wolters**



# COMMITTEE MINUTES

**KINGSVILLE BIA**  
**FEBRUARY 9, 2021 @ 6:16 P.M.**  
**Carnegie Arts & Visitor Centre, 28 Division St. S, Kingsville**

## **A. CALL TO ORDER**

Beth Riddiford called the Meeting to order at 6:19 p.m. with the following Members in attendance:

### **MEMBERS OF BIA BOARD:**

Beth Riddiford  
Councilor Tony Gaffan  
Councilor Laura Lucier  
Heather Brown  
Roberta Weston  
Trevor Loop  
Amanda Everaert  
Dave Debergh  
Maria Edwards  
Izabel Muzzin  
Jason Martin

### **MEMBERS OF ADMINISTRATION:**

Christina Bedal

Absent: NONE

Guests: NONE

## **B. DISCLOSURE OF PECUNIARY INTEREST**

Beth Riddiford reminded the Committee that any declaration is to be made prior to each items being discussed and to identify the nature of the conflict, if any, as the agenda items come forward.

## **C. PRESENTATIONS/DELEGATIONS**

NONE

## **D. AMENDMENTS TO THE AGENDA**

NONE



# COMMITTEE MINUTES

## E. ADOPTION OF ACCOUNTS

1. **BIA Accounts** – RE: Budget actuals ending JANUARY 2020

**BIA-214-2021** Moved by David Debergh, seconded by Maria Edwards to receive the accounts ending JANUARY 2021

**CARRIED**

## F. STAFF REPORTS

1. BIA COORDINATOR PRESENTED HER REPORT- Membership renewal update, administrative duties updates, budget update for 2021, Facelift Grant update, membership support and communications updates, BIA Dollar contest, February and March promotion progress, Grant submitted.
2. LAURA LUCIER PRESENTED HER REPORT – Updated that PAC meeting is coming, Strategic Public Meeting is tomorrow via Zoom, Kingsville Tartan approved, Highland Games cancelled, Jasperson road work to continue, Cottam improvement plan update, no parking on Walker road, Lions fund raising effort update.
3. EDDK REPORT – Things are status quo with a meeting scheduled.

## G. BUSINESS/CORRESPONDENCE – ACTION REQUIRED

NONE

## H. MINUTES OF THE PREVIOUS MEETING

1. Kingsville BIA Committee Meeting Minutes—January 12, 2021

**BIA-215-2021** Moved by Laura Lucier, seconded by Heather Brown to receive the minutes of the Kingsville BIA Meeting dated January 14, 2021

**CARRIED**



## I. NEW AND UNFINISHED BUSINESS

### 1. FIBRE AND INTERNET

**BIA-216-2021** Moved by Heather Brown, seconded by Roberta Weston that the BIA Coordinator send a letter to Town Council to inquire about timelines for new fibre and internet upgrade plans.

**CARRIED**

2. BIA DOLLAR FULL PROGRAM REVIEW – the program will continue as is for 2021 and new deadline for expiration for the current program is March 31, 2021 due to pandemic conditions.
3. HOLIDAY CHEER PLANNING 2021 – discussed ideas and options to enhance the program for this winter. Board members are to bring their ideas to the next meeting. Coordinator to send a letter to FOL.
4. COVID ECONOMIC RECOVERY TASK FORCE – the idea was discussed but deemed not necessary as the town has a dedicated web space for businesses now with information.
5. KINGSVILLE ROTARY LETTER – Laura reviewed that the Rotary is doing a Greenway cleanup.
6. 2022 EVENT PLANNING – Board members are asked to bring ideas to the next meeting.
7. BIA COORDINATOR CONTRACT

**BIA-217-2021** Moved by Tony Gaffan, seconded by David Debergh to extend the current contract agreement with Christina Bedal until September 30, 2021.

**CARRIED**



# COMMITTEE MINUTES

## 8. HANGING PLANTER HOOKS

**BIA-218-2021** Moved by Tony Gaffan, seconded by Roberta Weston to approve the purchase of new hanging planter hooks using the vendor preferred by the Town of Kingsville.

**CARRIED**

## ADDITIONAL ITEMS:

**NONE**

## J. NEXT MEETING DATE

The next meeting of the Committee will be held on Tuesday, March 9, 2021 at 6:15 PM via zoom.

## K. ADJOURNMENT

The meeting adjourned 7:45 pm.

*Beth Riddiford*

---

**CHAIR, Beth Riddiford**

*Christina Bedal*

---

**RECORDING SECRETARY,  
Christina Bedal**



**PORT COLBORNE**

Municipal Offices: 66 Charlotte Street  
Port Colborne, Ontario L3K 3C8 · [www.portcolborne.ca](http://www.portcolborne.ca)

T 905.835.2900 ext 106 F 905.834.5746

E [amber.lapointe@portcolborne.ca](mailto:amber.lapointe@portcolborne.ca)

**Corporate Services Department  
Clerk's Division**

February 24, 2021

**Sent via E-mail: [premier@ontario.ca](mailto:premier@ontario.ca)**

The Honourable Doug Ford, Premier of Ontario  
Legislative Building, Queen's Park  
Toronto, ON M7A 1Y7

Dear Premier Ford:

**Re: Resolution – Ontario Fire College Closure**

Please be advised that, at its meeting of February 22, 2021, the Council of The Corporation of the City of Port Colborne resolved as follows:

WHEREAS the Ontario Fire College Campus has been in operation in Gravenhurst since 1958; and

WHEREAS the Ontario Fire College Campus is one of the primary sources of certified training for Ontario Firefighters; and

WHEREAS the Ontario Fire College Campus has built a reputation of integrity, credibility, and reliability in providing some of the best training to our Fire Services within the Province of Ontario; and

WHEREAS the Ontario Fire College Campus has been used to train and certify both Volunteer, Part-Time and Career firefighters throughout Ontario; and

WHEREAS the Regional Training Centers are not all created equal and similar in function to the Ontario Fire College Campus; and

WHEREAS the Ontario Fire College Campus gives Ontario Firefighters another option other than Regional Training Centers to obtain National Fire Protection Association (NFPA) certifications; and

WHEREAS the Ontario Fire College Campus is the most cost-effective method for municipalities to certify Firefighters to NFPA Standards in Ontario; and

...2

WHEREAS the Ontario Government enacted and revoked O. Reg. 379/18: Firefighter Certification in 2018; and

WHEREAS when the Ontario Government revoked O. Reg. 379/18: Firefighter Certification, it was made known by the Office of the Solicitor General that the act would be amended and brought back in the future; and

THEREFORE, BE IT RESOLVED THAT the City of Port Colborne requests that the Province of Ontario reverse their decision to close the Ontario Fire College Campus in Gravenhurst as the OFC is one of the best and most cost-effective methods for municipalities to train their firefighters which assists us in protecting our residents; and

BE IT FURTHER RESOLVED THAT this Resolution is forwarded to the Honourable Doug Ford Premier of Ontario, the Honourable Sylvia Jones; Ontario Solicitor General, the Honourable Steve Clark, Minister of Municipal Affairs and Housing, the Ontario Fire Marshal; Jon Pegg, and all municipalities within the Province of Ontario.

Your favourable consideration of this request is respectfully requested.

Sincerely,



Amber LaPointe  
City Clerk

cc: Honourable Sylvia Jones, Ontario Solicitor General  
Honourable Steve Clark, Minister of Municipal Affairs and Housing  
Jon Pegg, Ontario Fire Marshal  
Association of Municipalities of Ontario (AMO)  
Ontario Municipalities



The Corporation of  
The Township of Brock  
1 Cameron St. E., P.O. Box 10  
Cannington, ON L0E 1E0  
705-432-2355

February 25, 2021

The Honourable Doug Ford  
Premier of Ontario  
premier@ontario.ca

Dear Honourable Sir:

Re: Ontario Fire College, Gravenhurst

---

Please be advised that the Council of the Township of Brock, at their meeting held on February 22, 2021 adopted the following resolution:

**Resolution Number 24-2**

MOVED by **Michael Jubb** and SECONDED by **Cria Pettingill**

WHEREAS the Ontario Fire College has been in existence since 1949; and,

WHEREAS the Ontario Fire College is one of the primary sources of certified training for Ontario Firefighters; and,

WHEREAS the Ontario Fire College has built a reputation of integrity, credibility, and reliability in providing some of the best training to our Fire Services within the Province of Ontario; and,

WHEREAS the Ontario Fire College has been used to train and certify both Volunteer, Part Time and Career firefighters throughout Ontario; and,

WHEREAS the Ontario Fire College gives Ontario Firefighters another option other than Regional Training Centres to obtain National Fire Protection Association (NFPA) certifications; and,

WHEREAS the Ontario Fire College is the most cost effective method to certify Firefighters to NFPA Standards in Ontario; and,

WHEREAS the Ontario Government enacted and revoked O. Reg. 379/18: Firefighter Certification in 2018; and,

WHEREAS when the Ontario Government revoked O. Reg. 379/18: The Firefighter certification, it was made known by the Office of the Solicitor General that the act would be amended and brought back in the future;



THEREFORE, BE IT RESOLVED THAT the Corporation of the Township of Brock requests that the Province of Ontario reverse their decision to close the Ontario Fire College as the OFC is one of the best and most cost effective methods for municipalities to train their firefighters which assists us in protecting our residents; and,

BE IT FUTHER RESOLVED THAT this Resolution is forwarded to the Honourable Doug Ford Premier of Ontario, the Honourable Sylvia Jones; Ontario Solicitor General, the Honourable Steve Clark, Minister of Municipal Affairs and Housing, Jon Pegg, the Ontario Fire Marshal; and all municipalities within the Province of Ontario.

**MOTION CARRIED**

Thank you for your consideration. Should you have any questions please do not hesitate to contact the undersigned.

Yours truly,

THE TOWNSHIP OF BROCK

A handwritten signature in black ink that reads "Becky Jamieson". The signature is written in a cursive, flowing style.

