



**REGULAR MEETING OF COUNCIL  
AGENDA**

**Monday, May 10, 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. Mary Ellen Bench-Town of Kingsville's Integrity Commissioner**

**1**

Ms. Bench will appear before Council to introduce herself and provide a brief presentation.

**F. MATTERS SUBJECT TO NOTICE**

**1. Zoning By-law Amendment File ZBA/04/21 by Giuseppe Quadrini380  
Inman Side RoadPart Lot 264, Concession NTR, Part 1, RP 12R  
25434Roll No. 3711 590 000 07800**

**16**

K. Brcic, Town Planner

i) Notice of Complete Application and Public Meeting: Zoning By-law Amendment, dated April 19, 2021;

ii) Report of K. Brcic dated April 26, 2021;

iii) Proposed By-law 41-2021, being a By-law to amend By-law No. 1-2014, the Comprehensive Zoning By-law for the Town of Kingsville.

**Recommended Action**

That Council:

Approve zoning by-law amendment application ZBA/04/21 to amend the zoning of the subject parcel, Part Lot 264, Concession NTR, Part 1 RP 12R 25434, known as 380 Inman Side Road in the Town of Kingsville, being 'Agriculture – Exception 52 (A1-52)'; to permit the construction of a residential dwelling and adopt the implementing by-law.

**G. AMENDMENTS TO THE AGENDA**

**H. ADOPTION OF ACCOUNTS**

1. **Town of Kingsville Accounts for the monthly period ended April 30, 2021 being TD cheques numbers 0076276 to 0076436 for a grand total of \$750,696.23** 31

**Recommended Action**

That Council receives Town of Kingsville Accounts for the monthly period ended April 30, 2021 being TD cheque numbers 0076276 to 0076436 for a grand total of \$750,696.23.

**I. STAFF REPORTS**

1. **Main St. East Interim Control By-law** 40

R. Brown, Manager of Planning Services

**Recommended Action**

That Council:

Establish a secondary plan study area for the lands outlined in the attached interim control bylaw, Schedule "A", and direct administration to begin preparation of a secondary plan, hereafter referred to as the Main St. E. Secondary Plan Area; and

Approve and adopt the attached interim control by-law, including Schedule "A" affecting only those lands outlined in Schedule "A", and for the time period outlined in the by-law.

2. **Road 2 East Reconstruction – Phase 1 Tender Results** 47

T. Del Greco, Manager of Engineering

**Recommended Action**

That Council award the Road 2 East Reconstruction Tender (Phase 1) to J&J Lepera Infrastructures in the amount of \$5,825,000 (excluding HST) and authorize the Mayor and Clerk to execute the requisite agreement.

**3. New Playground Equipment – Cottam Rotary Park & Ruthven Park** 174

D. Wolicki, Manager of Municipal Facilities and Property

**Recommended Action**

That Council approve the proposal submitted by New World Park Solutions in the amount of \$54,665.92 (excluding HST) for the supply and installation of playground equipment at Cottam Rotary Park;

And that Council approve the proposal submitted by New World Park Solutions in the amount of \$75,820.24 (excluding HST) for the supply and installation of playground equipment at Ruthven Park.

**4. Fleming Wigle Drain Improvements (Section 78 (1) )** 181

K. Vegh, Drainage Superintendent

**Recommended Action**

That Council appoint N.J Peralta Engineering to design a drain enclosure for the Mucci Farms development adjacent to the Fleming Wigle Drain

**5. Public Works Support for Enhancements in the BIA District** 184

S. Martinho, Manager of Public Works and Environmental Services

**Recommended Action**

That Council approves allotting up to a maximum of 350 person-hours per annum in the Public Works Department to support enhanced beautification and streetscape works in the BIA district.

**6. BIA Rent Relief** 189

R. McLeod, Director of Financial and IT Services

**Recommended Action**

That Council waive the Kingsville BIA's rent from March 1, 2021 through December 31, 2021.

**7. Community Safety and Policing Act, 2019 (CPSA): OPP Detachment Board Framework and Proposal** 192

Nelson Santos, Mayor and Chair of Kingsville Police Service Board

**Recommended Action**

That Council receives this report for information, and

Further That Council confirms that the Municipality of Kingsville wishes to maintain representation on the new detachment board and supports the

composition of a single detachment board for Essex County to include representation of OPP policed municipalities of Kingsville, Essex, Lakeshore, Tecumseh, Pelee Island and the Caldwell Nation; and

Further That Council endorses in principle the proposed composition for the new Essex County Detachment Board as provided in this report; and

That this resolution and report be circulated to each municipality and current police service board for their information.

#### **J. BUSINESS/CORRESPONDENCE-ACTION REQUIRED**

- 1. Municipality of Leamington--Correspondence dated April 27, 2021 RE: Dedicated Gas Tax Funds for Public Transportation Program** 198

##### **Recommended Action**

That Council endorses the Municipality of Leamington to act as the host municipality for the 2020-2021 Dedicated Gas Tax Funds for Public Transportation Program on the Town of Kingsville's behalf.

- 2. S. Sacheli, Chair, Kingsville Municipal Heritage Advisory Committee--Correspondence dated April 9, 2021 RE: 49 Division Street North** 202

##### **Recommended Action**

That Council instructs the Clerk of the municipality to remove 49 Division St. North from the Register of Properties of Cultural Heritage Value or Interest.

#### **K. MINUTES OF THE PREVIOUS MEETINGS**

- 1. Special Meeting of Council--April 19, 2021** 203
- 2. Regular Meeting of Council--April 26, 2021** 208
- 3. Regular Closed Session Meeting of Council--April 26, 2021**

##### **Recommended Action**

That Council adopts Special Meeting of Council Minutes dated April 19, 2021, Regular Meeting of Council Minutes dated April 26, 2021 and Regular Closed Session Meeting of Council Minutes dated April 26, 2021.

#### **L. MINUTES OF COMMITTEES AND RECOMMENDATIONS**

- 1. Union Water Supply System Joint Board of Management--March 17, 2021** 222

##### **Recommended Action**

That Council receives Union Water Supply System Joint Board of Management Meeting Minutes dated March 17, 2021.

- 2. Police Services Board--March 24, 2021** 227



**Recommended Action**

That Council receives Police Services Board Meeting Minutes dated March 24, 2021.

**M. BUSINESS CORRESPONDENCE - INFORMATIONAL**

1. Resolutions in Support of Town of Kingsville's Motion RE: Bill C-21, An Act to Amend Certain Acts and to Make Certain Consequential Amendments
  - a. Township of Harley--Correspondence dated April 14, 2021 231
  - b. Municipality of Mattice-Val Cote--Resolution No. 21-92 passed April 16, 2021 232
  - c. Township of Armour--Correspondence dated April 20, 2021 233
  - d. Municipality of Killarney--Correspondence dated April 21, 2021 235
  - e. Town of Marathon--Correspondence dated April 23, 2021 239
  - f. City of Temiskaming Shores--Correspondence dated April 27, 2021 243
  - g. Township of Ramara--Correspondence dated April 28, 2021 245
2. Municipality of Chatham-Kent--Correspondence dated April 22, 2021 RE: Support Healthy, Professional News Media 246
3. Town of South Bruce Peninsula--Correspondence dated April 23, 2021 RE: Lottery Licensing to Assist Small Organizations 248
4. Ministry of Municipal Affairs and Housing--Invitation from Minister Clark to participate in Townhall session, dated April 27, 2021 250
5. Town of Shelburne--Correspondence dated April 27, 2021 RE: Support for Universal Paid Sickdays 252
6. Town of Fort Erie--Correspondence dated April 27, 2021 RE: Province Investigating and Updating Source Water Protection Legislation 253
7. Municipality of Calvin--Correspondence dated April 27, 2021 RE: Motion for Fire Department support 255
8. Municipality of Calvin--Correspondence dated April 27, 2021 RE: Motion for 3-digit suicide line 256
9. City of Brantford--Correspondence dated April 30, 2021 RE: Request to withdraw prohibition of golf 257

**Recommended Action**

That Council receives Business Correspondence-Informational Items 1 through 9.

**N. NOTICES OF MOTION**

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

1. R. Brown, Manager of Planning Services-Verbal update re: 71 Division Street North, Kingsville.

**P. BYLAWS**

1. **By-law 32-2021** 258

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

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

2. **By-law 41-2021** 259

Being a By-law to to amend By-law No. 1-2014, the Comprehensive Zoning By-law for the Town of Kingsville

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

3. **By-law 42-2021** 260

Being a by-law to establish Interim Control on certain land uses within The Corporation of the Town of Kingsville

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

**Q. CLOSED SESSION**

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

- i) Subsection 239(2)(e) litigation or potential litigation affecting the municipality, and Subsection 239(2)(f) advice that is subject to solicitor-client privilege RE: Update RE: Car wash and laundromat operating at 281 Main St. East.
- ii) Subsection 239(2)(e) litigation or potential litigation, including matters before administrative tribunals, affecting the municipality; being an update regarding 183 Main St. East, Kingsville.

**R. REPORT OUT OF CLOSED SESSION**

**S. CONFIRMATORY BY-LAW**

1. **By-law 43-2021** 262

Being a By-law to confirm the proceedings of the Council of The

Corporation of the Town of Kingsville at its May 10, 2021 Regular Meeting

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

**T. ADJOURNMENT**



# **Council, Committee and Board Code of Conduct and the Integrity Commissioner**

Mary Ellen Bench, BA,JD,CIC.C,CS

Town of Kingsville

Integrity Commissioner

# Role of the Integrity Commissioner

The Integrity Commissioner is a mandatory accountability officer under the *Municipal Act, 2001*, who acts independent of the Municipality

Roles include:

- Providing advice in response to requests from Members of Council –Members can rely on advice provided in writing and written opinions are binding in a subsequent investigation
- Participating in Council education sessions
- Receiving complaints alleging a breach
- Resolving complaints
- Investigating, reporting and recommending sanctions when it is appropriate to do so
- Advising on related policy development (e.g. Code refresh) when requested to do so
- Reports are submitted to Council

# Council Code of Conduct

The Kingsville Code of Conduct operates along with federal and provincial legislation that governs the conduct of members of Council, being:

- Criminal Code of Canada
- Municipal Act
- Municipal Conflict of Interest Act
- Municipal Elections Act
- Municipal Freedom of Information and Protection of Privacy Act
- Planning Act
- Human Rights Code
- Council approved by-laws and policies

# Key Principles identified in the Code

- A Code of Conduct is a living document that is intended to reflect local values at a given point in time.
- Members of Council shall uphold a high standard of ethical behaviour to ensure that their decision-making is impartial, transparent and free from undue influence.
- Members shall refrain from engaging in conduct that would bring the Municipality or Council into disrepute or compromise the integrity of the Municipality or Council.
- Roles and responsibilities of a Member of Council are complicated and having some guidelines helps

# Who does the Code apply to?

- Members of Council
  - Members of Town Committees (Council and citizen members)
  - Members of municipal Boards e.g. BIAs, utility boards
- 
- Staff are not covered by this Code of Conduct
  - Staff report to the CAO and are governed by policies established by senior management



# Code Direction for Members

The Code of Conduct identifies specific requirements for Members of Council to follow respecting the following:

- Disclosure or use of confidential information
  - Respect for Council decisions
  - Respect for staff and of their professional advice
  - Improper use of influence
  - Acceptance of gifts
- 
- The Code is a living document that needs to be refreshed and updated from time to time. The Integrity Commissioner can assist in this.

# Complaints to the Integrity Commissioner

Complaints may be made by any person through a formal submission using the complaint form on the website or a letter, or informally through a phone call or email

As Integrity Commissioner I must assess complaints and determine:

- Is the subject matter within my jurisdiction?
- Is it frivolous and vexatious or does it appear to be substantive?
- Is an informal investigation appropriate?
- If deemed a concern, is a formal investigation, including potential to use powers under the *Public Inquiries Act* warranted?
- Is an application to court under Municipal Conflict of Interest Act justified?

# What rights do you have when someone complains?

- Right to be informed of a complaint
- Right to rely on written advice provided by Integrity Commissioner
- Right to object
- Right to participate in investigation and provide an explanation
- Right to be present for presentation of report following a formal investigation
- Right to retain a personal lawyer
- Right to make submissions, but not to vote, when a report is presented

# Authority of the Integrity Commissioner

- Municipality is required to provide information requested by the Integrity Commissioner and access to municipal books and records is mandated by legislation
- Integrity Commissioner will independently determine if the powers set out in the Public Inquiries Act respecting power to summon witnesses, determine admission of evidence, hold hearings, and refer matters to a court for determination
- Required to refer matters discovered when conducting an inquiry to the appropriate authority and suspend investigation if it interferes with a police investigation

# Limits that apply to Integrity Commissioner

- Can make recommendations to Council; cannot impose penalties
- Cannot investigate matters or file reports between nomination day and voting day
- Duty of confidentiality
- Responsive to inquiries
- Recommend but cannot initiate changes to the Code of Conduct or related policies

# Formal vs. Informal investigations

- Informal investigations do not meet a threshold to lead to a formal investigation and provide an opportunity for the Integrity Commissioner to assume the role of a mediator, and focus on resolving the concern that led to the complaint.
- Results of an informal investigation can be reported to Council in the Integrity Commissioner's Annual Report.
- Formal complaints result in the Integrity Commissioner conducting an independent investigation and taking charge of gathering the available evidence.
- Results of a formal investigation must be reported to Council within 60 days of the investigation.

# Refusal to Investigate

Integrity Commissioner discretion extends to not investigating complaints determined to be:

- Not made in good faith
- No grounds or insufficient grounds to proceed with investigation
- Frivolous and vexatious
- Investigations may be terminated and the complaint disposed of after an investigation has started, if this becomes evident through the investigation

# Role as a Member of Council vs. Role in community /other career

- The reality of a conflict and the optics of a conflict
- Interpretation of the Municipal Conflict of Interest Act and the Council Code of Conduct
- Common law conflicts and private business relationships
- Members of Council should balance duties of office and private affairs in a way that promotes public confidence and also recognizes being a Member of Council is not a full-time office
- **The Integrity Commissioner is a resource to use to avoid conflicts**



# When to seek advice?

You can rely upon advice in writing from the Integrity Commissioner respecting any conflict concerns you may have as a Member of Council, under the Municipal Act, 2001 (s.223.3).

Examples of matters to consider:

- Do I have a conflict voting on a matter that will enhance the neighbourhood I live in?
- Do I have a conflict voting to fund a charity I or my spouse is associated with?
- What do I do when an issue about the company I work for is on the Council agenda?



# How to Reach the Integrity Commissioner?

Phone: 416-409-5607

Email: [Maryellen@benchmunicipal.com](mailto:Maryellen@benchmunicipal.com)



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:** April 26, 2021

**To:** Mayor and Council

**Author:** Kristina Brcic, MSc, BURPI  
Town Planner

**RE:** Zoning By-law Amendment File ZBA/04/21 by  
Giuseppe Quadrini  
380 Inman Side Road  
Part Lot 264, Concession NTR, Part 1, RP 12R 25434  
Roll No. 3711 590 000 07800

**Report No.:** PS 2021-026

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## RECOMMENDED ACTION

That Council:

Approve zoning by-law amendment application ZBA/04/21 to amend the zoning of the subject parcel, Part Lot 264, Concession NTR, Part 1 RP 12R 25434, known as 380 Inman Side Road in the Town of Kingsville, being 'Agriculture – Exception 52 (A1-52)'; to permit the construction of a residential dwelling and adopt the implementing by-law.

## BACKGROUND

The Town of Kingsville has received the above-noted application for lands located in the northeast corner of the intersection of Inman Side Road and County Road 34 E (see Appendix A). The subject parcel is designated 'Agricultural' by the Official Plan and is zoned 'Agricultural -Exception 52 (A1-52)' under the Kingsville Comprehensive Zoning By-law.

The parcel is 0.696 ha (1.72 ac.) in size and contains a storage shed. The applicant is seeking an amendment to the current zoning to permit a dwelling to be constructed on the site.

In 2012 the property owner, the Greater Essex County District School Board (GECD SB), was in the process of selling the property and applied for a zoning amendment to have the property reclassified as Agricultural similar to the surrounding

lands. The GECD SB had used the site for storage of old lighting systems that contained a small amount of PCB chemicals, they were then directed to undertake environmental testing to confirm that there was no contamination on the site since the rezoning would lead to a residential use being permitted. The testing yielded no contamination however no Record of Site Condition (RSC) was filed with the Ministry of Environment, Conservation and Parks. The applicant has since completed the work required to file the RSC and confirmation of the filing has been received by the Town (see Appendix B). In addition, the abutting livestock farmer objected to the zoning on the basis that a dwelling on the site could impact future expansion of his operation. It was finally agreed that a dwelling would not be included as a permitted use and the zoning was approved on a limited basis. The amendment was also approved with a Holding provision that required site plan approval and further confirmation of no contamination on the site. The current zoning under the Kingsville Zoning By-law did not include those same provisions.

## **DISCUSSION**

### **1) Provincial Policy Statement**

When reviewing a planning application to determine if it represents sound planning, it is imperative that the proposed development is consistent with the Provincial Policy Statement (PPS): “The Provincial Policy Statement provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment.”

Section 2.3.1 states that “Prime agricultural areas shall be protected for long-term use for agriculture”.

Comment: There are no issues of Provincial significance raised as a result of the proposed zoning by-law amendment and permitting a residential dwelling on the subject property while maintaining the minimum distance separation from existing livestock operations. Therefore, the application is consistent with the Provincial Policy Statement.

### **2) Town of Kingsville Official Plan**

The Official Plan for the Town of Kingsville designates the subject property as ‘Agriculture’.

The policy identifies that “residential uses on existing lots of record in accordance with Section 3.1.1 of this Plan and lots created by the consent process in accordance with Section 7 of this Plan are permitted. The Zoning By-law shall only permit one residence per lot”.

Comment: The applicant applied for a Zoning By-law Amendment in order to permit the construction of a single detached dwelling on the property. The application conforms to the goals and policies outlined in the Town’s Official Plan.

### **3) Town of Kingsville Comprehensive Zoning By-law**

The subject parcel is currently zoned 'Agriculture - Exception 52 (A1-52)' where there are several uses currently permitted, including but not limited to agriculture, church and digital communications. However, the zoning does not permit any residential use because the site was previously contaminated and not suitable for residential use. The current owner of the property has cleaned up the site and would like to amend the zoning to permit the construction of a residential dwelling on the property.

Comment: The proposed residential use on the property would be very similar to zoning of the properties in the area surrounding the subject property. By amending the existing site specific zoning, the permitted uses will revert back to what is normally permitted in the A1 zone. The zoning of the property will maintain the existing site-specific zone provisions with the exception of the site remediation and holding provision since through a Record of Site Condition, the property has been declared suitable for residential development. Therefore, the proposed amendment has been determined to be good planning.

#### **Minimum Distance Separation (MDS)**

In the 1970's and 1980's, under the Best Management Practice new livestock operations were simply required to be 1,000 ft. away from the nearest dwelling. This same setback applied to a new dwelling. This setback was not based on any type of science-based evidence and applied regardless of the size of the livestock operation or type of manure storage.

The Ontario Ministry of Agricultural and Rural Affairs (OMAFRA) to provide a much more science-based guidance on the location of new and expanding livestock operations and the location of new dwellings in agricultural areas later developed MDS. Setbacks are now based on the type of livestock, quantity of livestock and the type of manure storage. The goal of MDS is to minimize land use compatibility issues in the agricultural area resulting from the raising of livestock.

MDS has two types of guidelines, MDS I applies to the location of a new dwelling in relation to an existing livestock operation, MDS II applies to the location of a new or expanding livestock operation. In the case of the farm abutting 380 Inman Sd Rd MDS I is the guide which we look to first. MDS calculations were prepared based on a total of sixty cattle, based on the total square foot of livestock capable barns on the neighbouring farm. MDS I requires that a new dwelling be located 209 m (685 ft.) (see map in Appendix C) from the nearest barn. The calculations are attached as Appendix C-1. This setback was also mapped to show the area left on the subject parcel for the construction of a dwelling. Although the requirement does impact a significant amount of the lot there still remains space on the lot for the actual dwelling. MDS setbacks only apply to the dwelling.

In addition to reviewing the setback requirements for the dwelling it is also important, in the case of the zoning request such as this, to determine if permitting a dwelling at 380

Inman will impact the existing farms ability to house livestock or more importantly expand. The factor often used to determine this would be to double the current livestock capacity. Calculations were completed (Appendix C-2) for this and a new dwelling at 380 Inman would not impact the neighbouring farms ability to expand by 100%. It should also be noted that there are actually homes closer to the potential livestock operation that would have more of an impact on expansion then a proposed dwelling on the subject parcel.

While MDS is designed to minimize land use compatibility potential, it does not address what is often the larger issue with many livestock operations or even just cash crop, neighbour complaints. With the introduction of non-farm residents into the agricultural area there is inevitability the opportunity for complaints from a person that does not understand normal farm practices. It is worth noting that several years ago, in consultation with OMAFRA on the issue of non-agricultural development in the agricultural area, that OMAFRA actually receives an equal amount of complaints from farmers as they do from non-farmers on normal farm practice issues.

## **LINK TO STRATEGIC PLAN**

Manage residential growth through sustainable planning.

### **Link to Council 2021-2022 Priorities**

- ☐ COVID-19 and the health and safety of the community
- ☐ Customer Service: Training, Technology, Staff, Review Standards/Level of service
- ☒ Housing: Affordability (lot sizes, developer incentives, second dwellings, density, etc.)
- ☐ Greenhouse: lights & dark sky, odours (site plan compliance, bylaws, other tools)
- ☐ Programming Increase: Youth and Seniors
- ☐ A development plan for Downtown Kingsville / Main Street
- ☐ Financial savings: Schools closings, Migration Hall
- ☐ Economic Development: strengthen tourism/hospitality
- ☐ COVID - economic recovery
- ☐ Communications: Strategy – Policy (social media), Website refresh and other tools, Public engagement
- ☐ Housing: Migrant Worker Housing – Inspections (Building/Fire), regulate, reduce, or increase
- ☐ Committees / Boards: Review and Report
- ☐ Policy Update: Procedural Bylaw
- ☐ Economic Development: diversify the economy, create local jobs, industrial, Cottam
- ☐ Infrastructure (non-Municipal): Union Water expansion & governance
- ☐ Infrastructure (Municipal): Asset Management Plan update, the infrastructure funding deficit
- ☐ No direct link to Council priorities

## **FINANCIAL CONSIDERATIONS**

There will be an increase in the assessment value of the property as a result of the construction of a residential dwelling.

## **CONSULTATIONS**

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 by mail. At the time of writing one letter in support has been submitted (see Appendix D). In addition, an adjacent land owner phoned to discuss their displeasure with the application to permit a dwelling since they are not permitted to create residential lots off their farm lands, and they intend to have a cattle operation on the farm. It was explained that lot creation in Agricultural lands are not permitted as per the PPS and that the minimum distance separation (MDS) formula was conducted and there is space on the subject lot in which a residential dwelling may be constructed without impeding on the setback from the proposed livestock operation (see Appendix C for MDS setback map).

### **Agency & Administrative Consultation**

In accordance with O. Reg 545/06 of the Planning Act, Agencies and Town Administration received the Notice of Public Meeting by mail and/or email. At the time of writing, the following comments have been received.

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

- ERCA has no objection to the Application for a Zoning By-Law Amendment.
- See full comment in Appendix E.

#### **2) Town of Kingsville Management Staff**

- It was requested by IES that driveway access be restricted to Inman Side Road. Any access County Rd 34 would require a permit from the County and is unlikely to be granted given the availability of access to Inman Side Road.

#### **3) Essex County**

- No comments received

Kristina Brcic

Kristina Brcic, MSc, BURPI  
Town Planner

Robert Brown

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



## 380 Inman Side Road



## Legend

## Essex Municipalities

&lt;all other values&gt;

Kingsville

Street

Severance

Kingsville Assessment

## 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 Teranet Enterprises Inc. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

0 33.54 67.1 Meters

1: 2,012



2/25/2021



Ministry of the Environment,  
Conservation and Parks

Ministère de l'Environnement,  
de la Protection de la nature et  
des Parcs

Environmental Permissions  
Branch

Direction des permissions  
environnementales

135 St. Clair Avenue West  
1<sup>st</sup> Floor  
Toronto ON M4V 1P5  
Tel.: 416 314-8001  
Fax: 416 314-8452

135, avenue St. Clair Ouest  
Rez-de-chaussée  
Toronto ON M4V 1P5  
Tél.: 416 314-8001  
Télec.: 416 314-8452

*Via Email*

February 17, 2021

GIUSEPPE QUADRINI  
459 COUNT ROAD 34  
KINGSVILLE ON N0P 2G0

Dear Giuseppe Quadrini:

**Record of Site Condition Number 227629 Has Been Filed in the Environmental Site  
Registry for 380 Inman Side Road, Kingsville**

Pursuant to paragraph 3 of subsection 168.4(3.1) of the *Environmental Protection Act*, this is a written acknowledgment that Record of Site Condition (RSC) number 227629 has been filed in the Environmental Site Registry on February 17, 2021.

An electronic copy of this RSC can be viewed and downloaded from the Environmental Site Registry located here:

[https://www.lrcsde.lrc.gov.on.ca/BFISWebPublic/pub/searchFiledRsc\\_search?request\\_locale=en](https://www.lrcsde.lrc.gov.on.ca/BFISWebPublic/pub/searchFiledRsc_search?request_locale=en)

If you have any questions or require additional information, please contact Thomas Cruttwell, Brownfields Unit, Environmental Permissions Branch, at 416-710-7582.

Regards,



Thomas Cruttwell  
Director  
Subsection 168.4(3), *Environmental Protection Act*

Attachment

c: CHRISTOPHER PARE, DRAGUN CORPORATION  
District Manager, Sarnia District Office, MECP

File No.: 21-100

## Setback Requirement



## Legend

Essex Municipalities

&lt;all other values&gt;

Kingsville

Street

Severance

Kingsville Assessment

## Appendix C

## Notes

380 Inman Side Road

THIS MAP IS NOT TO BE USED FOR NAVIGATION

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0 32.86 65.7 Meters

1: 1,971



4/29/2021

**Minimum Distance Separation I**
**Boyd**
**Prepared By: Rick Faber, Grand Valley Fortifiers Ltd**
**Description:**
**Application Date:** Monday, October 30, 2017

**Municipal File Number:**
**Proposed Application:** Building permit for the construction of a dwelling (farm or non-farm)  
Type A Land Use

**Applicant Contact Information**

Joe Quadrini  
459 Ct road 34  
RR # 2  
Ruthven, ON, Canada N0P 2G0  
Phone #1: 519-839-4647

**Location of Subject Lands**

County of Essex, Town of Kingsville  
GOSFIELD, Concession: TALBOT ROAD WEST NORTH SIDE, Lot: 264  
Roll Number: 371159000007800

**Calculation Name:** *Farm 1*
**Description:**
**Farm Contact Information**

Robert kenneth Boyd

**Location of existing livestock facility or anaerobic digester**

County of Essex, Town of Kingsville  
GOSFIELD, Concession: TALBOT ROAD WEST NORTH SIDE, Lot: 264  
Roll Number: 371159000000100  
Total Lot Size: 70 ac

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Beef, Cows, including calves to weaning (all breeds), Confinement	60	60.0	6,000 ft <sup>2</sup>



The livestock/manure information has not been confirmed with the property owner and/or farm operator.

**Existing Manure Storage:** V3. Solid, outside, no cover, >= 30% DM

**Design Capacity (NU):** 60.0

**Potential Design Capacity (NU):** 180.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X	387.87	X	0.7	X
				1.1	
				=	
				209 m (686 ft)	TBD
				Storage Base Distance 'S' (minimum distance from manure storage)	(actual distance from manure storage)
				209 m (686 ft)	TBD

**Preparer Information**

Rick Faber  
Grand Valley Fortifiers Ltd  
Box 1825  
Blenheim, ON, Canada N0P 1A0  
Phone #1: 519-676-2493  
Email: rick.faber@sympatico.ca

**Signature of Preparer:**


Rick Faber

**Date:** November 7 2017

**NOTE TO THE USER:**

The Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA) has developed this software program for distribution and use with the Minimum Distance Separation (MDS) Formulae as a public service to assist farmers, consultants, and the general public. This version of the software distributed by OMAFRA will be considered to be the official version for purposes of calculating MDS. OMAFRA is not responsible for errors due to inaccurate or incorrect data or information; mistakes in calculation; errors arising out of modification of the software, or errors arising out of incorrect inputting of data. All data and calculations should be verified before acting on them.



## Appendix C-2



### Minimum Distance Separation II

Worksheet 1

Prepared By: Robert Brown, Manager, Planning Services, Town of Kingsville

**Description:** Potential Expansion

**Application Date:** Thursday, April 29, 2021

**Municipal File Number:** ZBA/04/2021

**Applicant Contact Information**

B Boyd  
367 County Rd 34  
Cottam, ON, Canada

**Location of Subject Livestock Facilities**

County of Essex, Town of Kingsville  
GOSFIELD, Concession: NTR, Lot: 264

Roll Number: 37115900000100



**Calculation Name:** *Farm 1*

**Description:** Potential Expansion

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Total Maximum Number	Total Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Beef, Cows, including calves to weaning (all breeds), Confinement	60	60.0	120	120.0	1,115 m <sup>2</sup>

**Manure Storage:** V1. Solid, inside, bedded pack

**Existing design capacity (NU):** 60.0

**Design capacity after alteration (NU):** 120.0

$$\begin{array}{ccccccc}
 \text{Factor A} & \text{Factor B} & \text{Factor C} & \text{Factor D} & & \text{Building Base Distance 'F'} & \\
 (\text{Odour Potential}) & (\text{Size}) & (\text{Orderly Expansion}) & (\text{Manure Type}) & & (\text{minimum distance from livestock barn}) & \\
 0.7 & \times & 336.55 & \times & 0.8737 & \times & 0.7 = 144 \text{ m (473 ft)}
 \end{array}$$

$$\begin{array}{c}
 \text{Storage Base Distance 'S'} \\
 (\text{minimum distance from manure storage}) \\
 144 \text{ m (473 ft)}
 \end{array}$$

**MDS II Setback Distance Summary**

Description	Minimum Livestock Barn Setback Distance	Actual Livestock Barn Setback Distance	Minimum Manure Storage Setback Distance	Actual Manure Storage Setback Distance
Type A Land Uses	144 m 473 ft	209 m 686 ft	144 m 473 ft	209 m 686 ft
Type B Land Uses	288 m 945 ft	TBD	288 m 945 ft	TBD
Nearest lot line (side or rear)	14 m 47 ft	138 m 453 ft	14 m 47 ft	138 m 453 ft
Nearest road allowance	29 m 95 ft	64 m 210 ft	29 m 95 ft	64 m 210 ft

## Minimum Distance Separation II

Worksheet 1

Prepared By: Robert Brown, Manager, Planning Services, Town of Kingsville

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**Preparer Information**

Robert Brown  
Manager, Planning Services  
Town of Kingsville  
2021 Division St N  
Kingsville, ON, Canada N9Y 2Y9  
Phone #1: 519-733-2305  
Email: rbrown@kingsville.ca

Signature of Preparer: \_\_\_\_\_

Robert Brown, Manager, Planning Services

Date: \_\_\_\_\_

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**NOTE TO THE USER:**

The Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA) has developed this software program for distribution and use with the Minimum Distance Separation (MDS) Formulae as a public service to assist farmers, consultants, and the general public. This version of the software distributed by OMAFRA will be considered to be the official version for purposes of calculating MDS. OMAFRA is not responsible for errors due to inaccurate or incorrect data or information; mistakes in calculation; errors arising out of modification of the software, or errors arising out of incorrect inputting of data. All data and calculations should be verified before acting on them.

**From:** [Norm and Betty Zorzit](#)  
**To:** [Kristina Brcic](#)  
**Cc:** [REDACTED]  
**Date:** Saturday, April 24, 2021 5:22:12 PM

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Hello. My name is Norm Zorzit. My wife Betty & I live on the southeast corner of the Inman Side Road and County Rd. 34 East. We are totally in favour of having this parcel of land amended to allow a dwelling to be constructed on this site. We both recall when the lighting fixtures were stored on the loading dock in sealed metal barrels on this site. I was present at the meeting at the former Gosfield North council along with many neighbours. This meeting took place approximately January or February of 1997. At this meeting, we were assured that there would be no danger of any environmental hazards. I know Mr. Quadrini personally and am aware of the soil and water testing he has had done on this property. In closing I would like to re-state that we are in favour of Mr. Quadrinis' request. Thank you....Norm & Betty Zorzit... [REDACTED]



planning@erca.org

P.519.776.5209

F.519.776.8688

360 Fairview Avenue West  
Suite 311, Essex, ON N8M 1Y6

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

Dear Mr. Brown:

RE: Zoning By-Law Amendment ZBA-04-2021  
380 INMAN SIDE RD  
ARN 371159000007800; PIN:  
Applicant: Giuseppe Quadrini

The following is provided as a result of our review of Zoning By-Law Amendment ZBA-04-2021. The parcel is 0.696 ha (1.72 ac.) in size and contains a storage shed. The applicant is seeking an amendment to the current zoning to permit a dwelling to be constructed on the site.

**DELEGATED RESPONSIBILITY TO REPRESENT THE PROVINCIAL INTEREST IN NATURAL HAZARDS AND REGULATORY RESPONSIBILITIES ASSOCIATED WITH 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*.

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, 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 not within or adjacent to any natural heritage feature that may meet the criteria for significance as defined by the PPS. 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 Zoning By-law Amendment.

If you have any questions or require any additional information, please contact the undersigned.

Sincerely,



Vitra Chodha  
Resource Planner  
/vc



# THE CORPORATION OF THE TOWN OF KINGSVILLE

## BY-LAW 41-2021

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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 buildings 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 No. 1-2014 as herein provided;

**AND WHEREAS** the application conforms to the Official Plan of the Town of Kingsville;

**NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWN OF KINGSVILLE ENACTS AS FOLLOWS:**

1. That Subsection 7.1 e) AGRICULTURAL EXCEPTION REGULATIONS is amended by deleting Subsection 7.1.52 and replacing with the following:

**7.1.52 'AGRICULTURE EXCEPTION 52 (A1-52)'**

For lands shown as A1-52 on Map 9 Schedule "A" of this By-law.

**a) Permitted Uses**

- i) Those uses *permitted* under Section 7.1 Agriculture (A1).

**b) Permitted Buildings and Structures**

- i) Those *buildings and structures permitted in Section 7.1.*

**c) Zone Provisions**

Notwithstanding Subsection 7.1 Zone Provisions, the following *shall* apply to lands within the A1-52 zone:

- i) *Minimum Lot area* - 7,000 m<sup>2</sup>;
- ii) *Minimum Lot frontage* - 100 meters;
- iii) *Minimum Front yard Setback* - 20 meters;
- iv) *Minimum Interior Side yard* - 1.5 meters;
- v) *Minimum Exterior Side yard* - 15 meters;
- vi) *Maximum Height of All Buildings/structures* - 10 meters.

2. This by-law shall come into force and take effect from the date of passing by Council and in accordance with Section 34 of the Planning Act.