Becky Jamieson  
Municipal Clerk

BJ:dh

cc. The Honourable Sylvia Jones, Ontario Solicitor General - [sylvia.jones@ontario.ca](mailto:sylvia.jones@ontario.ca)  
The Honourable Steve Clark, Minister of Municipal Affairs and Housing -  
[minister.mah@ontario.ca](mailto:minister.mah@ontario.ca)  
Jon Pegg, Ontario Fire Marshal – [Jon.Pegg@ontario.ca](mailto:Jon.Pegg@ontario.ca)  
Ontario municipalities



44816 Harriston Road, RR 1, Gorrie On N0G 1X0  
Tel: 519-335-3208 ext 2 Fax: 519-335-6208  
[www.howick.ca](http://www.howick.ca)

March 3, 2021

Premier Doug Ford

By email only [premier@ontario.ca](mailto:premier@ontario.ca)

Dear Premier Ford:

Please be advised that the following resolution was passed at the March 2, 2021 Howick Council meeting:

**Moved by Deputy Reeve Bowman; Seconded by Councillor Hargrave:**

**Whereas, the Province of Ontario has announced that as of March 31, 2021 the Gravenhurst campus of the Ontario Fire College will be permanently closed; and  
Whereas, the Province of Ontario announced plans to modernize and expand access to firefighter training in Ontario; and**

**Whereas, there has been no clear plan communicated by the Province of Ontario on how to obtain firefighter training in the absence of the Ontario Fire College campus; and**

**Whereas, there has been no clear plan communicated by the Province of Ontario on how firefighter training in Ontario will be modernized and expanded; and**

**Whereas, there has been no clear plan communicated by the Province of Ontario regarding the costs or funding for modernized and expanded firefighter training in Ontario; and**

**Whereas, the Township of Howick is a small rural municipality that operates a volunteer fire department to provide fire protection;**

**Now therefore, be it resolved that Council respectfully request a clear plan be communicated that establishes how the Province intends to modernize and expand firefighter training ensuring equal access to all municipal fire departments in Ontario, and as well, present a plan for funding to subsidise and or regulate the cost for firefighter training in the Province of Ontario. Carried.**

**Resolution No. 59/21**

If you require any further information, please contact this office, thank you.

Yours truly,

*Carol Watson*

Carol Watson, Clerk  
Township of Howick

Cc Solicitor General Sylvia Jones  
Huron-Bruce MPP Lisa Thompson  
Ontario Fire Marshal Jon Pegg  
Ontario Association of Fire Chiefs Mark McDonald  
AMO President Graydon Smith  
All Ontario Municipalities



March 9, 2021

Premier Doug Ford

By email only [premier@ontario.ca](mailto:premier@ontario.ca)

Dear Premier Ford,

Please be advised that the following resolution was passed at the February 22, 2021 Limerick Township Council Meeting:

**Moved By: Councillor Ingo Weise**  
**Seconded By: Councillor Jan MacKillican**  
**Resolution No. 036-2021**

Whereas, the Province of Ontario has announced that as of March 31, 2021 the Gravenhurst campus of the Ontario Fire College will be permanently closed and  
Whereas, the Province of Ontario announced plans to modernize and expand access to firefighter training in Ontario; and  
Whereas, there has been no clear plan communicated by the Province of Ontario on how firefighter training in the absence of the Ontario Fire College campus; and  
Whereas, there has been no clear plan communicated by the Province of Ontario on how firefighter training in Ontario will be modernized and expanded; and  
Whereas, there has been no clear plan communicated by the Province of Ontario regarding the costs or funding for modernized and expanded firefighter training in Ontario; and  
Whereas, the Township of Limerick is a small rural municipality that operates a volunteer fire department to provide fire protection;  
Now therefor, be it resolved that Council respectfully request a clear plan be communicated that establishes how the Province intends to modernize and expand firefighter training ensuring equal access to all municipal fire departments in Ontario, and as well, present a plan for funding to subsidize and or regulate the cost for firefighter training in the Province of Ontario.

Sincerely,

*Victoria Tisdale*

Victoria Tisdale – Clerk-Treasurer

Victoria Tisdale, Clerk Treasurer  
[clerk@township.limerick.on.ca](mailto:clerk@township.limerick.on.ca)  
Telephone: 613-474-2863  
Fax: 613-474-0478

Nicole Ilcio, Deputy Clerk Treasurer  
[assistant@township.limerick.on.ca](mailto:assistant@township.limerick.on.ca)  
Telephone: 613-474-2863  
Fax: 613-474-0478

March 9, 2021

**Re: Item for Discussion – Request the Province of Ontario to Reverse Decision to Close Ontario Fire College**

At its meeting of March 3, 2021, the Council of the Corporation of the Town of Bracebridge ratified motions 21-GC-057, regarding the request to the Province of Ontario to reverse the decision to close the Ontario Fire College, as follows:

“WHEREAS the Ontario Fire College (OFC) has been in existence since 1949;

AND WHEREAS the OFC is one of the primary sources of certified training for Ontario Firefighters;

AND WHEREAS the OFC has built a reputation of integrity, credibility, and reliability in providing some of the best training to our Fire Services within the Province of Ontario;

AND WHEREAS the OFC has been used to train and certify both Volunteer, Part-Time and Career firefighters throughout Ontario;

AND WHEREAS the OFC gives Ontario Firefighters another option other than Regional Training Centers to obtain National Fire Protection Association (NFPA) certifications;

AND WHEREAS the OFC is the most cost-effective method to certify Firefighters to NFPA Standards in Ontario;

AND WHEREAS the Ontario Government enacted and revoked O. Reg. 379/18: Firefighter Certification in 2018;

AND WHEREAS when the Ontario Government revoked O. Reg. 379/18: Firefighter Certification, it was made known by the Office of the Solicitor General that the act would be amended and brought back in the future.

THEREFORE, BE IT RESOLVED THAT the Town of Bracebridge requests that the Province of Ontario reverse their decision to close the OFC as it is one of the best and most cost-effective methods for municipalities to train their firefighters which assists us in protecting our residents; and

BE IT FURTHER RESOLVED THAT this Resolution is forwarded to the Honourable Doug Ford Premier of Ontario, the Honourable Sylvia Jones; Ontario Solicitor General, the Honourable Steve Clark, Minister of Municipal Affairs and Housing, the Ontario Fire Marshal; Jon Pegg, and all municipalities within the Province of Ontario.”

1000 Taylor Court  
Bracebridge, ON  
P1L 1R6 Canada

telephone: (705) 645-5264  
corporate services and finance fax: (705) 645-1262  
public works fax: (705) 645-7525  
planning & development fax: (705) 645-4209

In accordance with Council's direction I am forwarding you a copy of the resolution for you reference.

Please do not hesitate to contact me if I can provide any additional clarification in this regard.

Yours truly,

A handwritten signature in black ink, appearing to read "L. McDonald". The signature is fluid and cursive, with the first name "Lori" and last name "McDonald" clearly distinguishable.

Lori McDonald  
Director of Corporate Services/Clerk



# MUNICIPALITY OF MORRIS-TURNBERRY

P.O. Box 310, 41342 Morris Road, Brussels, Ontario N0G 1H0  
Tel: 519-887-6137 Fax: 519-887-6424 Email: mail@morristurnberry.ca



March 10, 2021

Honourable Doug Ford, Premier of Ontario  
Legislative Building  
Queen's Park  
Toronto ON M7A 1A1

Via email: [premier@ontario.ca](mailto:premier@ontario.ca)

Dear Honourable Doug Ford, Premier of Ontario

Please be advised that at their March 2<sup>nd</sup>, 2021 meeting the Council of the Municipality of Morris-Turnberry passed motion 66-2021 to endorse and support the resolution requesting the Province of Ontario reverse their decision to close the Ontario Fire College Campus in Gravenhurst.

MOTION        Moved by Jim Nelemans  
66-2021        Seconded by Sharen Zinn

*WHEREAS the Ontario Fire College Campus has been in operation in Gravenhurst since 1958; and 6*

*WHEREAS the Ontario Fire College Campus is one of the primary sources of certified training for Ontario Firefighters; and*

*WHEREAS the Ontario Fire College Campus has built a reputation of integrity, credibility, and reliability in providing some of the best training to our Fire Services within the Province of Ontario; and*

*WHEREAS the Ontario Fire College Campus has been used to train and certify both Volunteer, Part-Time and Career firefighters throughout Ontario; and*

*WHEREAS the Regional Training Centers are not all created equal and similar in function to the Ontario Fire College Campus; and*

*WHEREAS the Ontario Fire College Campus gives Ontario Firefighters another option other than Regional Training Centers to obtain National Fire Protection Association (NFPA) certifications; and*

*WHEREAS the Ontario Fire College Campus is the most cost-effective method for municipalities to certify Firefighters to NFPA Standards in Ontario; and*

*WHEREAS the Ontario Government enacted and revoked O. Reg. 379/18: Firefighter Certification in 2018; and*

*WHEREAS when the Ontario Government revoked O. Reg. 379/18: Firefighter Certification, it was made known by the Office of the Solicitor General that the act would be amended and brought back in the future; and*

*THEREFORE, BE IT RESOLVED THAT the Municipality of Morris-Turnberry requests that the Province of Ontario reverse their decision to close the Ontario Fire College Campus in Gravenhurst as the OFC is one of the best and most cost-effective methods for municipalities to train their firefighters which assists us in protecting our residents; and*

*BE IT FURTHER RESOLVED THAT this Resolution is forwarded to the Honourable Doug Ford Premier of Ontario, the Honourable Sylvia Jones; Ontario Solicitor General, the Honourable Steve Clark, Minister of Municipal Affairs and Housing, the Ontario Fire Marshal; Jon Pegg, and all municipalities within the Province of Ontario.*

*Carried.*

Thank you,

A handwritten signature in black ink that reads "Kim Johnston". The signature is written in a cursive, flowing style.

Kim Johnston  
Deputy Clerk  
Municipality of Morris-Turnberry

c.c      Municipality of Charlton and Dack



Norfolk County  
Officer of the Mayor  
Governor Simcoe Square  
50 Colborne St., S.  
Simcoe, Ontario N3Y 4H3  
519-426-5870  
Fax: 519-426-7633  
norfolkcounty.ca

February 23, 2021

The Honourable Jonathan Wilkinson  
Minister of Environment and Climate Change  
House of Commons  
Ottawa, ON K1A 0A6

The Honourable Marie-Claude Bibeau  
Minister of Agriculture and Agri-Food  
House of Commons  
Ottawa, ON K1A 0A6

Dear Ministers,

I am writing to advise that Norfolk County Council supports the attached Norfolk County Agricultural Advisory Board's letter regarding the application of the carbon tax on primary agriculture producers. It is the recommendation of Norfolk County Council that the Federal Government consider the concerns of the agricultural community and move to exempt all primary agriculture producers from current and future carbon taxes. Please find attached the full recommendation.

Thank you for your attention,

Yours truly,

A handwritten signature in black ink that reads "Kristal Chopp".

Kristal Chopp  
Mayor, Norfolk County

P.c. Norfolk County Council  
Association of Municipalities of Ontario  
Federation of Canadian Municipalities  
Ontario Municipalities

Dec 7, 2020

The Honourable Marie-Claude Bibeau, MP  
Minister of Agriculture and Agri-Food House of Commons  
Ottawa, Ontario  
K1A 0A6

Dear Minister Bibeau

Our agricultural advisory board (AAB) who represents the agricultural sector in Norfolk County, Ontario is very concerned about the federal government's current carbon pricing policies. It is our hope that you consider our concerns and move to exempt all primary agriculture producers from current and future carbon taxes.

Carbon tax remains as a major cost of production for producers in Norfolk County. Although some farm fuel purchases are exempt, it is selective and does not meet the needs of the entire agriculture industry. Currently crop drying, heating/cooling of livestock barns and cooling of perishable commodities are still subject to full carbon taxes.

Currently there are no replacements for fossil fuels in agricultural production. As a result, carbon tax policies are not appropriate for the agricultural sector and only decrease farm margins.

Norfolk County which is known as Ontario's garden is home to one of the country's largest diversity of crop production. In addition to the extensive vegetable, fruit and grain production it boasts some of the highest ecological diverse natural habitats, plants and animals in Canada. There is approximately 25% tree cover in the county which is the highest percentage of forested land in Southwestern Ontario. Norfolk County It is also home to over 10,000 acres of woodlots and wetlands protected under Long Point Conservation Authority. In addition to the natural woodlots and wetlands there is also extensive fruit production with 2000 acres of apples and 1000 acres of sour cherries. A mature orchard can fix upwards of 18 mt of CO<sub>2</sub> annually.

The adoption of production practices to protect the soil and environment are advanced in Norfolk County. There has been a wide implementation of cover cropping, planting green and reduced tillage practices all of which sequester carbon. Additional farming practices of 4R nutrient management coupled with precision technology ensure that appropriate nutrients are applied at the right time, place and rate. In many cases sensitive water sources around ponds and wetlands are planted with buffer strips and soil erosion control measures of grassed waterways and windbreaks are also common practices. ALUS (alternative land use) programs have been embraced across the county, taking unproductive land out of production, and returning it to natural native grass plantings, trees and constructed wetlands. Currently there are 1148 active projects with 189 producers covering 1573 acres in Norfolk County managed under the ALUS program.

The agriculture industry has made great strides to protect the environment and will continue to improve production practices that reduces the carbon footprint in food production.

The AAB board believes that all on farm fuels used in agricultural production should be exempt from carbon tax. This should include natural gas, propane, gas, and diesel. We strongly urge the government to be consistent with a sector wide exemption to current carbon tax policies.

Sincerely,

Dustin Zamecnik  
Chair of Norfolk County Agriculture Advisory Board



February 26, 2021

The Honourable Ernie Hardeman  
Minister of Agriculture, Food and Rural Affairs

By email only: [ernie.hardeman@pc.ola.org](mailto:ernie.hardeman@pc.ola.org)

Dear Mr. Hardeman,

Please be advised that the following resolution was passed at the February 10, 2021 Township of Adjala-Tosorontio Council meeting.

*Moved by: Deputy Mayor Meadows  
Seconded by: Councilor Hall-Chancey*

*Resolved, THAT the Council of the Township of Adjala-Tosorontio request the Ministry of Agriculture, Food and Rural Affairs amend the Tile Drainage Installation Act and/or the regulations under the Act that would require tile drainage contractors file farm tile drainage installation plans with the local municipality; and further,*

*THAT this resolution be forwarded to Minister of Agriculture, Food and Rural Affairs (Minister Ernie Hardeman), Jim Wilson, MPP Simcoe-Grey, Lisa Thompson, MPP Huron Bruce, Randy Pettapiece, MPP Perth Wellington, Rural Ontario Municipal Association, Ontario Federation of Agriculture, Christian Farmers Federation Of Ontario, Land Improvement Contractors of Ontario, Drainage Superintendents of Ontario and all Ontario municipalities.*

If you require further information, please do not hesitate to contact our office.

Sincerely,

*Alice Byl*

Alice Byl  
Deputy Clerk  
Township of Adjala-Tosorontio





44816 Harriston Road, RR 1, Gorrie On N0G 1X0  
Tel: 519-335-3208 ext 2 Fax: 519-335-6208  
[www.howick.ca](http://www.howick.ca)

December 3, 2020

The Honourable Ernie Hardeman  
Minister of Agriculture, Food and Rural Affairs

By email only [minister.omafra@ontario.ca](mailto:minister.omafra@ontario.ca)

Dear Mr. Hardeman:

Please be advised that the following resolution was passed at the December 1, 2020 Howick Council meeting:

**Moved by Councillor Hargrave; Seconded by Councillor Illman:**

**Be it resolved that Council request the Ministry of Agriculture, Food and Rural Affairs amend the Tile Drainage Installation Act and/or the regulations under the Act that would require tile drainage contractors file farm tile drainage installation plans with the local municipality; and further, this resolution be forwarded to Minister of Agriculture, Food and Rural Affairs, Huron-Bruce MPP Lisa Thompson, Perth-Wellington MPP Randy Pettapiece, Rural Ontario Municipal Association, Ontario Federation of Agriculture, Christian Farmers Federation Of Ontario, Land Improvement Contractors of Ontario, Drainage Superintendents of Ontario and all Ontario municipalities. Carried. Resolution No. 288/20**

If you require any further information, please contact this office, thank you.

Yours truly,

*Carol Watson*

Carol Watson, Clerk  
Township of Howick



**Background Information to the Township of Howick  
Resolution No. 288-20 Requesting Amendments to the  
Agricultural Tile Drainage Installation Act**

**Rational for Proposed Amendments**

Over the years, Howick Township staff have received many requests for tile drainage information on farmland. Usually these requests come after a change in ownership of the farm. Some of these drainage systems were installed recently but many are 30 to 40 or more years old. Many were installed by contractors who are no longer in business or who have sold the business and records are not available.

Information is generally available if the tile was installed under the Tile Drain Loan Program because a drainage plan is required to be filed with the municipality. If the tile system was installed on a farm without using the Tile Drain Loan Program, there likely are no records on file at the municipal office.

The other benefits to filing tile drainage plans with the municipality are identified in Section 65 of the Drainage Act.

- 65(1) – Subsequent subdivision of land (severance or subdivision)
- 65(3) – Drainage connection into a drain from lands not assessed to the drain
- 65(4) – Drainage disconnection of assessed lands from a drain
- 65(5) – Connecting to a municipal drain without approval from council

Section 14 of the Act states:

(1) “The Lieutenant Governor in Council may make regulations,

(a) providing for the manner of issuing licences and prescribing their duration, the fees payable therefor and the terms and conditions on which they are issued;

(a.1) exempting classes of persons from the requirement under section 2 to hold a licence, in such circumstances as may be prescribed and subject to such restrictions as may be prescribed;

(b) Repealed: 1994, c. 27, s. 8 (5).

(c) establishing classes of machine operators and prescribing the qualifications for each class and the duties that may be performed by each class;



- (d) providing for courses of instruction and examinations and requiring licence holders or applicants for a licence under this Act to attend such courses and pass such examinations;
- (e) prescribing the facilities and equipment to be provided by persons engaged in the business of installing drainage works;
- (f) prescribing standards and procedures for the installation of drainage works;
- (g) prescribing performance standards for machines used in installing drainage works;
- (h) prescribing forms and providing for their use;
- (i) respecting any matter necessary or advisable to carry out effectively the intent and purpose of this Act. R.S.O. 1990, c. A.14, s. 14; 1994, c. 27, s. 8 (4, 5)."

I believe it would be beneficial if a regulation required the installer, of agricultural drainage, to file a plan of the drainage system with the municipality following completion of the work.

While most of Section 14 deals with contractor, machine and installer licences, I think that Section 14(f) or 14(i) may allow a regulation change. This would be a better solution than an amendment to the Act.

### **Recommendations:**

- Request by municipal resolution that the Ministry of Agriculture, Food and Rural Affairs amend the Tile Drainage Installation Act and/or the regulations, under the Act, that would require tile drainage contractors file all farm tile drainage installation plans in the Municipality where the installation took place
- Send the municipal resolution to:
  - Minister of Agriculture, Food and Rural Affairs
  - Lisa Thompson, MPP Huron Bruce
  - Randy Pettapiece, MPP Perth Wellington
  - Rural Ontario Municipal Association [roma@roma.on.ca](mailto:roma@roma.on.ca)
  - [OFA](#)
  - [CFFO](#)
  - All Ontario municipalities
  - the Land Improvement Contractors of Ontario (LICO), and
  - the Drainage Superintendents Association of Ontario (DSAO)

Wray Wilson, Drainage Superintendent  
Township of Howick  
[drainage@howick.ca](mailto:drainage@howick.ca)

---

**From:** [Karen Pickle](#)  
**Sent:** March 14, 2021 9:02 AM  
**To:** [Roberta Baines](#); [larry.patterson@gosfieldtel.com](mailto:larry.patterson@gosfieldtel.com)  
**Subject:** March 21st world Down syndrome Day

Good morning.

Is there time to get this on town council agenda again this year before the meeting? ❤️💪

Or on the marquee outside town hall?