**READ A FIRST, SECOND AND THIRD TIME AND FINALLY PASSED THIS 10<sup>TH</sup> DAY OF May, 2021.**

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**MAYOR, Nelson Santos**

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**CLERK, Jennifer Astrologo**



**Town of Kingsville  
Council Summary Report  
2021**

**Cheque Distributions for the Month of:  
Department Summary:**

APRIL

Dept. No.	Department Name	Amount
-	TD Canada Trust - RM Visa	\$ 15,756.67
-	TD Canada Trust - JN Visa	\$ 46.76
-	TD Canada Trust - NS Visa	\$ -
000	Default - Clearing	\$ 91,246.57
110	Council	\$ 1,412.13
112	General Administration	\$ 17,661.56
114	Information Technology	\$ 3,259.11
120	Animal Control	\$ 496.16
121	Fire	\$ 32,584.37
122	OPP	\$ 2,245.56
124	Building	\$ 10,450.70
130	Transportation - Public Works	\$ 278,308.32
131	Sanitation	\$ 113,285.45
151	Cemetery	\$ 1,401.38
170	Arena	\$ 18,892.76
171	Parks	\$ 4,277.19
172	Fantasy of Lights	\$ 114.28
173	Marina	\$ 232.47
174	Migration Festival	\$ -
175	Recreation Programs	\$ 306.46
176	Communities in Bloom	\$ -
177	Highland Games	\$ -
178	Facilities	\$ 5,420.73
180	Planning	\$ 104.09
181	BIA	\$ 384.80
184	Accessibility Committee	\$ -
185	Tourism & Economic Development Committee	\$ 877.12
186	Heritage Committee	\$ 435.43
201	Environmental - Water	\$ 29,518.08
242	Kingsville/Lakeshore West Wastewater	\$ 113,798.33
243	Cottam Wastewater	\$ 8,179.75
<b>Total of Current Expenditures:</b>		<b>\$ 750,696.23</b>

**Total Number of Current Cheques Issued:**

161

*\*Note HST Rebate details are omitted, but are included in the totals*

**Comparison Data:**

**APRIL 2020**

**Total of Approved Expenditures:**

\$ 1,335,901.09

**Total Number of Cheques Issued:**

238

*\* denotes monies recouped, refunded or billed to third party*

## TOWN OF KINGSVILLE CHEQUE DISTRIBUTION

APRIL 2021

TD Canada Trust - RM Visa

Cheque	*	Date	Vendor Name	Description	G/L Account	Amount
76432		4/21/2021	AMO	WEBINARS - L L	01-110-102-60253	\$98.31
76432		4/21/2021	AMCTO	AMCTO CONFERENCE - J A	01-112-098-60254	\$498.62
76432		4/21/2021	LSO STORE	TRNG - MUN LAWYER J A	01-112-098-60254	\$213.70
76432		4/21/2021	AMCTO	TRNG - RECORDS MGMT R B	01-112-098-60254	\$325.63
76432		4/21/2021	Amazon.ca*LU2W497G3	ADMIN - OFFICE SUPPLIES	01-112-099-60301	\$7.10
76432		4/21/2021	INDEED	AD - SOLICITOR	01-112-099-60306	\$476.40
76432		4/21/2021	SHOPPERS DRUG MART #6032	RETIREMENT - B M	01-112-099-60317	\$157.11
76432		4/21/2021	Amazon.ca Prime Member	MEMBERSHIP FEE	01-112-099-60320	\$8.13
76432		4/21/2021	Amazon.ca*342AQ8KU3	CROSSING GUARD - VEST	01-112-099-60368	\$24.89
76432		4/21/2021	AMZN Mktp CA*UR9VT7EH3	BYLAW - FACE MASKS (COVID)	01-112-360-72057	\$22.90
76405		4/20/2021	Everbridge Inc	EVERBRIDGE RENEWAL	01-114-099-60309	\$6,410.88
76432		4/21/2021	MODITECH RESCUE SOLUTI	FIRE - SOFTWARE	01-114-099-60309	\$1,074.56
76432		4/21/2021	COMODO	SFTWRE LICENSE-NEW DEVICES	01-114-099-60309	\$621.54
76432		4/21/2021	FIREHOUSE TRAINING	TRNG - HIGH RISE SAFETY J D	01-121-072-60118	\$152.64
76432		4/21/2021	PSHSA PSHSA	TRNG - DESIGNATED OFFICER	01-121-098-60254	\$183.17
76432		4/21/2021	AMZN Mktp CA*668X41ON3	FIRE - 64GB SD CARDS	01-121-099-60301	\$24.63
76432		4/21/2021	AMZN Mktp CA*FT5BF4F83	FIRE - 64GB SD CARDS	01-121-099-60301	\$24.63
76432		4/21/2021	AMZN Mktp CA*GT3ZI19R3	FIRE - MULTI-CARD READER	01-121-099-60301	\$19.99
76432		4/21/2021	AMZN Mktp CA*8Y6WW5123	FIRE - WINDOW TOOL	01-121-099-60316	\$118.01
76432		4/21/2021	TERRAPURE ENVIRONMENTA	FIRE - TETRACHLORIDE REMOVAL	01-121-099-60317	-\$66.22
76432		4/21/2021	PAUL CONWAY SHIELDS IN HO	FIRE - RECRUIT LEATHER SHIELD	01-121-099-60701	\$923.90
76432		4/21/2021	WIRELESS ACCESSORIES UNLI	FIRE - RADIOS & PAGERS	01-121-099-60702	\$159.31
76432		4/21/2021	TREE TIME INC	TREES	01-130-099-60425	\$106.54
76432		4/21/2021	UW CONFERENCE CENTRE 2	TRNG - ECDEV K L	01-175-099-60254	\$1,170.24
76432		4/21/2021	PAYPAL *ECONOMICDEV	EDAC MEMBER - N C	01-175-099-60254	\$26.31
76432		4/21/2021	COGECO CONNEXION	103 PARK ST	01-178-135-60327	\$119.89
76432		4/21/2021	TRIMHOUSE INC	P&R - BASEBOARD	01-178-155-60315	\$611.67
76432		4/21/2021	COGECO CONNEXION	37 BEECH ST	01-178-172-60327	\$129.95
76436		4/21/2021	ZOOM.US 888-799-9666	PLNG - ZOOM WEBINARS	01-180-099-60317	\$32.36
76436		4/21/2021	ZOOM.US 888-799-9666	PLNG - ZOOM WEBINARS	01-180-099-60317	\$53.93
76432		4/21/2021	UW CONFERENCE CENTRE 2	TRNG - ECDEV N C	01-185-098-60254	\$1,170.24
76432		4/21/2021	ONTARIO WATER WORKS AS	WTR TRAINING CREDIT	02-201-098-60254	-\$50.88
76432		4/21/2021	AWWA.ORG	2021 MEMBERSHIP - S M	02-201-099-60320	\$287.37
76432		4/21/2021	AWWA.ORG	2021 MEMBERSHIP - A P	02-201-099-60320	\$287.37
76432		4/21/2021	LSI DBA GOVDEALS	ES - WATER METERS	02-201-099-63015	\$331.85
Total For RM Visa						\$15,756.67

TD Canada Trust - JN Visa

Cheque	*	Date	Vendor Name	Description	G/L Account	Amount
76433		4/21/2021	JACKS GASTROPUB	MTG - TOURISM INITIATIVES	01-112-099-60317	\$46.70
Total For JN Visa						\$46.76

000

Cheque	*	Date	Vendor Name	Description	G/L Account	Amount
76283	*	4/20/2021		RFND DEP - 188 COUNTY RD 27 W	01-000-000-21410	\$2,000.00
76285	*	4/20/2021		RFND DEP - 186 DIVISION ST N	01-000-000-21410	\$2,000.00
76288	*	4/20/2021		RFND DEP - 481 COUNTY RD 34 W	01-000-000-21410	\$2,000.00
76289	*	4/20/2021		RFND DEP - 905 WRIDE AVE	01-000-000-21410	\$2,000.00
76292	*	4/20/2021		RFND DEP - 2014 ROAD 3 E	01-000-000-21410	\$2,000.00
76301	*	4/20/2021		RFND DEP - 409 ROAD 9 E	01-000-000-21410	\$2,000.00
76305	*	4/20/2021	County Wide Tree Service	TREE REMOVAL - 1520 ROAD 5 E	01-000-006-13199	\$3,900.00
76306	*	4/20/2021		RFND DEP - 609 ROAD 3 E	01-000-000-21410	\$1,000.00
76306	*	4/20/2021		RFND DEP - 609 ROAD 3 E	01-000-000-21410	\$1,000.00
76306	*	4/20/2021		RFND DEP - 609 ROAD 3 E	01-000-000-21410	\$1,000.00
76306	*	4/20/2021		RFND DEP - 609 ROAD 3 E	01-000-000-21410	\$1,000.00
76310	*	4/20/2021		RFND DEP - 609 ROAD 3 E	01-000-000-21410	\$1,000.00
76312	*	4/20/2021		RFND DEP - 1288 ROAD 2 W	01-000-000-21410	\$2,000.00
76313	*	4/20/2021		RFND-PAVILION APR 23-25, 2021	01-000-030-21383	\$97.20
76315	*	4/20/2021		RFND DEP - 4029 GRAHAM SDRD	01-000-000-21410	\$1,000.00
76321	*	4/20/2021		RFND DEP - 2020 ROAD 5 E	01-000-000-21410	\$2,000.00
76329	*	4/20/2021		RFND DEP - 7 PARK LANE	01-000-000-21410	\$2,000.00
76329	*	4/20/2021		RFND DEP - 1520 ROAD 5 E	01-000-000-21410	\$2,000.00
76333	*	4/20/2021		RFND DEP - 5 WOODLAND ST	01-000-000-21410	\$1,000.00

76335	*	4/20/2021		RFND DEP - 696 HERITAGE RD	01-000-000-21410	\$2,000.00
76336	*	4/20/2021		RFND DEP - 808 COUNTY RD 20	01-000-000-21410	\$2,000.00
76337	*	4/20/2021		RFND DEP - 965 BRIARWOOD CRES	01-000-000-21410	\$1,000.00
76341	*	4/20/2021	I.B.E.W. #636	REMITTANCE - MAR 21-APR 3 2021	01-000-000-21006	\$1,623.29
76345	*	4/20/2021		RFND DEP - 106 HARBOURVIEW DR	01-000-000-21410	\$2,000.00
76349	*	4/20/2021		RFND DEP - LOT 15 COUNTY RD 8	01-000-000-21410	\$2,000.00
76350	*	4/20/2021		RFND DEP - 257 ROAD 10	01-000-000-21410	\$2,000.00
76353	*	4/20/2021		RFND PAP - 201 BERNATH ST	01-000-031-21418	\$1,985.86
76355	*	4/20/2021		RFND DEP - 1971 ROAD 3 E	01-000-000-21410	\$1,000.00
76355	*	4/20/2021		RFND DEP - 1532 CTY RD 34 E	01-000-000-21410	\$1,000.00
76355	*	4/20/2021		RFND DEP - 37 MAIN ST E	01-000-000-21410	\$2,000.00
76356	*	4/20/2021		RFND DEP - 103 ERIE ST	01-000-000-21410	\$1,000.00
76367	*	4/20/2021		RFND DEP - 289 COUNTY RD 14	01-000-000-21410	\$2,000.00
76368	*	4/20/2021		RFND DEP - 2502 DIVISION RD N	01-000-000-21410	\$1,000.00
76369	*	4/20/2021		RFND DEP - 50 COUNTY RD 27 W	01-000-000-21410	\$2,000.00
76371	*	4/20/2021		RFND DEP - 1544 HERITAGE	01-000-000-21410	\$1,000.00
76385	*	4/20/2021	Reg Clark Trucking Ltd.	BRUSHING - CENTRE 4TH DRAIN	01-000-023-14080	\$1,611.88
76385	*	4/20/2021	Reg Clark Trucking Ltd.	BRUSHING - CENTRE 4TH DRAIN	01-000-023-14080	\$16,577.20
76388	*	4/20/2021		RFND DEP - 1221 HERITAGE RD	01-000-000-21410	\$2,000.00
76389		4/20/2021	Royal Benefits Inc	BENEFITS CLAIM - MAR 2021	01-000-006-12002	\$45.96
76401		4/20/2021	Southpoint Publishing Inc	AD - MARCH 2021	01-000-030-21307	\$427.14
76401		4/20/2021	Southpoint Publishing Inc	AD - MARCH 2021	01-000-030-21307	\$166.11
76401		4/20/2021	Southpoint Publishing Inc	AD - MARCH 2021	01-000-030-21307	\$166.11
76401		4/20/2021	Southpoint Publishing Inc	AD - MARCH 2021	01-000-030-21307	\$166.11
76402	*	4/20/2021		RFND DEP - 481 ROAD 3 E	01-000-000-21410	\$2,000.00
76404	*	4/20/2021		RFND DEP - 2190 SEACLIFF DR	01-000-000-21410	\$2,000.00
76415	*	4/20/2021		RFND DEP - 86 WIGLE UNIT 14&22	01-000-000-21410	\$2,000.00
76415	*	4/20/2021		RFND DEP - 86 WIGLE UNIT 19&28	01-000-000-21410	\$2,000.00
76420	*	4/20/2021		RFND DEP - 2980 SOUTH TALBOT	01-000-000-21410	\$1,000.00
76420	*	4/20/2021		RFND DEP - 2980 SOUTH TALBOT R	01-000-000-21410	\$1,000.00
76420	*	4/20/2021		RFND DEP - 2980 SOUTH TALBOT R	01-000-000-21410	\$1,000.00
76420	*	4/20/2021		RFND DEP - 2980 SOUTH TALBOT R	01-000-000-21410	\$1,000.00
76420	*	4/20/2021		RFND DEP - 2980 SOUTH TALBOT R	01-000-000-21410	\$1,000.00
76429	*	4/21/2021	HYDRO ONE	1 Conc Lot22 Moroun Pump St	01-000-023-14080	\$448.95
76429	*	4/21/2021	HYDRO ONE	Streetlights - Dimar Dr	01-000-006-13199	\$30.76
Total For Department						\$91,246.57

110

Cheque	*	Date	Vendor Name	Description	G/L Account	Amount
76280		4/20/2021	Association of Municipalities of Ont	TRNG - LAND USE PLAN'G TNE KDE	01-110-105-60253	\$183.17
76280		4/20/2021	Association of Municipalities of Ont	TRNG - LAND USE PLAN'G TNE KDE	01-110-104-60253	\$183.17
76318		4/20/2021	Eat Drink Dine Kingsville	BIODEGRADABLE PICNIC SUPPLIES	01-110-099-60300	\$1,000.00
76434		4/21/2021	Telus Mobility	CELL PHONE - MAR 28-APR 27/21	01-110-099-60327	\$45.79
Total For Department						\$1,412.13

112

Cheque	*	Date	Vendor Name	Description	G/L Account	Amount
76276		4/20/2021	Actuarial Solutions Inc.	EFB ACCOUNTING DISCLOSURES	01-112-099-60326	\$2,035.20
76287		4/20/2021	BMA Management Consulting Inc	2020 BMA STUDY	01-112-099-60320	\$1,272.00
76297		4/20/2021	CDW Canada	MONITORS & BACKUPS-HIRES/TREAS	01-112-099-60358	\$1,605.57
76297		4/20/2021	CDW Canada	MONITORS & BACKUPS-HIRES/TREAS	01-112-099-60358	\$501.45
76320		4/20/2021	Ergonow Incorporated	ASSESSMENT -	01-112-099-60319	\$112.78
76351		4/20/2021	LBC Capital	RECOP PRINTER-APR15-MAY14/21	01-112-099-60311	\$72.30
76351		4/20/2021	LBC Capital	CAO COPIER - APR 17-MAY 16/21	01-112-099-60311	\$16.99
76351		4/20/2021	LBC Capital	CLERKS COPIER-APR 17-MAY 16/21	01-112-099-60311	\$227.80
76351		4/20/2021	LBC Capital	TREASURY COPIER-APR17-MAY16/21	01-112-099-60311	\$227.80
76363		4/20/2021	Monarch Office Supply	OFFICE SUPPLIES - MAR 2021	01-112-099-60301	\$746.99
76389		4/20/2021	Royal Benefits Inc	BENEFITS CLAIM - MAR 2021	01-112-072-60222	\$1,926.02
76389		4/20/2021	Royal Benefits Inc	BENEFITS CLAIM - MAR 2021	01-112-072-60223	\$286.49
76396		4/20/2021	SHI CANADA ULC	SOFTWARE LICENSING - NEW HIRES	01-112-099-60358	\$2,061.20
76396		4/20/2021	SHI CANADA ULC	SOFTWARE LICENSING - NEW HIRES	01-112-360-72057	\$2,061.20
76398		4/20/2021	Shred-It International ULC	RECORDS ARCHIVE DESTRUCTION	01-112-099-60317	\$213.18
76406		4/20/2021	Thomson Reuters Canada	WESTLAW SUBSCRIPTION-MAR 2021	01-112-099-60320	\$142.67
76408		4/20/2021	Town of Essex	TRNG - LOTTERY LICENSE JSE SKI	01-112-098-60254	\$508.80
76425		4/21/2021	Cogeco	2021 DIVISION RD N	01-112-099-60327	\$310.05
76427		4/21/2021	Enbridge Gas Inc.	2021 Division Rd N - Town Hall	01-112-099-60314	\$344.82
76429		4/21/2021	HYDRO ONE	2021 Division Admin #J027150	01-112-099-60314	\$2,739.53
76434		4/21/2021	Telus Mobility	CELL PHONE - MAR 28-APR 27/21	01-112-099-60327	\$183.17
76435		4/21/2021	Town of Kingsville (water)	2021 Division Admin	01-112-099-60314	\$65.55

Total For Department \$17,661.56

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Cheque	*	Date	Vendor Name	Description	G/L Account	Amount
76279		4/20/2021	Applied Computer Solutions Inc	MARCH SUPPORT	01-114-099-60310	\$222.60
76279		4/20/2021	Applied Computer Solutions Inc	WIRELESS RADIO MAINTENANCE	01-114-099-60309	\$52.10
76297		4/20/2021	CDW Canada	MONITORS & BACKUPS-HIRES/TREAS	01-114-099-60302	\$752.18
76300		4/20/2021	Cisco Systems Canada Co	WEBEX SUBSCRIPTION-APR17-MAY16	01-114-099-60309	\$50.03
76307		4/20/2021	CSI Power & Environment Inc.	MAINTENANCE UPS SERVER RM 1/3	01-114-099-60309	\$2,041.30
76340		4/20/2021	Tony Iacobelli	CARD ACCESS SYSTEM LANDYARDS	01-114-099-60309	\$49.32
76434		4/21/2021	Telus Mobility	CELL PHONE - MAR 28-APR 27/21	01-114-099-60327	\$91.58
Total For Department						\$3,259.11

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Cheque	*	Date	Vendor Name	Description	G/L Account	Amount
76291	*	4/20/2021		RFND - DOG TAG 848	01-120-064-41140	\$20.00
76317	*	4/20/2021		RFND-DUPLICATE DOG TAG PURCHASE	01-120-064-41140	\$20.00
76322		4/20/2021	Erie Veterinary Hospital	CAT VOUCHER PROGRAM	01-120-280-60377	\$75.00
76364		4/20/2021	Municipality of Leamington	ANIMAL CTRL-TRAP'G JAN/FEB2021	01-120-280-60124	\$356.16
76416		4/20/2021	Windsor Essex County Humane Society	STRAY CAT PROGRAM - MAR 2021	01-120-280-60125	\$25.00
Total For Department						\$496.16

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Cheque	*	Date	Vendor Name	Description	G/L Account	Amount
76277		4/20/2021	A.J. Stone Company Ltd.	FIRE - BELTS	01-121-099-60316	\$932.34
76295		4/20/2021	Canadian Safety Equipment Inc.	FIRE - SEATBELT CUTTER	01-121-099-60316	\$124.25
76299		4/20/2021	Cintas Canada Limited	FIRE - MATS KING	01-121-099-60315	\$83.17
76304		4/20/2021	Commercial Truck Equipment Co	218 - DOOR SEALS	01-121-099-60316	\$380.58
76304		4/20/2021	Commercial Truck Equipment Co	122 - DISCHARGE GAUGE	01-121-099-60316	\$251.99
76309		4/20/2021		FIRE - WATER FOR REHAB	01-121-099-60317	\$34.05
76309		4/20/2021		FIRE - 216 PART	01-121-099-60316	\$27.65
76311		4/20/2021	DeLage Landen	FIRE COPIER LEASE - MAY 2021	01-121-099-60311	\$137.83
76327		4/20/2021	Fireservice Management Ltd.	EQUIPMENT REPAIR	01-121-099-60316	\$127.97
76327		4/20/2021	Fireservice Management Ltd.	EQUIPMENT REPAIR	01-121-099-60316	\$78.78
76327		4/20/2021	Fireservice Management Ltd.	EQUIPMENT REPAIR	01-121-099-60316	\$94.70
76343		4/20/2021	Inland Liferfts & Marine Limited	FIRE - SUIT REPAIR	01-121-099-60316	\$157.38
76348		4/20/2021	Kingsville Home Hardware	FIRE - FUEL & CABLE TIES	01-121-099-60340	\$50.84
76348		4/20/2021	Kingsville Home Hardware	FIRE - FUEL & CABLE TIES	01-121-099-60316	\$22.87
76348		4/20/2021	Kingsville Home Hardware	FIRE-FUEL & ELEC TAPE, STORAGE	01-121-099-60340	\$243.98
76348		4/20/2021	Kingsville Home Hardware	FIRE-FUEL & ELEC TAPE, STORAGE	01-121-099-60316	\$20.50
76348		4/20/2021	Kingsville Home Hardware	FIRE - TOOL BOX	01-121-099-60316	\$72.70
76360		4/20/2021	Minister of Finance (Fire)	ARIS - LICENSE ABSTRACTS	01-121-099-60320	\$250.00
76361		4/20/2021	M&L Supply	FIRE - BATTERY	01-121-099-60316	\$569.02
76363		4/20/2021	Monarch Office Supply	OFFICE SUPPLIES - MAR 2021	01-121-099-60301	\$110.28
76380		4/20/2021	Purolator Courier Service	FIRE - COURIER SERVICES	01-121-099-60305	\$18.42
76389		4/20/2021	Royal Benefits Inc	BENEFITS CLAIM - MAR 2021	01-121-072-60222	\$288.90
76390		4/20/2021	Safedesign Apparel Ltd.	FIRE - BUNKER GEAR	01-121-099-60701	\$13,344.24
76391		4/20/2021	Sam's Service Facility	FIRE - CAR 1 SERVICE	01-121-099-60316	\$134.31
76409		4/20/2021	Town of LaSalle	DISPATCHING - Q1 2021	01-121-100-60715	\$13,348.50
76422		4/20/2021	Xerox Canada Ltd.	XEROX - FEB 25 - MAR 25/2021	01-121-099-60311	\$63.86
76423		4/21/2021	Allstream Business Inc	Fire Emergency Calls	01-121-099-60327	\$45.79
76426		4/21/2021	E.L.K. Energy Inc	120 Fox St	01-121-099-60314	\$225.87
76427		4/21/2021	Enbridge Gas Inc.	120 Fox St	01-121-099-60314	\$534.32
76427		4/21/2021	Enbridge Gas Inc.	1720 Division Rd N	01-121-099-60314	\$346.96
76428		4/21/2021	Gosfield North Communications	COTTAM FIRE HALL	01-121-099-60327	\$126.46
76434		4/21/2021	Telus Mobility	CELL PHONE - MAR 28-APR 27/21	01-121-099-60327	\$249.31
76435		4/21/2021	Town of Kingsville (water)	1720 Division Rd N	01-121-099-60314	\$86.55
Total For Department						\$32,584.37

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Cheque	*	Date	Vendor Name	Description	G/L Account	Amount
76299		4/20/2021	Cintas Canada Limited	OPP - MATS	01-122-099-60315	\$107.45
76374		4/20/2021	Ontario Association of Police Servic	OAPSB ANNUAL AGM - N SANTOS	01-122-098-60253	\$712.32
76387		4/20/2021	Ricoh Canada	OPP - LEASE & COPIES FEB-MAR	01-122-099-60311	\$343.83
76426		4/21/2021	E.L.K. Energy Inc	41 Division St S	01-122-099-60314	\$655.79
76427		4/21/2021	Enbridge Gas Inc.	41 Division St S	01-122-099-60314	\$265.81

76428	4/21/2021	Gosfield North Communications	OPP - TALBOT ST COTTAM	01-122-099-60327	\$122.75
76431	4/21/2021	Reliance Home Comfort	41 Division St S	01-122-099-60314	\$37.61
				Total For Department	\$2,245.56

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Cheque	*	Date	Vendor Name	Description	G/L Account	Amount
76334		4/20/2021	The Harrow News & County Print	BUSINESS CARDS - W MILLS	01-124-099-60301	\$76.27
76359		4/20/2021	Wayne Mills Consulting	BLDG - INSPECTIONS MAR 15-26	01-124-072-60120	\$4,823.42
76359		4/20/2021	Wayne Mills Consulting	BLDG - INSPECTIONS MAR 29-APR9	01-124-072-60120	\$5,311.87
76434		4/21/2021	Telus Mobility	CELL PHONE - MAR 28-APR 27/21	01-124-099-60327	\$239.14
				Total For Department		\$10,450.70

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Cheque	*	Date	Vendor Name	Description	G/L Account	Amount
76281		4/20/2021	B&T Waechter Holdings Ltd (Cdn Tire)	PW - 20-04 FLOOR MATS	01-130-099-60316	\$30.52
76293		4/20/2021	Caduceon Enterprises Inc.	SAMPLE - ESSELTINE DRAIN	01-130-360-71547	\$62.28
76298		4/20/2021	Chapman Signs	PW - STREET SIGNS	01-130-132-60428	\$775.43
76305		4/20/2021	County Wide Tree Service	TREE REMOVAL - 116 ELM ST	01-130-099-60426	\$4,029.69
76314		4/20/2021	Dillon Consulting	BRIDGE#18-REHABILITATION	01-130-360-71825	\$21,910.36
76314		4/20/2021	Dillon Consulting	RD#11 IRWIN DR - CULVERT	01-130-360-71962	\$385.20
76319		4/20/2021	Economy Rental Centre	PW - SMALL CHAINSAW	01-130-099-60357	\$437.52
76319		4/20/2021	Economy Rental Centre	PW - WELDING WIRE	01-130-099-60335	\$144.96
76323		4/20/2021	E.R.(Bill) Vollans Ltd.	PW - TIRES FOR KIOTI'S	01-130-122-60421	\$787.59
76323		4/20/2021	E.R.(Bill) Vollans Ltd.	PW - 13-02 SMALL PARTS	01-130-099-60316	\$141.68
76324		4/20/2021	Essex Region Conservation Auth	PERMIT - BRIDGE#18	01-130-360-71825	\$500.00
76338		4/20/2021	Hurricane SMS Inc	DRAINAGE WORK - RIDGEVIEW	01-130-099-60427	\$892.94
76346		4/20/2021	Kelcom Radio Division	AVL & RADIOS FOR FLEET - APR	01-130-099-60460	\$761.93
76348		4/20/2021	Kingsville Home Hardware	PW - SWEEPER PARTS	01-130-110-60422	\$18.31
76348		4/20/2021	Kingsville Home Hardware	PW - TOLIET FLAPPER	01-130-099-60315	\$7.62
76348		4/20/2021	Kingsville Home Hardware	PW - TOILET LEVER ARM	01-130-099-60315	\$8.13
76348		4/20/2021	Kingsville Home Hardware	PW - SHOP LIGHT BULBS	01-130-099-60315	\$10.67
76351		4/20/2021	LBC Capital	PW COPIER-APR 17-MAY 16/21	01-130-099-60301	\$43.81
76352		4/20/2021	Leamington Int. Trucks	12-01 - REPAIR BRAKES	01-130-099-60316	\$2,563.09
76357		4/20/2021	McTague Law Firm	LAND EXPROPRIATION-JASPERSON	01-130-360-71925	\$1,162.20
76357		4/20/2021	McTague Law Firm	LAND EXPROPRIATION - MAIN ST W	01-130-360-71546	\$331.64
76363		4/20/2021	Monarch Office Supply	OFFICE SUPPLIES - MAR 2021	01-130-099-60301	\$50.84
76370		4/20/2021	N.J. Peralta Engineering Ltd.	ENG SERV - JASPERSON DR	01-130-360-71925	\$50,828.07
76382		4/20/2021	Queens Auto Supply	PW - DRILL BIT	01-130-099-60335	\$3.04
76382		4/20/2021	Queens Auto Supply	PW - PIPE WRENCH SET	01-130-099-60357	\$20.51
76383		4/20/2021	Rapid Drainage Ltd	DAYLIGHTING - ROAD 2 E	01-130-360-72024	\$3,934.60
76384		4/20/2021	RC Spencer Associates Inc.	ENG SERVICES - ESSELTINE DRAIN	01-130-360-71547	\$19,904.24
76384		4/20/2021	RC Spencer Associates Inc.	ENG SERVICES - ESSELTINE DRAIN	01-130-360-71547	\$7,418.30
76389		4/20/2021	Royal Benefits Inc	BENEFITS CLAIM - MAR 2021	01-130-072-60223	\$1,151.88
76394		4/20/2021	Shepley Road Maintenance Ltd.	2021 RURAL ROAD PROGRAM	01-130-360-72109	\$57,059.09
76395		4/20/2021	Sherway Contracting	MAIN ST W RECONSTRUCTION	01-130-360-71546	\$74,243.78
76399		4/20/2021	SkyMobile	FLEET TRACKING - APR 2021	01-130-099-60460	\$1,149.89
76401		4/20/2021	Southpoint Publishing Inc	AD - MARCH 2021	01-130-099-60306	\$290.02
76403		4/20/2021	Strongco Limited Partnership	SERVICE & REPAIR - LOADER	01-130-099-60316	\$5,521.48
76412		4/20/2021	Verhaegen Land Surveyors	PROF SERVICES - 319 RD 2 E	01-130-360-71925	\$326.03
76413		4/20/2021	Waddick Fuels	PW - DIESEL	01-130-099-60340	\$799.69
76413		4/20/2021	Waddick Fuels	PW - GASOLINE	01-130-099-60340	\$1,870.16
76413		4/20/2021	Waddick Fuels	PW - GASOLINE	01-130-099-60340	\$1,525.99
76413		4/20/2021	Waddick Fuels	PW - DIESEL	01-130-099-60340	\$1,149.27
76426		4/21/2021	E.L.K. Energy Inc	390 Main St E Traffic Lights	01-130-110-60402	\$84.46
76426		4/21/2021	E.L.K. Energy Inc	Wigle Traffic Lights	01-130-110-60402	\$68.88
76426		4/21/2021	E.L.K. Energy Inc	Street Lights - Kingsville	01-130-114-60412	\$6,877.15
76426		4/21/2021	E.L.K. Energy Inc	Division Traffic Lights	01-130-110-60402	\$160.19
76426		4/21/2021	E.L.K. Energy Inc	Spruce Traffic Lights	01-130-110-60402	\$206.70
76426		4/21/2021	E.L.K. Energy Inc	Santos & Main Traffic Lights	01-130-110-60402	\$27.89
76426		4/21/2021	E.L.K. Energy Inc	Jasperson Crosswalk	01-130-110-60402	\$1,111.65
76426		4/21/2021	E.L.K. Energy Inc	Street Lights - Cottam	01-130-114-60412	\$1,391.55
76426		4/21/2021	E.L.K. Energy Inc	Jasperson Traffic Lights	01-130-110-60402	\$206.70
76427		4/21/2021	Enbridge Gas Inc.	2021 Div RdN - PW Garage	01-130-099-60314	\$246.24
76427		4/21/2021	Enbridge Gas Inc.	2021 Division - Garage	01-130-099-60314	\$189.50
76429		4/21/2021	HYDRO ONE	Streetslights - Kratz	01-130-114-60412	\$3.06
76429		4/21/2021	HYDRO ONE	Combination All Street Lights	01-130-114-60412	\$2,762.45
76429		4/21/2021	HYDRO ONE	PW Garage	01-130-099-60314	\$1,824.43
76434		4/21/2021	Telus Mobility	CELL PHONE - MAR 28-APR 27/21	01-130-099-60327	\$45.79

76434	4/21/2021	Telus Mobility	CELL PHONE - MAR 28-APR 27/21	01-130-099-60327	\$559.68
76435	4/21/2021	Town of Kingsville (water)	PW Garage	01-130-099-60314	\$289.55
Total For Department					\$278,308.32

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Cheque	*	Date	Vendor Name	Description	G/L Account	Amount
76325		4/20/2021	Essex-Windsor Solid Waste	FIXED COSTS - MARCH 2021	01-131-400-60370	\$40,211.00
76325		4/20/2021	Essex-Windsor Solid Waste	WASTE DISPOSAL - MARCH 2021	01-131-400-60370	\$19,584.63
76330		4/20/2021	GFL Environmental Inc	FRONT END-COTTAM/LP CONDO	01-131-400-60380	\$499.78
76330		4/20/2021	GFL Environmental Inc	WASTE COLLECTION - APR 2021	01-131-400-60380	\$52,860.52
76330		4/20/2021	GFL Environmental Inc	FRONT END - LP CONDO	01-131-400-60380	\$11.80
76330		4/20/2021	GFL Environmental Inc	FRONT END-ARENA/LIONS/690 HER	01-131-400-60380	\$117.72
					Total For Department	\$113,285.45

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Cheque	*	Date	Vendor Name	Description	G/L Account	Amount
76339		4/20/2021	Hutchins Monuments	RUTHVEN - OPENING	01-151-072-60121	\$570.00
76339		4/20/2021	Hutchins Monuments	RUTHVEN - OPENING	01-151-072-60121	\$570.00
76348		4/20/2021	Kingsville Home Hardware	CEMETERY - EGDER	01-151-099-60337	\$38.99
76348		4/20/2021	Kingsville Home Hardware	CEMETERY - CHAIN LINK	01-151-099-60337	\$9.98
76426		4/21/2021	E.L.K. Energy Inc	Greenhill Cemetery	01-151-099-60314	\$124.76
76427		4/21/2021	Enbridge Gas Inc.	Mill St Cemetery	01-151-099-60314	\$87.65
					Total For Department	\$1,401.38

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Cheque	*	Date	Vendor Name	Description	G/L Account	Amount
76286		4/20/2021	Black & McDonald Limited	ARENA - COMPRESSOR MAINT	01-170-099-60316	\$5,253.65
76299		4/20/2021	Cintas Canada Limited	ARENA - MATS	01-170-099-60315	\$100.04
76313	*	4/20/2021		RFND-PAVILION APR 23-25, 2021	01-170-006-12063	\$1,100.00
76331	*	4/20/2021		RFND - PAVILION JUL 16-18 2021	01-170-006-12063	\$700.00
76351		4/20/2021	LBC Capital	P&R COPIER - APR 17-MAY 16/21	01-170-099-60301	\$86.10
76358		4/20/2021	Merchant Paper Company	P&R - SHOP SUPPLIES	01-170-099-60315	\$241.29
76363		4/20/2021	Monarch Office Supply	OFFICE SUPPLIES - MAR 2021	01-170-099-60301	\$98.96
76365	*	4/20/2021		RFND-GROVEDALE APR 23-25, 2021	01-170-006-12063	\$1,000.00
76386	*	4/20/2021		RFND-GROVEDALE APR 9-11, 2021	01-170-006-12063	\$1,000.00
76389		4/20/2021	Royal Benefits Inc	BENEFITS CLAIM - MAR 2021	01-170-072-60222	\$481.50
76392	*	4/20/2021	Sarah Parks Horsemanship	P2P FORM 006 & 007	01-170-000-15000	\$1,098.36
76411	*	4/20/2021		RFND-GROVEDALE SEPT 24-26,2021	01-170-006-12063	\$1,500.00
76423		4/21/2021	Allstream Business Inc	Arena - Fax/Debit	01-170-099-60327	\$90.00
76423		4/21/2021	Allstream Business Inc	Carnegie/Arena Elevator	01-170-099-60327	\$45.00
76425		4/21/2021	Cogeco	1741 JASPERSON	01-170-099-60327	\$110.43
76427		4/21/2021	Enbridge Gas Inc.	1741 Jasperson Lane	01-170-099-60314	\$1,545.19
76429		4/21/2021	HYDRO ONE	Arena Complex	01-170-099-60314	\$3,970.69
76434		4/21/2021	Telus Mobility	CELL PHONE - MAR 28-APR 27/21	01-170-099-60327	\$450.00
76435		4/21/2021	Town of Kingsville (water)	1741 Jasperson Lane	01-170-099-60314	\$21.55
					Total For Department	\$18,892.76

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Cheque	*	Date	Vendor Name	Description	G/L Account	Amount
76323		4/20/2021	E.R.(Bill) Vollans Ltd.	P&R - OIL CHANGES	01-171-099-60316	\$2,745.13
76326		4/20/2021	FastSigns	P&R - BYLAW SIGNS	01-171-099-60315	\$779.28
76362		4/20/2021	Modular Service Group Inc	STORAGE RENTAL - SOCCER	01-171-099-60318	\$76.32
76378		4/20/2021	Practica	DOGGY BAGS	01-171-099-60335	\$285.34
76382		4/20/2021	Queens Auto Supply	P&R - MULTI-BALL MOUNT	01-171-099-60316	\$42.73
76382		4/20/2021	Queens Auto Supply	P&R - BELTS	01-171-099-60316	\$28.47
76382		4/20/2021	Queens Auto Supply	P&R - BELT	01-171-099-60316	\$20.65
76410		4/20/2021	Truax Lumber	APPLEWOOD PARK - FENCING	01-171-099-60315	\$33.52
76410		4/20/2021	Truax Lumber	METTAWAS - BENCHES	01-171-099-60315	\$40.69
76426		4/21/2021	E.L.K. Energy Inc	Queen St - NE Corner	01-171-099-60314	\$14.79
76426		4/21/2021	E.L.K. Energy Inc	Queen St - NW Corner	01-171-099-60314	\$14.79
76426		4/21/2021	E.L.K. Energy Inc	315 Queen St - Meter Cab	01-171-099-60314	\$25.97
76426		4/21/2021	E.L.K. Energy Inc	169 Cty Rd 34W (Cottam Rotary)	01-171-099-60314	\$33.21
76429		4/21/2021	HYDRO ONE	ERCA - Ticket Booth	01-171-099-60314	\$27.75
76435		4/21/2021	Town of Kingsville (water)	ERCA - Park Washrooms	01-171-099-60314	\$108.55
					Total For Department	\$4,277.19

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Cheque	*	Date	Vendor Name	Description	G/L Account	Amount
76382		4/20/2021	Queens Auto Supply	FOL - RAPID STRIP	01-172-099-60315	\$114.28
Total For Department						\$114.28

173

Cheque	*	Date	Vendor Name	Description	G/L Account	Amount
76423		4/21/2021	Allstream Business Inc	Boat Ramp - 599 Cedar Dr	01-173-099-60327	\$48.62
76429		4/21/2021	HYDRO ONE	Cedar Beach Marina-W Dock	01-173-099-60314	\$75.73
76429		4/21/2021	HYDRO ONE	Cedar Island Boat Slips	01-173-099-60314	\$37.43
76429		4/21/2021	HYDRO ONE	Cedar Island Washrooms	01-173-099-60314	\$27.27
76429		4/21/2021	HYDRO ONE	Boat Ramp Booth - 599 Cedar Dr	01-173-099-60314	\$43.42
Total For Department						\$232.47

175

Cheque	*	Date	Vendor Name	Description	G/L Account	Amount
76282	*	4/20/2021		RFND - 3 FITNESS CLASSES	01-175-066-40625	\$17.70
76308	*	4/20/2021		RFND - 3 FITNESS CLASSES	01-175-066-40625	\$17.70
76316	*	4/20/2021		RFND - 3 FITNESS CLASSES	01-175-066-40625	\$17.70
76328	*	4/20/2021		RFND - 3 FITNESS CLASSES	01-175-066-40625	\$17.70
76347	*	4/20/2021		MILEAGE - FEB 26 - MAR 26 2021	01-175-099-60400	\$58.66
76354	*	4/20/2021		RFND - 3 FITNESS CLASSES	01-175-066-40625	\$17.70
76366	*	4/20/2021		RFND - 3 FITNESS CLASSES	01-175-066-40625	\$17.70
76372	*	4/20/2021		RFND - 3 FITNESS CLASSES	01-175-066-40625	\$17.70
76376	*	4/20/2021		RFND - 3 FITNESS CLASSES	01-175-066-40625	\$17.70
76377	*	4/20/2021		RFND - 3 FITNESS CLASSES	01-175-066-40625	\$17.70
76381	*	4/20/2021		RFND - 3 FITNESS CLASSES	01-175-066-40625	\$17.70
76393	*	4/20/2021		RFND - 3 FITNESS CLASSES	01-175-066-40625	\$17.70
76397	*	4/20/2021		RFND - 3 FITNESS CLASSES	01-175-066-40625	\$17.70
76400	*	4/20/2021		RFND - 3 FITNESS CLASSES	01-175-066-40625	\$17.70
76414	*	4/20/2021		RFND - 3 FITNESS CLASSES	01-175-066-40625	\$17.70
Total For Department						\$306.46