Thank you

Karen and Andrew

--

Karen Pickle (Andrew's mom)  
[www.grouphugapparel.com](http://www.grouphugapparel.com)  
Twitter @GroupHugApparel  
Facebook @GroupHugApparel





2021 Division Road North  
Kingsville, Ontario N9Y 2Y9  
Phone: (519) 733-2305  
www.kingsville.ca  
kingsvilleworks@kingsville.ca

### **CERTIFICATE**

#### **RESOLUTION NO. 218-2020**

**Moved by: Councillor Larry Patterson**  
**Seconded by: Councillor Kimberly DeYong**

WHEREAS on World Down Syndrome Day around the globe, we celebrate the abilities and worth of individuals with Down Syndrome;

AND WHEREAS we recognize their daily contributions to the communities in which they live and the families of which they are a part;

AND WHEREAS we strive to educate and raise awareness about how important individuals with Down Syndrome are to our community;

AND WHEREAS we advocate for inclusion and compassion to strengthen our community as a whole.

NOW THEREFORE Council of The Corporation of the Town of Kingsville proclaims March 21, 2020 World Down Syndrome Day in the Town of Kingsville.

**CARRIED**

*I certify the foregoing to be a true and correct copy of Resolution No. 218-2020 passed by the Council of The Corporation of the Town of Kingsville at its Regular Meeting held the 9<sup>th</sup> day of March, 2020.*

*DATED at Kingsville, Ontario this 13<sup>th</sup> day of March, 2020.*

---

*Sandra Kitchen, Deputy Clerk/Council Services  
The Corporation of the Town of Kingsville*

**CORPORATION OF THE TOWNSHIP OF SOUTH GLENGARRY**

**MOVED BY** Lyle WARDEN **RESOLUTION NO** 75-2021

**SECONDED BY** Sam McDonnell **DATE** March 1, 2021

WHEREAS COVID-19, a disease caused by the 2019 novel coronavirus has resulted in the deaths of almost 7,000 Ontarians;

AND WHEREAS Canada currently lags behind dozens of nations in terms of the proportion of the population that has received doses of COVID-19 vaccines;

AND WHEREAS the federal government has moved too slowly and is failing to foster domestic vaccine-production capacity;

AND WHEREAS the number of administered vaccines in Ontario is not keeping pace with the number of doses that have been received by the provincial government;

AND WHEREAS the provincial COVID-19 vaccine booking system is not yet operational;

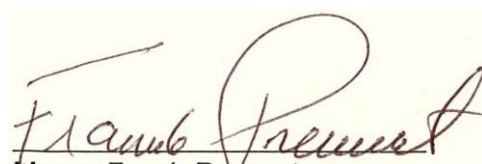
NOW THEREFORE BE IT RESOLVED THAT the Council of the Township of South Glengarry urges Premier Doug Ford and the Province of Ontario to procure approved COVID-19 vaccines to be distributed to the residents of the Province of Ontario, increase the Province's vaccination rate to keep pace with the doses that have been received and accelerate the launch of its COVID-19 vaccine booking system;

AND FURTHERMORE that this resolution be forwarded to Premier Doug Ford, MPP Jim McDonnell, Hon. Christine Elliot, Minister of Health, Hon. Peter Bethlenfalvy, Minister of Finance and all Ontario municipalities.

CARRIED

DEFEATED

POSTPONED

  
Mayor Frank Prevost



The Corporation of  
The Township of Brock  
1 Cameron St. E., P.O. Box 10  
Cannington, ON L0E 1E0  
705-432-2355

March 2, 2021

The Honourable Patty Hajdu  
Minister of Health Canada  
Via email: [Patty.Hajdu@parl.gc.ca](mailto:Patty.Hajdu@parl.gc.ca)

Health Canada  
Ottawa, Ontario  
via email: [hcinfo.infosc@canada.ca](mailto:hcinfo.infosc@canada.ca)

Dear Honourable Madam:

Re: Cannabis Licencing and Enforcement

---

Please be advised that the Council of the Township of Brock, at their meeting held on February 22, 2021 adopted the following resolution:

**Resolution Number 22-2**

MOVED by **Michael Jubb** and SECONDED by **Cria Pettingill**

WHEREAS the Government of Canada introduced Bill C-45 (the Cannabis Act) to create the foundation for a comprehensive national framework to provide restricted access to regulated cannabis, and to control its production, distribution, sale, importation, exportation, and possession;

WHEREAS the police have not been given lawful authority to lay charges under the Cannabis Act to appropriately respond to violations of Health Canada Registrations and Licenses;

WHEREAS there is no direct communication or dedicated effort to provide a communication channel between Municipal government staff or Police Agencies for dealing with Health Canada Registrations and Licenses;

WHEREAS the Township of Brock has not been consulted by Health Canada prior to the issuance of licenses for properties not in compliance with municipal zoning by-laws;the future;

BE IT RESOLVED THAT the Township of Brock requests that Health Canada:

1. Require Federal Licenses and Registrations for Designated Growers to conform with local zoning and control by-laws;
2. Ensure local authorities are provided with notification of any licence issuance, amendment, suspension, reinstatement or revocation within their region;

3. Provide dedicated communication with local governments and Police services;
4. Provide lawful authority to Police agencies to lay charges when registered or licences operations grow in excess of their registration or licence through Health Canada; and,
5. Provide enforcement support and guidance to local municipalities for dealing with land use complaints relating to Cannabis.

AND FURTHER BE IT RESOLVED THAT the Township of Brock will forward this motion by email to the following partners: All municipalities in Ontario; the MP and MPP of Haliburton–Kawartha Lakes–Brock; the Minister of Agriculture, Food and Rural Affairs; the Minister of Agriculture and Agri-Food; and the Durham Region Police Services with the request that the Federal government enact legislation to better support local governments with land use management and enforcement issues as they relate to Cannabis Production and Processing.

**MOTION CARRIED**

Thank you for your consideration. Should you have any questions please do not hesitate to contact the undersigned.

Yours truly,

THE TOWNSHIP OF BROCK



Becky Jamieson  
Municipal Clerk

BJ:dh

cc. The Honourable Christine Elliott, Minister of Health, Ontario –  
christine.elliott@ontario.ca  
The Honourable Laurie Scott, MPP, Haliburton-Kawartha Lakes-Brock -  
laurie.scottco@pc.ola.org  
Jamie Schmale, MP, Haliburton-Kawartha Lakes-Brock - Jamie.schmale@parl.gc.ca  
The Honourable Ernie Hardeman, Minister of Agriculture, Food and Rural Affairs –  
minister.omafra@ontario.ca  
The Honourable Marie-Claude Bibeau, Minister of Agriculture and Agri-Food - Marie-  
Claude.Bibeau@parl.gc.ca  
Inspector Ryan Connolly, DRPS - northdivision@drps.ca  
Ontario municipalities

March 2, 2021

*Via Email*

Honourable Doug Ford  
Premier of Ontario  
Legislative Building  
Queen's Park  
Toronto, ON M7A 1A1

Dear Premier Ford:

**RE: Capacity Limits for Restaurants in Stage 2 under the Reopening Ontario Act, 2020**

---

On behalf of the Council of the Corporation of the Township of Lake of Bays, please be advised Council is striving to support their local businesses during this pandemic however, the uncertainty they face day to day as rules change have become overwhelming and onerous to these small businesses and something needs to change. With that said, Council at their last regular meeting on March 2, 2021 had a wholesome discussion regarding the challenges our businesses are facing. The following resolution is a result of those discussions:

**"Resolution #8(b)/03/02/21**

**WHEREAS the Province of Ontario passed O. Reg. 263/20, Rules for Areas in Stage 2 under the Reopening Ontario (A Flexible Response to COVID-19) Act, 2020;**

**AND WHEREAS Schedule 2, Subsection 1(7) states that the total number of patrons permitted to be seated indoors in the establishment must be limited to the number that can maintain a physical distance of at least two metres from every other person in the establishment, and in any event cannot exceed 10 patrons;**

**AND WHEREAS restaurants throughout the Province are facing financial hardships due to the COVID-19 pandemic, and the amount of patrons being turned away is impacting the overall experience of the restaurants;**

**AND WHEREAS many restaurants fluctuate in size and would be able to accommodate more than 10 patrons, while maintaining a physical**

... 2



Page 2

distance of at least two metres from every other person in the establishment;

**AND WHEREAS** the inequity of establishing a capacity limit of no more than 10 patrons for larger restaurants continues to impact the financial viability of the restaurants during this difficult time;

**NOW THEREFORE BE IT RESOLVED THAT** the Council of the Corporation of Township of Lake of Bays hereby requests that the Provincial Government review and reconsider the capacity limits for restaurants across the Province be based on the size of the square footage of the seating area instead of a flat occupancy.

**AND FURTHER THAT** the concept of introducing capacity limits for other businesses listed in Schedule 2 of O.Reg 263/20 being impacted by the constant uncertainty of their operations during this pandemic including restaurants, personal care services, resorts, camps, fitness and recreational amenities, churches, etc. be considered while in lockdown status.

**AND FURTHER THAT** this motion be forwarded to the Premier, Doug Ford, Simcoe Muskoka District Health Unit and all Ontario municipalities.”

Council appreciates and thanks you for all your hard work and dedication during these unprecedented times and is hopeful that the above-noted resolution will assist in amending the restrictions set out in the COVID-19 Response Framework.

Sincerely,



Carrie Sykes, *Dipl. M.A., CMO, AOMC*,  
Director of Corporate Services/Clerk.  
CS/cw

Copy to: Simcoe Muskoka District Health Unit  
All Ontario Municipalities

March 4, 2021

**CL 4-2021, February 25, 2021**

***DISTRIBUTION LIST***

***SENT ELECTRONICALLY***

**Re: Schedule 6, Bill 197, *COVID-19 Economic Recovery Act, 2020***

Regional Council, at its meeting held on February 25, 2021, passed the following resolution:

WHEREAS Schedule 6 of Bill 197, COVID-19 Economic Recovery Act, 2020 considers amendments to the Environmental Assessment Act relating to municipal autonomy and the principle that municipalities can veto a development outside their municipal boundary in an adjacent municipality;

WHEREAS Bill 197 empowers multiple municipalities to 'veto' development of a landfilling site within a 3.5 km zone inside the boundary of an adjacent municipality;

WHEREAS Bill 197 establishes a dangerous precedent that could be expanded to other types of development;

WHEREAS Bill 197 compromises municipal autonomy and the authority of municipal councils to make informed decisions in the best interest of their communities and municipal taxpayers; and

WHEREAS amendments in Schedule 6 could cause conflict in the effective management of landfill sites, put significant pressure on existing landfill capacity, and threaten the economic activity associated with these sites.

**NOW THEREFORE BE IT RESOLVED:**

1. That while the Region of Niagara supports the Act's open-for-business approach, the municipality **CALLS** upon the Government of Ontario (Ministry of the Environment, Conservation & Parks (MOECP) to amend Bill 197, COVID-19 Economic Recovery Act, 2020, to eliminate the development approval requirement provisions from adjacent municipalities and that the 'host'

municipality be empowered to render final approval for landfills within their jurisdiction;

2. That a copy of this motion **BE FORWARDED** to Premier Doug Ford, Jeff Yurek, Minister of Environment, Conservation and Parks, Steve Clark, Minister of Municipal Affairs and Housing, local M.P.Ps., and the Association of Municipalities Ontario (AMO) and;

3. That a copy of this resolution **BE FORWARDED** to all Ontario municipalities with a request for supporting motions to be passed by respective Councils and copies of the supporting motion be forwarded to Premier Doug Ford, Jeff Yurek, Minister of Environment, Conservation and Parks, Steve Clark, Minister of Municipal Affairs and Housing, local Members of Provincial Parliament, and the Association of Municipalities Ontario (AMO).

In accordance with the resolution, it is respectfully requested that your municipality consider passing a supporting resolution to be forwarded to Premier Doug Ford, Jeff Yurek, Minister of Environment, Conservation and Parks, Steve Clark, Minister of Municipal Affairs and Housing, local Members of Provincial Parliament, and the Association of Municipalities Ontario (AMO).

Yours truly,



Ann-Marie Norio  
Regional Clerk

CLK-C 2021-043

Distribution List:

All Municipalities in Ontario



**THE CORPORATION OF THE CITY OF SARNIA**  
**City Clerk's Department**

255 Christina Street N. PO Box 3018  
Sarnia ON Canada N7T 7N2  
519-332-0330 (phone) 519-332-3995 (fax)  
519-332-2664 (TTY)  
[www.sarnia.ca](http://www.sarnia.ca) [clerks@sarnia.ca](mailto:clerks@sarnia.ca)

March 4, 2021

The Honourable Doug Ford  
Premier of Ontario  
Legislative Building  
Queen's Park  
Toronto, ON M7A 1A1

Dear Premier Ford,

**Re: Colour Coded Capacity Limits**

At its meeting held on March 1, 2021, Sarnia City Council discussed the challenges local businesses are facing with respect to the colour coded system within the Province's COVID-19 Response Framework. The following motion was adopted:

***That Sarnia City Council strongly advocate to the Province of Ontario that they adjust the capacity limits for dining, restaurants, sporting and recreational facilities, places of worship, event centers, and all retail/small businesses as part of the colour coded system.***

The following rationale was provided with the introduction of the motion:

- The red zone currently only allows 10 people indoors at a dining or a sporting / recreational facility (regardless of the size), places of worship are capped at 30% or 50 people, and retail / small business is limited to a 50% capacity.
- These businesses and organizations have heavily invested in facility improvements and expensive upgrades to ensure safe social distancing and have all the appropriate safety and protection measures in place.
- Businesses in particular cannot properly plan under the current uncertainty and that means the loss of jobs and income for both workers and owners as well as mental health challenges.

- Indoor capacity limits for restaurants, dining, sporting / recreational facilities, event centers, retail / small business, and places of worship should not involve arbitrary numbers (regardless of size), but instead be changed to the amount of people per facility which ensures that strict and safe social distancing can be maintained.

Sarnia City Council has requested that all municipalities in Ontario join this advocacy effort.

On behalf of Sarnia City Council, I look forward to your reply.

Sincerely,

A handwritten signature in cursive script, appearing to read 'AB', followed by a horizontal line.

Amy Burkhart  
Acting City Clerk

Cc: All Ontario Municipalities  
Ms. Marilyn Gladu, MP Sarnia-Lambton  
Mr. Bob Bailey, MPP Sarnia-Lambton



March 5, 2021

**CL 4-2021, February 25, 2021**  
**PEDC 2-2021, February 17, 2021**  
**PDS-C 10-2021, February 17, 2021**

***DISTRIBUTION LIST******SENT ELECTRONICALLY*****RE: Motion respecting Support for the Wine Sector**

Regional Council, at its meeting of February 25, 2021, approved the following motion from its Planning & Economic Development Committee:

WHEREAS the Ontario wine industry supports directly and indirectly over 18,000 full-time equivalent jobs; and Niagara is Ontario's largest wine growing region responsible for over 90% of Ontario's grape production;

WHEREAS, with 2.4 million annual visitors, Niagara's wine sector has developed unique experiential destination tourism, enhanced by the proximity to Niagara Falls;

WHEREAS COVID-19 has had significant impacts on Ontario's wine industry – a key contributor to Niagara's economy and tourism sector; and

WHEREAS to build back a stronger, more sustainable economy, there is a need to unlock the potential of Ontario's grape and wine industry.

**NOW THEREFORE BE IT RESOLVED:**

1. That Niagara Region **CALLS** on the Province of Ontario to create a level playing field and to provide Ontario's entrepreneurial wine industry with opportunities to invest more into innovation and job creation while providing consumer choice and convenience for the purchase of Ontario wines;
2. That the Province **BE URGED** undertake the following:
  - Eliminate the 6.1% tax applied to VQA and 100% Ontario-grown wines on sales in the 2021 Budget;
  - Enable Ontario wines to offer direct delivery, with margin, to grocery stores;
  - Establish long-term VQA wine support programs at the LCBO that would increase shelf space for VQA wines and;
  - Eliminate import taxes on 100% Ontario VQA wines
  - Continue working towards more equitable inter-provincial trade on wines
3. That this motion **BE CIRCULATED** to municipalities in Niagara, Prince Edward County and Lake Erie North Shore and to the Premier, Minister of Finance and Minister of Agriculture, Food and Rural Affairs, Grape Growers of Ontario, Wine Council of Ontario, the local MPs and MPPs.

Yours truly,



Ann-Marie Norio  
Regional Clerk  
:me

CLK-C 2021-030

Distribution List:

- Hon. Premier Doug Ford
- Hon. Peter Bethanfaly, Minister of Finance
- Hon. Ernie Hardeman, Minister of Agriculture, Food and Rural Affairs
- Dean Allison, MP, Niagara West
- Chris Bittle, MP, St. Catharines
- Tony Baldinelli, MP, Niagara Falls
- Vance Badawey, MP, Niagara Centre
- Jeff Burch, MPP, Niagara Centre
- Sam Oosterhoff, MPP, Niagara West
- Jennifer Stevens, MPP, St. Catharines
- Wayne Gates, MPP, Niagara Falls
- Local Area Municipalities
- The County of Prince Edward
- Township of Pelee
- Town of Amherstburg
- Town of Kingsville
- Municipality of Leamington
- Municipality of Chatham-Kent
- Municipality of West Elgin
- City of St. Thomas
- Town of Aylmer
- Grape Growers of Ontario
- Ontario Craft Wineries (formerly Wine Council of Ontario)

The Corporation of the  
**MUNICIPALITY OF TWEED**

255 Metcalf St., Postal Bag 729  
Tweed, ON K0K 3J0  
Tel.: (613) 478-2535  
Fax: (613) 478-6457



Email: [info@tweed.ca](mailto:info@tweed.ca)  
Website: [www.tweed.ca](http://www.tweed.ca)  
[facebook.com/tweedontario](https://facebook.com/tweedontario)

March 10, 2021

Hon. Doug Ford  
Premier of Ontario  
Legislative Building  
Queen's Park  
Toronto, ON  
M7A 1A1

Re: Advocacy for Reform of Joint and Several Liability

Dear Hon. Doug Ford,

During our budget deliberations and the review of the pricing for insurance for the 2021 year, Council is requesting that reform of the Joint and Several Liability system be undertaken. For the Municipality of Tweed, a small municipality within the County of Hastings, with population of 6,044 and total households of 3,023, as at the last census in 2016, we are experiencing significant increasing costs of insurance.

Over the last 5 years, we have experienced increase in our insurance premiums due to Joint and Several Liability. Our last 5 years of insurance premiums have been:

2017	\$161,441.84
2018	\$164,497.28
2019	\$171,649.20
2020	\$213,466.36
2021	\$265,170.24

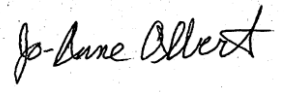
Over the last 5 years, the annual premium has increased by \$103,728.40. That is 64.25%. For the Municipality of Tweed, the 2021 increase of \$51,703.88 results in a tax levy increase of 1.25%. Therefore, when Council wishes to keep the levy no higher than a 2% increase, especially under the financial times that residents have experienced due to the COVID-19 pandemic, more than half of this increase is allocated to insurance premiums. For a population of only 6,044, the annual cost of insurance per household is \$87.72 in 2021, compared to only \$53.41 in 2017.

This phenomenon is not unique to the Municipality of Tweed, nor is this a new concern. In 2010, the Association of Municipalities of Ontario (AMO) submitted *The Case for Joint and Several Liability Reform in Ontario* on April 1, 2010 (copy can be found at <https://www.amo.on.ca/sites/default/files/assets/DOCUMENTS/Reports/2010/TheCaseforJointandSeveralLiabilityReforminOntario2010040.1pdf>).

Because many view municipalities as having "deep pockets" they are often funding a e larger portion of awards from court than what' the fault percentage is. However, these "deep pockets" are at the cost of every taxpayer within the Municipality.

The Municipality of Tweed is advocating for reform and reconsideration of the *Negligence Act, R.S.O. 1990, c N. 1* to provide for alternatives. Many alternatives were provided in the 2010 AMO report previously referenced, including, but not limited to, Joint and Severable Liability at a set percentage of fault or Joint and Severable Liability based on type of damage.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Jo-Anne Albert". The signature is fluid and cursive, with a prominent "J" and "A".