178

Cheque	*	Date	Vendor Name	Description	G/L Account	Amount
76302		4/20/2021	Colour Wheel Home Center	CARNEGIE PAINT	01-178-171-60315	\$102.55
76302		4/20/2021	Colour Wheel Home Center	CARNEGIE - PAINT	01-178-171-60315	\$102.55
76410		4/20/2021	Truax Lumber	PAVILION - PLYWOOD	01-178-155-60315	\$15.87
76410		4/20/2021	Truax Lumber	PAVILION - WOOD	01-178-155-60315	\$283.42
76410		4/20/2021	Truax Lumber	PAVILION - MATERIALS	01-178-155-60315	\$12.99
76410		4/20/2021	Truax Lumber	PAVILION - WOOD	01-178-155-60315	\$123.58
76410		4/20/2021	Truax Lumber	PAVILION - MATERIALS	01-178-155-60315	\$62.35
76410		4/20/2021	Truax Lumber	PAVILION - VICE GRIP	01-178-155-60315	\$29.99
76410		4/20/2021	Truax Lumber	GROVEDALE - GRINDER	01-178-155-60315	\$99.99
76423		4/21/2021	Allstream Business Inc	Park Pavilion	01-178-155-60327	\$48.62
76423		4/21/2021	Allstream Business Inc	Lions Hall	01-178-159-60327	\$45.00
76423		4/21/2021	Allstream Business Inc	Carnegie/Arena Elevator	01-178-171-60327	\$52.66
76424		4/21/2021	Bell Canada	BIA Phone	01-178-135-60314	(\$45.44)
76424		4/21/2021	Bell Canada	Grovedale Elevator	01-178-135-60314	\$89.56
76426		4/21/2021	E.L.K. Energy Inc	21 Mill St - Lions Hall	01-178-159-60314	\$14.53
76426		4/21/2021	E.L.K. Energy Inc	28 Division St S	01-178-171-60314	\$202.00
76426		4/21/2021	E.L.K. Energy Inc	315 Queen St - Pavilion	01-178-155-60314	\$182.33
76426		4/21/2021	E.L.K. Energy Inc	21 Mill St - Lions Hall	01-178-159-60314	\$321.57
76426		4/21/2021	E.L.K. Energy Inc	37 Beech St (42 Main)	01-178-172-60314	\$155.51
76426		4/21/2021	E.L.K. Energy Inc	103 Park St	01-178-135-60314	\$15.94
76426		4/21/2021	E.L.K. Energy Inc	103 Park St	01-178-135-60314	\$1,153.99
76426		4/21/2021	E.L.K. Energy Inc	124 Fox - Ridgeview Park	01-178-176-60314	\$20.90
76426		4/21/2021	E.L.K. Energy Inc	122 Fox St	01-178-173-60314	\$235.46
76427		4/21/2021	Enbridge Gas Inc.	124 Fox St	01-178-176-60314	\$293.64
76427		4/21/2021	Enbridge Gas Inc.	122 Fox St	01-178-173-60314	\$485.68
76427		4/21/2021	Enbridge Gas Inc.	37 Beech St	01-178-172-60314	\$180.34
76427		4/21/2021	Enbridge Gas Inc.	21 Mill St - Lions Hall	01-178-159-60314	\$578.54
76427		4/21/2021	Enbridge Gas Inc.	28 Division St S	01-178-171-60314	\$104.50
76427		4/21/2021	Enbridge Gas Inc.	103 Park St	01-178-135-60314	\$336.34
76431		4/21/2021	Reliance Home Comfort	24 Mill St - Lions Hall	01-178-159-60314	\$24.00
76431		4/21/2021	Reliance Home Comfort	315 Queen	01-178-155-60314	\$91.77
Total For Department						\$5,420.73



180

Cheque	*	Date	Vendor Name	Description	G/L Account	Amount
76363		4/20/2021	Monarch Office Supply	OFFICE SUPPLIES - MAR 2021	01-180-099-60301	\$58.30
76434		4/21/2021	Telus Mobility	CELL PHONE - MAR 28-APR 27/21	01-180-099-60327	\$45.79
					Total For Department	\$104.09

181

Cheque	*	Date	Vendor Name	Description	G/L Account	Amount
76284		4/20/2021		BIA - VOLUNTEER GIFT	01-181-099-60317	\$24.80
76284		4/20/2021		BIA - CONTEST PRIZE	01-181-099-60306	\$50.00
76418		4/20/2021	Windsor Parade Corporation	EASTER PROMO - PHOTO DONATION	01-181-099-60306	\$150.00
76424		4/21/2021	Bell Canada	BIA Internet	01-181-099-60327	\$36.63
76424		4/21/2021	Bell Canada	BIA Phone	01-181-099-60327	\$123.37
					Total For Department	\$384.80

185

Cheque	*	Date	Vendor Name	Description	G/L Account	Amount
76407		4/20/2021	Tourism Windsor Essex Pelee Island	AD-TWEPI'S VISITOR GUIDE	01-185-099-63104	\$864.96
76424		4/21/2021	Bell Canada	BIA Toll Free	01-185-099-60327	\$12.16
					Total For Department	\$877.12

186

Cheque	*	Date	Vendor Name	Description	G/L Account	Amount
76290		4/20/2021		RESEARCH ASSISTANT-MAR & EXP	01-186-099-63200	\$420.00
76290		4/20/2021		RESEARCH ASSISTANT-MAR & EXP	01-186-099-60320	\$15.43
					Total For Department	\$435.43

201

Cheque	*	Date	Vendor Name	Description	G/L Account	Amount
76278		4/20/2021	Allsop Plumbing	WTR-METER REPAIR 236 CTY RD27	02-201-099-63017	\$194.62
76278		4/20/2021	Allsop Plumbing	WTR-TEST&CERT HYDRANTBACKFLOW	02-201-099-63045	\$144.50
76294		4/20/2021	Canada Post Corporation	WATER - G/S & KING ARREARS	02-201-099-60303	\$3,638.97
76296	*	4/20/2021		RFND WTR - EBP MULTIPLE ACCTS	02-201-006-12067	\$515.20
76303		4/20/2021	comPeters inc.	LOCATE SOFTWARE - APR 2021	02-201-099-63020	\$381.60
76319		4/20/2021	Economy Rental Centre	ES - 2" TRASH PUMP	02-201-099-60357	\$609.44
76332		4/20/2021	Great Lakes Safety Products	ES - HARD HATS	02-201-099-60347	\$229.66
76342		4/20/2021	ICONIX Waterworks LP	5/8" METERS	02-201-099-63015	\$7,845.69
76344		4/20/2021	Jireh Tools	ES - GRINDING WHEEL	02-201-099-60357	\$487.43
76344		4/20/2021	Jireh Tools	ES - GRINDING WHEEL UPGRADE	02-201-099-60357	\$71.23
76344		4/20/2021	Jireh Tools	ES - GRINDING WHEEL	02-201-099-60357	\$9.13
76375		4/20/2021	Ontario One Call	NOTIFICATIONS - MAR 2021	02-201-099-63020	\$402.61
76379		4/20/2021	Preview Inspections and Consulting	BACKFLOW PREVENTION-MAR 2021	02-201-180-60405	\$1,933.44
76382		4/20/2021	Queens Auto Supply	ES - BULBS	02-201-099-60335	\$80.43
76389		4/20/2021	Royal Benefits Inc	BENEFITS CLAIM - MAR 2021	02-201-072-60222	\$132.41
76389		4/20/2021	Royal Benefits Inc	BENEFITS CLAIM - MAR 2021	02-201-072-60223	\$2,303.76
76417		4/20/2021	Windsor Factory Supply	ES - CURB STOP REPAIRS	02-201-180-60403	\$211.85
76419		4/20/2021	Wolseley Canada Inc	ES - ANGLE METER VALVES	02-201-099-63017	\$587.87
76419		4/20/2021	Wolseley Canada Inc	ES - WATER SERVICE COUPLINGS	02-201-099-63025	\$386.69
76419		4/20/2021	Wolseley Canada Inc	ES - METER PIT RISERS	02-201-099-63025	\$61.92
76419		4/20/2021	Wolseley Canada Inc	ES - METER PIT COVER	02-201-099-63017	\$43.15
76419		4/20/2021	Wolseley Canada Inc	ES - HYDRANT LUBE	02-201-099-63045	\$314.44
76419		4/20/2021	Wolseley Canada Inc	ES - BLUE PAINT	02-201-099-63020	\$732.67
76419		4/20/2021	Wolseley Canada Inc	ES - ANGLE METER VALVES	02-201-099-63015	\$4,149.77
76419		4/20/2021	Wolseley Canada Inc	ES - METER PIT COVERS	02-201-099-63017	\$659.40
76419		4/20/2021	Wolseley Canada Inc	ES - LOCATE FLAGS & VALVE BOX	02-201-099-63020	\$109.99
76419		4/20/2021	Wolseley Canada Inc	ES - LOCATE FLAGS & VALVE BOX	02-201-099-63040	\$1,437.17
76421		4/20/2021	Work Authority	BOOTS -	02-201-098-60254	\$223.86
76430		4/21/2021	Ontario Municipal Water Assoc.	2021 MEMBERSHIP	02-201-099-60320	\$1,231.29
76434		4/21/2021	Telus Mobility	CELL PHONE - MAR 28-APR 27/21	02-201-099-60327	\$366.34
76435		4/21/2021	Town of Kingsville (water)	Coin Meter	02-201-099-60314	\$21.55
					Total For Department	\$29,518.08

242

<b>Cheque</b>	<b>*</b>	<b>Date</b>	<b>Vendor Name</b>	<b>Description</b>	<b>G/L Account</b>	<b>Amount</b>
76314		4/20/2021	Dillon Consulting	LAKESIDE PARK - TRUNK SAN S	02-242-360-71864	\$1,749.07
76373		4/20/2021	Ontario Clean Water Agency	ENBRIDGE - FEB 12-MAR 17, 2021	02-242-099-60314	\$2,952.71
76373		4/20/2021	Ontario Clean Water Agency	OPERATIONS & MAINT - APR 2021	02-242-320-64360	\$67,162.59
76373		4/20/2021	Ontario Clean Water Agency	OPERATIONS & MAINT - APR 2021	02-242-320-64360	\$17,073.63
76426		4/21/2021	E.L.K. Energy Inc	98 McCallum Dr	02-242-099-60314	\$89.66
76426		4/21/2021	E.L.K. Energy Inc	Bernath Pump Station	02-242-099-60314	\$37.01
76426		4/21/2021	E.L.K. Energy Inc	67 Heritage Sewage 2	02-242-099-60314	\$3,405.97
76426		4/21/2021	E.L.K. Energy Inc	250 Queen St	02-242-099-60314	\$931.55
76429		4/21/2021	HYDRO ONE	Normandy Pump Station	02-242-099-60314	\$89.14
76429		4/21/2021	HYDRO ONE	18 Hwy Lane Sewage Lagoon	02-242-099-60314	\$70.13
76429		4/21/2021	HYDRO ONE	1562 Heritage Rd Pump 4	02-242-099-60314	\$68.99
76429		4/21/2021	HYDRO ONE	Pump Station Cedar Island	02-242-099-60314	\$465.14
76429		4/21/2021	HYDRO ONE	1053 Cedar Dr	02-242-099-60314	\$114.68
76429		4/21/2021	HYDRO ONE	690 Heritage Rd	02-242-099-60314	\$19,491.39
76429		4/21/2021	HYDRO ONE	1902 Heritage Rd Pump 5	02-242-099-60314	\$65.58
76429		4/21/2021	HYDRO ONE	Forcemain over Bridge	02-242-099-60314	\$31.09
Total For Department						\$113,798.33

243

<b>Cheque</b>	<b>*</b>	<b>Date</b>	<b>Vendor Name</b>	<b>Description</b>	<b>G/L Account</b>	<b>Amount</b>
76338		4/20/2021	Hurricane SMS Inc	FLUSHER - COTTAM BLOCK SEWER	02-243-320-64365	\$610.56
76373		4/20/2021	Ontario Clean Water Agency	OPERATIONS & MAINT - APR 2021	02-243-320-64360	\$4,952.19
76373		4/20/2021	Ontario Clean Water Agency	OPERATIONS & MAINT - APR 2021	02-243-320-64360	\$1,204.71
76426		4/21/2021	E.L.K. Energy Inc	168 Cty Rd 27 N	02-243-099-60314	\$458.75
76426		4/21/2021	E.L.K. Energy Inc	Rear 17 Lyle	02-243-099-60314	\$43.86
76426		4/21/2021	E.L.K. Energy Inc	16 whitewood (Behind)	02-243-328-64365	\$154.91
76426		4/21/2021	E.L.K. Energy Inc	168 Cty Rd 27 N - Lagoon	02-243-099-60314	\$706.62
76428		4/21/2021	Gosfield North Communications	PUMP HOUSE ALARM	02-243-099-60327	\$48.15
Total For Department						\$8,179.75

\* Note GST Rebate details are omitted, but are included in the totals

\$750,696.23



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:** May 4, 2021  
**To:** Mayor and Council  
**Author:** Robert Brown, H. Ba, MCIP, RPP  
Manager, Planning Services  
**RE:** Main St. East Interim Control By-law  
**Report No.:** PS 2021-025

---

## **RECOMMENDED ACTION**

That Council:

Establish a secondary plan study area for the lands outlined in the attached interim control bylaw, Schedule "A", and direct administration to begin preparation of a secondary plan, hereafter referred to as the Main St. E. Secondary Plan Area; and

Approve and adopt the attached interim control by-law, including Schedule "A" affecting only those lands outlined in Schedule "A", and for the time period outlined in the by-law.

## **BACKGROUND**

In February of 2020, a draft of an interim control by-law was prepared for presentation to Council. This by-law would pause the consideration of development applications for a minimum of one year along the Main Street corridor from Heritage Road to Kratz Road. As part of the same report presented to Council in February a recommendation was made to establish an ad hoc committee to review current development policy and concerns related to the impacts of ongoing development pressure in the corridor. The final version of the by-law was prepared and returned to Council in April of 2020 and adopt the following motion:

## Motion 279-2020

That Council directs Administration to prepare a final interim control by law for consideration at a future Regular Meeting, and directs that consideration of such by-law be not later than thirty (30) days after the coronavirus (COVID-19) emergency declaration has been terminated.

Since that time, the work of the Main Street Development Review Committee has undertaken a significant amount of work and review. The committee has reviewed a number of key areas in the Main St. study area and formulated recommendations. A public open house was held April 6, 2021 to present the proposed recommendations to the public and get additional feedback. The committee is now ready to come forward to Council with those recommendations.

## DISCUSSION

Once Council has considered the recommendations from the Main St. Committee it is anticipated that those recommendations will be referred to administration for review and comment. Part of the review will consider what planning policy changes may be necessary to implement different aspects of the recommendations. One such tool available to planning is a secondary plan. The Official Plan does not current have policies on secondary planning however the 5 year Official Plan review has added a section on this topic. What is a secondary planning?

“Secondary Planning is a specific tool, which: Helps understand opportunities and address issues related to land use in certain defined geographic areas. It provides specific policies for those areas of the Town where more detailed direction is needed for matters beyond the general framework provided by the Official Plan.”

Review of this area will require some significant time and focus from staff and will greatly benefit from external consultation and expertise in the area of secondary plan preparation. Although not yet approved by Council many of the issues raised as part of the Main St. Committee will be considered in detail for the proposed secondary plan area.

During the initial discussion with the committee, the use of an interim control by-law was another planning tool noted however, staff advised that consideration of the by-law had been paused due to the Covid-19 emergency. With the potential for ongoing development along Main St. the use of an interim control by-law has remained a topic of interest and was discussed again prior to the April meeting.

Due to the significant impact an interim control by-law can have and to make sure that the by-law is focusing control effectively, the Chief Administrative Officer met with the Manager of Planning Services and the Director of Legislative Service to review the intent of the interim control by-law and the extent of its coverage. What resulted was a

more focused area which would center on lands that remain primarily vacant on the north and south side of Main St. E. and include the following:

190 & 224 Main St. E. – the approved but not constructed six-storey apartment buildings to the rear of 200 Main St. E.

140 Main St. E – only the rear portion of the property would be included as a building permit has been issued for the initial phase of development at the front

170 Main St. E – the Kingsville high school property

45 Spruce St. – this is a large underutilized residential property with potential for additional development and abuts 140 Main St. E. to the east.

195 Main St. E – the vacant farmed lands on the south side of the street

Pausing development in this area will provide time for administration to undertake the necessary in-depth study, a requirement of implementing an interim control by-law, to provide a more comprehensive plan of how the Town would like to see the area used. The specific approach for the study would be to undertake a secondary plan for the subject lands.

The CAO expressed concern about the originally drafted interim control by-law including the entire Main Street corridor from Heritage Road to Kratz Road. The CAO's concern is that this large corridor area would be impacted by an interim control by-law which would potentially have negative economic impact to the community. The study area proposed in the interim control by-law is more focused and concentrates a review on an area that is underutilized and has been under ongoing development pressure in recent years.

It is important to note that a Secondary Plan can be undertaken at any time for any given area within the Town without the need to pass an interim control by-law.

If Council adopts the interim control by-law, administration will need to undertake a communication strategy to explain the rationale for the interim control by-law and purpose of the secondary plan study to the effected landowners, with emphasis placed upon continuing to support and encourage appropriate development in Kingsville.

## **LINK TO STRATEGIC PLAN**

Manage growth through sustainable planning.

## **Link to Council 2021-2022 Priorities**

- ☐ COVID-19 and the health and safety of the community
- ☐ Customer Service: Training, Technology, Staff, Review Standards/Level of service

- ☐ Housing: Affordability (lot sizes, developer incentives, second dwellings, density, etc.)
- ☐ Greenhouse: lights & dark sky, odours (site plan compliance, bylaws, other tools)
- ☐ Programming Increase: Youth and Seniors
- ☒ A development plan for Downtown Kingsville / Main Street
- ☐ Financial savings: Schools closings, Migration Hall
- ☐ Economic Development: strengthen tourism/hospitality
- ☐ COVID - economic recovery
- ☐ Communications: Strategy – Policy (social media), Website refresh and other tools, Public engagement
- ☐ Housing: Migrant Worker Housing – Inspections (Building/Fire), regulate, reduce, or increase
- ☐ Committees / Boards: Review and Report
- ☐ Policy Update: Procedural Bylaw
- ☐ Economic Development: diversify the economy, create local jobs, industrial, Cottam
- ☐ Infrastructure (non-Municipal): Union Water expansion & governance
- ☐ Infrastructure (Municipal): Asset Management Plan update, the infrastructure funding deficit
- ☐ No direct link to Council priorities

## **FINANCIAL CONSIDERATIONS**

There are financial implications related to the implementation of an interim control by-law including the delay or potential loss of development in the affected area and the cost of completing the necessary study work. Council will recall during the 2021 budget that Planning staff had requested funding for the completion of a local comprehensive review. This work was intended to take place over two years with an anticipated budget of \$175,000. After consultation with the County Planner there will be works that the County will be undertaking as part of their own 5 year Official Plan review that will benefit the Town. This in turn will lead to cost savings in the local comprehensive review. Those cost savings should be able to be redirected toward the secondary plan study.

## **CONSULTATIONS**

CAO, Clerk, Director of Finance

*Robert Brown*

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

# THE CORPORATION OF THE TOWN OF KINGSVILLE

## BY-LAW 42-2021

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### **Being a by-law to establish Interim Control on certain land uses within The Corporation of the Town of Kingsville**

**WHEREAS** Section 38(1) of the Planning Act, R.S.O. 1990, c.P.13, as amended, authorizes the council of a municipality to pass an interim control by-law where the council has directed that a review or study be undertaken in respect of land use planning policies in the municipality, or in any defined area or areas thereof;

**AND WHEREAS** Council has directed, by resolution, that a secondary plan study be undertaken to review the land use planning policies in respect of the lands in the secondary plan area, as illustrated in Schedule 'A' of this by-law;

**AND WHEREAS** it is deemed desirable and expedient to enact this interim control by-law to provide the Town with the necessary time to complete the study and allow Council to consider the results of such study;

### **NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWN OF KINGSVILLE ENACTS AS FOLLOWS:**

1. The provisions of this by-law shall only apply to the lands outlined in Schedule "A", attached to this by-law.
2. Notwithstanding any other by-law to the contrary, no person shall, on the lands identified in Schedule "A", use any land, building or structure for any purpose whatsoever except for a use that lawfully existed on the date of the passage of this by-law as long as it continues to be used for such purpose.
3. Where any conflict exists between the provisions of this by-law and any other by-law of The Corporation of the Town of Kingsville this by-law shall prevail.
4. If any provision or requirement of this by-law, or the application thereof to any person, shall to any extent be held to be invalid or unenforceable, the remainder of this by-law or the application of such provision or requirement to all persons other than those to which it is held to be invalid or unenforceable, shall not be affected thereby, and each provision and requirement of this by-law shall be separately valid and enforceable to the fullest extent permitted by law.
5. Schedule 'A' attached hereto forms part of this By-law.
6. This by-law shall come into force and take effect on the day it is finally passed and shall remain in effect for one (1) year from the passage of this By-law unless otherwise extended in accordance with Section 38 of the *Planning Act*, or repealed by Council at an earlier date.

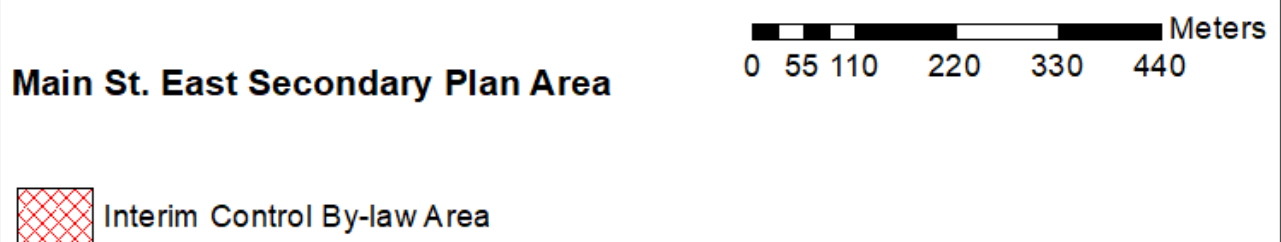
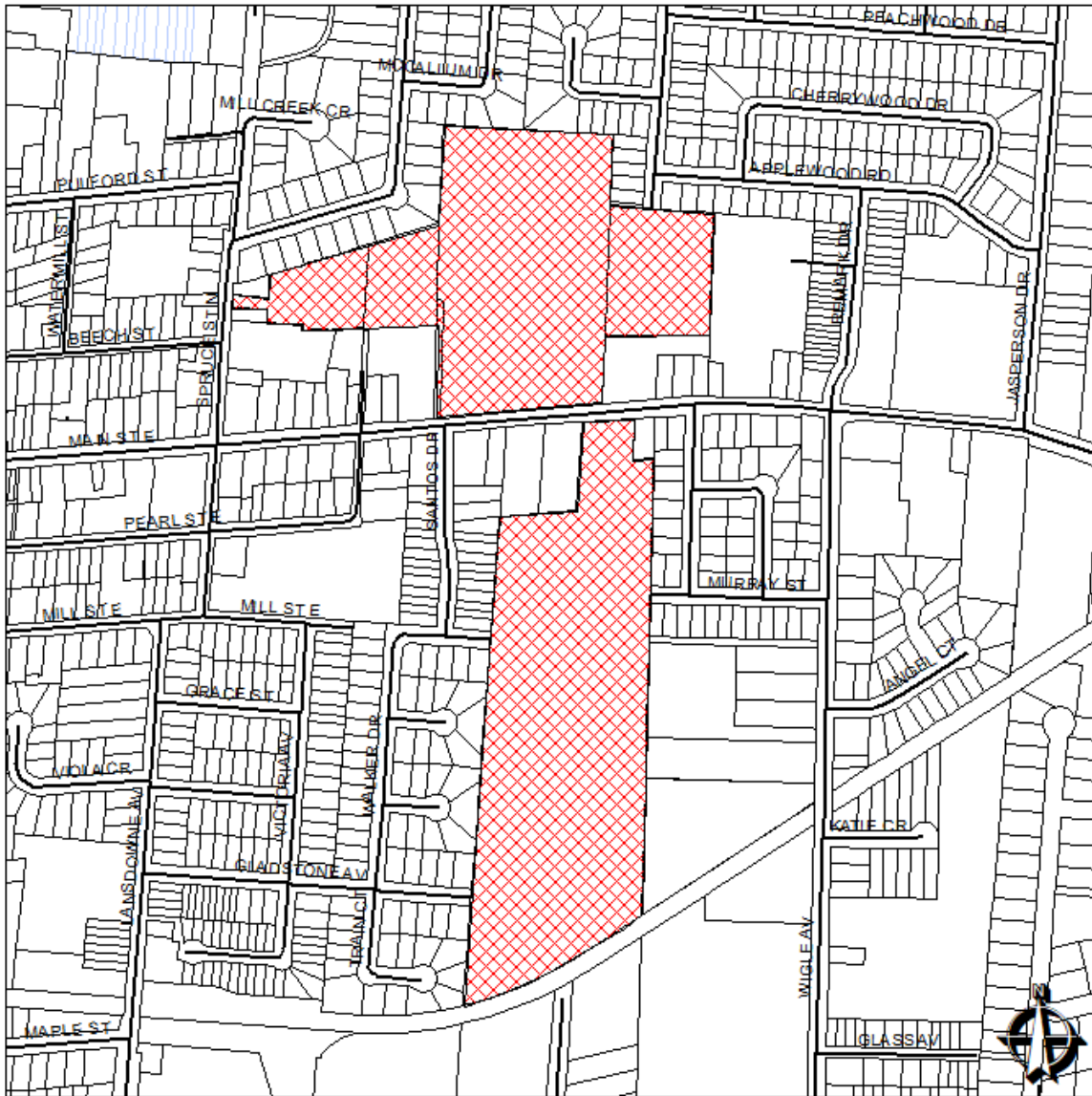
**READ A FIRST, SECOND AND THIRD TIME AND FINALLY PASSED THIS  
10th DAY OF May, 2021.**

**\_\_\_\_\_  
MAYOR, Nelson Santos**

**\_\_\_\_\_  
CLERK, Jennifer Astrologo**



## Schedule A





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:** May 4, 2021  
**To:** Mayor and Council  
**Author:** Tim Del Greco, Manager of Engineering  
**RE:** Road 2 East Reconstruction – Phase 1 Tender Results  
**Report No.:** IED 2021 – 22

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## **RECOMMENDED ACTION**

That Council award the Road 2 East Reconstruction Tender (Phase 1) to J&J Lepera Infrastructures in the amount of \$5,825,000 (excluding HST) and authorize the Mayor and Clerk to execute the requisite agreement.

## **BACKGROUND**

Road 2 East is a high volume rural roadway with a poor pavement condition and due for rehabilitation. During the January 13, 2021, Budget Meeting, Council approved reconstruction of Road 2 East from County Road 45 (Union Ave) to Graham Sideroad.

The reconstruction of Road 2 East presents an opportunity to incorporate several long term Kingsville initiatives. This includes:

- Extension of large diameter watermain to eventually service the west side of the Kingsville core per the Official Plan.
- Road reconstruction to urban standards in order to accommodate heavy truck traffic per the Transportation Master Plan.
- Construction of active transportation facilities per the Active Transportation Master Plan.

In 2020, RC Spencer Associates was procured to provide engineering and design services to facilitate reconstruction. Their initial work included a study of the existing corridor to determine a preferred future cross section. A copy of the corridor study is included in Appendix A. To summarize, the corridor study recommends a cross section (identified as Alternative #1) comprised of the following:

- New asphalt roadway with curb and gutter.

- Road lane widths to be slightly narrow (3.3 metres, not including curb and gutter).
- Additional streetlights.
- An asphalt multi-use pathway within the south boulevard.

Below is a brief summary of notable design considerations.

### Barrier Curb and Gutter

Current safety standards for this type of roadway recommend that active transportation facilities be separated from the road and within the boulevard. Ideally, this facility (multi-use pathway) should be on the south side of the road to eliminate unnecessary crossings of Road 2 East by pedestrians and cyclists (the majority of destinations are south of Road 2 East).

Safety standards specify the amount of recommended separation between the pathway and roadway. The use of barrier curb allows the pathway to be closer to the edge of road. The south boulevard is not wide enough to accommodate a pathway in the absence of curb while still meeting current safety standards. Further, the installation of barrier curb and gutter was determined to be the least expensive option when compared to the other alternatives.

### Speed Limit Considerations

The proposed design maintains a posted speed of 60 km/h on Road 2 East. A wider road would be ideal for any consideration of an increase in speed. In this case, road width is limited by the municipal drain, and further, by the installation of a proposed active transportation facility.

It is worth noting a pedestrian crossing would no longer be recommended at the Chrysler Canada Greenway for a posted speed in excess of 60 km/h. In that situation, a midblock traffic signal should be utilized.

### Farm Equipment

Local farmers of Road 2 East were approached to collect feedback on the proposed road width in comparison to their equipment. The general response was that an urban cross section is somewhat inconvenient and mounting the curb with their equipment may be necessary in order to avoid encroaching oncoming traffic. That said, local farmers acknowledged the need for safe and practical active transportation along Road 2 East. It was also indicated that the use of large equipment is typically limited to a few days during both the planting and harvesting season.

It is anticipated that agricultural land along Road 2 East will continue to experience redevelopment to residential and / or greenhouse applications. As this redevelopment progresses, it should lessen the amount of large farm equipment utilizing Road 2 East.

## **DISCUSSION**

A tender for Road 2 East reconstruction (including extension of large diameter watermain) was advertised on April 15, 2021 and closed on April 30, 2021. Seven bids were received. The results (excluding HST) of the top five are as follows:

<b>Contractor / Vendor Name</b>	<b>Bid Amount</b>
J&J Lepera Infrastructures	\$5,825,000
D'Amore Construction Limited	\$5,924,279
Nevan Construction	\$6,196,250
Major Construction	\$6,272,927
Sterling Ridge Infrastructure	\$6,523,314

J&J Lepera is able to satisfy requirements relating to experience with similar projects, bonding, and insurance while providing the lowest cost proposal. Therefore, the recommendation is to proceed with this vendor. RC Spencer has also endorsed this recommendation (see Appendix B for their tender review letter).

Construction plans were circulated to residents / businesses within the affected area as well as online via social media and the Town website. The plans are attached in Appendix C and the comments received from the public are attached in Appendix D.

Should Council award reconstruction, the work is anticipated to commence in late spring and extend into late fall. Road 2 East from County Road 45 (Union Ave) to Graham Sideroad will be closed to local traffic only (no through traffic) throughout the duration of the project.

## **LINK TO STRATEGIC PLAN**

To become a leader in sustainable infrastructure renewal and development.

### **Link to Council 2021-2022 Priorities**

- ☐ COVID-19 and the health and safety of the community
- ☐ Customer Service: Training, Technology, Staff, Review Standards/Level of service
- ☐ Housing: Affordability (lot sizes, developer incentives, second dwellings, density, etc.)
- ☐ Greenhouse: lights & dark sky, odours (site plan compliance, bylaws, other tools)
- ☐ Programming Increase: Youth and Seniors
- ☐ A development plan for Downtown Kingsville / Main Street
- ☐ Financial savings: Schools closings, Migration Hall
- ☐ Economic Development: strengthen tourism/hospitality
- ☐ COVID - economic recovery
- ☐ Communications: Strategy – Policy (social media), Website refresh and other tools, Public engagement

- ☐ Housing: Migrant Worker Housing – Inspections (Building/Fire), regulate, reduce, or increase
- ☐ Committees / Boards: Review and Report
- ☐ Policy Update: Procedural Bylaw
- ☐ Economic Development: diversify the economy, create local jobs, industrial, Cottam
- ☐ Infrastructure (non-Municipal): Union Water expansion & governance
- ☐ Infrastructure (Municipal): Asset Management Plan update, the infrastructure funding deficit
- ☒ No direct link to Council priorities

## **FINANCIAL CONSIDERATIONS**

The award of \$5,825,000 is within the amount budgeted for this project in the 2021 Capital Budget.

Hydro One has provided the Town with an estimate of \$650,000 (+/- 50%) to relocate 22 hydro poles in conflict with Phase 2 reconstruction (Graham Sideroad to Kratz Sideroad). Administration will provide Hydro One approval to proceed should Council award Road 2 East Phase 1 reconstruction as tendered.

## **CONSULTATIONS**

Kingsville Administration  
 RC Spencer Associates  
 Kingsville Residents via Notification of Public Consultation

*Tim Del Greco*

Tim Del Greco, P.Eng  
 Manager of Engineering

*G. A. Plancke*

G.A. Plancke, Civil Eng. Tech (Env.)  
 Director of Infrastructure and Engineering

# ROAD 2 EAST CORRIDOR STUDY

## COUNTY ROAD 29 TO COUNTY ROAD 45

### KINGSVILLE, ONTARIO

Prepared for:



Prepared by:



**RC SPENCER ASSOCIATES INC.**  
Consulting Engineers

**Windsor:** 800 University Avenue W. – Windsor ON N9A 5R9

**Leamington:** 18 Talbot Street W. – Leamington ON N8H 1M4

**Chatham-Kent:** 49 Raleigh Street – Chatham ON N7M 2M6

**London:** 660 Inverness Avenue – London ON N6H 5R4

# ROAD 2 EAST CORRIDOR STUDY (NOVEMBER 2020)

## COUNTY ROAD 29 TO COUNTY ROAD 45, KINGSVILLE, ONTARIO

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#### **Appendix A: Historical Traffic Data**

- Jasperson Drive at Road 2 East

#### **Appendix B: Current Traffic Data**

- Jasperson Drive at Road 2 East
- Kratz Sideroad at Road 2 East
- Graham Sideroad at Road 2 East
- County Road 45 (Union Avenue) at Road 2 East

#### **Appendix C: Traffic Projection Figures**

- Jasperson Drive at Road 2 East
- Kratz Sideroad at Road 2 East
- Graham Sideroad at Road 2 East
- County Road 45 (Union Avenue) at Road 2 East

#### **Appendix D: Detailed Synchro Results**

- Jasperson Drive at Road 2 East
- Kratz Sideroad at Road 2 East
- Graham Sideroad at Road 2 East
- County Road 45 (Union Avenue) at Road 2 East

#### **Appendix E: Left Turn Lane Warrant Analyses**

- Jasperson Drive at Road 2 East
- Kratz Sideroad at Road 2 East
- Graham Sideroad at Road 2 East

#### **Appendix F: Signal Warrant Analyses**

- Jasperson Drive at Road 2 East
- Kratz Sideroad at Road 2 East
- Graham Sideroad at Road 2 East
- County Road 45 (Union Avenue) at Road 2 East

#### **Appendix G: OTM Book 15: References**

#### **Appendix H: OTM Book 18: References**

#### **Appendix I: TAC Geometric Design Guide for Canadian Roads: References**



## INTRODUCTION AND BACKGROUND

As illustrated on Figure 1 – Area Plan, Road 2 East is an east / west minor arterial road in the Town of Kingsville. The Town has a population of approximately 21,000 and is the result of an amalgamation of the former Townships of Gosfield North, Gosfield South and the Town of Kingsville, as well as a number of smaller communities, such as Cottam and Ruthven. The Town of Kingsville consists of primarily agricultural land, including numerous greenhouse operations. The Town is currently planning to reconstruct Road 2 East from County Road 29 (Division Road) to County Road 45 (Union Avenue), as defined on Figure 2 – Study Area.

The Town of Kingsville intends to reconstruct the granular road base to accommodate heavy truck traffic, surface the roadway with an appropriate asphalt pavement design, and improve the existing road profile to accommodate both vehicular traffic and active transportation users. It is noted that the Chrysler Greenway, a major regional recreational trail, crosses Road 2 East just east of Graham Sideroad; it also crosses the Graham Sideroad just south of Road 2 East. Furthermore, the Kingsville Recreation Complex is located on the south side of Road 2 East between Kratz Sideroad and Jasperson Drive, which further emphasizes the need for active transportation connectivity. Accordingly, active transportation facilities along Road 2 East may be integrated to facilitate alternative modes of transportation and leisure within the region.

The reconstruction of Road 2 East is scheduled for reconstruction in three phases. Phase 1 of the project is comprised of the 1.8km stretch from County Road 45 (Union Avenue) at the east to Graham Sideroad at the west; it is scheduled for reconstruction in 2021. Phase 2 of the project is comprised of the 1.9km stretch from Graham Sideroad at the east to Kratz Sideroad at the west; it is scheduled for reconstruction in 2022. Phase 3 of the project is comprised of the 1.78km stretch from Kratz Sideroad at the east to County Road 29 (Division Road) at the west; it is scheduled for reconstruction in 2023.

County Road 45 (Union Avenue) and County Road 29 (Division Road) at the project limits are major arterial roads, while Kratz Sideroad, Graham Sideroad, and Peterson Road are best characterized as rural local / collector roads. All intersecting roads west of Kratz Sideroad are best classified as urban collector roads, while Queen Boulevard just west of County Road 45 is also best classified as an urban collector road.

The purpose of this study is to evaluate the Road 2 East corridor between County Road 29 and County Road 45 with respect to its right-of-way cross-section elements, road safety, and active transportation needs. Specifically, an urban cross-section with off-road multi-use pathway, rural cross-section with multi-use pathway, hybrid cross-section with off-road multi-use pathway, and rural cross-section with paved shoulders will be compared for Council's decision.