Jo-Anne Albert  
Mayor

cc. Hon. Steve Clark, Minister of Municipal Affairs and Housing  
All 444 Ontario Municipalities  
Association of Municipalities of Ontario

March 15, 2021

SENT VIA EMAIL

**RE: Support of Save the Ontario Fire College Resolution dated February 11, 2021,  
received from Chris McConnell, President, OPSEU Local 317**

Please be advised that the Council of The Corporation of the Municipality of Leamington, at its meeting held Tuesday, February 23, 2021 enacted the following resolution:

**No. C-48-21**

WHEREAS the Ontario Fire College Campus has been in operation in Gravenhurst since 1958; and

WHEREAS the Ontario Fire College Campus is one of the primary sources of certified training for Ontario Firefighters; and

WHEREAS the Ontario Fire College Campus has built a reputation of integrity, credibility, and reliability in providing some of the best training to our Fire Services within the Province of Ontario; and

WHEREAS the Ontario Fire College Campus has been used to train and certify both Volunteer, Part-Time and Career firefighters throughout Ontario; and

WHEREAS the Regional Training Centers are not all created equal and similar in function to the Ontario Fire College Campus; and

WHEREAS the Ontario Fire College Campus gives Ontario Firefighters another option other than Regional Training Centers to obtain National Fire Protection Association (NFPA) certifications; and

WHEREAS the Ontario Fire College Campus is the most cost-effective method for municipalities to certify Firefighters to NFPA Standards in Ontario; and

WHEREAS the Ontario Government enacted and revoked O. Reg. 379/18: Firefighter Certification in 2018; and

WHEREAS when the Ontario Government revoked O. Reg. 379/18: Firefighter Certification, it was made known by the Office of the Solicitor General that the act would be amended and brought back in the future; and



THEREFORE, BE IT RESOLVED THAT the Municipality of Leamington requests that the Province of Ontario reverse their decision to close the Ontario Fire College Campus in Gravenhurst as the OFC is one of the best and most cost-effective methods for municipalities to train their firefighters which assists us in protecting our residents; and

BE IT FURTHER RESOLVED THAT this Resolution is forwarded to the Honourable Doug Ford Premier of Ontario, the Honourable Sylvia Jones; Ontario Solicitor General, the Honourable Steve Clark, Minister of Municipal Affairs and Housing, the Ontario Fire Marshal; Jon Pegg, and all municipalities within the Province of Ontario.

**Carried**

Sincerely,

***Signature on File***

Brenda M. Percy, Clerk

cc: Hon. Doug Ford, Premier of Ontario  
Hon. Sylvia Jones, Ontario Solicitor General  
Hon. Steve Clark, Minister of Municipal Affairs and Housing  
Jon Pegg, Ontario Fire Marshal  
All Ontario Municipalities



March 10, 2021

The Corporation of The Town of Kingsville  
2021 Division Road North  
Kingsville, Ontario

Attention: Jennifer Astrologo, Director of Corporate Services, Clerk, Lawyer

Notice of Motion:

Subject Speed on the Belle River Road, in Front of Gosfield North Public School

At the next regular meeting of Council, I may move, or cause to have moved the following:

1. That the attached letter of Concern regarding speeding from a local parent and Resident Melissa Statham be received into the public record.
2. That a copy of the letter be provided to our local police services board.
3. That a copy of the letter be provided to the County of Essex.
4. That this Council approve and endorse the request for a School Safety Zone by the Gosfield North Public School with the necessary signage for same, with our request to the County of Essex

Gord Queen  
Deputy Mayor  
Town of Kingsville

Cc  
Melissa Statham

March 10, 2021

Attn: Town of Kingsville

To Whom It May Concern,

I am writing to you today as a concerned parent and member of the community of Kingsville. My children attend Gosfield North Public School and in the light of the pandemic it has raised some traffic issues that have been present for a long time but are even more concerning this year as more children are being driven to and from school. Due to the high volume of drop offs and pick ups, there is a line on the right hand shoulder of vehicles waiting to get into the parking lot; conversely there is a smaller line waiting to turn left into the school as well. This has been a source of contention as some people feel that parents should all line up on the right hand side forcing some of them to make a U-turn or turn around in the church parking lot on the opposite side of the road. Regardless of this the speed limit in front of this school is **80 km/h**; this is outrageous and I feel like every day there is a near miss. Parents pulling out of the parking lot cannot see right due to the amount of cars lined up and when you have vehicles flying past the school at 80 km/h or more it is literally an accident waiting to happen. There is no sign indicating that a school is coming up and to slow down; it's truly scary and our kids deserve to be able to get to and from school safely.

Can this issue be raised at the next council meeting? For the safety of everyone this speed limit **MUST** be reduced.

Sincerely,

Melissa Statham

# THE CORPORATION OF THE TOWN OF KINGSVILLE

## BY-LAW 23-2021

---

**Being a By-law to provide for the establishment of rates for the levy and collection of property taxes in the Town of Kingsville for the year 2021 pursuant to the provisions of the Municipal Act.**

**WHEREAS** the Council of the Corporation of the Town of Kingsville has reviewed its estimates for the year 2021;

**AND WHEREAS** Section 290 (1) of the Municipal Act, 2001, S.O. 2001 c. 25, as amended, provides that the Council of a local municipality shall in each year prepare and adopt a budget including the estimates of all sums required during the year for the purposes of the municipality;

**AND WHEREAS** the Council of the Corporation of the Town of Kingsville has approved the 2021 Town of Kingsville estimates in accordance with Schedule "A" attached hereto;

**AND WHEREAS** pursuant to the Corporation of the County of Essex By-law 2021-06, the Corporation of the County of Essex passed a by-law to adopt estimates of all sums required during the year 2021 for the Corporation of the County of Essex and to establish tax rates for same against the local municipalities;

**AND WHEREAS** Section 312 (2) of the Municipal Act, 2001, S.O. 2001, c. 25, as amended, provides that the Council of a local municipality shall, after the adoption of estimates for the year, pass a by-law to levy a separate tax rate, as specified in the by-law, on the assessment in each property class in the municipality ratable for local municipal purposes;

**AND WHEREAS** Section 312 (6) of the said Act requires tax rates to be established in the same proportion to tax ratios;

**AND WHEREAS** The Corporation of the County of Essex passed By-law 2021-06, being a by-law to establish tax ratios for 2021 for the Corporation of the County of Essex and the lower tier municipalities within the boundaries of the County of Essex, pursuant to Section 308 of the Municipal Act, 2001, S.O. 2001, c. 25 as amended;

**AND WHEREAS** Sections 315 and 322 of the Municipal Act, 2001, S.O. 2001, c.25, as amended, provide for the apportionment of payments in lieu of taxes and taxation of certain railway and power utility lands.

### **NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWN OF KINGSVILLE ENACTS AS FOLLOWS:**

1. That the 2021 assessment per property class as detailed in Schedule "B" attached hereto and forming part of this by-law, be adopted for purposes of calculating the tax rates for municipal purposes and for determining the levy for the Town of Kingsville.
2. That the amount to be raised by tax rates for the Town of Kingsville purposes in the amount of \$19,150,737 as set out in Schedule "A" attached hereto and forming part of this by-law be adopted.
3. That the tax rates as listed in Schedule "C" attached to this by-law be applied to the corresponding taxable assessments listed in Schedule "B" to raise sums of: \$19,150,737 for general Town purposes; \$13,165,773 for the County of Essex; and \$5,909,732 for education purposes.
4. That the levies listed in clause (3) of this by-law shall be reduced by the amount of the interim levy for 2021.
5. That the 2021 final tax demand be levied in two (2) installments which will be due and payable on **August 31, 2021** and **November 30, 2021**.

6. That amounts to be collected for local improvements, tile drains, municipal drains, water mains, sewers and miscellaneous charges shall be collected in accordance with their respective authorizing by-laws and are deemed to be imposed and due on the installment due dates listed in clause (5) of this by-law.
7. That the Treasurer and/or Tax Collector, no later than twenty one (21) days prior to the day the first installment is due, may mail or cause to be mailed to the address of the residence or place of business of each person taxed as aforesaid, a notice specifying the amount of taxes payable by such person/corporation.
8. That pursuant to Section 345 (2) of the Municipal Act, 2001, S.O. 2001, C.25, as amended, 1 ¼ per cent of the amount of taxes due and unpaid, shall be imposed as a penalty for the non-payment of taxes on the first day of default.
9. That pursuant to Section 345 (3) of the Municipal Act, 2001, S.O. 2001, c. 25, as amended, 1 ¼ per cent shall be imposed on outstanding taxes on the first day of the calendar month after payment default and each calendar month thereafter. No discount shall be allowed for pre-payment.
10. That failure to receive a tax notice does not exempt the property owner from penalty and late payment charges as outlined in clauses (8) and (9) of this by-law.
11. Council reserves the right to waive or reduce the penalty and interest calculations outlined in clauses (8) and (9), for specified periods of time, through an approved motion of Council. Any such waivers or reductions shall be applied consistently, to all property classes.
12. That taxes shall be payable to The Corporation of the Town of Kingsville and shall be paid to the Treasurer or Tax Collector, or paid at any financial institution which is authorized to accept payment under the Canadian Payments Association Regulations.
13. That the Treasurer and/or Tax Collector shall hereby be authorized to administer a pre-authorized payment plan for the Town of Kingsville and accept four (4) quarterly due date or twelve (12) monthly payments on account of taxes due.
14. This by-law shall remain in force from year to year until it is repealed and any by-law repealing this by-law shall be effective only at the end of any year.
15. In the event of conflict between the provisions of this by-law and any other by-law, the provisions of this by-law shall prevail.
16. That all by-laws inconsistent with this by-law are hereby repealed.
17. This by-law shall come into force and take effect on the day of the final passing thereof

**READ A FIRST, SECOND AND THIRD TIME AND FINALLY PASSED THIS 22<sup>ND</sup> DAY OF MARCH, 2021.**

---

**MAYOR, Nelson Santos**

---

**CLERK, Jennifer Astrologo**



Consolidated Budget Summary

Taxation	2020 Budget	2021 Budget
Taxation Levy	\$ 18,486,502	\$ 19,150,737
Supplemental & Other Taxes	\$ 261,000	\$ 341,000
Total Taxation:	\$ 18,747,502	\$ 19,491,737

Operations	2020 Budget	2021 Budget
Operating Revenue:		
Council	\$ -	\$ -
General Administration	\$ 1,746,700	\$ 1,682,150
Information Technology	\$ -	\$ -
Animal Control	\$ 40,000	\$ 40,000
Fire	\$ 54,470	\$ 57,650
Police	\$ 122,853	\$ 122,698
Building	\$ 852,500	\$ 907,150
Public Works	\$ 155,010	\$ 168,680
Sanitation	\$ -	\$ -
Cemetery	\$ 77,225	\$ 82,225
Arena	\$ 282,200	\$ 282,200
Parks	\$ -	\$ 3,000
Facilities	\$ 175,578	\$ 175,431
Fantasy of Lights	\$ 12,850	\$ 8,100
Marina	\$ 88,000	\$ 77,000
Migration Fest	\$ 4,250	\$ 11,500
Recreation Programs	\$ 26,700	\$ 42,700
Communities in Bloom	\$ -	\$ -
Planning	\$ 97,700	\$ 91,500
BIA	\$ 141,650	\$ 138,400
Total:	\$ 3,877,686	\$ 3,890,384
Operating Expenditures:		
Council	\$ 229,539	\$ 230,031
General Administration	\$ 3,465,177	\$ 3,486,066
Information Technology	\$ 573,712	\$ 597,177
Animal Control	\$ 60,700	\$ 66,600
Fire	\$ 1,487,078	\$ 1,649,963
Police	\$ 3,420,407	\$ 3,484,789
Building	\$ 889,848	\$ 1,003,018
Public Works	\$ 2,745,297	\$ 2,998,678
Sanitation	\$ 1,382,119	\$ 1,441,343
Cemetery	\$ 121,629	\$ 126,960
Arena	\$ 1,111,741	\$ 1,116,288
Parks	\$ 851,940	\$ 828,522
Facilities	\$ 303,620	\$ 342,520
Fantasy of Lights	\$ 35,450	\$ 37,700
Marina	\$ 108,976	\$ 99,399
Migration Fest	\$ 26,100	\$ 33,000
Recreation Programs	\$ 265,737	\$ 365,283
Communities in Bloom	\$ 8,410	\$ 4,800
Planning	\$ 364,393	\$ 458,146
BIA	\$ 150,731	\$ 145,007
Total:	\$ 17,602,603	\$ 18,515,287
Transfer to (from) Operating Reserves:	\$ 34,571	\$ (127,099)
Operating Surplus/(Deficit):	\$ (13,759,488)	\$ (14,497,804)

Capital	2020 Budget	2021 Budget
Capital Revenue:	\$ 14,893,814	\$ 17,529,740
Capital Expenditures:		
Council	\$ -	\$ -
General Administration	\$ 95,000	\$ 160,000
Information Technology	\$ 712,550	\$ 148,200
Animal Control	\$ -	\$ -
Fire	\$ 763,000	\$ 1,163,000
Police	\$ -	\$ -
Building	\$ -	\$ 25,000
Public Works	\$ 12,916,500	\$ 15,239,000
Sanitation	\$ -	\$ -
Cemetery	\$ -	\$ -
Arena	\$ 310,000	\$ 205,000
Parks	\$ 1,160,500	\$ 1,843,364
Facilities	\$ 227,000	\$ 7,500
Fantasy of Lights	\$ -	\$ -
Marina	\$ 75,000	\$ 20,000
Migration Fest	\$ -	\$ -
Recreation Programs	\$ -	\$ -
Communities in Bloom	\$ -	\$ -
Planning	\$ 5,000	\$ 50,000
BIA	\$ -	\$ -
Total:	\$ 16,264,550	\$ 18,861,064
Transfer to Capital Reserves	\$ 2,695,000	\$ 2,745,000
Repayment of Long-Term Debt	\$ 922,278	\$ 917,609
Capital Surplus/(Deficit)	\$ (4,988,014)	\$ (4,993,933)

Net Surplus/(Deficit)	\$ -	\$ -
-----------------------	------	------

2021 Assessment Totals  
(including Payment in Lieu Assessment)

Taxable Assessment

Realty Tax Class	Realty Tax Qualifier	RTC/RTQ	Current Value Assessment (CVA)
Commercial	Full	CT	121,213,758
Commercial	Excess Land	CU	1,840,200
Commercial	Vacant Land	CX	1,285,600
Farm	Full	FT	665,662,266
Parking Lot	Full	GT	71,000
Industrial	Full	IT	16,551,100
Industrial	Excess Land	IU	651,000
Industrial	Vacant Land	IX	2,755,800
Industrial New	Small Scale On-Farm Business	J7	51,000
Industrial New	Full	JT	16,481,700
Industrial New	Excess Land	JU	15,200
Large Industrial New	Full	KT	6,885,000
Large Industrial New	Excess Land	KU	71,600
Large Industrial	Full	LT	5,301,800
M - Multi-Residential	Full	MT	24,054,800
Pipeline	Full	PT	25,205,000
Residential	Farmland 1	R1	1,622,600
Residential	Full	RT	2,139,103,176
Shopping Centre	Full	ST	1,784,500
Managed Forest	Full	TT	653,800
Commercial New	Small Scale On-Farm Business	X7	31,200
Commercial New	Full	XT	44,073,700
Commercial New	Excess Land	XU	235,700
Shopping Centre New	Full	ZT	8,411,500
Shopping Centre New	Excess Land	ZU	127,600
Total:			3,084,140,600

Payment in Lieu Assessment

Realty Tax Class	Realty Tax Qualifier	RTC/RTQ	Current Value Assessment (CVA)
Commercial	Full	CF	11,690,100
Commercial	General	CG	1,618,000
Commercial	Full, Shared PIL	CH	84,000
Farm	Full, Taxable Tenant of Province	FP	0
Industrial	Full, Shared PIL	IH	329,900
Industrial	Vacant Land, Shared PIL	IJ	51,000
Industrial	Excess Land, Shared PIL	IK	33,600
Residential	General	RG	24,300
Residential	Full, Shared PIL	RH	94,000
Residential	Full, Taxable Tenant of Province	RP	23,000
Total:			13,947,900

Exempt Assessment

Realty Tax Class	Realty Tax Qualifier	RTC/RTQ	Current Value Assessment (CVA)
Exempt	Exempt	E	71,121,300
Total:			71,121,300
Total:			3,169,209,800

**2021 Tax Rates**

<b>Tax Property Class</b>	<b>Class</b>	<b>Local</b>	<b>County</b>	<b>Education</b>	<b>Total</b>
Residential & Farm	RT	0.00711917	0.00489430	0.00153000	0.01354347
Farmland	FT / R1	0.00177979	0.00122357	0.00038250	0.00338587
Commercial Occupied	CT / XT	0.00770326	0.00529585	0.00880000	0.02179911
Commercial Excess Land	CU / XU	0.00539228	0.00370709	0.00880000	0.01789938
Commercial Vacant Land	CX	0.00414692	0.00285093	0.00633473	0.01333258
Commercial On-Farm Business	C7 / X7	0.00770326	0.00529585	0.00220000	0.01519911
Parking Lot	GT	0.00414692	0.00285093	0.00633473	0.01333258
Multi-Residential	MT	0.01239840	0.00852367	0.00153000	0.02245206
Pipelines	PT	0.00927628	0.00637727	0.00880000	0.02445356
Industrial Occupied	IT / JT	0.01382900	0.00950718	0.00880000	0.03213617
Industrial Excess Land	IU / JU	0.00898885	0.00617966	0.00880000	0.02396851
Industrial Vacant Land	IX	0.00898885	0.00617966	0.00880000	0.02396851
Industrial On-Farm Business	J7	0.01382900	0.00950718	0.00220000	0.02553617
Large Industrial Occupied	LT / KT	0.01912281	0.01314658	0.00880000	0.04106939
Large Industrial Excess Land	LU / KU	0.01242983	0.00854527	0.00880000	0.02977510
Managed Forests	TT	0.00177979	0.00122357	0.00038250	0.00338587
Shopping Centres	ST / ZT	0.00770326	0.00529585	0.00880000	0.02179911
Shopping Centres Excess Land	SU / ZU	0.00539228	0.00370709	0.00880000	0.01789938
Exempt	Ex	0.00000000	0.00000000	0.00000000	0.00000000

# THE CORPORATION OF THE TOWN OF KINGSVILLE

## BY-LAW 26-2021

---

**Being a by-law under the Municipal Act, 2001, Part 13, Section 408; to authorize the issue of two series of debentures to consolidate the financing of construction and/or maintenance of numerous drains all in the Town of Kingsville.**

**WHEREAS** by By-Law number 109-2018 the Town of Kingsville did authorize the bridge replacement over the 3<sup>rd</sup> Concession – Clifford Drain;

**WHEREAS** by By-Law number 59-2018 the Town of Kingsville did authorize the bridge replacement over the 9<sup>th</sup> Concession Road Drain;

**WHEREAS** by By-Law number 40-2020 the Town of Kingsville did authorize the maintenance on the 11<sup>th</sup> Concession Drain East of Belle River, 9<sup>th</sup> Concession Drain East of Belle River, Charles Grainger Drain, Moroun Pumping Station, North Branch of the East Branch of No. 47 Drain, and the North Townline Drain West of Belle River;

**AND WHEREAS** the portions payable by the owners were confirmed and final notices were mailed to the benefiting owners outlining the final time and place for paying the debt in full;

**AND WHEREAS** the portion to be financed is \$23,287.71;

**AND WHEREAS** it is intended that the unpaid balance shall be borrowed by the Corporation upon the credit of the Corporation.