## EXISTING CONDITIONS

As provided in Appendix A, turning movement counts were completed by Pyramid Traffic Inc. on 1 November 2018 for the northbound stop-controlled tee intersection of Jasperson Drive at Road 2 East, which is approximately 400m west of Kratz Sideroad. During the eight hours of data collection, 1,044 vehicles (including 4% heavy vehicles) proceeded east on Road 2 East from the intersection and 1,235 vehicles (including 3.5% heavy vehicles) proceeded west. Using industry factors to convert 8-hour traffic volumes to average annual daily traffic (AADT), the estimated AADT on this 5.48km stretch of roadway is a maximum of 6000 vehicles per day. Recent AADT counts for this corridor, as provided by the Town of Kingsville, are consistent with this assumption. Table 1 reports the AADT counts and the dates they were collected:

**Table 1: Average Annual Daily Traffic (AADT) Data by Street Segment and Date**

Street Name	From	To	Functional Class	AADT	Date
Road 2 E.	Kratz Sdrd.	Graham Sdrd.	Minor Arterial	5303	25 June 2019
Road 2 E.	Graham Sdrd.	Peterson Ln.	Minor Arterial	5409	26 June 2019
Road 2 E.	Peterson Ln.	Queen Blvd.	Collector	3408	28 August 2019
Road 2 E.	Queen Blvd.	Union Ave.	Collector	3472	19 August 2019
Kratz Sdrd.	Road 2 E.	Seacliff Dr.	Local	1389	18 July 2019
Graham Sdrd.	3 <sup>rd</sup> Concession	Road 2 E.	Local	2986	18 June 2019
Graham Sdrd.	Road 2 E.	Seacliff Dr.	Local	1514	20 June 2019

## POTENTIAL CORRIDOR DEVELOPMENT CONSIDERATIONS

Land use in the study area is primarily agricultural, with several large greenhouse operations fronting along Road 2 East, which generate some heavy truck traffic. Kratz Sideroad and Jasperson Drive, near the middle of the study area, are adjacent to the Kingsville Recreational Complex, a facility which may generate recreational and active transportation travel demand along Road 2 East. At the east end of the study area, Road 2 East passes through a small residential subdivision adjacent to Queen Boulevard prior to reaching County Road 45.

Proposed developments on Road 2 East include a new commercial development at the southeast corner of Division Road at Road 2 East, as well as a residential development on farmlands located at 319 Road 2 East. Additionally, future greenhouse development is anticipated to continue all along the Road 2 East corridor. The expectation is that Road 2 East will continue to experience growth in traffic volumes as a result of ongoing build-out of development projects. Road 2 East is also used as a bypass for the Town's commercial core.

## EXISTING TURNING MOVEMENT IMPLICATIONS

Since it is anticipated that the Road 2 East corridor will exhibit increased traffic volumes as a result of area development, an analysis was completed to quantify the potential impact of existing and future turning movements.

Traffic counts were obtained by RC Spencer Associates Inc. for the following intersections:

- Jasperson Drive at Road 2 East (18 August 2020);
- Kratz Sideroad at Road 2 East (19 August 2020);
- Graham Sideroad at Road 2 East (20 August 2020); and
- County Road 45 (Union Avenue) at Road 2 East (25 August 2020).

All turning movement counts are provided in Appendix B. These counts were compared to the previous turning movement counts at the Jasperson Drive at Road 2 East intersection and to the available AADT counts in the area to account for historical (pre-pandemic) traffic patterns which were somewhat higher. Accordingly, the observed counts were increased by a factor of 1.3 to provide factored traffic counts as a basis for analysis. It is the engineers' opinion that the factored volumes represent a somewhat conservative (on the high side) estimate of potential traffic volumes in year 2020, had traffic volumes not been affected by a global pandemic.

The factored counts for the intersections of Road 2 East at Kratz Sideroad, Graham Sideroad and County Road 45 and the existing traffic counts dated 1 November 2018 for Road 2 East at Jasperson Drive were analyzed using the Synchro 10 program, which calculates various parameters of intersection performance, such as level of service (LOS), intersection capacity utilization (ICU), and control delay.

## CAPACITY AND LEVEL OF SERVICE ANALYSIS

Detailed analysis using the Synchro 10 analysis program was carried out for all intersections for AM and PM peak time periods with respect to the following scenarios:

- Existing / Factored Traffic;
- Total Traffic 2025; and
- Total Traffic 2030.

To be conservative, background traffic was increased by 2% per year for the 2025 and 2030 horizon forecasts; this anticipated background growth is consistent with previous studies and the pace of area development.

Figures 3 to 5 (AM / PM Peak Hour) summarize total traffic estimates for the factored, 2025, and 2030 horizon year forecasts for background traffic in the study area. The effect of factored and horizon traffic volumes at each specific intersection can be found in Appendix C – Traffic Projection Figures.

The resulting Synchro 10 simulation reports are provided in Appendix D – Detailed Synchro Results. In order to quantify the effect of traffic growth on individual intersections within the study area and to assess the need for geometric or traffic infrastructure improvements, the Synchro results were summarized as follows:

#### **Jasperson Drive at Road 2 East**

The unsignalized, tee intersection of Jasperson Drive at Road 2 East is currently controlled by a northbound stop condition. This intersection is currently operating at a good level of service, and it is anticipated that the intersection will continue to operate at a good level of service in all horizon years.

**Table 2: Level of Service by Approach – Jasperson Drive at Road 2 East**

Scenario	Jasperson Drive at Road 2 East							
	AM Peak Hour				PM Peak Hour			
	E/B	W/B	N/B	S/B	E/B	W/B	N/B	S/B
Existing Traffic	A	A	B	N/A	A	A	B	N/A
Total Traffic 2025	A	A	B	N/A	A	A	B	N/A
Total Traffic 2030	A	A	B	N/A	A	A	B	N/A

#### **Kratz Sideroad at Road 2 East**

The unsignalized, tee intersection of Kratz Sideroad at Road 2 East is currently controlled by a northbound stop condition. This intersection is currently operating at a good level of service, and it is anticipated that the intersection will continue to operate at a good level of service in all horizon years.

**Table 3: Level of Service by Approach – Kratz Sideroad at Road 2 East**

Scenario	Kratz Sideroad at Road 2 East							
	AM Peak Hour				PM Peak Hour			
	E/B	W/B	N/B	S/B	E/B	W/B	N/B	S/B
Factored Traffic	A	A	B	N/A	A	A	B	N/A
Total Traffic 2025	A	A	B	N/A	A	A	B	N/A
Total Traffic 2030	A	A	B	N/A	A	A	B	N/A

### **Graham Sideroad at Road 2 East**

The unsignalized intersection of Graham Sideroad at Road 2 East is currently controlled by a northbound / southbound stop condition. This intersection is currently operating at a satisfactory level of service, and it is anticipated that the intersection will continue to operate at a satisfactory level of service in all horizon years.

**Table 4: Level of Service by Approach – Graham Sideroad at Road 2 East**

Scenario	Graham Sideroad at Road 2 East							
	AM Peak Hour				PM Peak Hour			
	E/B	W/B	N/B	S/B	E/B	W/B	N/B	S/B
Factored Traffic	A	A	B	B	A	A	B	C
Total Traffic 2025	A	A	B	B	A	A	C	C
Total Traffic 2030	A	A	B	B	A	A	C	C

### **County Road 45 (Union Avenue) at Road 2 East**

The unsignalized intersection of County Road 45 at Road 2 East is currently controlled by an eastbound / westbound stop condition. This intersection is currently operating at a satisfactory level of service, and it is anticipated that the intersection will continue to operate at a satisfactory level of service in all horizon years, with the exception of the eastbound approach.

**Table 5: Level of Service by Approach – County Road 45 at Road 2 East**

Scenario	County Road 45 at Road 2 East							
	AM Peak Hour				PM Peak Hour			
	E/B	W/B	N/B	S/B	E/B	W/B	N/B	S/B
Factored Traffic	C	B	A	A	C	B	A	A
Total Traffic 2025	C	B	A	A	D	B	A	A
Total Traffic 2030	C	B	A	A	E	B	A	A

## **POTENTIAL GEOMETRIC IMPROVEMENTS**

Based on the potential of the Road 2 East corridor and the level of service results provided in the above tables, it is the engineers' opinion that Road 2 East may benefit from geometric improvements at the time of its reconstruction. The eastbound single-lane approach to the County Road 45 at Road 2 East intersection is anticipated to exhibit ever-worsening levels of service in the critical PM peak hour. As a result, it is the engineers' recommendation that the eastbound approach be widened to accommodate dedicated through / left and right turn lanes. Based on a Synchro 10 evaluation, this improvement could potentially decrease average control delay by about 10 seconds.

Additionally, for the critical Total Traffic 2030 scenario, left turn lane warrants were evaluated in accordance with provincial warrants for the entire length of Road 2 East between County Road 29 and County Road 45; the results are provided in Appendix E. Only the westbound approach to the Jasperson Drive at Road 2 East intersection would benefit from a dedicated left turn lane. It is anticipated that the future mega-school on Jasperson Drive, as well as the Kingsville Recreation Complex, will generate peak periods of activity, so it would be prudent to implement a dedicated left turn lane and a dedicated bypass lane on the westbound approach.

## POTENTIAL TRAFFIC CONTROL IMPROVEMENTS

Signal warrants were completed for each of the four main intersections in the study area. The detailed results of the signal warrant analyses are presented in Appendix F. None of the intersections meet minimum warrants for signalization in the future scenarios.

## EXISTING CROSS-SECTION ELEMENTS

As illustrated on Figure 6, the existing typical Road 2 East right-of-way cross-section between County Road 29 and County Road 45 is approximately 20m wide. However, much of the right-of-way is occupied by a large municipal drain (approximately 7.0m wide) on the north side of the roadway. The remaining cross-section elements are typical of a rural cross-section.

The roadway has been resurfaced between County Road 29 (Division Road) and Kratz Sideroad, but the Town has elected to reconstruct it because design / construction of a large diameter watermain has been incorporated into the road reconstruction project. Historically, this stretch of roadway has also experienced pavement support issues, so Town administration has asked that its reconstruction be considered as an added element to improving the Road 2 East corridor.

## IDEAL FUTURE CROSS-SECTION ELEMENTS

The Town of Kingsville administration have requested that a multi-use pathway be implemented into the reconstruction of Road 2 East. Ontario Traffic Manual (OTM) Book 18 (Cycling Facilities) is currently under revision, and it is anticipated that the revisions will be formally adopted by the province within a year. As a result, Town administration is speculating that paved shoulders may no longer be suitable for Road 2 East and that a dedicated in-boulevard facility may be required. Furthermore, OTM Book 15 (Pedestrian Crossing Treatments) introduced new treatments to facilitate and standardize safe pedestrian crossings across the entire province. The legal framework for the new pedestrian crossing treatments was adopted by the province per Ontario Regulation 402/152, which came into effect January 01, 2016.

Per OTM Book 15, page 8, “The regulation introduces two levels of pedestrian crossovers. Level 1 Pedestrian Crossovers are distinctly defined by the use of a specific set of regulatory signs, internally illuminated overhead warning signs, pavement markings, and flashing amber beacons. Level 2 pedestrian crossovers are distinctly defined by the prescribed use of a different set of regulatory signs, warning signs, pavement markings, and rapid rectangular flashing beacons.” The OTM Book 15 reference is provided in Appendix G.

Per the most recent OTM Book 18 (Cycling Facilities) publication, pages 115-116, in-boulevard cycling facilities are “separated from motor vehicle traffic by a boulevard or a verge within the roadway right-of-way. These are typically implemented adjacent to roadways with higher motor vehicle speeds and volumes along key cycling corridors. An in-boulevard facility can be constructed with the bicycle path distinct from the sidewalk or with a single facility shared by cyclists and pedestrians.” These OTM Book 18 references are provided in Appendix H.

It is the engineers’ recommendation that, given the anticipated volume of active transportation users, dedicated pedestrian and cycling facilities are not required; a single in-boulevard facility shared by pedestrians and cyclists will suffice.

To accommodate safe passage across Road 2 East for both pedestrians and cyclists, it is the engineers’ recommendation that appropriate pedestrian crossing treatments should be integrated with existing and future cycling facilities to ensure a robust and reliable active transportation network. Furthermore, the proposed Road 2 East active transportation network should be compatible for existing active transportation master plans (i.e. CWATS).

As noted on page 115 of OTM Book 18, it is recommended that several geometric elements should be considered prior to implementing an in-boulevard facility: width, design speed, grade, stopping sight distance, horizontal curvature, crest, vertical curves and lateral clear zones.

It is the engineers’ opinion that the most critical design element to accommodate an in-boulevard facility is the available lateral clear zone. Clear zone industry best practices, as defined by the TAC Geometric Design Guide for Canadian Roads (2017), Chapter 7, page 12, suggest that lateral clear zone distance for a Road 2 East rural cross-section (assuming 60 km/h – 70 km/h design speed, 1,500 – 6,000 AADT) should be at least 4.5m. The reference is provided in Appendix I.

Ensuring an adequate clear zone results in a more forgiving boulevard to “run off the road” incidents; serious collisions are reduced if a reasonable recovery zone, free of obstacles, is provided. It also provides a safer “buffer” between on-road vehicles and in-boulevard active transportation facility users.



However, as acknowledged by the TAC reference, it is recognized that, in an urban environment and sometimes suburban environment, the concept of clear zone is not necessarily applicable due to urban street environment, especially when barrier curbs are present.

In consideration of the defined lateral clear zone design criteria for rural and urban environments, four alternative cross-sections were proposed for the stretch of Road 2 East between County Road 29 and County Road 45. The alternatives are illustrated on Figures 7 to 10.

### **ALTERNATIVE 1: URBAN CROSS-SECTION WITH OFF-ROAD A/T FACILITY**

Alternative 1 (Figure 7) considers the implications of implementing a curb-and-gutter system to both control stormwater runoff and provide separation between respective users of the proposed roadway and the active transportation pathway.

The advantages to the proposed urban cross-section design, with off-road active transportation facility, are as follows:

- i) Minimum clear zone distance of 0.6m is acceptable when raised curbs are present;
- ii) Boulevard allows for safe buffer between roadway users and can be purposed to accommodate streetlight and above-ground utility infrastructure, thus allowing for more efficient roadway / pathway lighting and utilities distribution;
- iii) Adjacent existing municipal drain does not require enclosure, resulting in anticipated cost savings to the reconstruction project.

The disadvantages to the proposed urban cross-section design, with off-road active transportation facility, are as follows:

- i) No paved or gravel shoulder available for emergency stops;
- ii) Amendment to existing public works' protocols and maintenance procedures;
- iii) Minor inconvenience to farmers traversing the roadway with oversized machinery.

### **ALTERNATIVE 2: RURAL CROSS-SECTION WITH OFF-ROAD A/T FACILITY**

Alternative 2 (Figure 8) considers the implications of retaining "status quo" rural roadway operations; however, in order to ensure adequate clear zone lateral separation and existing roadway alignment, the municipal drain must be enclosed, and a minimum 4.5m separation must be provided between respective users of the proposed roadway and the active transportation pathway.



The advantages to the proposed rural cross-section design are as follows:

- i) Gravel shoulder available for emergency stops and larger farm equipment;
- ii) Municipal drain enclosure simplifies access to adjacent properties and allows for a more functional use of the existing right-of-way width;
- iii) Minor amendment to existing public works' protocols and maintenance procedures.

The disadvantages to the proposed rural cross-section design are as follows:

- i) Minimum clear zone distance of 4.5m affects functionality of existing right-of-way;
- ii) Grassed boulevard cannot accommodate streetlight and utility infrastructure, as non-breakaway infrastructure within the clear zone is not recommended;
- iii) Adjacent existing municipal drain requires enclosure, resulting in a significant additional cost to the reconstruction project.

There is also a variation of this alternative whereby the roadway is shifted to the north (after the ditch is infilled) and the pathway is implemented in the southerly boulevard. However, it is the engineers' opinion that this variation would prove challenging, especially if the project is staged; the existing road alignment connectivity would result in severe geometric constraints. Additionally, to completely relocate the roadway towards the north, it is anticipated that the added traffic control costs in addition to the roadway relocation costs would significantly affect the cost efficiency of the construction project.

### **ALTERNATIVE 3: HYBRID CROSS-SECTION WITH OFF-ROAD A/T FACILITY**

Alternative 3 (Figure 9) considers the implications of implementing a hybrid solution, whereby a curb-and-gutter system is implemented on the south side of Road 2 East to protect the proposed active transportation facility and a gravel shoulder is implemented on the north side to accommodate oversized farm equipment, and emergency stops in the westbound direction.

This alternative has been provided for discussion purposes only, as the proposed cross-section is very uncommon. Farmers would experience less inconvenience when travelling westbound with oversized farm equipment; however, when travelling eastbound, farmers would experience the same kinds of limitations and inconveniences associated with Alternative 1. As a result, it is the engineers' opinion that this alternative is best categorized as a "half-solution".

Regardless, the anticipated advantages to the proposed hybrid cross-section design, with off-road active transportation facility, are as follows:

- i) Minimum clear zone distance of 0.6m is acceptable when raised curbs are present;
- ii) South boulevard allows for safe buffer between roadway users and can be purposed to accommodate streetlight and above-ground utility infrastructure, thus allowing for more efficient roadway / pathway lighting and utilities distribution;
- iii) Adjacent existing municipal drain does not require enclosure, resulting in anticipated cost savings to the reconstruction project.

The disadvantages to the proposed hybrid cross-section design, with off-road active transportation facility, are as follows:

- i) To accommodate the 1.5m gravel shoulder, existing ditch will require significant modifications / realignment to maintain stable side slopes;
- ii) Non-symmetrical cross-section may be confusing to road users;
- iii) Public perception of the “half solution” may be negative;
- iv) Solution does not fully solve inconveniences to farmers hauling larger farm equipment.

#### **ALTERNATIVE 4: RURAL CROSS-SECTION WITH PAVED SHOULDERS**

Alternative 4 (Figure 10) considers the implications of retaining “status quo” rural roadway operations at the loss of a protected active transportation facility; in this alternative, users of active transportation are expected to use the paved shoulder.

This alternative is simply an extension of the existing cross-section between County Road 29 (Division Road) and Jasperson Drive. Currently, active transportation along this stretch of roadway is expected to travel directly alongside motorists. This alternative cross-section is convenient for oversized farm equipment; however, active transportation safety is compromised. Typically, only seasoned cyclists are comfortable riding alongside motorists in a rural cross-section, while pedestrians and joggers typically travel in the opposite direction to monitor oncoming traffic.

It is the engineers’ opinion that this alternative does little to address active transportation safety, and as a result, it is anticipated that the paved shoulders would see very little use. The cross-section design better accommodates farmers with oversized equipment; however, this alternative is largely deficient in ensuring safe active transportation options for “all ages and abilities” in the Road 2 East corridor. Therefore, it is the engineers’ recommendation that this

alternative be considered a “minimalist” solution for the Road 2 East corridor. Advantages and disadvantages of this alternative are largely subject to active transportation priority. In the engineers’ opinion, this alternative’s disadvantages largely outweigh the advantages, particularly since active transportation safety is compromised.

## IMPACT ON FARM EQUIPMENT

In arriving at the preferred alternative for the reconstruction of Road 2 East, RC Spencer staff notified Road 2 East farmers that their input was invaluable to the public process. Of the farmers willing to discuss and / or showcase their farm equipment, the following was concluded:

- The largest tractor owned by local farmers is 3.7m wide;
- When in their largest tractor and travelling down a roadway with curbs, local farmers typically mount the curb and ride on top of it to stay in their lane; all local farmers indicated that mounting the curb can be uncomfortable for the driver;
- The largest farm equipment is approximately 4.2m wide; however, all surveyed farmers indicated that their equipment can be lifted a foot off the ground, so transportation above any 150mm (6 in.) barrier curb is never a problem;
- Local farmers typically look for depressions in the curb (ie. driveway accesses) to smoothly mount onto the curb; should curbs be implemented in the road reconstruction design, all driveway approaches should utilize a 1.5m (5 ft.) taper for a smooth transition;
- Use of the largest farm equipment is typically two times a week during the busiest season.

Local farmers that were willing to meet with RC Spencer staff were informed that the purpose of the project was to address existing pavement issues and to address active transportation connectivity between Ruthven and Kingsville. All local farmers agreed that implementation of a protected off-road facility on the south side of the roadway would most benefit the corridor. All local farmers that were surveyed observed that most activity is currently generated by the recreational complex and migrant worker employment, and they fully anticipate that the future mega-school on Jasperson Drive will draw even more active transportation users (cyclists, roller bladers, pedestrians, etc.) between Kingsville and Ruthven.

Some local farmers expressed concern regarding the inconvenience of an urban cross-section; however, when surveyed, all the local farmers indicated that they understand the need for safe and practical active transportation connectivity. In addition, they acknowledged that speeding on Road 2 East was problematic and was likely the result of the “wide open” rural cross-section.

## **COST COMPARISON**

A functional cost comparison was completed in order to evaluate the fiscal implications of reconstructing Road 2 East in accordance with the four alternatives. The cost comparison was based on linear metre cost estimates for the respective alternative's cross-section elements. After considering the linear metre costs to reconstruct 5.48km of Road 2 East per the urban cross-section and rural cross-section alternatives, it was determined that Alternative 2 (Rural Cross-Section and Municipal Drain Enclosure) will cost approximately \$2.5 million more than Alternative 1 (Urban Cross-Section). No land acquisition is anticipated for either option.

Therefore, it is the engineers' opinion that the urban cross-section alternative is the more fiscally responsible choice for reconstructing Road 2 East between County Road 29 and County Road 45. Furthermore, with respect to the identified advantages versus disadvantages of implementing the urban cross-section, it is the engineers' recommendation that Alternative 1: Urban Cross-Section with Off-Road Active Transportation Facility be implemented as the preferred design.

## **SUMMARY AND CONCLUSIONS**

The reconstruction of Road 2 East is scheduled for reconstruction in three phases. Phase 1 of the project is comprised of the 1.8km stretch from County Road 45 (Union Avenue) at the east to Graham Sideroad at the west; it is scheduled for reconstruction in 2021. Phase 2 of the project is comprised of the 1.9km stretch from Graham Sideroad at the east to Kratz Sideroad at the west; it is scheduled for reconstruction in 2022. Phase 3 of the project is comprised of the 1.78km stretch from Kratz Sideroad at the east to County Road 29 (Division Road) at the west; it is scheduled for reconstruction in 2023.

Using recently obtained turning movement counts and applying the best available trip generation and distribution data and methodologies, an analysis was completed to quantify existing and horizon year traffic operations. To be conservative, background traffic was increased by 2% per year for the 2025 and 2030 horizon forecasts; this anticipated background growth is consistent with previous studies and the pace of area development.

Upon completion of the analysis, it was concluded that:

- The unsignalized, northbound stop-controlled, tee intersection of Jasperson Drive at Road 2 East is currently operating at a good level of service, and it is anticipated that the intersection will continue to operate at a good level of service in all horizon years; however, according to provincial warrants, the westbound approach would benefit from implementation of a dedicated left turn lane at the time of Road 2 East's reconstruction;

- The unsignalized, northbound stop-controlled, tee intersection of Kratz Sideroad at Road 2 East is currently operating at a good level of service, and it is anticipated that the intersection will continue to operate at a good level of service in all horizon years; no geometric improvements are required at the time of Road 2 East's reconstruction;
- The unsignalized, northbound / southbound stop-controlled intersection of Graham Sideroad at Road 2 East is currently operating at a satisfactory level of service, and it is anticipated that the intersection will continue to operate at a satisfactory level of service in all horizon years; no geometric improvements are required at the time of Road 2 East's reconstruction;
- The unsignalized, eastbound / westbound stop-controlled intersection of County Road 45 at Road 2 East is currently operating at a satisfactory level of service, and it is anticipated that the intersection will continue to operate at a satisfactory level of service in all horizon years, with the exception of the eastbound approach; as a result, it is recommended that the eastbound approach be widened to accommodate dedicated through / left and right turn lanes;
- Traffic signals are not warranted at any intersection within the study area;

Land use in the study area is primarily agricultural, with several large greenhouse operations fronting along Road 2 East. Kratz Sideroad and Jasperson Drive, near the middle of the study area, are adjacent to the Kingsville Recreational Complex, a facility which may generate recreational and active transportation travel demand along Road 2 East.

Proposed developments on Road 2 East include a new commercial development at the southeast corner of Division Road at Road 2 East, as well as a residential development on farmlands located at 319 Road 2 East. Additionally, future greenhouse development is anticipated to continue all along the Road 2 East corridor. The expectation is that Road 2 East will continue to experience growth in traffic volumes as a result of ongoing build-out of development projects. Road 2 East is also used as a bypass for the Town's commercial core.

The existing typical Road 2 East right-of-way cross-section between County Road 29 and County Road 45 is approximately 20m wide. However, much of the right-of-way is occupied by a large municipal drain (approximately 7.0m wide) on the north side of the roadway. The remaining cross-section elements are typical of a rural cross-section.

The Town of Kingsville administration have requested that a multi-use pathway be implemented into the reconstruction of Road 2 East. Town administration is speculating that paved shoulders may no longer be suitable for Road 2 East; a dedicated in-boulevard facility may be required.

It is the engineers' recommendation that, given the anticipated volume of active transportation users, dedicated pedestrian and cycling facilities are not required; a single in-boulevard facility shared by pedestrians and cyclists will suffice. Appropriate pedestrian crossing treatments should be integrated with existing and future cycling facilities to ensure a robust and reliable active transportation network. Furthermore, the proposed Road 2 East active transportation network should be compatible for existing active transportation master plans (i.e. CWATS).

It is the engineers' opinion that the most critical design element to accommodate an in-boulevard facility is the available lateral clear zone. Clear zone industry best practices suggest that lateral clear zone distance for a Road 2 East rural cross-section should be at least 4.5m. In an urban environment and sometimes suburban environment, the concept of clear zone is not necessarily applicable, especially when barrier curbs are present.

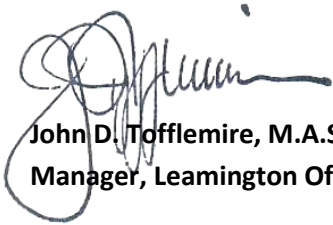
Four alternative cross-sections were proposed for the stretch of Road 2 East between County Road 29 and County Road 45. Alternative 1: Urban Cross-Section with Off-Road Active Transportation Facility considers the implications of lowering the road and implementing a curb-and-gutter system to both control stormwater runoff and provide separation between respective users of the proposed roadway and the active transportation pathway. Alternative 2: Rural Cross-Section with Off-Road Active Transportation Facility considers the implications of retaining "status quo" rural traffic operations the road; however, in order to ensure adequate clear zone lateral separation, the municipal drain must be enclosed, and a minimum 4.5m separation must be provided between respective users. Also, the active transportation facility would have to be implemented on the north side of Road 2 East; this alternative would require additional crossing locations across Road 2 East to ensure connectivity with active transportation attractions on the south side of the roadway.

A functional cost comparison was completed in order to evaluate the fiscal implications of reconstructing Road 2 East in accordance with the four alternatives. After disregarding Alternatives 3 and 4 based on significant geometric and fiscal complications to reconstruct 5.48km of roadway, it was determined that Alternative 2 (Rural Cross-Section and Municipal Drain Enclosure) will cost approximately \$2.5 million more than Alternative 1 (Urban Cross-Section). No land acquisition is anticipated for either option.

After reviewing the advantages, disadvantages, and costs associated with each alternative, it is the engineers' opinion that Alternative 1: Urban Cross-Section is the more fiscally responsible choice and provides a safe solution for reconstructing Road 2 East between County Road 29 and County Road 45. Furthermore, with respect to the identified advantages versus disadvantages of implementing the urban cross-section, it is the engineers' recommendation that Alternative 1: Urban Cross-Section be implemented as the preferred functional cross-section design.

All of which is respectfully submitted,

**RC Spencer Associates Inc.**

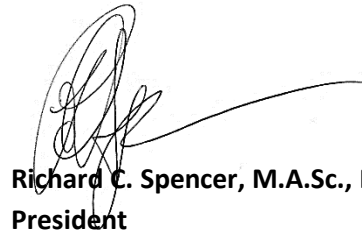


John D. Tofflemire, M.A.Sc., P.Eng.  
Manager, Leamington Office



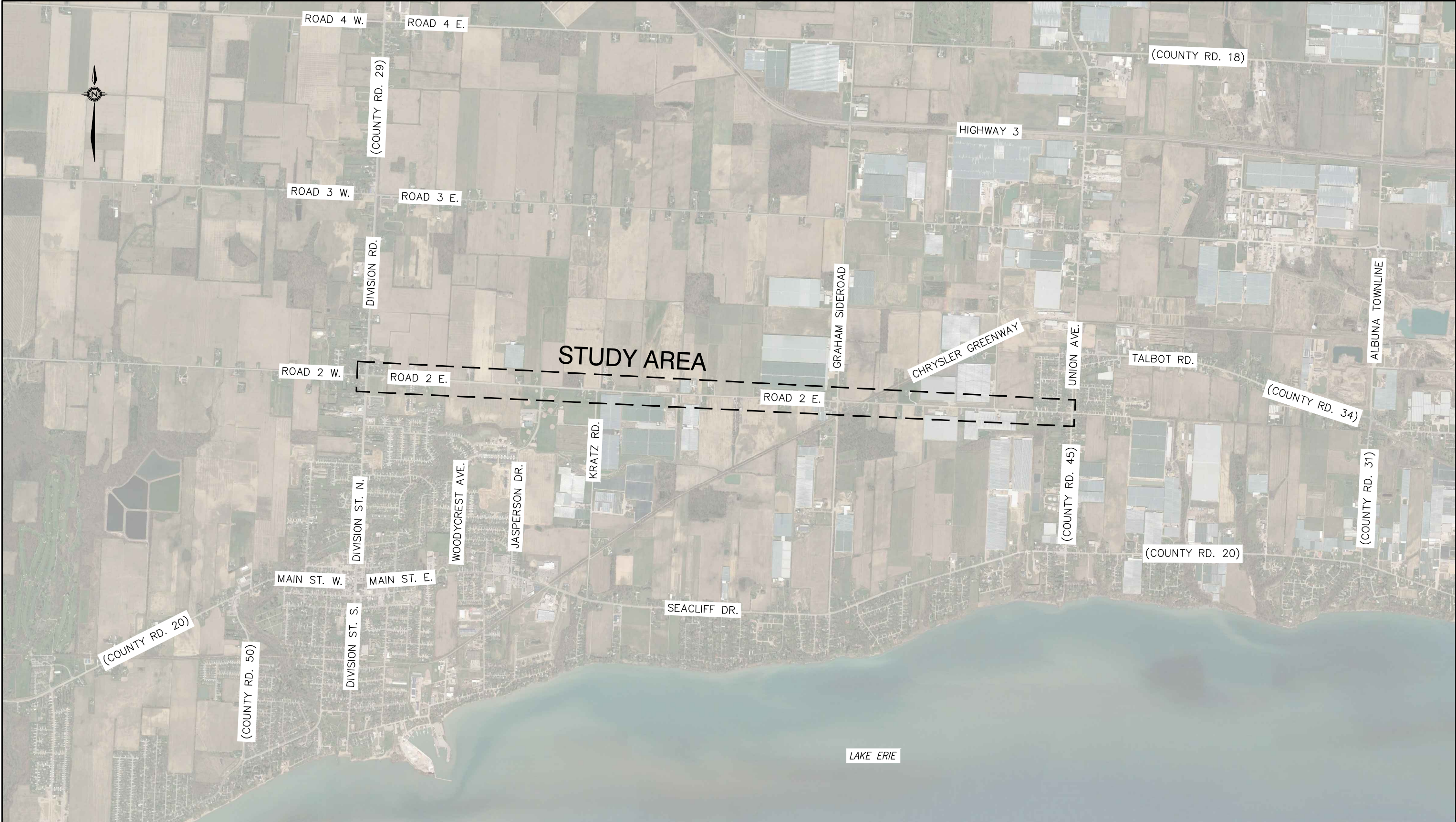
Aaron D. Blata, M.Eng., P.Eng., PTOE  
Traffic Operations Project Engineer



**Reviewed by:**



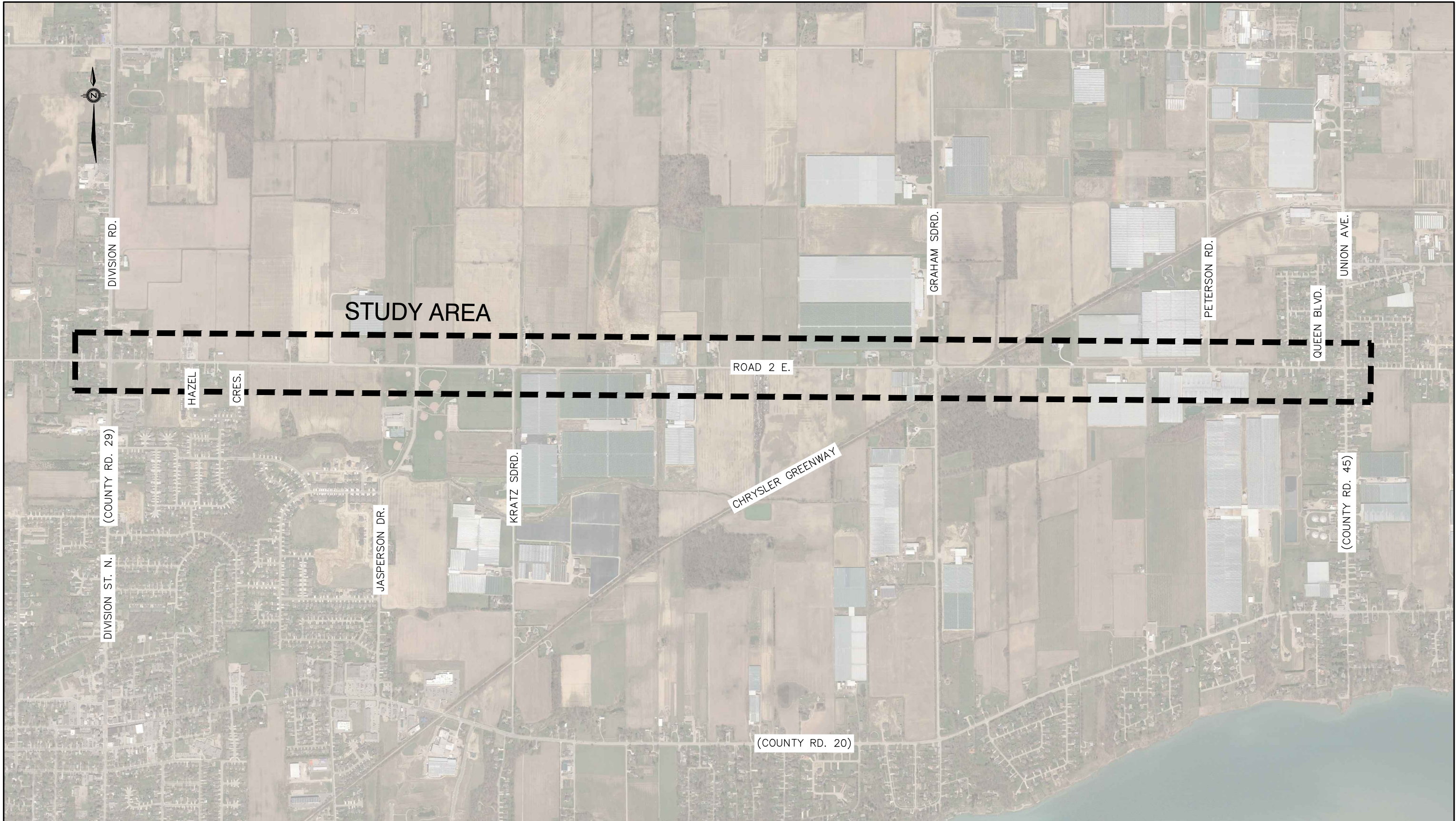
Richard C. Spencer, M.A.Sc., P.Eng.  
President







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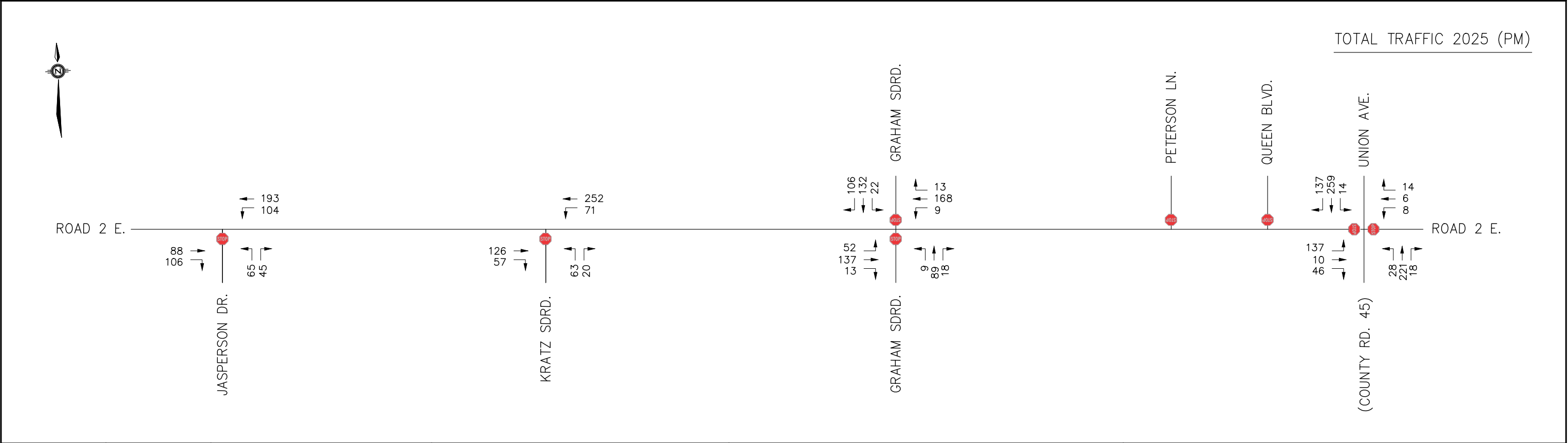
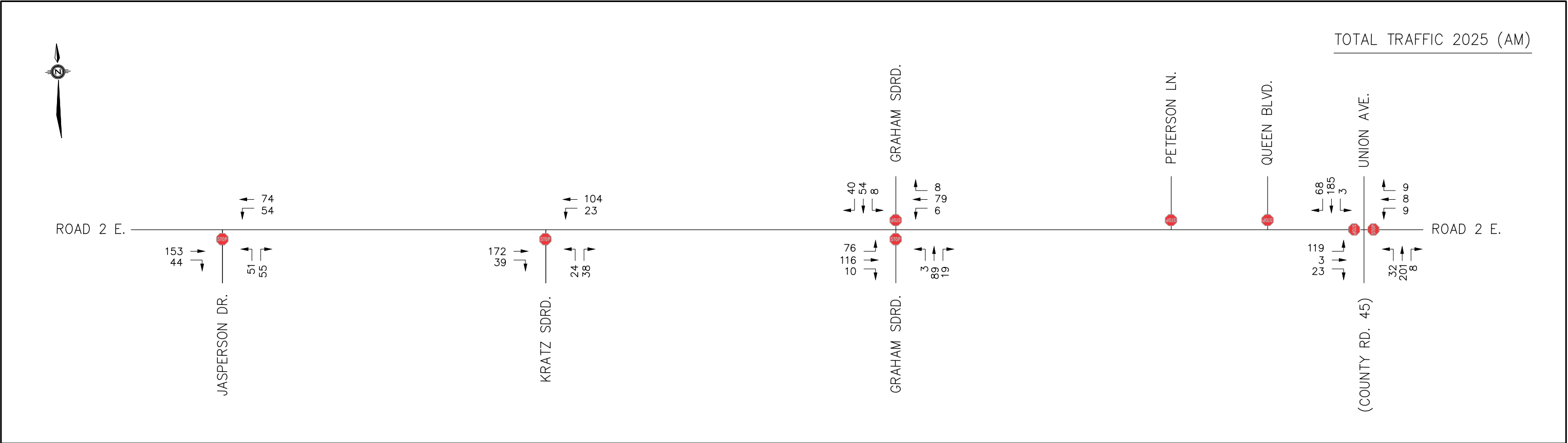