### **NOW THEREFORE THE MUNICIPAL COUNCIL OF THE CORPORATION OF THE TOWN OF KINGSVILLE ENACTS AS FOLLOWS:**

1. That for the purpose of borrowing the said sum of \$23,287.71, debentures of the Corporation of a like amount shall be issued therefore in sums of not less than One Thousand Dollars (\$1,000.00) each.
2. The first series of debentures shall be dated March 23<sup>rd</sup>, 2021 and shall be payable in two (2) annual installments of principal on the 31<sup>st</sup> day of July in each of the years 2021 and 2022 inclusive and shall bear interest at a rate of three per cent (3.00%) per annum payable annually on July 31<sup>st</sup> beginning on July 31<sup>st</sup>, 2021 for the length of the issue ending July 31<sup>st</sup>, 2022. The respective amounts of principal and interest payable in each of such years shall be set forth in Schedule "A" hereto annexed and forming part of this by-law.
3. The second series of debentures shall be dated March 23<sup>rd</sup>, 2021 and shall be payable in five (5) annual installments of principal on the 31<sup>st</sup> day of July in each of the years 2021 and 2025 inclusive and shall bear interest at a rate of three per cent (3.00%) per annum payable annually on July 31<sup>st</sup> beginning on July 31<sup>st</sup>, 2021 for the length of the issue ending July 31<sup>st</sup>, 2025. The respective amounts of principal and interest payable in each of such years shall be set forth in Schedule "B" hereto annexed and forming part of this by-law.
4. The debentures shall be in fully registered form. They shall be payable as to both principal and interest in lawful money of Canada at the TD Canada Trust Bank in the Town of Kingsville.

5. The debentures shall be sealed with the seal of the Corporation and signed by the Head of Council and the Director of Financial Services or his designate.

**READ A FIRST, SECOND AND THIRD TIME AND FINALLY PASSED THIS  
22<sup>nd</sup> DAY OF MARCH, 2021.**

---

**MAYOR, Nelson Santos**

---

**CLERK, Jennifer Astrologo**





2021 Division Road North  
Kingsville, Ontario N9Y 2Y9

### DEBENTURE AMORTIZATION SCHEDULE ELK Annuity Fund

Project: **Municipal Drains**  
 By-Law: **26-2021**  
 Principal: **\$10,250.16**  
 Annual Interest Rate: **3.00%**  
 Payment Date: **July 1st**  
 By-Law Passed: **March 22, 2021**  
 Payments per Year: **1**  
 No. of Regular Payments: **2**  
 Payment Amount: **\$5,356.84**

Year	Annual Payment	Principal	Interest	Principal Balance
2021	\$5,356.84	\$5,049.34	\$307.50	\$5,200.82
2022	\$5,356.84	\$5,200.82	\$156.02	\$0.00

\* Final payment adjustment due to rounding made to interest component.

Amortization Schedule Prepared By:

**Ryan McLeod, CPA, CA**  
**Director of Finance and IT Services**



2021 Division Road North  
Kingsville, Ontario N9Y 2Y9

## DEBENTURE AMORTIZATION SCHEDULE ELK Annuity Fund

Project:	<b>Municipal Drains</b>
By-Law:	<b>26-2021</b>
Principal:	<b>\$13,037.55</b>
Annual Interest Rate:	<b>3.00%</b>
Payment Date:	<b>July 1st</b>
By-Law Passed:	<b>March 22, 2021</b>
Payments per Year:	<b>1</b>
No. of Regular Payments:	<b>5</b>
Payment Amount:	<b>\$2,846.81</b>

Year	Annual Payment	Principal	Interest	Principal Balance
2021	\$2,846.81	\$2,455.68	\$391.13	\$10,581.87
2022	\$2,846.81	\$2,529.35	\$317.46	\$8,052.52
2023	\$2,846.81	\$2,605.23	\$241.58	\$5,447.29
2024	\$2,846.81	\$2,683.39	\$163.42	\$2,763.90
2025	\$2,846.81	\$2,763.90	\$82.91	\$0.00

\* Final payment adjustment due to rounding made to interest component.

Amortization Schedule Prepared By:

**Ryan McLeod, CPA, CA**  
**Director of Finance and IT Services**

# THE CORPORATION OF THE TOWN OF KINGSVILLE

## BY-LAW 28-2021

---

**Being a by-law to amend By-law 2-2019, as amended, being a By-law to appoint certain members of Council and individuals to boards and committees.**

**WHEREAS** the Council of The Corporation of the Town of Kingsville deems it expedient to amend By-law 2-2019, as amended, being a by-law to appoint certain Members and Individuals to board and committees.

**NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWN OF KINGSVILLE ENACTS AS FOLLOWS:**

1. **THAT** Paragraph 1.dd) titled **Open Streets Adhoc Advisory Committee** be added, with the following appointments thereto:

**Open Streets Adhoc Advisory Committee**

Councillor Laura Lucier

Meghan Bolton  
Heather Brown  
Jodi Brush  
Jennifer Flynn  
Tony Gaffan  
Dave Hunt  
Troy Loop  
Amy McMillan  
Brenda Necic  
Rose Marie Roach  
Kyle Sala  
Chelsea Zammit

2. **THAT** all other terms set out in said By-law 2-2019 and amendments thereto shall remain in full force and effect.

**READ A FIRST, SECOND AND THIRD TIME AND FINALLY PASSED THIS 22<sup>nd</sup> DAY OF MARCH, 2021.**

---

**MAYOR, Nelson Santos**

---

**CLERK, Jennifer Astrologo**

# THE CORPORATION OF THE TOWN OF KINGSVILLE

## BY-LAW 29-2021

---

### Being a by-law to amend By-law No. 1-2014, The Comprehensive Zoning By-law for the Town of Kingsville

**WHEREAS** By-law No. 1-2014 is the Town's Comprehensive Zoning By-law to regulate the use of land and the character, location and use of building and structures in the Town of Kingsville;

**AND WHEREAS** the Council of the Corporation of the Town of Kingsville deems it expedient and in the best interest of proper planning to further amend By-law 1-2014 as herein provided;

**AND WHEREAS** there is an Official Plan in effect in the Town of Kingsville and this By-law is deemed to be in conformity with the Town of Kingsville Official Plan;

### **NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWN OF KINGSVILLE ENACTS AS FOLLOWS:**

1. That Subsection 6.4.1 RESIDENTIAL ZONE 4 URBAN EXCEPTIONS is amended with the addition of the following new subsection:

#### **6.4.1.6 'RESIDENTIAL ZONE 4 URBAN EXCEPTIONS 6 (R4.1-6)'**

For lands shown as R4.1-6 on Map 72 (183 Main St. E.) Schedule "A" of this By-law.

##### a) Permitted Uses

Those use permitted under Section 6.4.1 limited to an apartment dwelling

##### b) Permitted Buildings and Structures

An apartment dwelling – (maximum 22 dwelling units)  
Buildings and structures accessory to the main use

##### c) Zone Provisions

Notwithstanding any other provisions of the by-law to the contrary the following site-specific provisions shall apply to lands zoned R4.1-6.

- i) Lot Frontage – 16 m, minimum
- ii) Maximum Permitted Height – 12.2 m
- iii) Rear Yard Setback – 7.5 m, minimum

2. Schedule "A", Map 72 of By-law 1-2014 is hereby amended by changing the zone symbol on lands known municipally as Part of Lot 2, Concession 1 ED and locally known as 183 Main St. E, as shown on Schedule "A" in cross-hatch attached hereto from 'Residential Zone 1 Urban, (R1.1)' to 'Residential Zone 4 Urban Exception 6, (R4.1-6)'

3. This by-law shall come into force and take effect from the date of passing by Council and shall come into force in accordance with Section 34 of the Planning Act, R.S.O. 1990 Chapter P.13, as amended.

**READ A FIRST, SECOND AND THIRD TIME AND FINALLY PASSED THIS  
22<sup>nd</sup> DAY OF MARCH, 2021.**

---

**MAYOR, Nelson Santos**

---

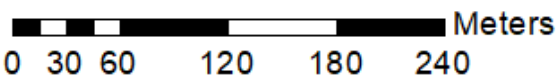
**CLERK, Jennifer Astrologo**



Schedule A



**183 Main St. E.**  
**Part of Lot 2, Concession 1 ED**  
**ZBA/18/2019**



Schedule "A", Map 72 of By-law 1-2014 is hereby amended by changing the zone symbol as shown on Schedule 'A' in cross-hatch attached hereto from 'Residential Zone 1 Urban (R1.1)' to 'Residential Zone 4, Exception 6 - (R4.1-6)'.

# THE CORPORATION OF THE TOWN OF KINGSVILLE

## BY-LAW 30 - 2021

---

### Being a By-law to confirm the proceedings of the Council of The Corporation of the Town of Kingsville at its March 22, 2021 Regular Meeting

**WHEREAS** sections 8 and 9 of the *Municipal Act, 2001* S.O. 2001 c. 25, as amended, (the “Act”) provides that a municipality has the capacity, rights, powers and privileges of a natural person for the purpose of exercising the authority conferred upon a municipality to govern its affairs as it considers appropriate.

**AND WHEREAS** section 5(3) of the Act provides that such power shall be exercised by by-law, unless the municipality is specifically authorized to do so otherwise.

**AND WHEREAS** it is deemed expedient that the proceedings of the Council of The Corporation of the Town of Kingsville (the “Town”) be confirmed and adopted by by-law.

### **NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWN OF KINGSVILLE ENACTS AS FOLLOWS:**

1. The actions of the Council at its March 22, 2021 Regular Meeting in respect of each report, motion, resolution or other action taken or direction given by the Council at its meeting, is hereby adopted, ratified and confirmed, as if each resolution or other action was adopted, ratified and confirmed by its separate by-law.
2. The Chief Administrative Officer and/or the appropriate officers of the Town are hereby authorized and directed to do all things necessary to give effect to the actions set out in paragraph 1, or obtain approvals, where required, and, except where otherwise provided, the Mayor and the Clerk are hereby directed to execute all documents necessary and to affix the corporate seal to all such documents.
3. This By-Law comes into force and takes effect on the day of the final passing thereof.

**READ A FIRST, SECOND AND THIRD TIME AND FINALLY PASSED this  
22<sup>nd</sup> day of March, 2021.**

---

**MAYOR, Nelson Santos**

---

**CLERK, Jennifer Astrologo**