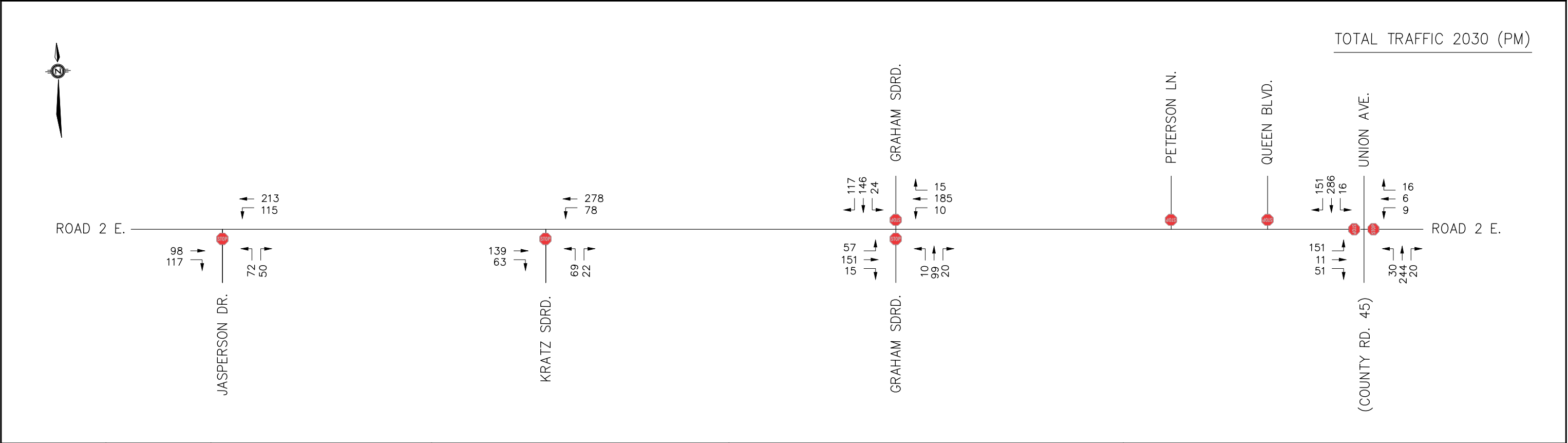
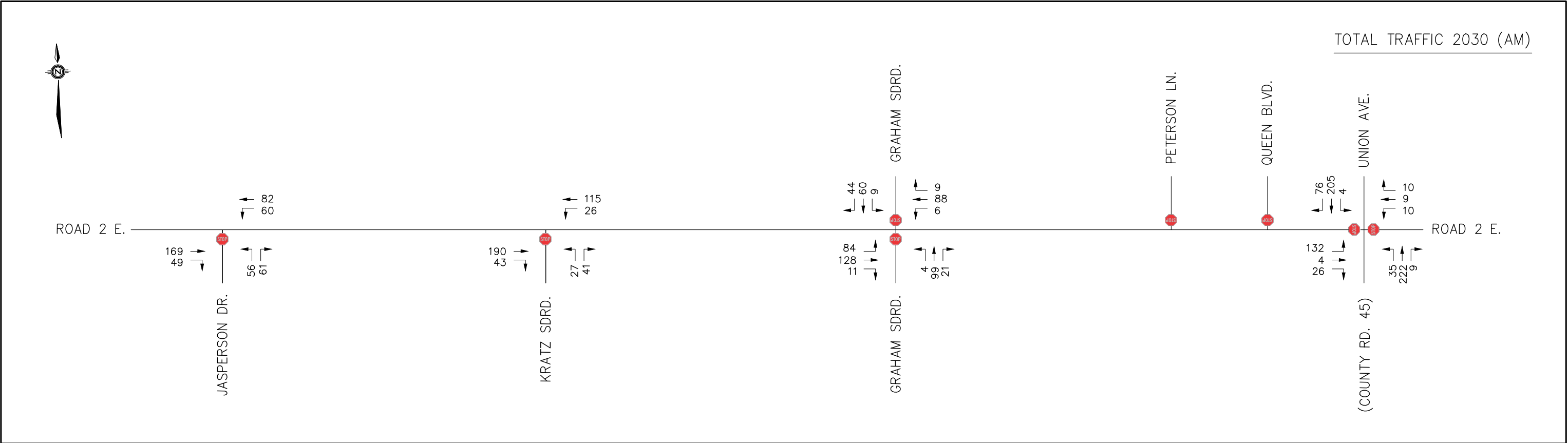
			<div><div><div><div>RC SPENCER ASSOCIATES INC.</div><div>Consulting Engineers</div><div>Windsor: 800 University Avenue W. – Windsor ON N9A 5R9 Leamington: 18 Talbot Street W. – Leamington ON N8H 1M4 Chatham-Kent: 49 Raleigh Street – Chatham ON N7M 2M6</div></div><div>Professional Engineers Ontario</div></div></div>	<table><tr><th>NO.</th><th>REVISION</th><th>DATE</th><th>BY</th><th>APP</th></tr><tr><td>4.</td><td>REVISED CROSS-SECTION ALTERNATIVES</td><td>02 NOV 2020</td><td>A.D.B.</td><td>A.D.B.</td></tr><tr><td>3.</td><td>REVISED REPORT AND FIGURES</td><td>23 SEP 2020</td><td>A.D.B.</td><td>A.D.B.</td></tr><tr><td>2.</td><td>REVISED URBAN CROSS-SECTION</td><td>13 MAY 2020</td><td>A.D.B.</td><td>A.D.B.</td></tr><tr><td>1.</td><td>COMPLETED REPORT FIGURES</td><td>01 MAY 2020</td><td>J.B.</td><td>A.D.B.</td></tr></table>	NO.	REVISION	DATE	BY	APP	4.	REVISED CROSS-SECTION ALTERNATIVES	02 NOV 2020	A.D.B.	A.D.B.	3.	REVISED REPORT AND FIGURES	23 SEP 2020	A.D.B.	A.D.B.	2.	REVISED URBAN CROSS-SECTION	13 MAY 2020	A.D.B.	A.D.B.	1.	COMPLETED REPORT FIGURES	01 MAY 2020	J.B.	A.D.B.	<table><tr><td>DESIGN</td><td>A.D.B.</td></tr><tr><td>CHECKED</td><td>J.T.</td></tr><tr><td>DR - WN</td><td>J.B.</td></tr><tr><td>CHECKED</td><td>A.D.B.</td></tr><tr><td>D - TE</td><td>NOVEMBER 2020</td></tr><tr><td>SC - LE</td><td>N.T.S.</td></tr></table>	DESIGN	A.D.B.	CHECKED	J.T.	DR - WN	J.B.	CHECKED	A.D.B.	D - TE	NOVEMBER 2020	SC - LE	N.T.S.	ROAD 2 EAST – CORRIDOR STUDY		PROJECT NO. 20-1000
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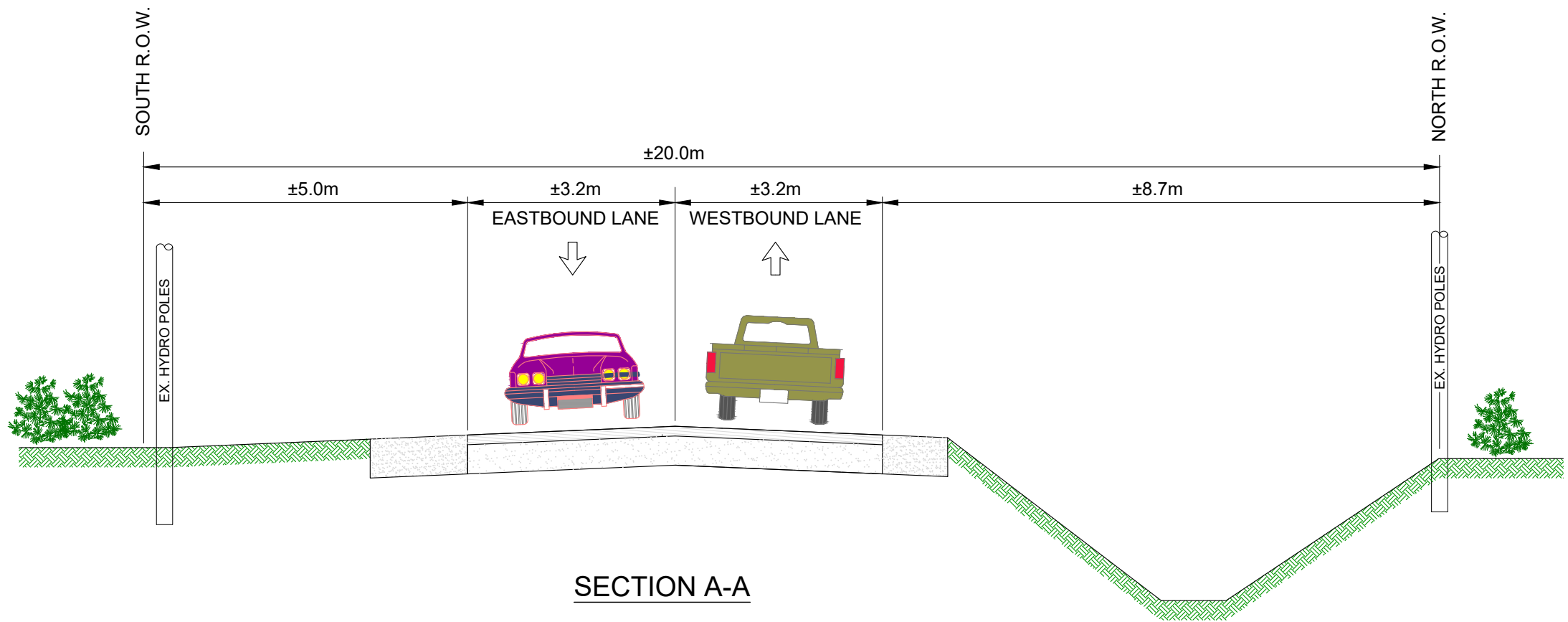
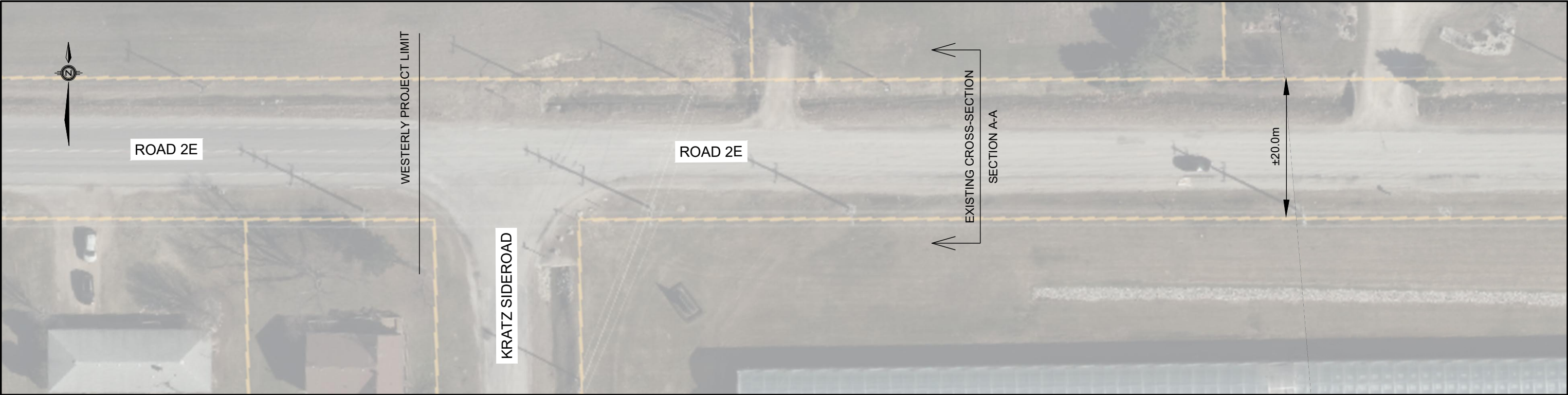






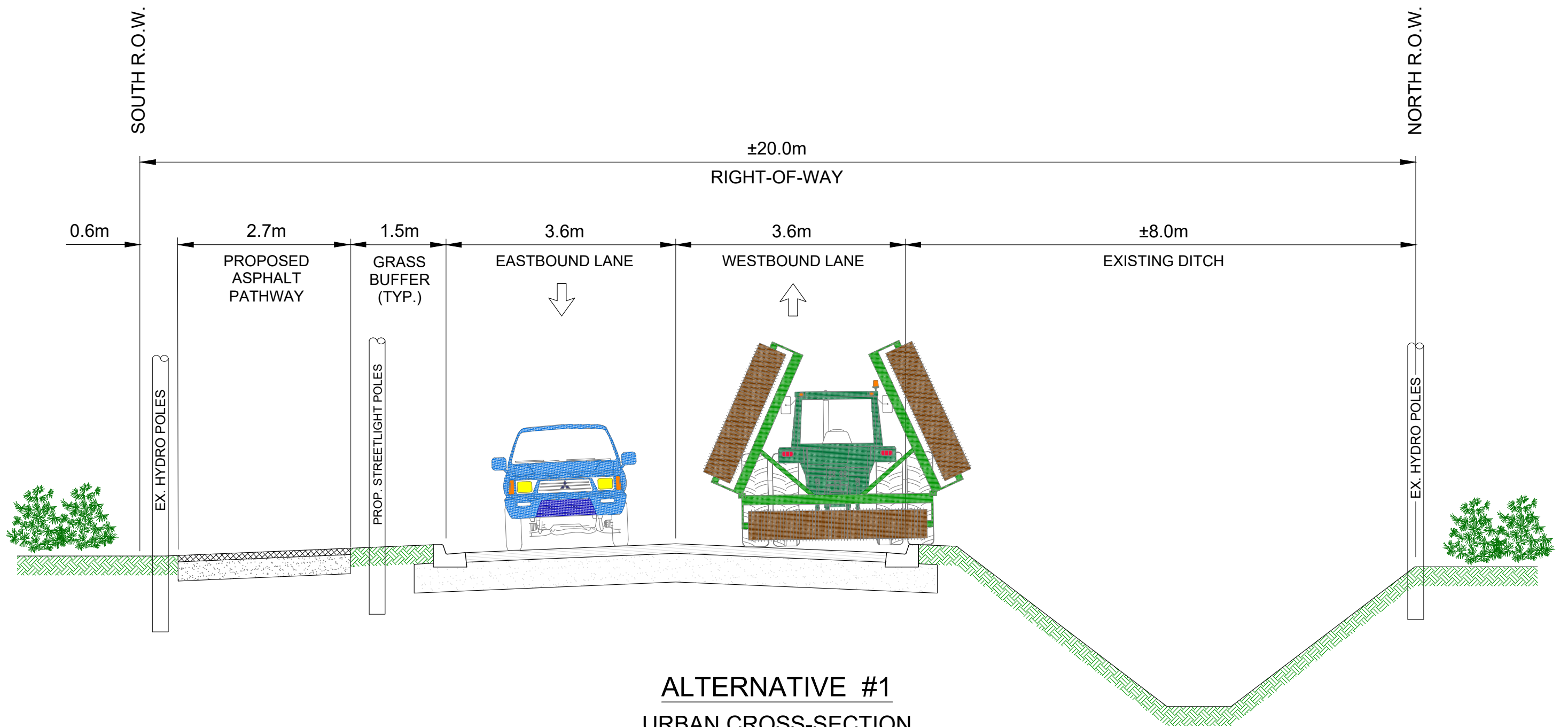
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3.	REVISED REPORT AND FIGURES	23 SEP 2020	A.D.B.	A.D.B.	DR -WN	J.B.							
2.	REVISED URBAN CROSS-SECTION	13 MAY 2020	A.D.B.	A.D.B.	CHECKED	A.D.B.							
1.	COMPLETED REPORT FIGURES	01 MAY 2020	J.B.	A.D.B.	D- TE	NOVEMBER 2020							
NO.	REVISION	DATE	BY	APP	SC-LE	N.T.S.					OF	10	



			<div><div><b>RC SPENCER ASSOCIATES INC.</b> Consulting Engineers Windsor: 800 University Avenue W. – Windsor ON N9A 5R9 Leamington: 18 Talbot Street W. – Leamington ON N8H 1M4 Chatham-Kent: 49 Raleigh Street – Chatham ON N7M 2M6</div><div>Professional Engineers Ontario</div></div>						DESIGN A.D.B.	ROAD 2 EAST – CORRIDOR STUDY	PROJECT NO. 20–1000
4.	REVISED CROSS–SECTION ALTERNATIVES	02 NOV 2020	A.D.B.	A.D.B.	CHECKED J.T.				FIGURE NO.		
3.	REVISED REPORT AND FIGURES	23 SEP 2020	A.D.B.	A.D.B.	DRAWN J.B.				6		
2.	REVISED URBAN CROSS–SECTION	13 MAY 2020	A.D.B.	A.D.B.	CHECKED A.D.B.						
1.	COMPLETED REPORT FIGURES	01 MAY 2020	J.B.	A.D.B.	DATE NOVEMBER 2020						
NO.	REVISION	DATE	BY	APP	SCALE N.T.S.				OF 10		
EXISTING PLAN & CROSS–SECTION (TYPICAL)											



**ALTERNATIVE #1**  
**URBAN CROSS-SECTION**  
**WITH OFF-ROAD A/T FACILITY**

**RC SPENCER ASSOCIATES INC.**  
 Consulting Engineers  
 Windsor: 800 University Avenue W. – Windsor ON N9A 5R9  
 Leamington: 18 Talbot Street W. – Leamington ON N8H 1M4  
 Chatham-Kent: 49 Raleigh Street – Chatham ON N7M 2M6

**Professional Engineers**  
 Ontario

NO.	REVISION	DATE	BY	APP	SCALE
4.	REVISED CROSS-SECTION ALTERNATIVES	02 NOV 2020	A.D.B.	A.D.B.	DESIGN A.D.B.
3.	REVISED REPORT AND FIGURES	23 SEP 2020	A.D.B.	A.D.B.	CHECKED J.T.
2.	REVISED URBAN CROSS-SECTION	13 MAY 2020	A.D.B.	A.D.B.	DRAWN J.B.
1.	COMPLETED REPORT FIGURES	01 MAY 2020	J.B.	A.D.B.	CHECKED A.D.B.
					DATE NOVEMBER 2020
					SCALE N.T.S.

ROAD 2 EAST – CORRIDOR STUDY

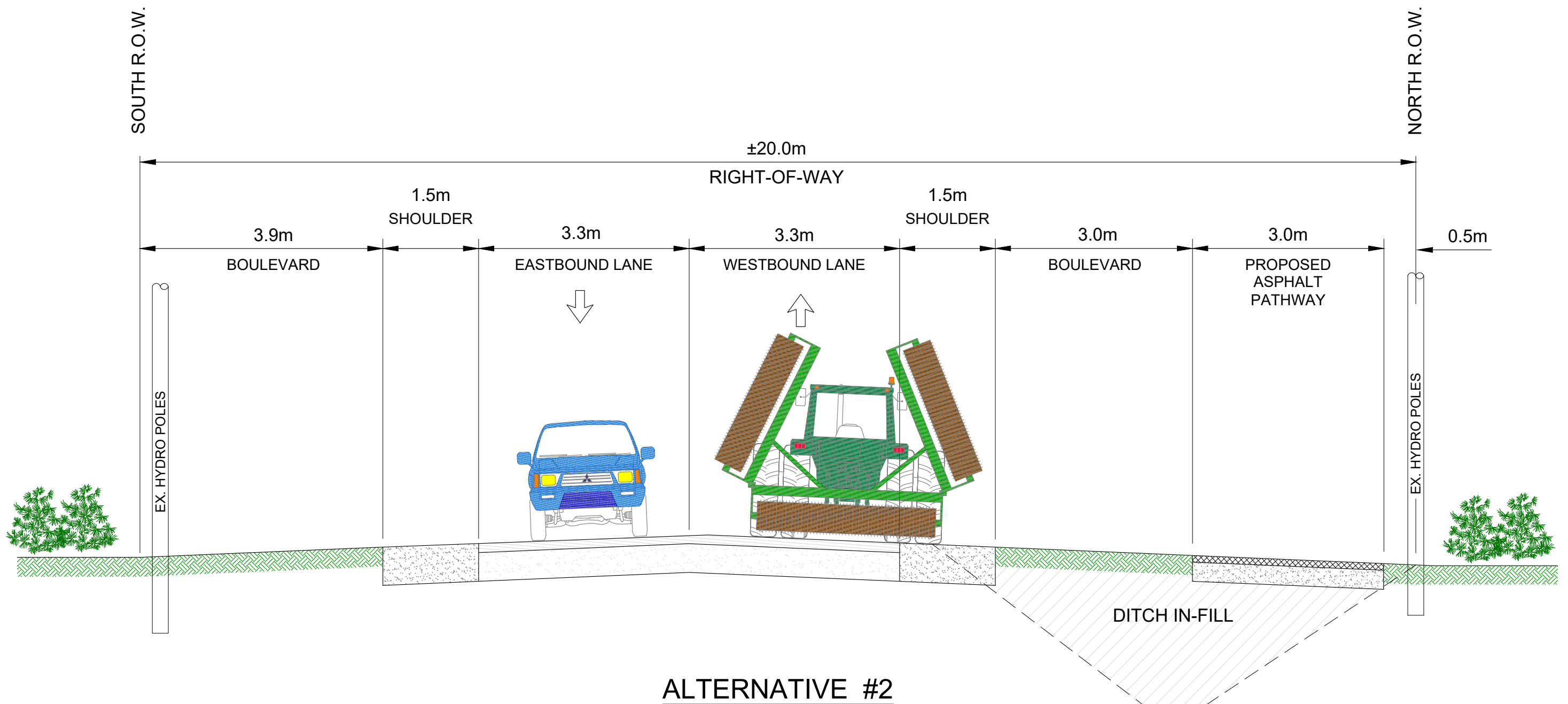
**ALTERNATIVE #1**

PROJECT NO.  
20-1000

FIGURE NO.  
7

OF  
10





**ALTERNATIVE #2**  
**RURAL CROSS-SECTION**  
**WITH OFF-ROAD A/T FACILITY**


**RC SPENCER ASSOCIATES INC.**  
 Consulting Engineers  
Windsor: 800 University Avenue W. – Windsor ON N9A 5R9  
 Leamington: 18 Talbot Street W. – Leamington ON N8H 1M4  
 Chatham-Kent: 49 Raleigh Street – Chatham ON N7M 2M6


 Professional Engineers  
 Ontario

				DESIGN	A.D.B.
4.	REVISED CROSS-SECTION ALTERNATIVES	02 NOV 2020	A.D.B.	A.D.B.	CHECKED J.T.
3.	REVISED REPORT AND FIGURES	23 SEP 2020	A.D.B.	A.D.B.	DRAWN J.B.
2.	REVISED URBAN CROSS-SECTION	13 MAY 2020	A.D.B.	A.D.B.	CHECKED A.D.B.
1.	COMPLETED REPORT FIGURES	01 MAY 2020	J.B.	A.D.B.	DATE NOVEMBER 2020
NO.	REVISION	DATE	BY	APP	SCALE N.T.S.

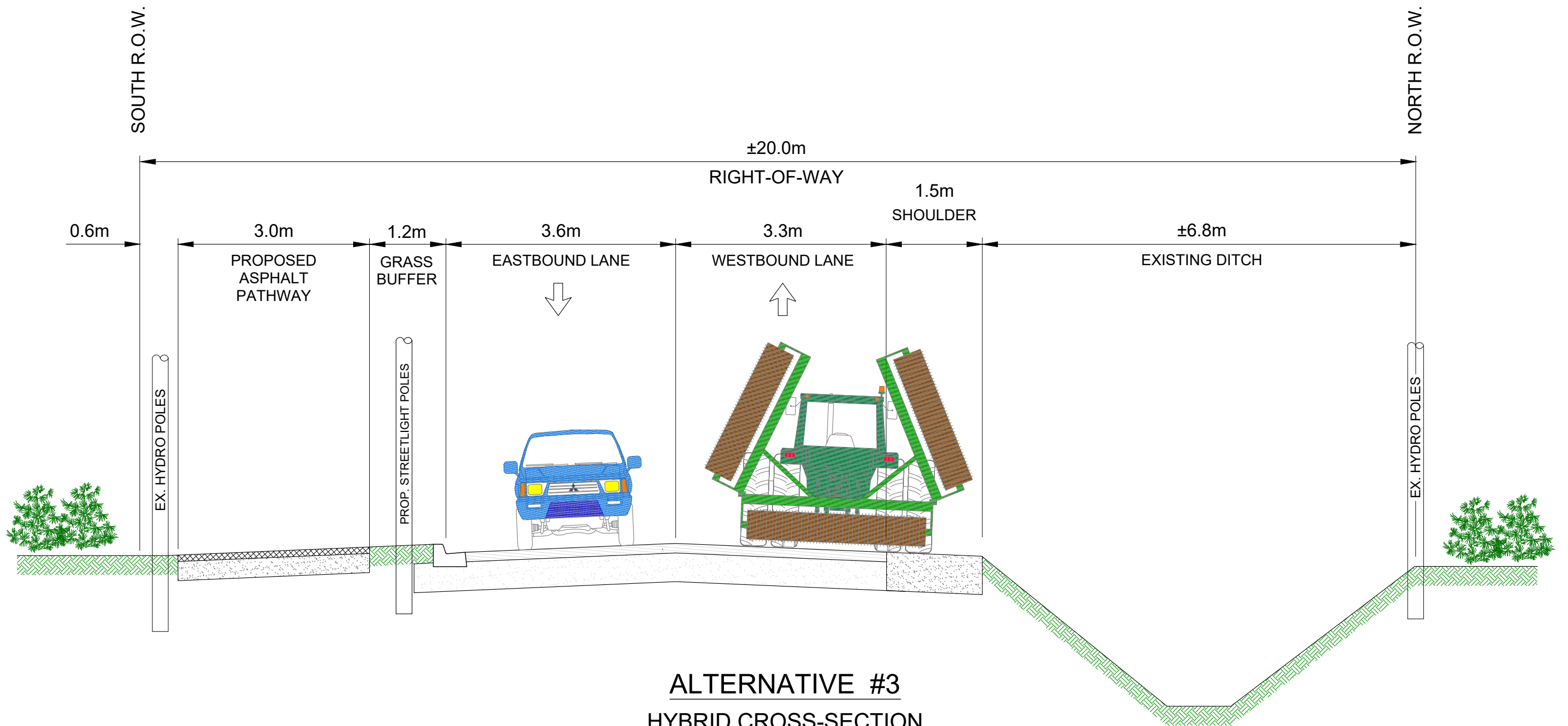
ROAD 2 EAST – CORRIDOR STUDY

**ALTERNATIVE #2**

PROJECT NO.  
20-1000

FIGURE NO.  
8

OF  
10



**ALTERNATIVE #3**  
**HYBRID CROSS-SECTION**  
**WITH OFF-ROAD A/T FACILITY**

**RC SPENCER ASSOCIATES INC.**  
 Consulting Engineers  
 Windsor: 800 University Avenue W. – Windsor ON N9A 5R9  
 Leamington: 18 Talbot Street W. – Leamington ON N8H 1M4  
 Chatham-Kent: 49 Raleigh Street – Chatham ON N7M 2M6

**Professional Engineers**  
 Ontario

				DESIGN	A.D.B.
4.	REVISED CROSS-SECTION ALTERNATIVES	02 NOV 2020	A.D.B.	A.D.B.	CHECKED J.T.
3.	REVISED REPORT AND FIGURES	23 SEP 2020	A.D.B.	A.D.B.	DRAWN J.B.
2.	REVISED URBAN CROSS-SECTION	13 MAY 2020	A.D.B.	A.D.B.	CHECKED A.D.B.
1.	COMPLETED REPORT FIGURES	01 MAY 2020	J.B.	A.D.B.	DATE NOVEMBER 2020
NO.	REVISION	DATE	BY	APP	SCALE N.T.S.

ROAD 2 EAST – CORRIDOR STUDY

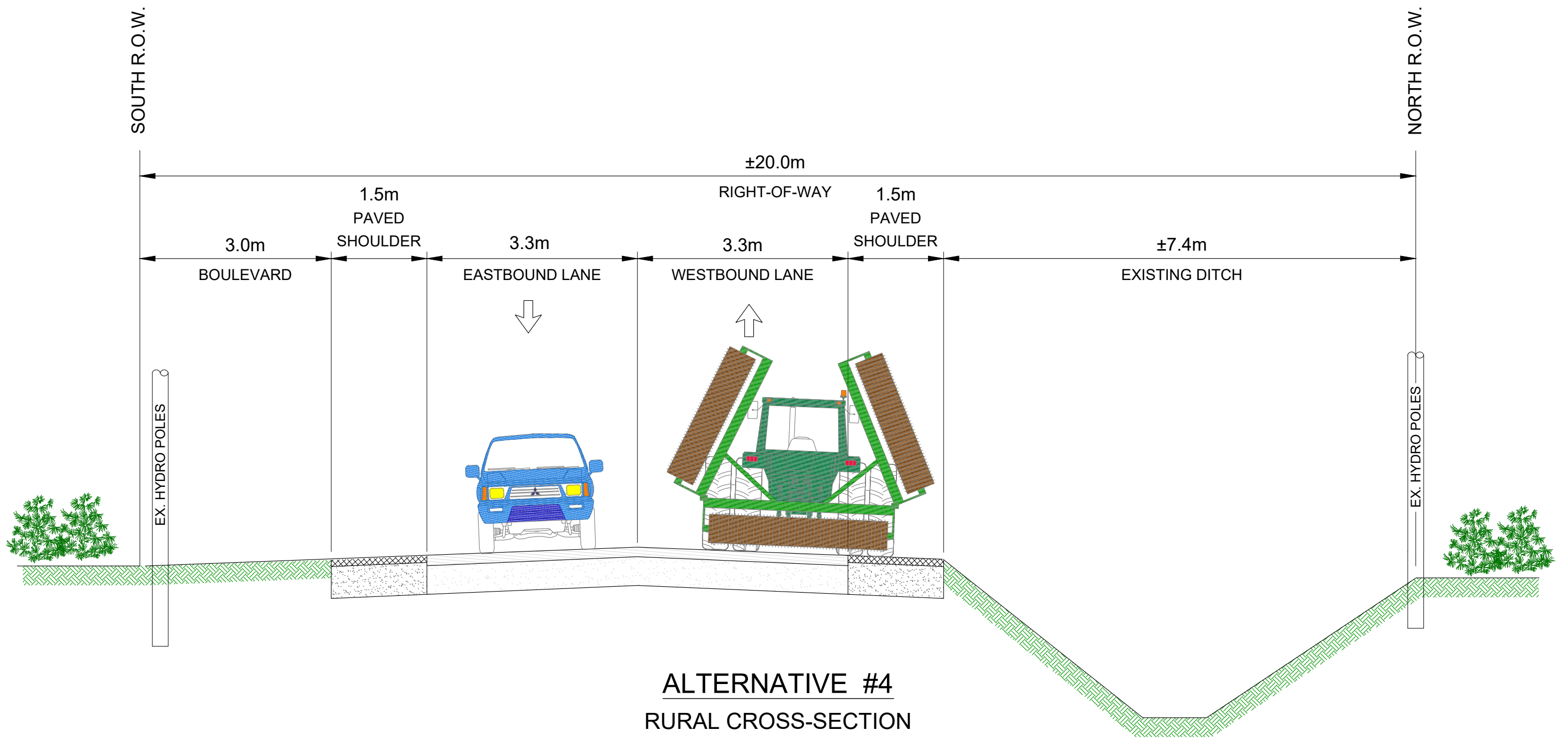
**ALTERNATIVE #3**

PROJECT NO.  
20-1000

FIGURE NO.  
9

OF  
10





**ALTERNATIVE #4**  
**RURAL CROSS-SECTION**  
**WITH PAVED SHOULDERS**


**RC SPENCER ASSOCIATES INC.**  
 Consulting Engineers  
Windsor: 800 University Avenue W. – Windsor ON N9A 5R9  
 Leamington: 18 Talbot Street W. – Leamington ON N8H 1M4  
 Chatham-Kent: 49 Raleigh Street – Chatham ON N7M 2M6


 Professional Engineers  
 Ontario

					DESIGN	A.D.B.
4.	REVISED CROSS-SECTION ALTERNATIVES	02 NOV 2020	A.D.B.	A.D.B.	CHECKED	J.T.
3.	REVISED REPORT AND FIGURES	23 SEP 2020	A.D.B.	A.D.B.	DRAWN	J.B.
2.	REVISED URBAN CROSS-SECTION	13 MAY 2020	A.D.B.	A.D.B.	CHECKED	A.D.B.
1.	COMPLETED REPORT FIGURES	01 MAY 2020	J.B.	A.D.B.	DATE	NOVEMBER 2020
NO.	REVISION	DATE	BY	APP	SCALE	N.T.S.

ROAD 2 EAST – CORRIDOR STUDY

**ALTERNATIVE #4**

PROJECT NO.	20-1000
FIGURE NO.	10
OF	10

## **Appendix A**

# **HISTORICAL TRAFFIC DATA**

**Jasperson Drive at Road 2 East**

# Jasperson Dr @ Road 2

## Morning Peak Diagram

### Specified Period

**From:** 7:00:00

**To:** 9:00:00

### One Hour Peak

**From:** 7:30:00

**To:** 8:30:00

**Municipality:** Kingsville

**Site #:** 0000000001

**Intersection:** Road 2 & Jasperson Dr

**TFR File #:** 1

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

### Weather conditions:

Rain

### Person(s) who counted:

Cam

**\*\* Non-Signalized Intersection \*\***

**Major Road:** Road 2 runs W/E

East Leg Total: 305

East Entering: 116

East Peds: 0

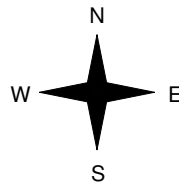
Peds Cross: X

Heavys	Trucks	Cars	Totals
6	1	106	113



Road 2

Heavys	Trucks	Cars	Totals
3	0	136	139
1	1	38	40
4	1	174	



Jasperson Dr

Cars	Trucks	Heavys	Totals
61	1	5	67
48	0	1	49
109	1	6	



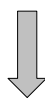
Road 2



Cars	Trucks	Heavys	Totals
184	0	5	189

Peds Cross: X  
West Peds: 0  
West Entering: 179  
West Leg Total: 292

Cars	86
Trucks	1
Heavys	2
Totals	89



Cars	45	48	93
Trucks	0	0	0
Heavys	1	2	3
Totals	46	50	

Peds Cross: X  
South Peds: 0  
South Entering: 96  
South Leg Total: 185

## Comments

## *Jasperson Dr @ Road 2*

### 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 #:** 0000000001

**Intersection:** Road 2 & Jasperson Dr

**TFR File #:** 1

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

#### Weather conditions:

Rain

#### Person(s) who counted:

Cam

**\*\* Non-Signalized Intersection \*\***

**Major Road:** Road 2 runs W/E

East Leg Total: 267

East Entering: 150

East Peds: 0

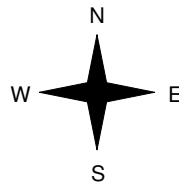
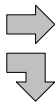
Peds Cross: X

Heavys	Trucks	Cars	Totals
4	4	129	137



Road 2

Heavys	Trucks	Cars	Totals
3	4	75	82
0	1	48	49
3	5	123	



Jasperson Dr

Cars	Trucks	Heavys	Totals
84	3	3	90
59	1	0	60
143	4	3	



Road 2

Cars	Trucks	Heavys	Totals
107	6	4	117

Peds Cross: X  
West Peds: 0  
West Entering: 131  
West Leg Total: 268

Cars	107
Trucks	2
Heavys	0
Totals	109

Cars	45	32	77
Trucks	1	2	3
Heavys	1	1	2
Totals	47	35	

Peds Cross: X  
South Peds: 0  
South Entering: 82  
South Leg Total: 191

### Comments

# Jasperson Dr @ Road 2

## Afternoon Peak Diagram

### Specified Period

**From:** 14:00:00

**To:** 18:00:00

### One Hour Peak

**From:** 16:45:00

**To:** 17:45:00

**Municipality:** Kingsville

**Site #:** 0000000001

**Intersection:** Road 2 & Jasperson Dr

**TFR File #:** 1

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

### Weather conditions:

Rain

### Person(s) who counted:

Cam

**\*\* Non-Signalized Intersection \*\***

**Major Road:** Road 2 runs W/E

East Leg Total: 390

East Entering: 269

East Peds: 0

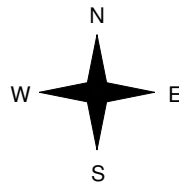
Peds Cross: X

Heavys	Trucks	Cars	Totals
1	2	231	234



Road 2

Heavys	Trucks	Cars	Totals
1	1	78	80
1	0	97	98
2	1	175	



Jasperson Dr

Cars	Trucks	Heavys	Totals
173	1	1	175
94	0	0	94
267	1	1	



Road 2

Cars	Trucks	Heavys	Totals
118	2	1	121

Peds Cross: X  
West Peds: 0  
West Entering: 178  
West Leg Total: 412

Cars	191
Trucks	0
Heavys	1
Totals	192



Cars	58	40	98
Trucks	1	1	2
Heavys	0	0	0
Totals	59	41	

Peds Cross: X  
South Peds: 0  
South Entering: 100  
South Leg Total: 292

## Comments

# Jasperson Dr @ Road 2

## Total Count Diagram

**Municipality:** Kingsville  
**Site #:** 0000000001  
**Intersection:** Road 2 & Jasperson Dr  
**TFR File #:** 1  
**Count date:** 1-Nov-2018

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

**\*\* Non-Signalized Intersection \*\***

**Major Road:** Road 2 runs W/E

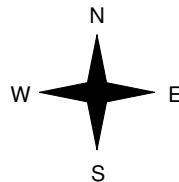
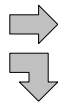
East Leg Total: 2279  
 East Entering: 1235  
 East Peds: 0  
 Peds Cross: X

Heavys	Trucks	Cars	Totals
32	19	1115	1166



Road 2

Heavys	Trucks	Cars	Totals
19	10	711	740
7	8	405	420
26	18	1116	



Jasperson Dr

Cars	Trucks	Heavys	Totals
764	13	26	803
428	2	2	432
1192	15	28	



Road 2



Cars	Trucks	Heavys	Totals
1005	15	24	1044

Peds Cross: X  
 West Peds: 0  
 West Entering: 1160  
 West Leg Total: 2326

Cars	833
Trucks	10
Heavys	9
Totals	852



Cars	351	294	645
Trucks	6	5	11
Heavys	6	5	11
Totals	363	304	

Peds Cross: X  
 South Peds: 0  
 South Entering: 667  
 South Leg Total: 1519

## Comments

## **Appendix B**

# **CURRENT TRAFFIC DATA**

**Jasperson Drive at Road 2 East**

**Kratz Sideroad at Road 2 East**

**Graham Sideroad at Road 2 East**

**County Road 45 (Union Avenue) at Road 2 East**

Date: 18 August 2020  
 Counted by: Austin Greenhow  
 Weather Conditions: Clear  
 Jasperson Drive at Road 2E

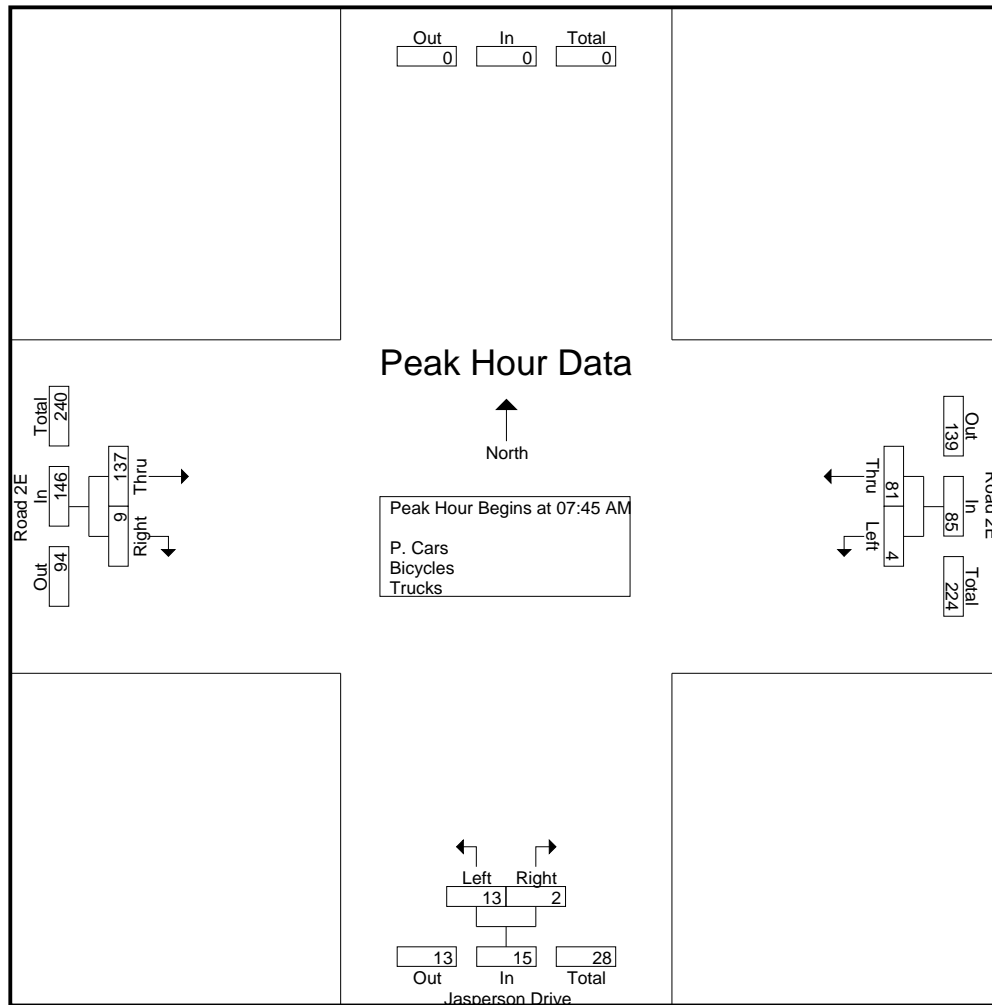
Groups Printed- P. Cars - Bicycles - Trucks

	Road 2E W/B				Jasperson Drive N/B				Road 2E E/B						
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:15 AM	16	2	(0)	18	0	2	(0)	2	0	22	(0)	22	0	42	42
07:30 AM	20	0	(0)	20	1	2	(0)	3	1	39	(0)	40	0	63	63
07:45 AM	19	1	(0)	20	0	1	(0)	1	1	41	(0)	42	0	63	63
Total	55	3	(0)	58	1	5	(0)	6	2	102	(0)	104	0	168	168
08:00 AM	18	1	(0)	19	0	1	(0)	1	3	33	(0)	36	0	56	56
08:15 AM	17	1	(0)	18	0	8	(0)	8	4	32	(0)	36	0	62	62
08:30 AM	27	1	(1)	28	2	3	(0)	5	1	31	(0)	32	1	65	66
*** BREAK ***															
Total	62	3	(1)	65	2	12	(0)	14	8	96	(0)	104	1	183	184
*** BREAK ***															
11:30 AM	32	2	(0)	34	3	6	(0)	9	10	23	(0)	33	0	76	76
11:45 AM	34	1	(1)	35	0	3	(0)	3	1	23	(0)	24	1	62	63
Total	66	3	(1)	69	3	9	(0)	12	11	46	(0)	57	1	138	139
12:00 PM	32	1	(0)	33	1	5	(0)	6	7	23	(0)	30	0	69	69
12:15 PM	33	2	(0)	35	2	9	(0)	11	3	18	(0)	21	0	67	67
12:30 PM	28	1	(0)	29	2	1	(0)	3	5	45	(0)	50	0	82	82
12:45 PM	17	3	(0)	20	2	4	(0)	6	5	42	(0)	47	0	73	73
Total	110	7	(0)	117	7	19	(0)	26	20	128	(0)	148	0	291	291
*** BREAK ***															
04:45 PM	40	1	(0)	41	2	2	(0)	4	3	29	(0)	32	0	77	77
Total	40	1	(0)	41	2	2	(0)	4	3	29	(0)	32	0	77	77
05:00 PM	54	2	(0)	56	4	5	(0)	9	2	20	(0)	22	0	87	87
05:15 PM	53	1	(0)	54	2	1	(0)	3	4	26	(0)	30	0	87	87
05:30 PM	39	0	(0)	39	2	1	(0)	3	6	20	(0)	26	0	68	68
05:45 PM	35	3	(0)	38	4	1	(0)	5	5	20	(0)	25	0	68	68
Total	181	6	(0)	187	12	8	(0)	20	17	86	(0)	103	0	310	310
06:00 PM	30	0	(0)	30	2	1	(0)	3	6	15	(0)	21	0	54	54
Grand Total	544	23	(2)	567	29	56	(0)	85	67	502	(0)	569	2	1221	1223
Apprch %	95.9	4.1			34.1	65.9			11.8	88.2					
Total %	44.6	1.9		46.4	2.4	4.6		7	5.5	41.1		46.6	0.2	99.8	
P. Cars	532	22		556	28	39		67	49	492		541	0	0	1164
% P. Cars	97.8	95.7	100	97.7	96.6	69.6	0	78.8	73.1	98	0	95.1	0	0	95.2
Bicycles	5	0		5	0	5		5	4	2		6	0	0	16
% Bicycles	0.9	0	0	0.9	0	8.9	0	5.9	6	0.4	0	1.1	0	0	1.3
Trucks	7	1		8	1	12		13	14	8		22	0	0	43
% Trucks	1.3	4.3	0	1.4	3.4	21.4	0	15.3	20.9	1.6	0	3.9	0	0	3.5

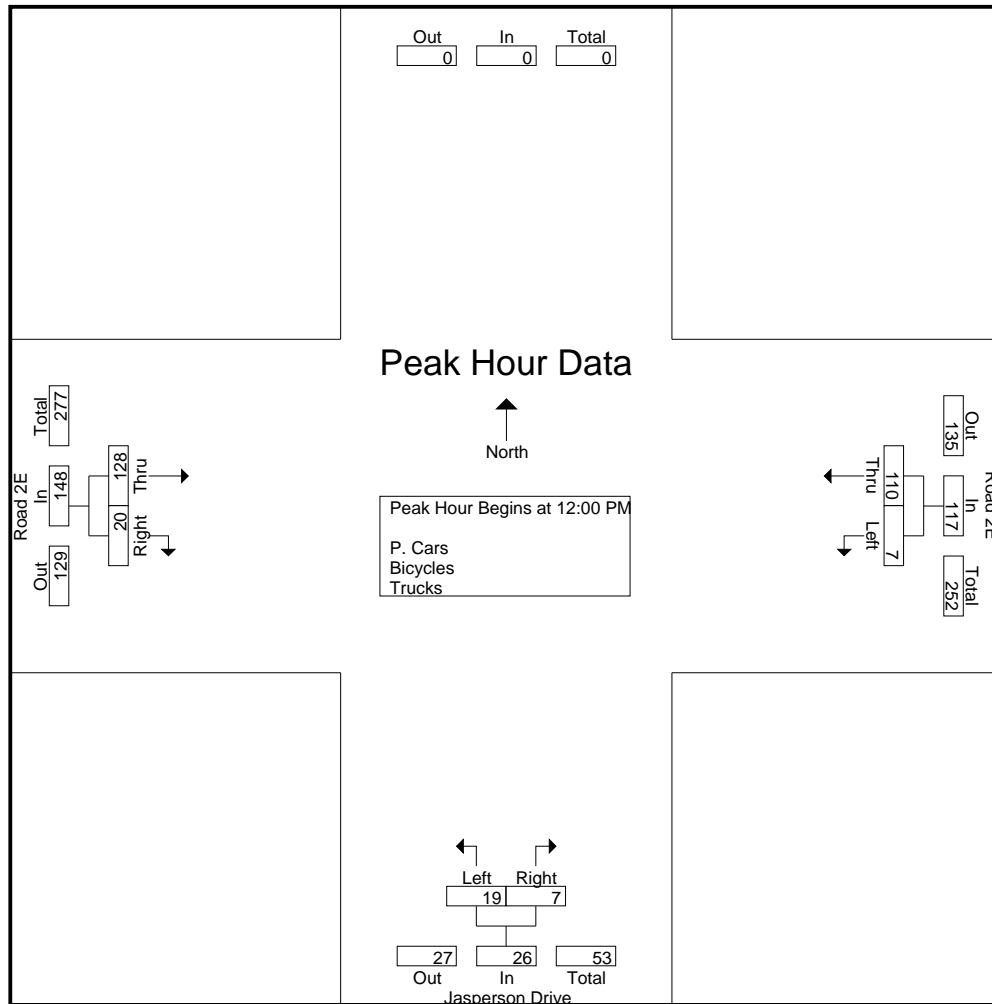




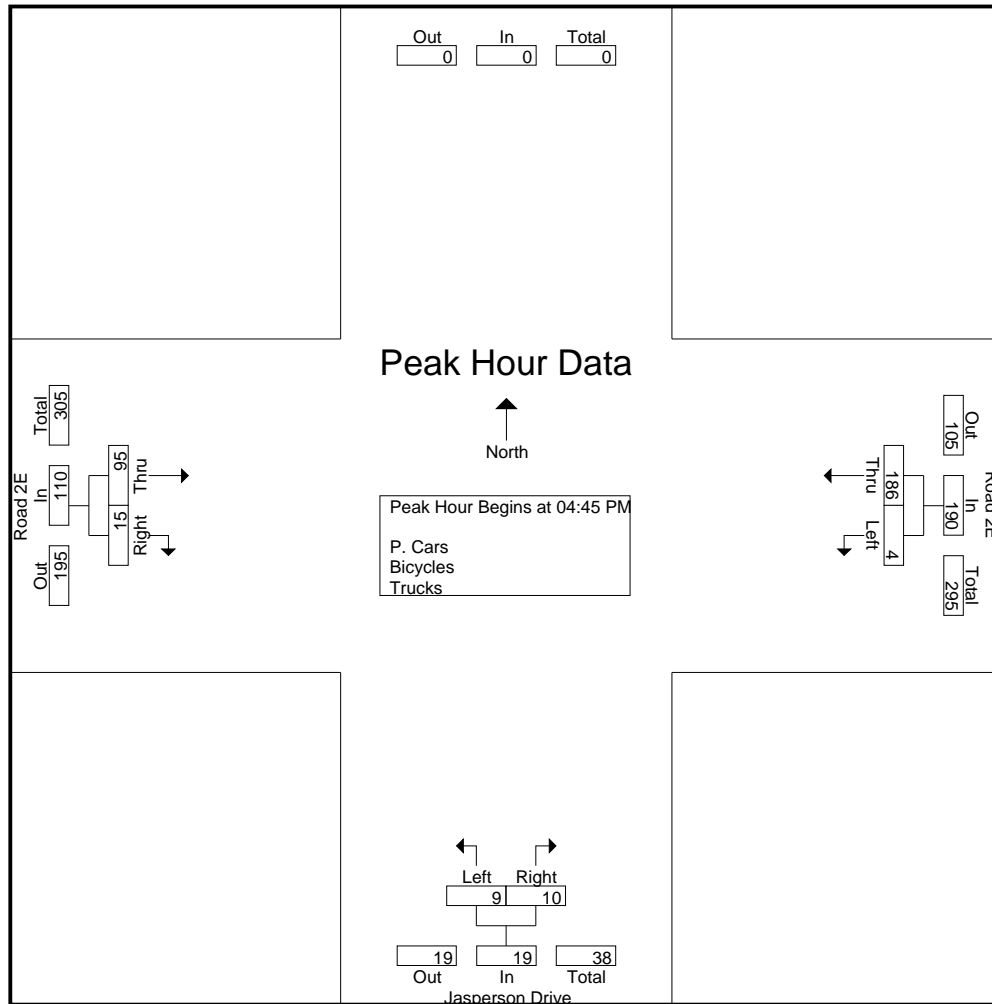
	Road 2E W/B			Jasperson Drive N/B			Road 2E E/B			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 09:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	19	1	20	0	1	1	1	41	42	63
08:00 AM	18	1	19	0	1	1	3	33	36	56
08:15 AM	17	1	18	0	8	8	4	32	36	62
08:30 AM	27	1	28	2	3	5	1	31	32	65
Total Volume	81	4	85	2	13	15	9	137	146	246
% App. Total	95.3	4.7		13.3	86.7		6.2	93.8		
PHF	.750	1.00	.759	.250	.406	.469	.563	.835	.869	.946



	Road 2E W/B			Jasperson Drive N/B			Road 2E E/B			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 12:00 PM										
12:00 PM	32	1	33	1	5	6	7	23	30	69
12:15 PM	33	2	35	2	9	11	3	18	21	67
12:30 PM	28	1	29	2	1	3	5	45	50	82
12:45 PM	17	3	20	2	4	6	5	42	47	73
Total Volume	110	7	117	7	19	26	20	128	148	291
% App. Total	94	6		26.9	73.1		13.5	86.5		
PHF	.833	.583	.836	.875	.528	.591	.714	.711	.740	.887



	Road 2E W/B			Jasperson Drive N/B			Road 2E E/B			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	40	1	41	2	2	4	3	<b>29</b>	<b>32</b>	77
05:00 PM	<b>54</b>	<b>2</b>	<b>56</b>	<b>4</b>	<b>5</b>	<b>9</b>	2	20	22	<b>87</b>
05:15 PM	53	1	54	2	1	3	4	26	30	87
05:30 PM	39	0	39	2	1	3	<b>6</b>	20	26	68
Total Volume	186	4	190	10	9	19	15	95	110	319
% App. Total	97.9	2.1		52.6	47.4		13.6	86.4		
PHF	.861	.500	.848	.625	.450	.528	.625	.819	.859	.917



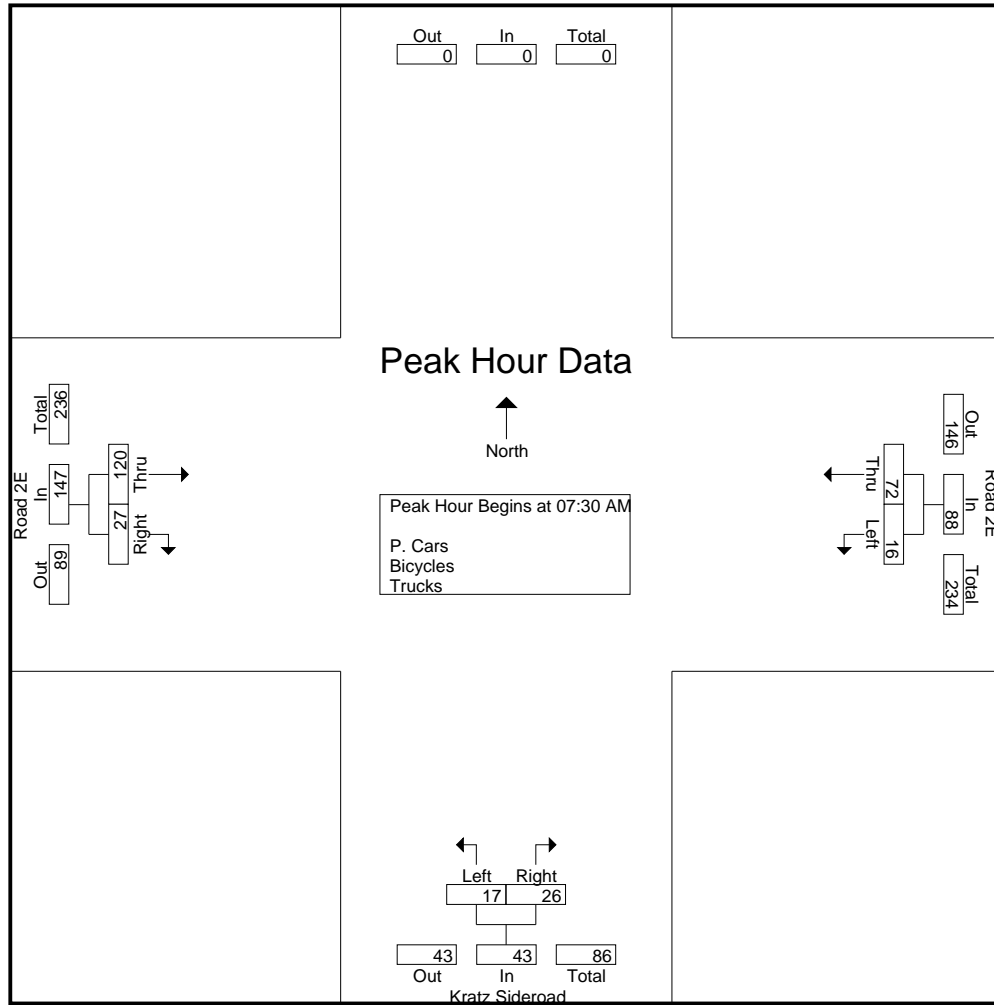
Date: 19 August 2020  
 Counted by: Austin Greenhow  
 Weather Conditions: Clear  
 Kratz Sideroad at Road 2E

## Groups Printed- P. Cars - Bicycles - Trucks

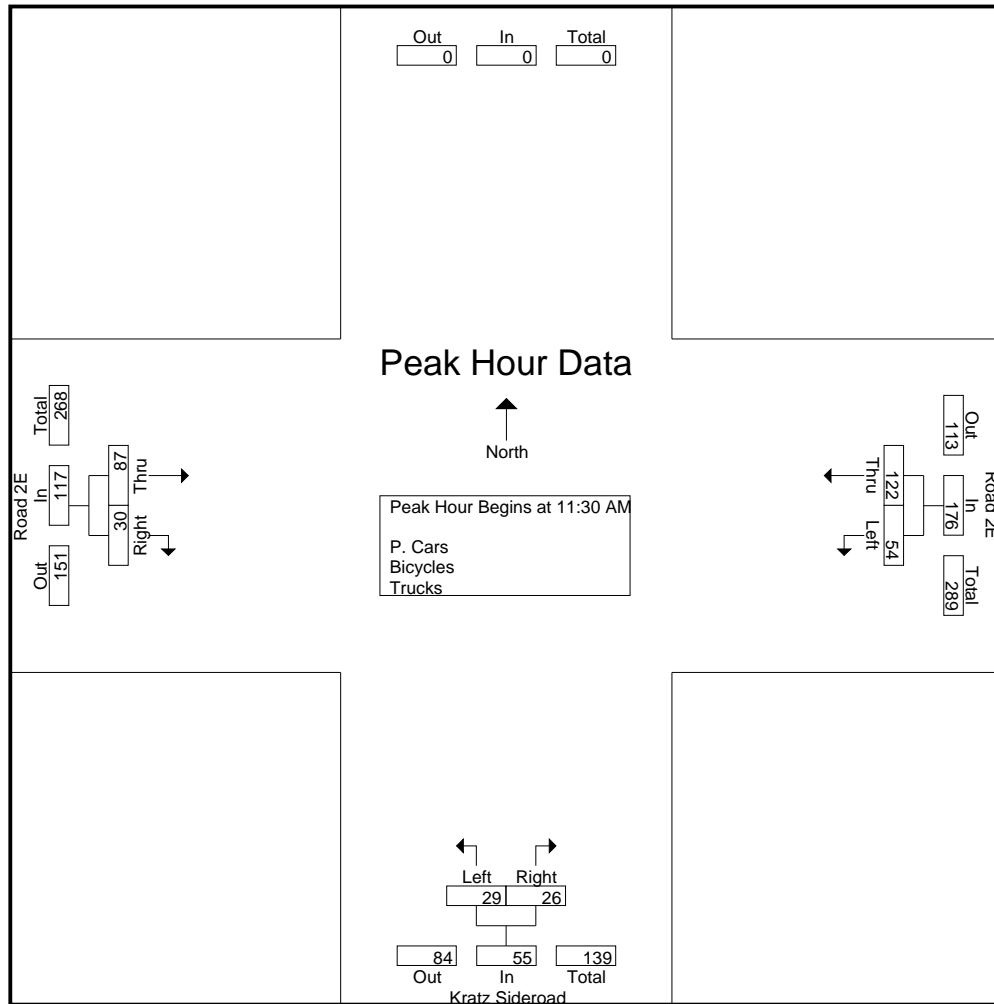
	Road 2E W/B				Kratz Sideroad N/B				Road 2E E/B						
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:15 AM	14	5	(0)	19	5	4	(0)	9	6	23	(0)	29	0	57	57
07:30 AM	14	4	(0)	18	8	3	(0)	11	2	30	(0)	32	0	61	61
07:45 AM	27	4	(0)	31	7	5	(0)	12	12	38	(0)	50	0	93	93
Total	55	13	(0)	68	20	12	(0)	32	20	91	(0)	111	0	211	211
08:00 AM	12	5	(0)	17	6	6	(0)	12	7	26	(0)	33	0	62	62
08:15 AM	19	3	(0)	22	5	3	(0)	8	6	26	(0)	32	0	62	62
08:30 AM	11	5	(0)	16	3	6	(0)	9	4	29	(0)	33	0	58	58
*** BREAK ***															
Total	42	13	(0)	55	14	15	(0)	29	17	81	(0)	98	0	182	182
*** BREAK ***															
11:30 AM	28	11	(0)	39	5	5	(0)	10	9	24	(0)	33	0	82	82
11:45 AM	34	6	(0)	40	9	4	(0)	13	6	23	(0)	29	0	82	82
Total	62	17	(0)	79	14	9	(0)	23	15	47	(0)	62	0	164	164
12:00 PM	35	23	(0)	58	8	11	(0)	19	7	22	(0)	29	0	106	106
12:15 PM	25	14	(0)	39	4	9	(0)	13	8	18	(0)	26	0	78	78
12:30 PM	20	4	(0)	24	10	9	(0)	19	8	23	(0)	31	0	74	74
12:45 PM	27	4	(0)	31	12	6	(0)	18	14	25	(0)	39	0	88	88
Total	107	45	(0)	152	34	35	(0)	69	37	88	(0)	125	0	346	346
*** BREAK ***															
04:30 PM	34	11	(0)	45	3	16	(0)	19	10	25	(0)	35	0	99	99
04:45 PM	36	14	(0)	50	4	7	(0)	11	10	16	(0)	26	0	87	87
Total	70	25	(0)	95	7	23	(0)	30	20	41	(0)	61	0	186	186
05:00 PM	50	16	(0)	66	3	12	(0)	15	14	28	(0)	42	0	123	123
05:15 PM	55	8	(0)	63	4	9	(0)	13	6	19	(0)	25	0	101	101
05:30 PM	30	11	(0)	41	2	5	(0)	7	8	24	(0)	32	0	80	80
05:45 PM	23	9	(0)	32	6	4	(0)	10	7	16	(0)	23	0	65	65
Total	158	44	(0)	202	15	30	(0)	45	35	87	(0)	122	0	369	369
Grand Total	494	157	(0)	651	104	124	(0)	228	144	435	(0)	579	0	1458	1458
Apprch %	75.9	24.1			45.6	54.4			24.9	75.1					
Total %	33.9	10.8		44.7	7.1	8.5		15.6	9.9	29.8		39.7	0	100	
P. Cars	479	154		633	102	121		223	142	423		565	0	0	1421
% P. Cars	97	98.1	0	97.2	98.1	97.6	0	97.8	98.6	97.2	0	97.6	0	0	97.5
Bicycles	0	0		0	0	0		0	1	0		1	0	0	1
% Bicycles	0	0	0	0	0	0	0	0	0.7	0	0	0.2	0	0	0.1
Trucks	15	3		18	2	3		5	1	12		13	0	0	36
% Trucks	3	1.9	0	2.8	1.9	2.4	0	2.2	0.7	2.8	0	2.2	0	0	2.5



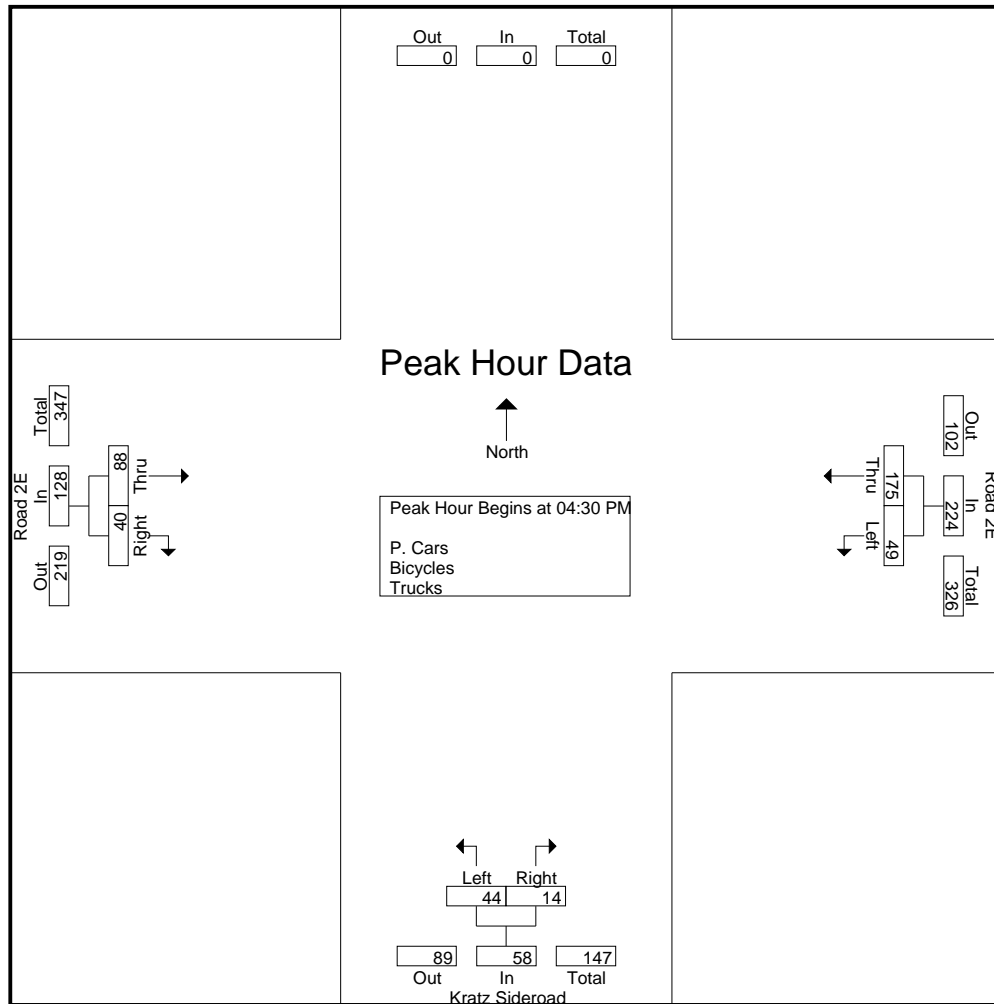
	Road 2E W/B			Kratz Sideroad N/B			Road 2E E/B			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 09:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	14	4	18	8	3	11	2	30	32	61
07:45 AM	27	4	31	7	5	12	12	38	50	93
08:00 AM	12	5	17	6	6	12	7	26	33	62
08:15 AM	19	3	22	5	3	8	6	26	32	62
Total Volume	72	16	88	26	17	43	27	120	147	278
% App. Total	81.8	18.2		60.5	39.5		18.4	81.6		
PHF	.667	.800	.710	.813	.708	.896	.563	.789	.735	.747



	Road 2E W/B			Kratz Sideroad N/B			Road 2E E/B			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 11:30 AM										
11:30 AM	28	11	39	5	5	10	9	24	33	82
11:45 AM	34	6	40	9	4	13	6	23	29	82
12:00 PM	35	23	58	8	11	19	7	22	29	106
12:15 PM	25	14	39	4	9	13	8	18	26	78
Total Volume	122	54	176	26	29	55	30	87	117	348
% App. Total	69.3	30.7		47.3	52.7		25.6	74.4		
PHF	.871	.587	.759	.722	.659	.724	.833	.906	.886	.821



	Road 2E W/B			Kratz Sideroad N/B			Road 2E E/B			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	34	11	45	3	16	19	10	25	35	99
04:45 PM	36	14	50	4	7	11	10	16	26	87
05:00 PM	50	16	66	3	12	15	14	28	42	123
05:15 PM	55	8	63	4	9	13	6	19	25	101
Total Volume	175	49	224	14	44	58	40	88	128	410
% App. Total	78.1	21.9		24.1	75.9		31.2	68.8		
PHF	.795	.766	.848	.875	.688	.763	.714	.786	.762	.833



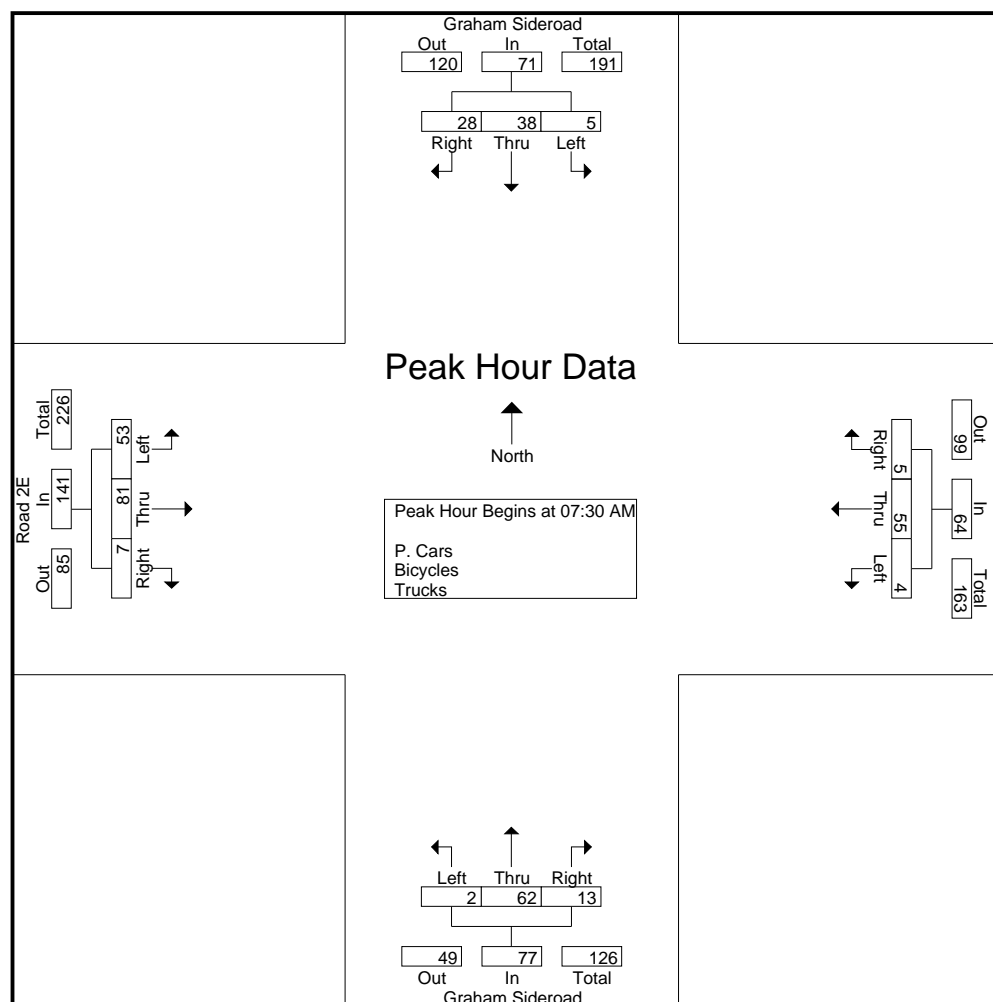
Date: 20 August 2020  
 Counted by: Austin Greenhow  
 Weather Conditions: Clear  
 Graham Sideroad at Road 2E

Groups Printed- P. Cars - Bicycles - Trucks

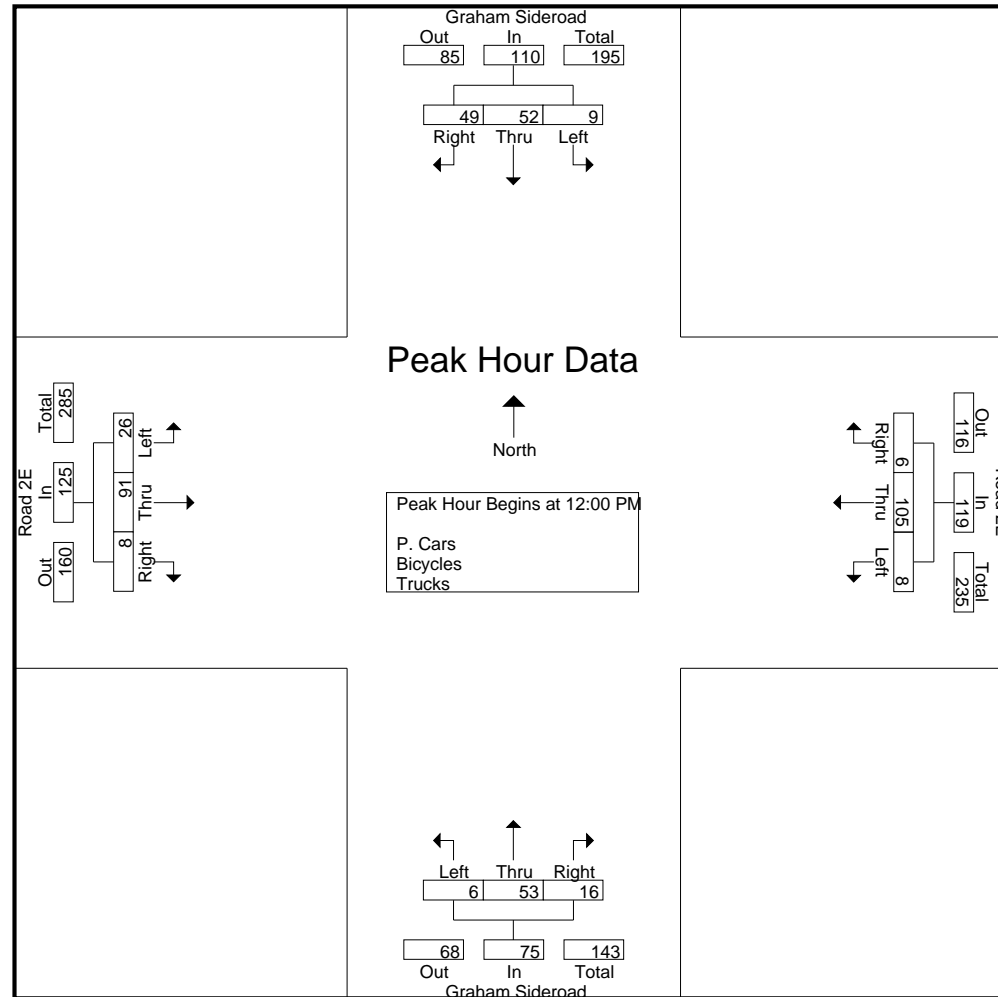
	Graham Sideroad S/B					Road 2E W/B					Graham Sideroad N/B					Road 2E E/B					Exclu. Total	Inclu. Total	Int. Total
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total			
07:15 AM	5	7	0	(0)	12	0	12	0	(0)	12	1	14	2	(0)	17	0	16	7	(0)	23	0	64	64
07:30 AM	9	7	0	(0)	16	2	12	0	(0)	14	2	22	0	(0)	24	1	21	20	(0)	42	0	96	96
07:45 AM	9	6	2	(0)	17	1	13	3	(0)	17	3	10	0	(0)	13	5	28	20	(0)	53	0	100	100
Total	23	20	2	(0)	45	3	37	3	(0)	43	6	46	2	(0)	54	6	65	47	(0)	118	0	260	260
08:00 AM	3	10	0	(0)	13	1	13	0	(0)	14	4	15	1	(0)	20	0	20	9	(0)	29	0	76	76
08:15 AM	7	15	3	(0)	25	1	17	1	(0)	19	4	15	1	(0)	20	1	12	4	(0)	17	0	81	81
08:30 AM	8	11	1	(0)	20	0	13	1	(0)	14	2	11	0	(0)	13	2	24	5	(0)	31	0	78	78
*** BREAK ***																							
Total	18	36	4	(0)	58	2	43	2	(0)	47	10	41	2	(0)	53	3	56	18	(0)	77	0	235	235
*** BREAK ***																							
11:30 AM	9	13	2	(0)	24	2	17	0	(0)	19	3	7	3	(0)	13	4	19	10	(0)	33	0	89	89
11:45 AM	7	16	0	(0)	23	1	21	3	(0)	25	2	11	0	(0)	13	1	26	8	(0)	35	0	96	96
Total	16	29	2	(0)	47	3	38	3	(0)	44	5	18	3	(0)	26	5	45	18	(0)	68	0	185	185
12:00 PM	18	14	4	(0)	36	2	34	3	(0)	39	4	15	1	(0)	20	3	26	0	(0)	29	0	124	124
12:15 PM	7	15	1	(0)	23	2	17	3	(0)	22	1	9	2	(0)	12	0	21	5	(0)	26	0	83	83
12:30 PM	17	12	3	(0)	32	0	30	0	(0)	30	5	14	0	(0)	19	2	18	11	(0)	31	0	112	112
12:45 PM	7	11	1	(0)	19	2	24	2	(0)	28	6	15	3	(0)	24	3	26	10	(0)	39	0	110	110
Total	49	52	9	(0)	110	6	105	8	(0)	119	16	53	6	(0)	75	8	91	26	(0)	125	0	429	429
*** BREAK ***																							
04:30 PM	15	20	4	(0)	39	3	21	2	(0)	26	3	17	3	(0)	23	1	33	8	(0)	42	0	130	130
04:45 PM	14	20	2	(0)	36	2	33	0	(0)	35	1	19	0	(0)	20	2	22	14	(0)	38	0	129	129
Total	29	40	6	(0)	75	5	54	2	(0)	61	4	36	3	(0)	43	3	55	22	(0)	80	0	259	259
05:00 PM	22	27	4	(0)	53	1	33	2	(1)	36	5	14	2	(0)	21	5	21	9	(0)	35	1	145	146
05:15 PM	23	25	5	(0)	53	3	30	2	(1)	35	3	12	1	(0)	16	1	19	5	(0)	25	1	129	130
05:30 PM	19	23	3	(0)	45	4	22	2	(0)	28	2	14	1	(0)	17	2	14	4	(0)	20	0	110	110
05:45 PM	13	19	2	(0)	34	0	23	1	(0)	24	0	8	1	(0)	9	0	15	4	(0)	19	0	86	86
Total	77	94	14	(0)	185	8	108	7	(2)	123	10	48	5	(0)	63	8	69	22	(0)	99	2	470	472
Grand Total	212	271	37	(0)	520	27	385	25	(2)	437	51	242	21	(0)	314	33	381	153	(0)	567	2	1838	1840
Apprch %	40.8	52.1	7.1			6.2	88.1	5.7			16.2	77.1	6.7			5.8	67.2	27					
Total %	11.5	14.7	2		28.3	1.5	20.9	1.4		23.8	2.8	13.2	1.1		17.1	1.8	20.7	8.3		30.8	0.1	99.9	
P. Cars	202	258	35		495	26	381	22		431	51	238	20		309	31	373	145		549	0	0	1784
% P. Cars	95.3	95.2	94.6	0	95.2	96.3	99	88	100	98.2	100	98.3	95.2	0	98.4	93.9	97.9	94.8	0	96.8	0	0	97
Bicycles	0	10	0		10	0	0	0		0	0	1	0		1	1	1	0		2	0	0	13
% Bicycles	0	3.7	0	0	1.9	0	0	0	0	0	0	0.4	0	0	0.3	3	0.3	0	0	0.4	0	0	0.7
Trucks	10	3	2		15	1	4	3		8	0	3	1		4	1	7	8		16	0	0	43
% Trucks	4.7	1.1	5.4	0	2.9	3.7	1	12	0	1.8	0	1.2	4.8	0	1.3	3	1.8	5.2	0	2.8	0	0	2.3



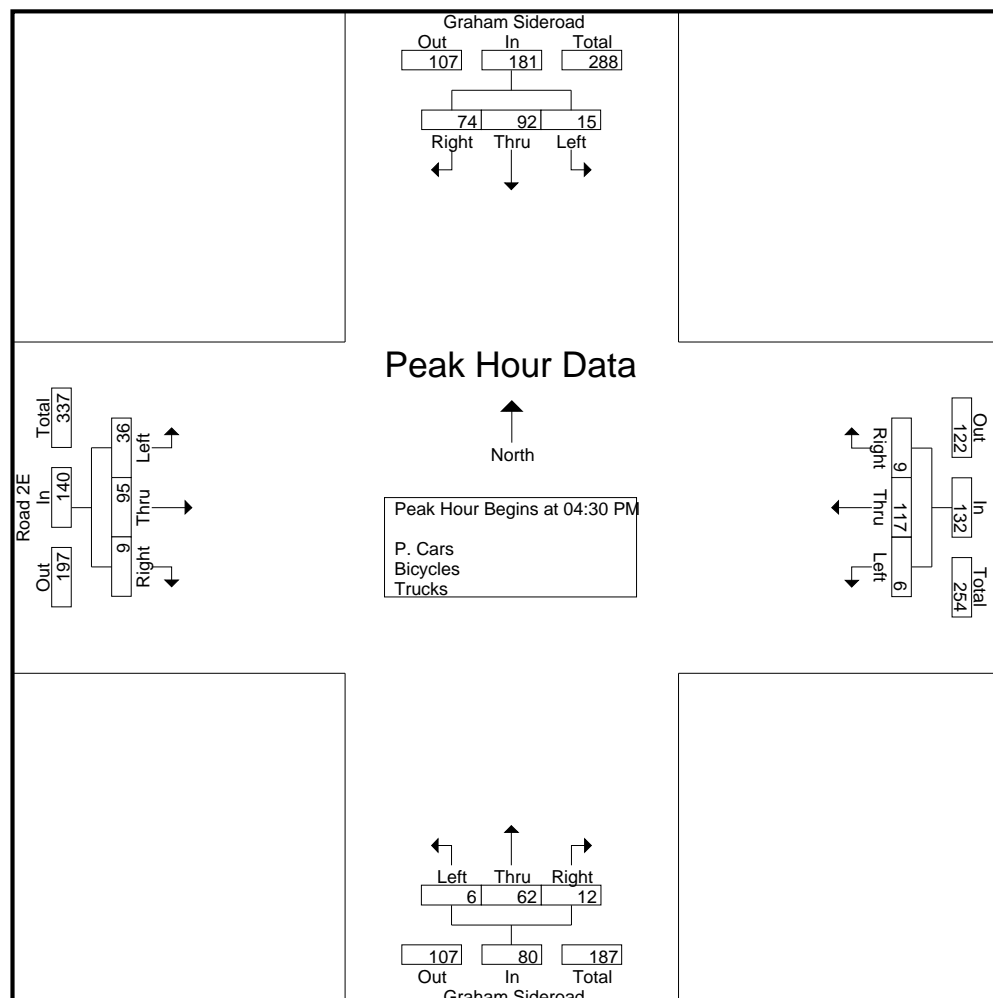
	Graham Sideroad S/B				Road 2E W/B				Graham Sideroad N/B				Road 2E E/B				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	9	7	0	16	2	12	0	14	2	22	0	24	1	21	20	42	96
07:45 AM	9	6	2	17	1	13	3	17	3	10	0	13	5	28	20	53	100
08:00 AM	3	10	0	13	1	13	0	14	4	15	1	20	0	20	9	29	76
08:15 AM	7	15	3	25	1	17	1	19	4	15	1	20	1	12	4	17	81
Total Volume	28	38	5	71	5	55	4	64	13	62	2	77	7	81	53	141	353
% App. Total	39.4	53.5	7		7.8	85.9	6.2		16.9	80.5	2.6		5	57.4	37.6		
PHF	.778	.633	.417	.710	.625	.809	.333	.842	.813	.705	.500	.802	.350	.723	.663	.665	.883



	Graham Sideroad S/B				Road 2E W/B				Graham Sideroad N/B				Road 2E E/B				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	18	14	4	36	2	34	3	39	4	15	1	20	3	26	0	29	124
12:15 PM	7	15	1	23	2	17	3	22	1	9	2	12	0	21	5	26	83
12:30 PM	17	12	3	32	0	30	0	30	5	14	0	19	2	18	11	31	112
12:45 PM	7	11	1	19	2	24	2	28	6	15	3	24	3	26	10	39	110
Total Volume	49	52	9	110	6	105	8	119	16	53	6	75	8	91	26	125	429
% App. Total	44.5	47.3	8.2		5	88.2	6.7		21.3	70.7	8		6.4	72.8	20.8		
PHF	.681	.867	.563	.764	.750	.772	.667	.763	.667	.883	.500	.781	.667	.875	.591	.801	.865



	Graham Sideroad S/B				Road 2E W/B				Graham Sideroad N/B				Road 2E E/B				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	15	20	4	39	3	21	2	26	3	17	3	23	1	33	8	42	130
04:45 PM	14	20	2	36	2	33	0	35	1	19	0	20	2	22	14	38	129
05:00 PM	22	27	4	53	1	33	2	36	5	14	2	21	5	21	9	35	145
05:15 PM	23	25	5	53	3	30	2	35	3	12	1	16	1	19	5	25	129
Total Volume	74	92	15	181	9	117	6	132	12	62	6	80	9	95	36	140	533
% App. Total	40.9	50.8	8.3		6.8	88.6	4.5		15	77.5	7.5		6.4	67.9	25.7		
PHF	.804	.852	.750	.854	.750	.886	.750	.917	.600	.816	.500	.870	.450	.720	.643	.833	.919

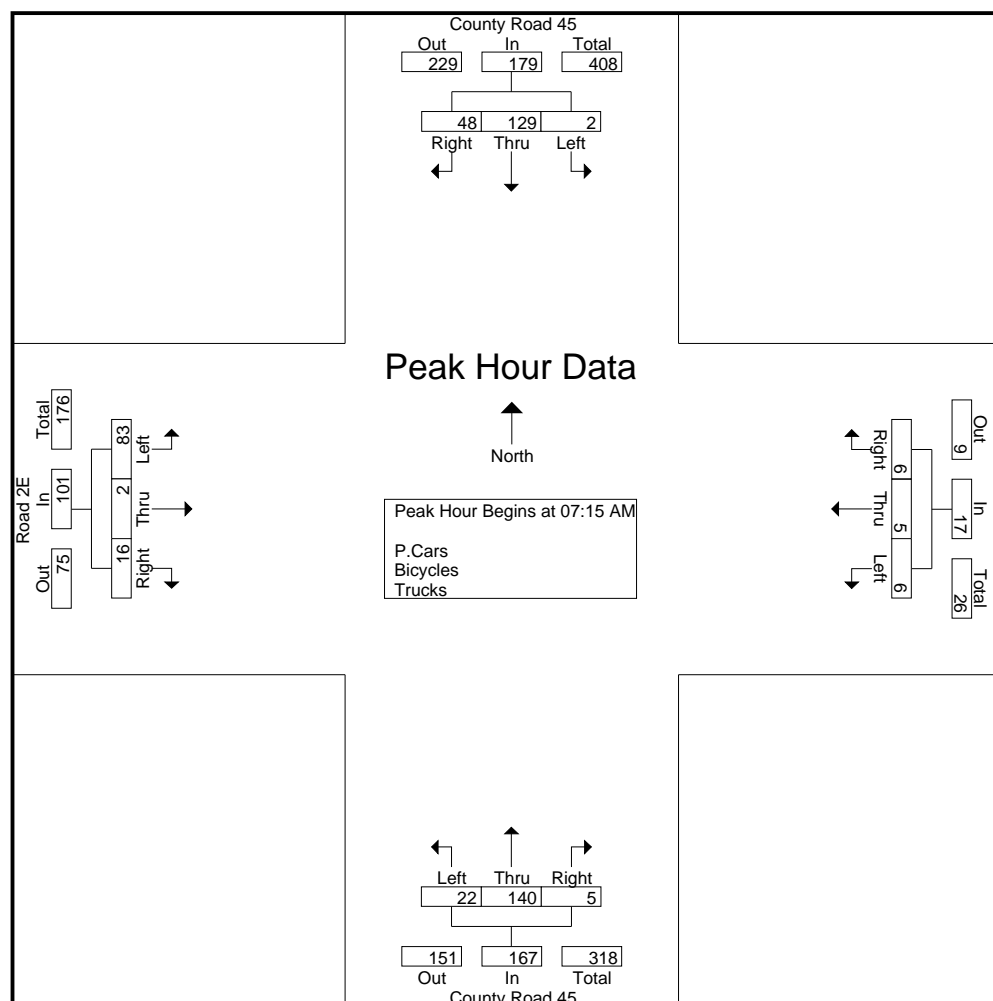


Date: 25 August 2020  
 Counted by: Austin Greenhow  
 Weather Conditions: Clear  
 County Road 45 at Road 2E

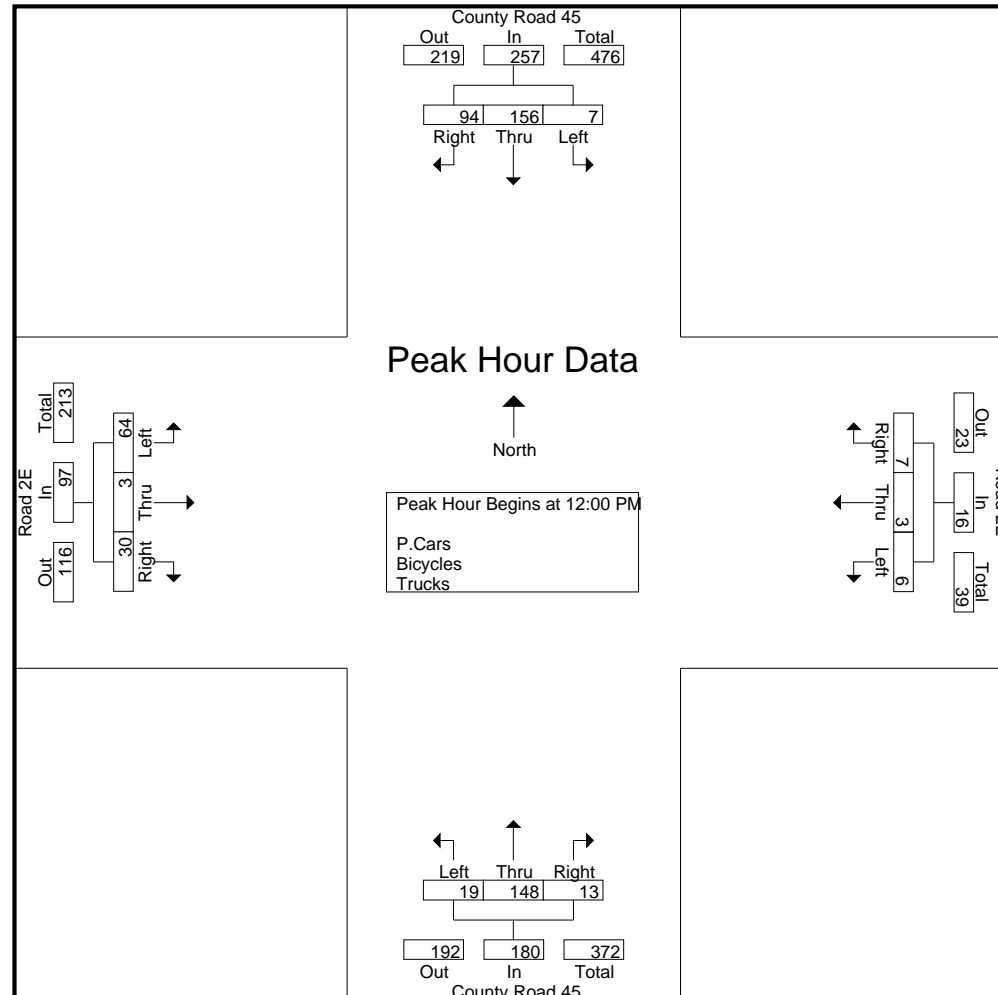
Groups Printed- P.Cars - Bicycles - Trucks

	County Road 45 S/B					Road 2E W/B					County Road 45 N/B					Road 2E E/B					Exclu. Total	Inclu. Total	Int. Total
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total			
07:15 AM	14	19	0	(0)	33	1	2	2	(0)	5	1	33	3	(0)	37	4	0	9	(0)	13	0	88	88
07:30 AM	12	34	0	(0)	46	3	2	3	(0)	8	0	24	3	(0)	27	4	1	24	(0)	29	0	110	110
07:45 AM	11	42	0	(0)	53	0	0	1	(0)	1	2	42	10	(0)	54	7	0	28	(0)	35	0	143	143
Total	37	95	0	(0)	132	4	4	6	(0)	14	3	99	16	(0)	118	15	1	61	(0)	77	0	341	341
08:00 AM	11	34	2	(0)	47	2	1	0	(0)	3	2	41	6	(0)	49	1	1	22	(0)	24	0	123	123
08:15 AM	15	25	2	(0)	42	2	0	2	(1)	4	0	27	1	(0)	28	1	0	11	(0)	12	1	86	87
08:30 AM	14	19	1	(0)	34	1	1	2	(0)	4	2	23	6	(0)	31	5	0	23	(0)	28	0	97	97
*** BREAK ***																							
Total	40	78	5	(0)	123	5	2	4	(1)	11	4	91	13	(0)	108	7	1	56	(0)	64	1	306	307
*** BREAK ***																							
11:30 AM	14	42	1	(1)	57	2	0	2	(0)	4	2	28	3	(0)	33	9	2	15	(0)	26	1	120	121
11:45 AM	15	27	1	(0)	43	0	2	0	(0)	2	1	41	7	(0)	49	8	2	26	(0)	36	0	130	130
Total	29	69	2	(1)	100	2	2	2	(0)	6	3	69	10	(0)	82	17	4	41	(0)	62	1	250	251
12:00 PM	22	44	3	(0)	69	2	0	2	(0)	4	3	38	6	(0)	47	9	0	16	(0)	25	0	145	145
12:15 PM	25	32	3	(0)	60	2	0	0	(0)	2	3	27	4	(0)	34	9	2	12	(0)	23	0	119	119
12:30 PM	18	41	1	(0)	60	1	2	1	(0)	4	6	47	3	(0)	56	6	1	18	(0)	25	0	145	145
12:45 PM	29	39	0	(0)	68	2	1	3	(0)	6	1	36	6	(0)	43	6	0	18	(0)	24	0	141	141
Total	94	156	7	(0)	257	7	3	6	(0)	16	13	148	19	(0)	180	30	3	64	(0)	97	0	550	550
*** BREAK ***																							
04:30 PM	26	43	2	(1)	71	3	2	0	(0)	5	6	47	2	(0)	55	11	3	31	(0)	45	1	176	177
04:45 PM	21	41	2	(0)	64	0	0	1	(0)	1	2	28	6	(0)	36	4	0	25	(0)	29	0	130	130
Total	47	84	4	(1)	135	3	2	1	(0)	6	8	75	8	(0)	91	15	3	56	(0)	74	1	306	307
05:00 PM	29	51	3	(0)	83	1	0	1	(0)	2	3	43	4	(0)	50	7	0	29	(0)	36	0	171	171
05:15 PM	19	46	3	(0)	68	6	2	3	(0)	11	1	36	7	(0)	44	10	4	10	(0)	24	0	147	147
05:30 PM	24	30	2	(0)	56	2	1	2	(0)	5	3	32	5	(0)	40	12	2	21	(0)	35	0	136	136
05:45 PM	13	28	1	(0)	42	1	1	1	(0)	3	4	29	7	(0)	40	4	1	15	(0)	20	0	105	105
Total	85	155	9	(0)	249	10	4	7	(0)	21	11	140	23	(0)	174	33	7	75	(0)	115	0	559	559
Grand Total	332	637	27	(2)	996	31	17	26	(1)	74	42	622	89	(0)	753	117	19	353	(0)	489	3	2312	2315
Apprch %	33.3	64	2.7			41.9	23	35.1			5.6	82.6	11.8			23.9	3.9	72.2					
Total %	14.4	27.6	1.2		43.1	1.3	0.7	1.1		3.2	1.8	26.9	3.8		32.6	5.1	0.8	15.3		21.2	0.1	99.9	
P.Cars	328	556	25		911	28	15	26		70	40	521	83		644	112	16	343		471	0	0	2096
% P.Cars	98.8	87.3	92.6	100	91.3	90.3	88.2	100	100	93.3	95.2	83.8	93.3	0	85.5	95.7	84.2	97.2	0	96.3	0	0	90.5
Bicycles	0	0	0		0	0	1	0		1	1	1	0		2	0	2	2		4	0	0	7
% Bicycles	0	0	0	0	0	0	5.9	0	0	1.3	2.4	0.2	0	0	0.3	0	10.5	0.6	0	0.8	0	0	0.3
Trucks	4	81	2		87	3	1	0		4	1	100	6		107	5	1	8		14	0	0	212
% Trucks	1.2	12.7	7.4	0	8.7	9.7	5.9	0	0	5.3	2.4	16.1	6.7	0	14.2	4.3	5.3	2.3	0	2.9	0	0	9.2

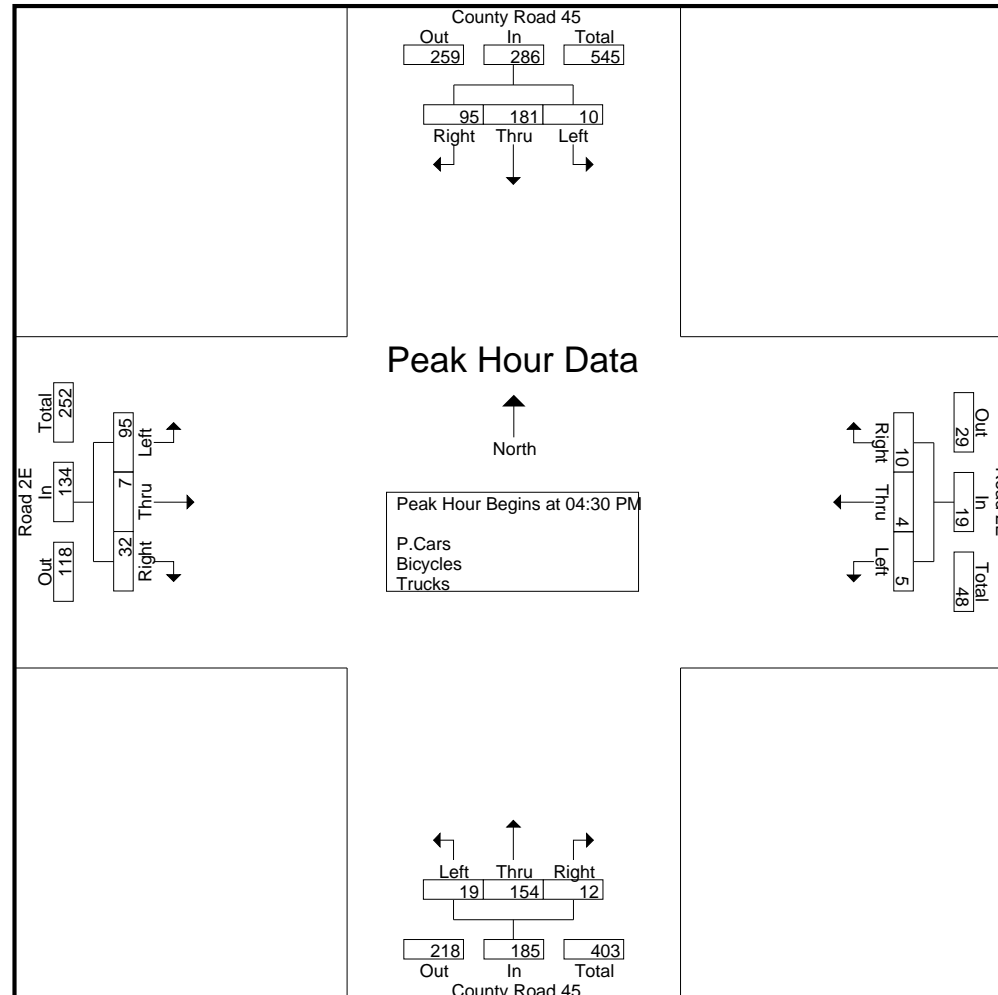
	County Road 45 S/B				Road 2E W/B				County Road 45 N/B				Road 2E E/B				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	14	19	0	33	1	2	2	5	1	33	3	37	4	0	9	13	88
07:30 AM	12	34	0	46	3	2	3	8	0	24	3	27	4	1	24	29	110
07:45 AM	11	42	0	53	0	0	1	1	2	42	10	54	7	0	28	35	143
08:00 AM	11	34	2	47	2	1	0	3	2	41	6	49	1	1	22	24	123
Total Volume	48	129	2	179	6	5	6	17	5	140	22	167	16	2	83	101	464
% App. Total	26.8	72.1	1.1		35.3	29.4	35.3		3	83.8	13.2		15.8	2	82.2		
PHF	.857	.768	.250	.844	.500	.625	.500	.531	.625	.833	.550	.773	.571	.500	.741	.721	.811



	County Road 45 S/B				Road 2E W/B				County Road 45 N/B				Road 2E E/B				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	22	44	3	69	2	0	2	4	3	38	6	47	9	0	16	25	145
12:15 PM	25	32	3	60	2	0	0	2	3	27	4	34	9	2	12	23	119
12:30 PM	18	41	1	60	1	2	1	4	6	47	3	56	6	1	18	25	145
12:45 PM	29	39	0	68	2	1	3	6	1	36	6	43	6	0	18	24	141
Total Volume	94	156	7	257	7	3	6	16	13	148	19	180	30	3	64	97	550
% App. Total	36.6	60.7	2.7		43.8	18.8	37.5		7.2	82.2	10.6		30.9	3.1	66		
PHF	.810	.886	.583	.931	.875	.375	.500	.667	.542	.787	.792	.804	.833	.375	.889	.970	.948



	County Road 45 S/B				Road 2E W/B				County Road 45 N/B				Road 2E E/B				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	26	43	2	71	3	2	0	5	6	47	2	55	11	3	31	45	176
04:45 PM	21	41	2	64	0	0	1	1	2	28	6	36	4	0	25	29	130
05:00 PM	29	51	3	83	1	0	1	2	3	43	4	50	7	0	29	36	171
05:15 PM	19	46	3	68	6	2	3	11	1	36	7	44	10	4	10	24	147
Total Volume	95	181	10	286	10	4	5	19	12	154	19	185	32	7	95	134	624
% App. Total	33.2	63.3	3.5		52.6	21.1	26.3		6.5	83.2	10.3		23.9	5.2	70.9		
PHF	.819	.887	.833	.861	.417	.500	.417	.432	.500	.819	.679	.841	.727	.438	.766	.744	.886



## **Appendix C**

# **TRAFFIC PROJECTION FIGURES**

**Jasperson Drive at Road 2 East**

**Kratz Sideroad at Road 2 East**

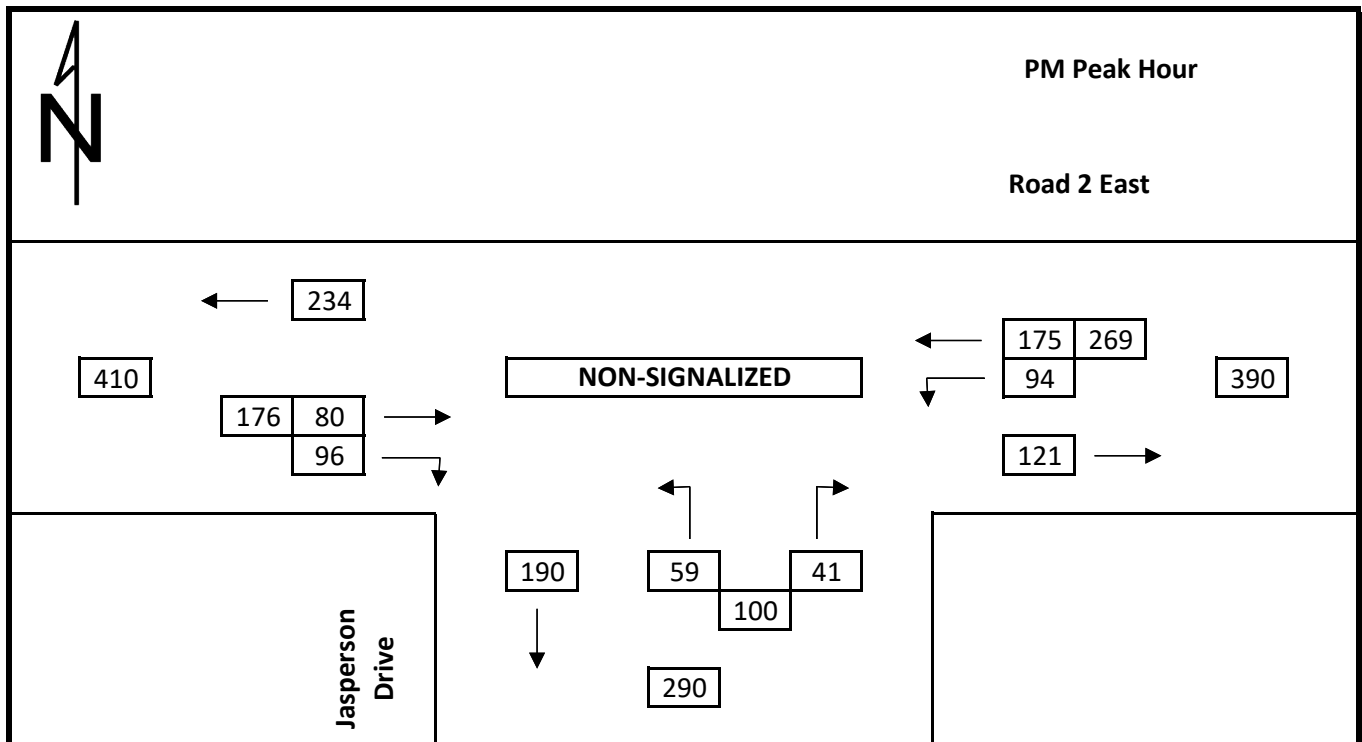
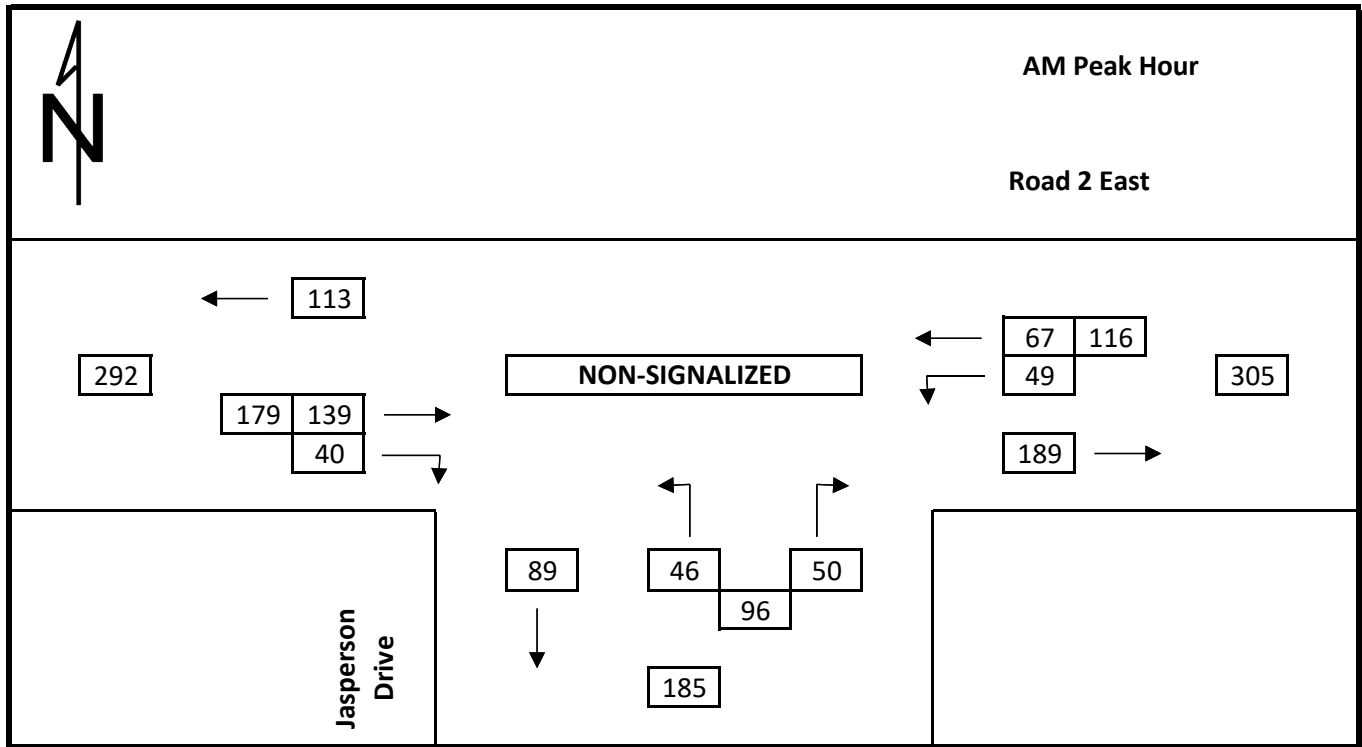
**Graham Sideroad at Road 2 East**

**County Road 45 (Union Avenue) at Road 2 East**

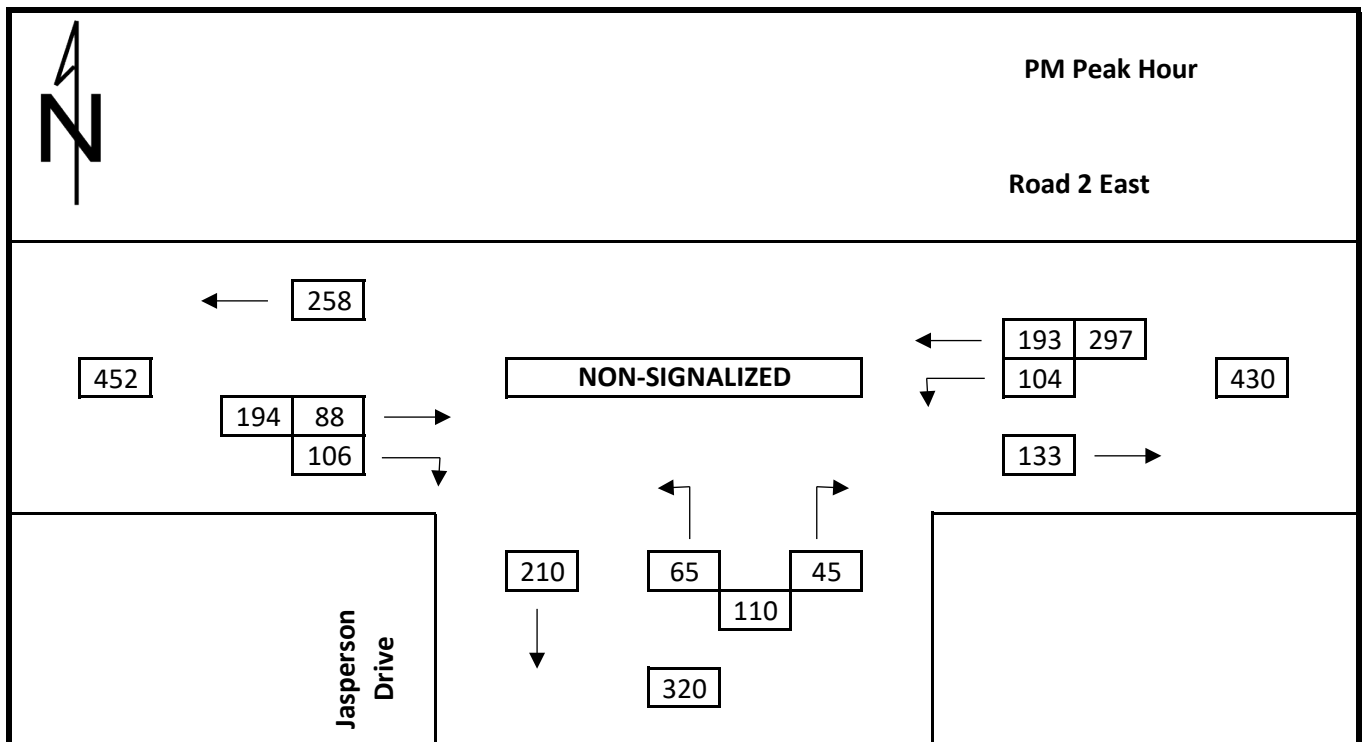
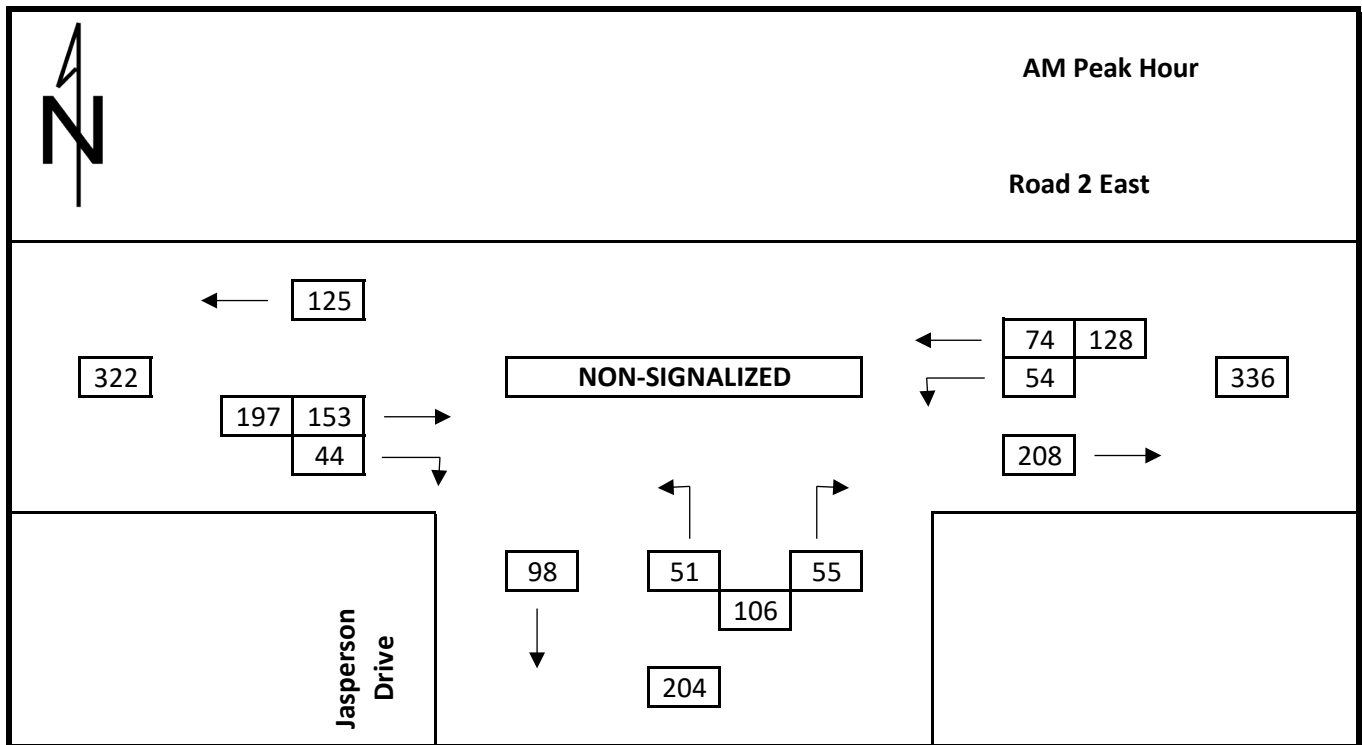


# Existing Traffic Counts

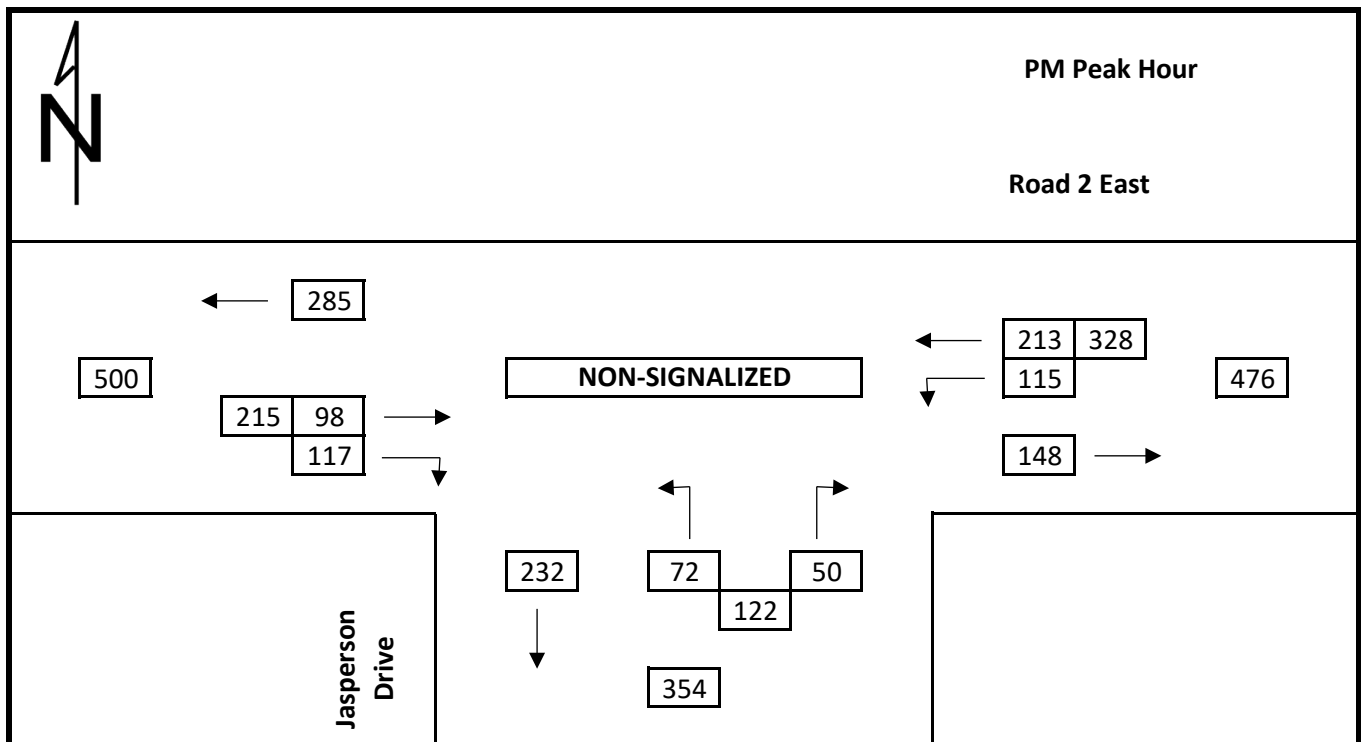
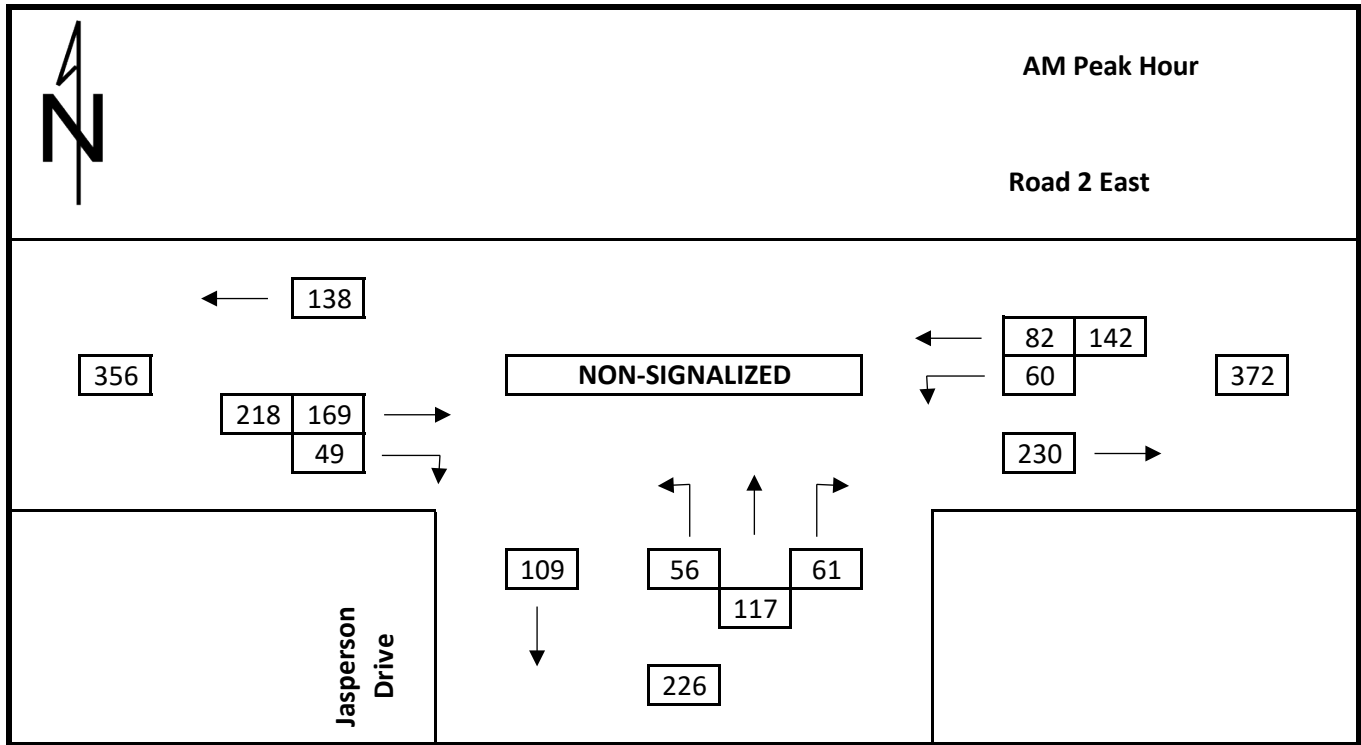
## Jasperson Drive at Road 2 East



**Total Traffic 2025**  
Jasperson Drive at Road 2 East

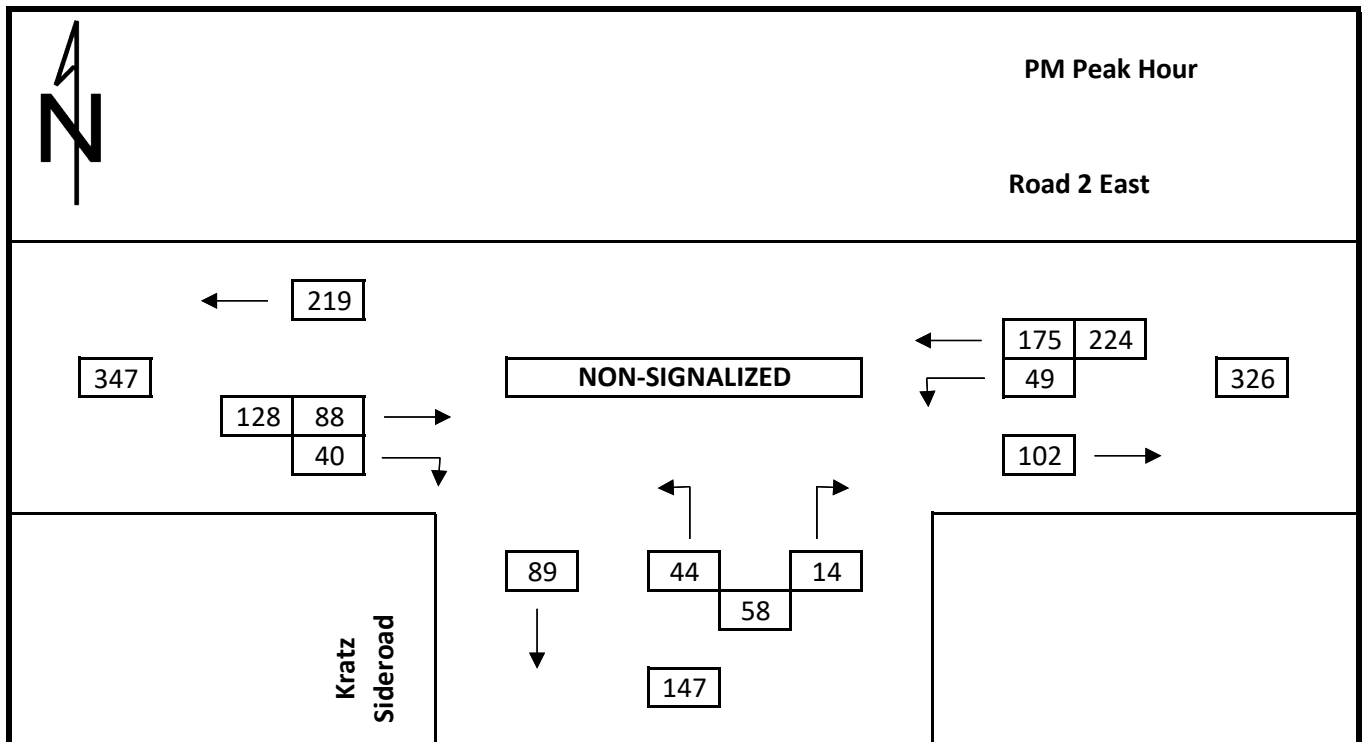
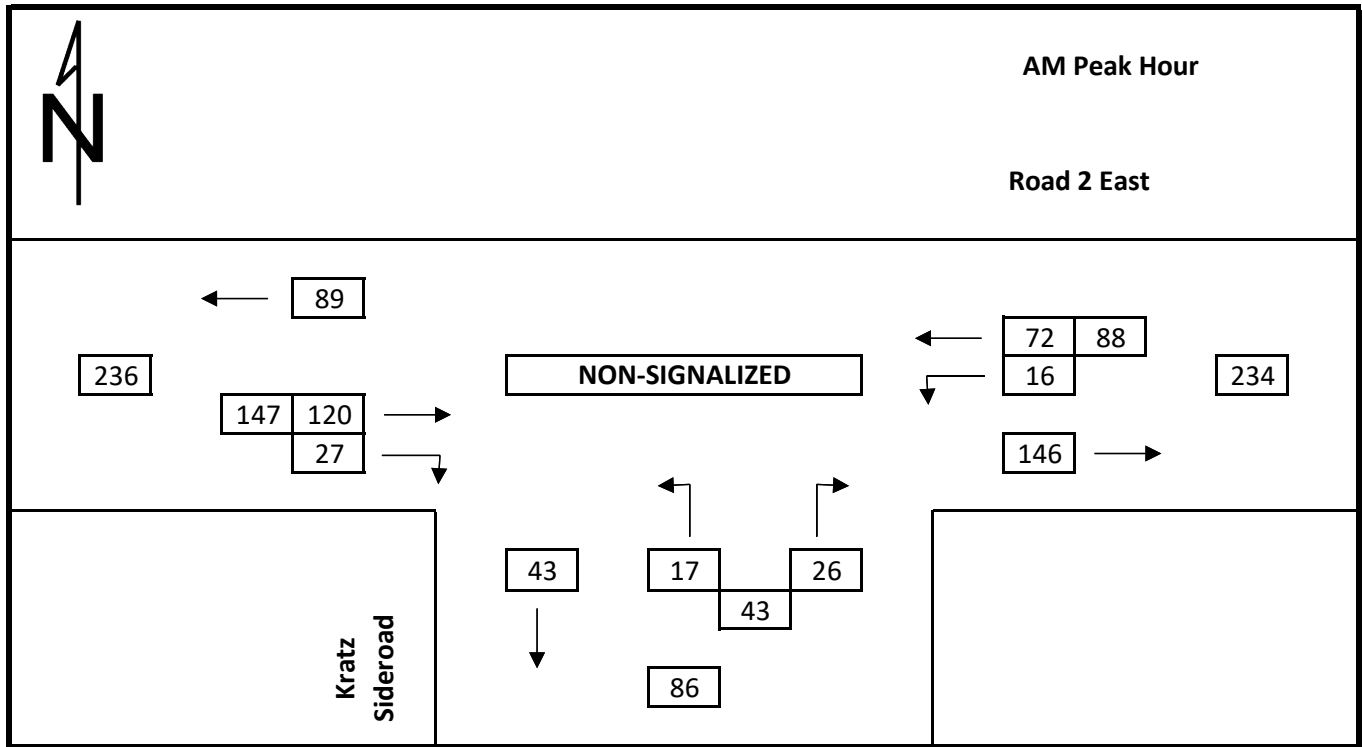


**Total Traffic 2030**  
Jasperson Drive at Road 2 East



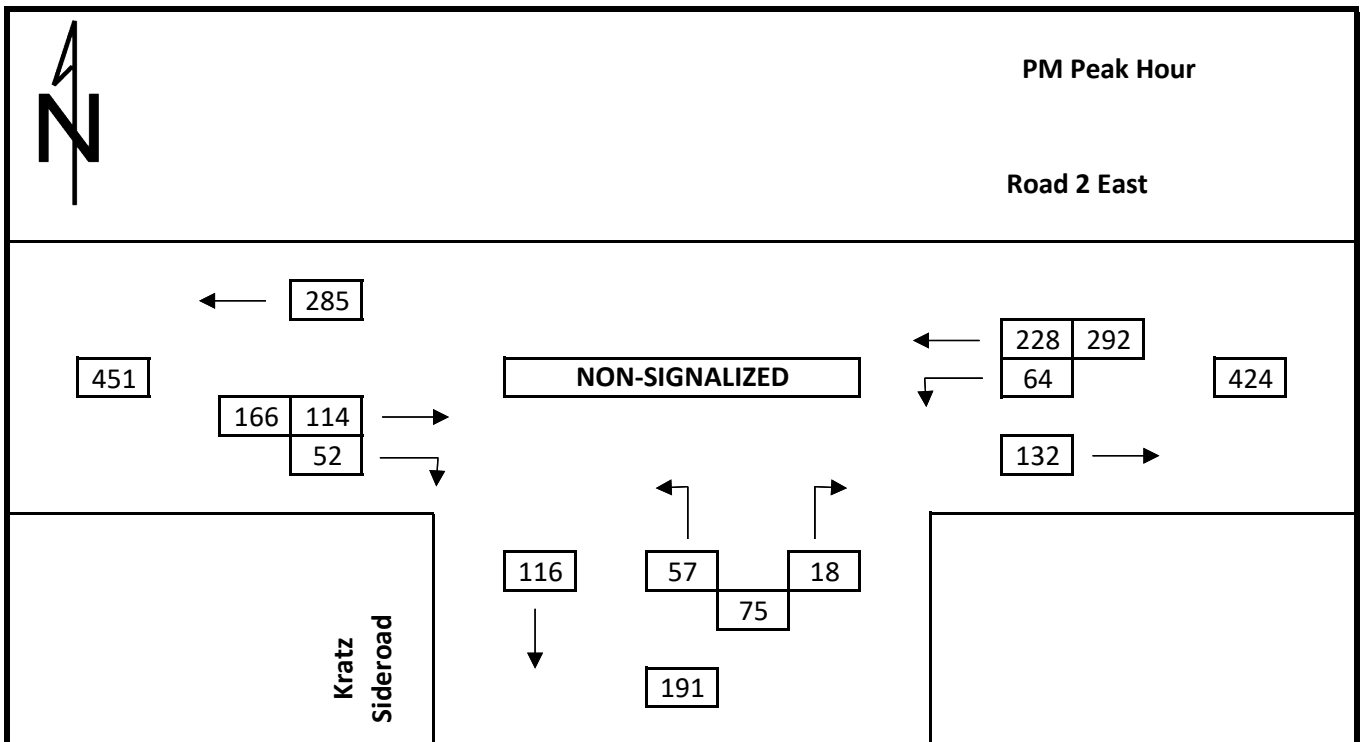
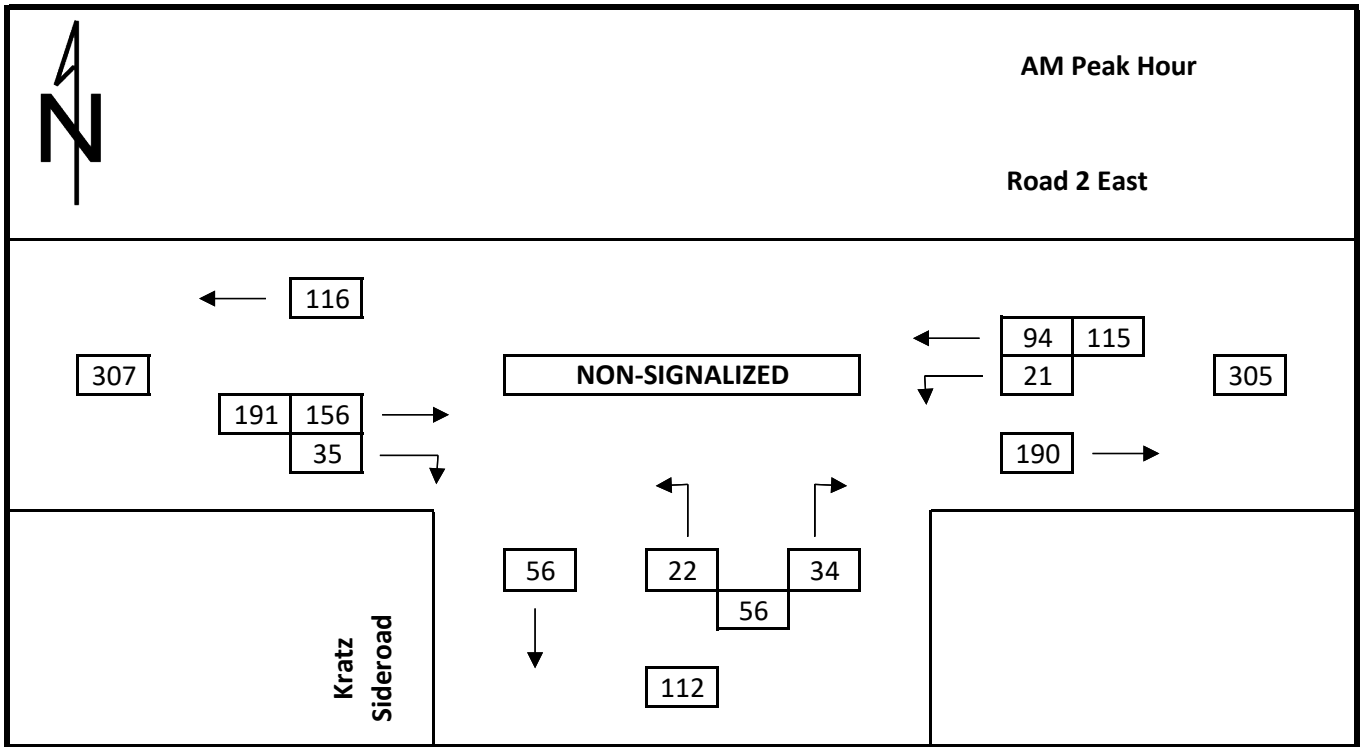
# Observed Traffic Counts

## Kratz Sideroad at Road 2 East

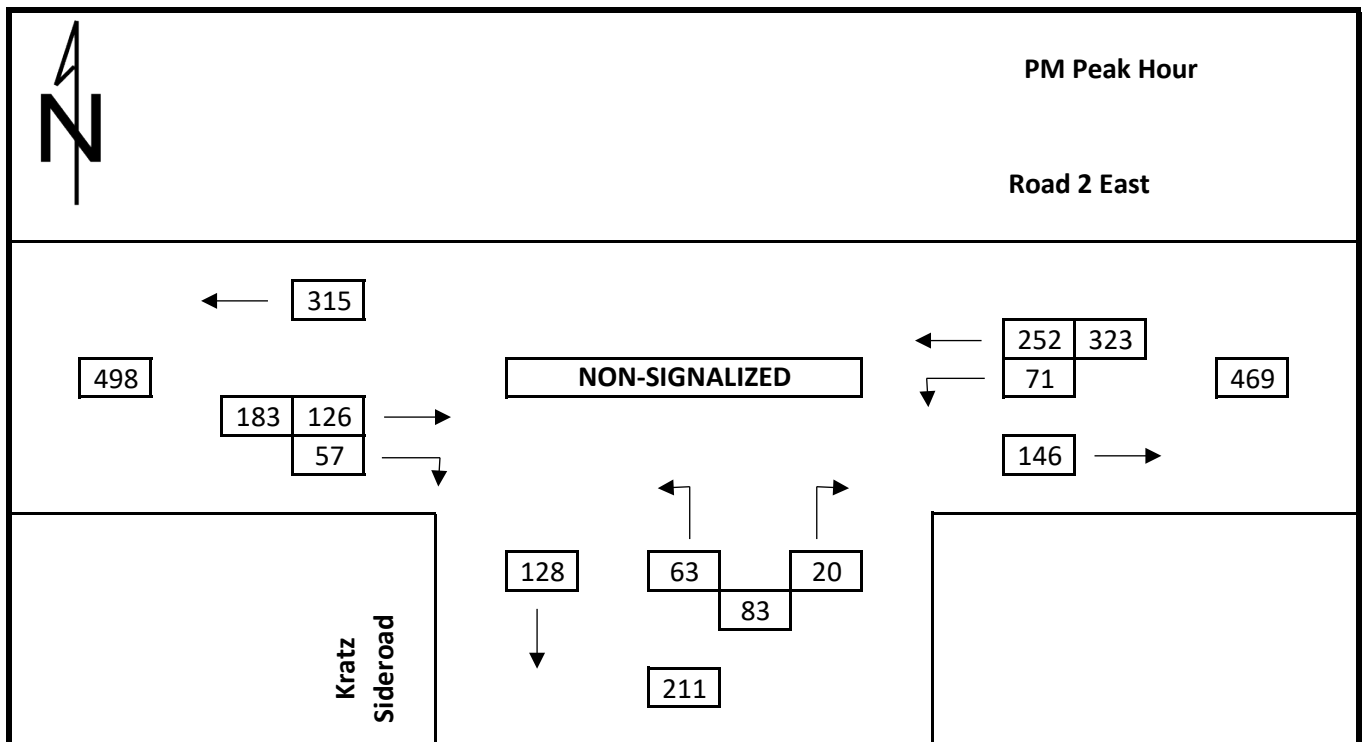
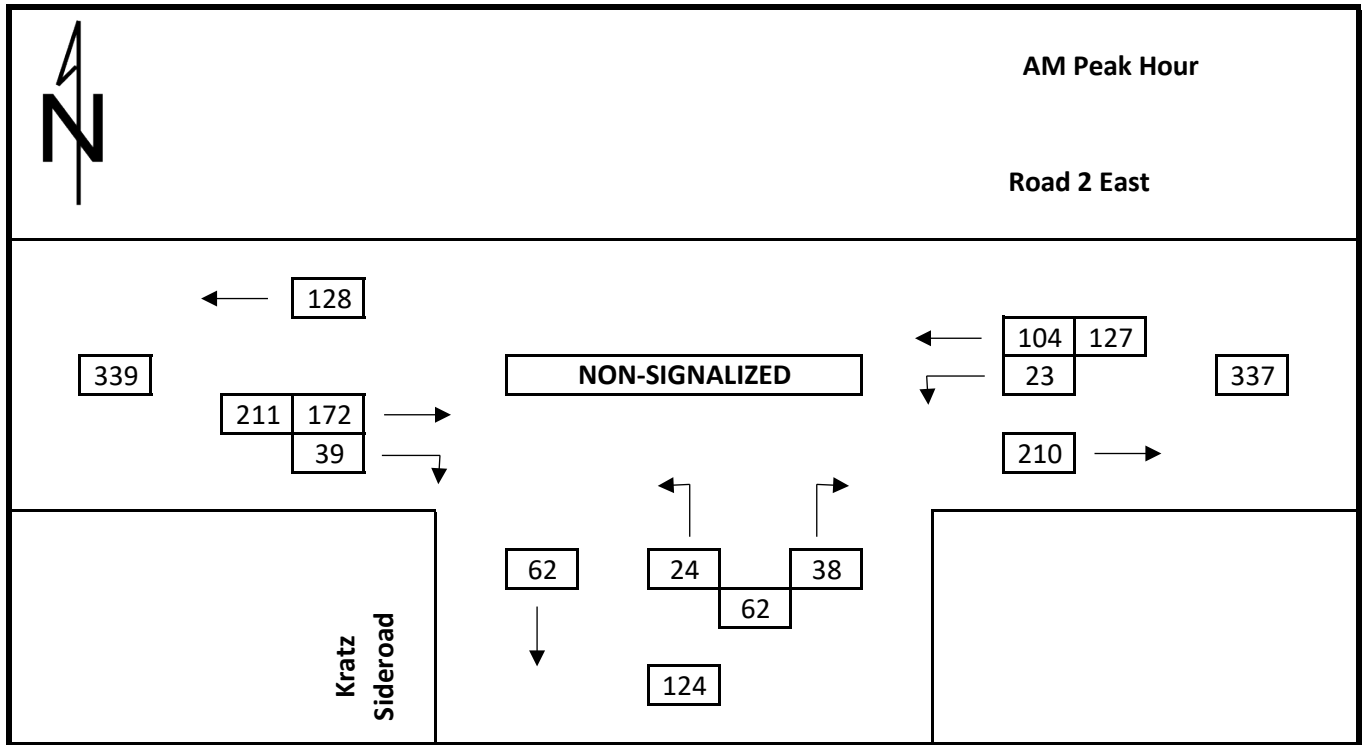


# Factored Traffic Counts

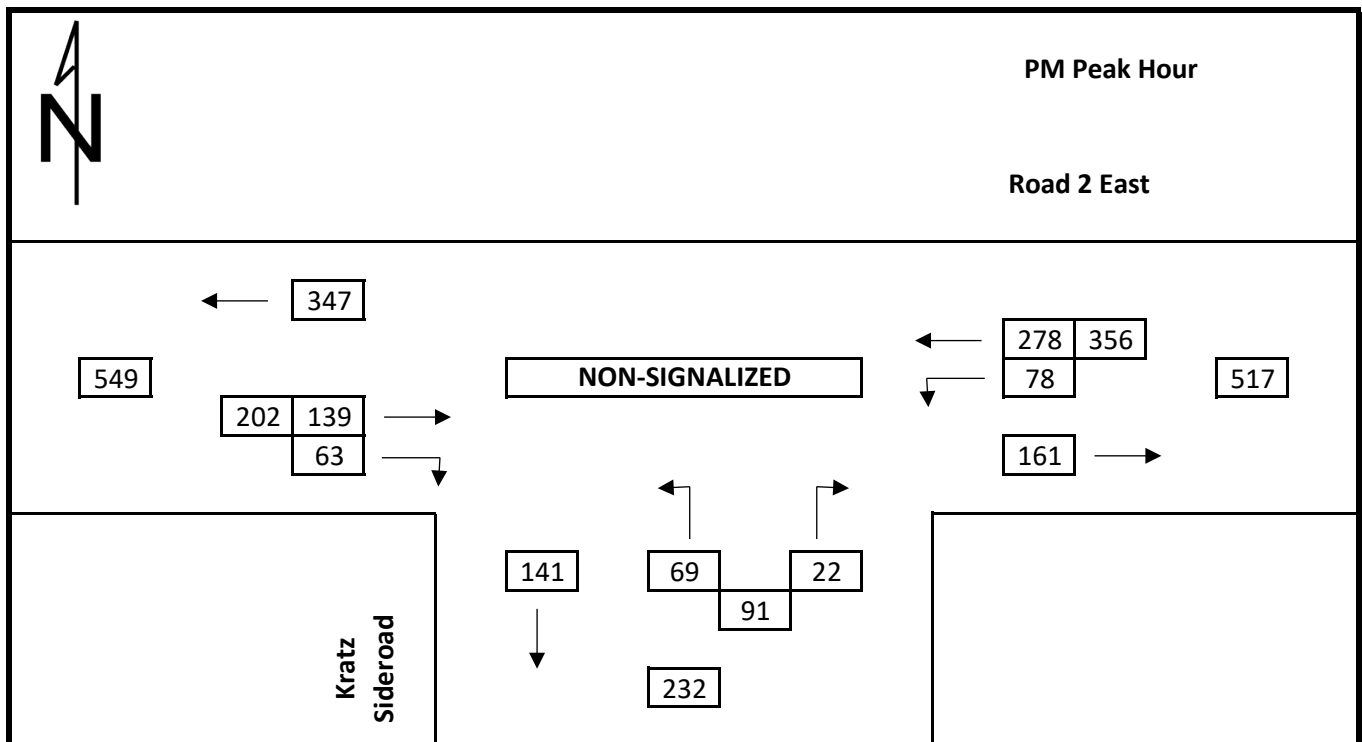
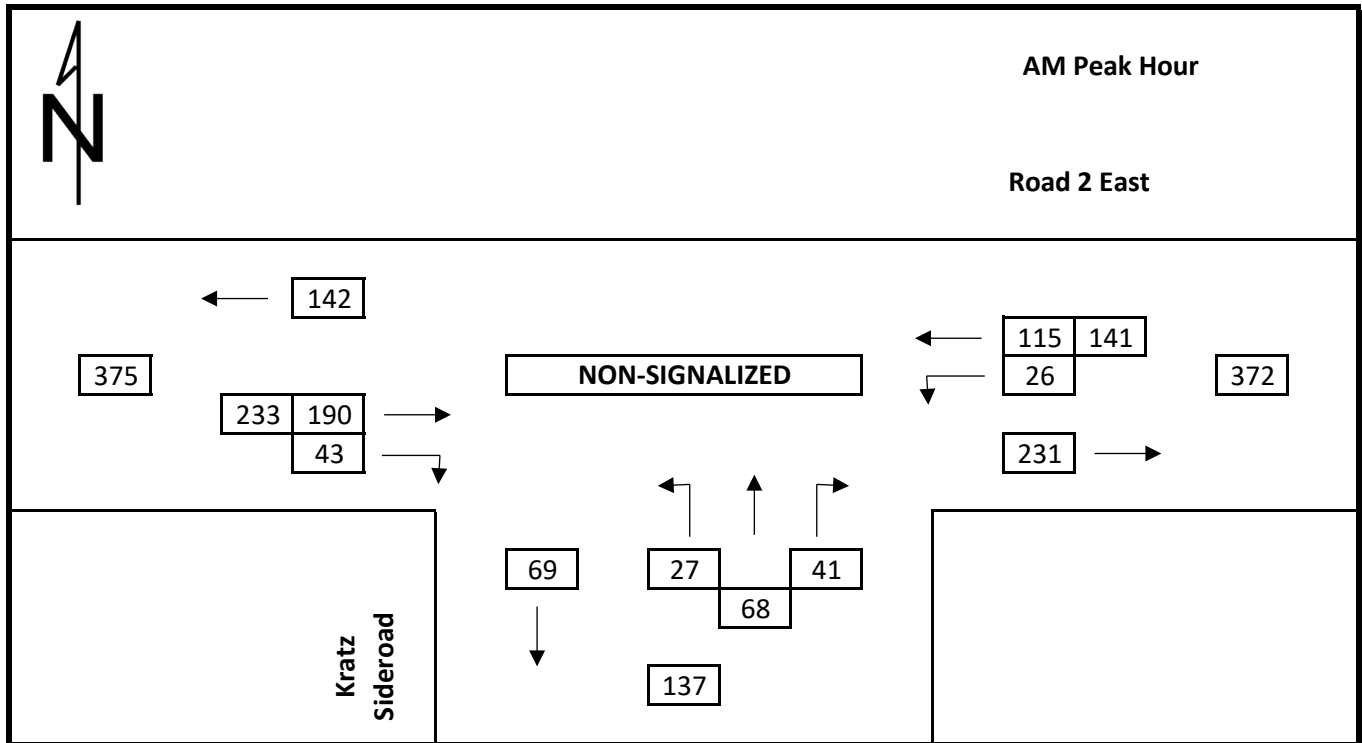
## Kratz Sideroad at Road 2 East



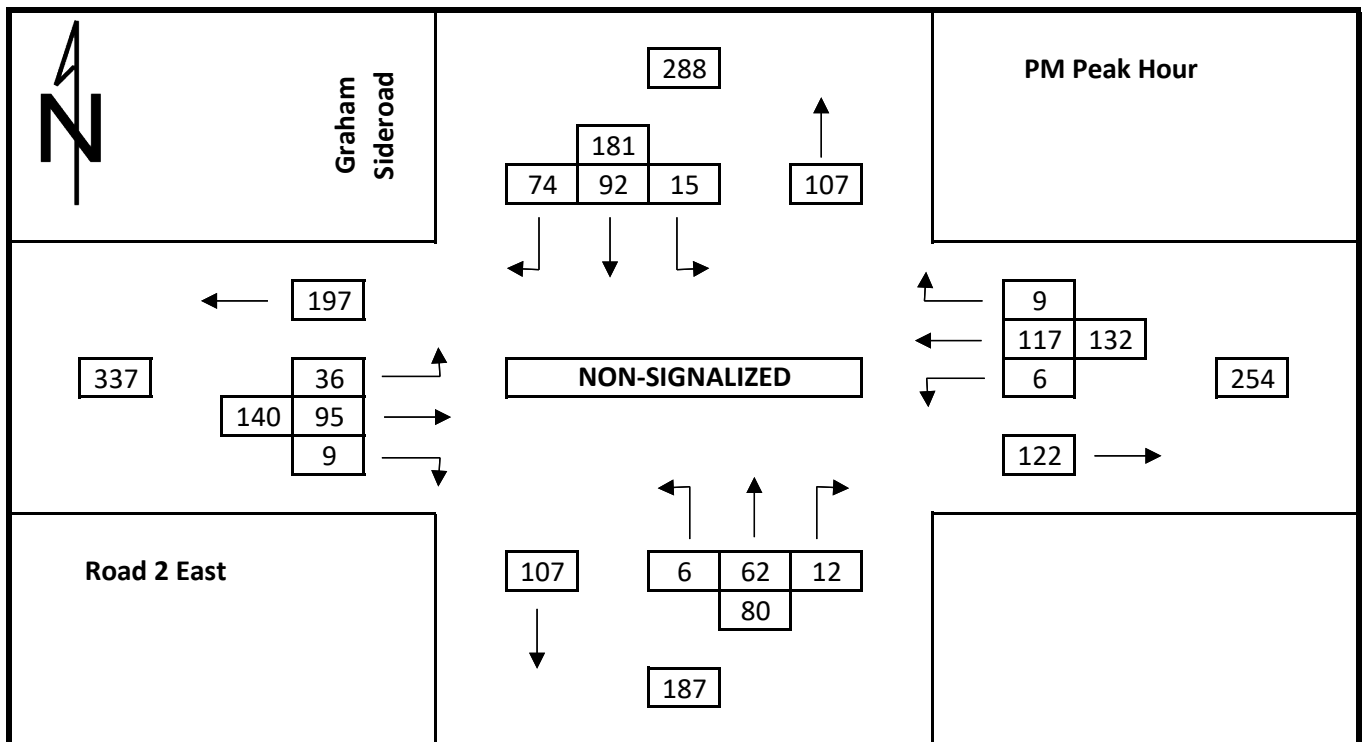
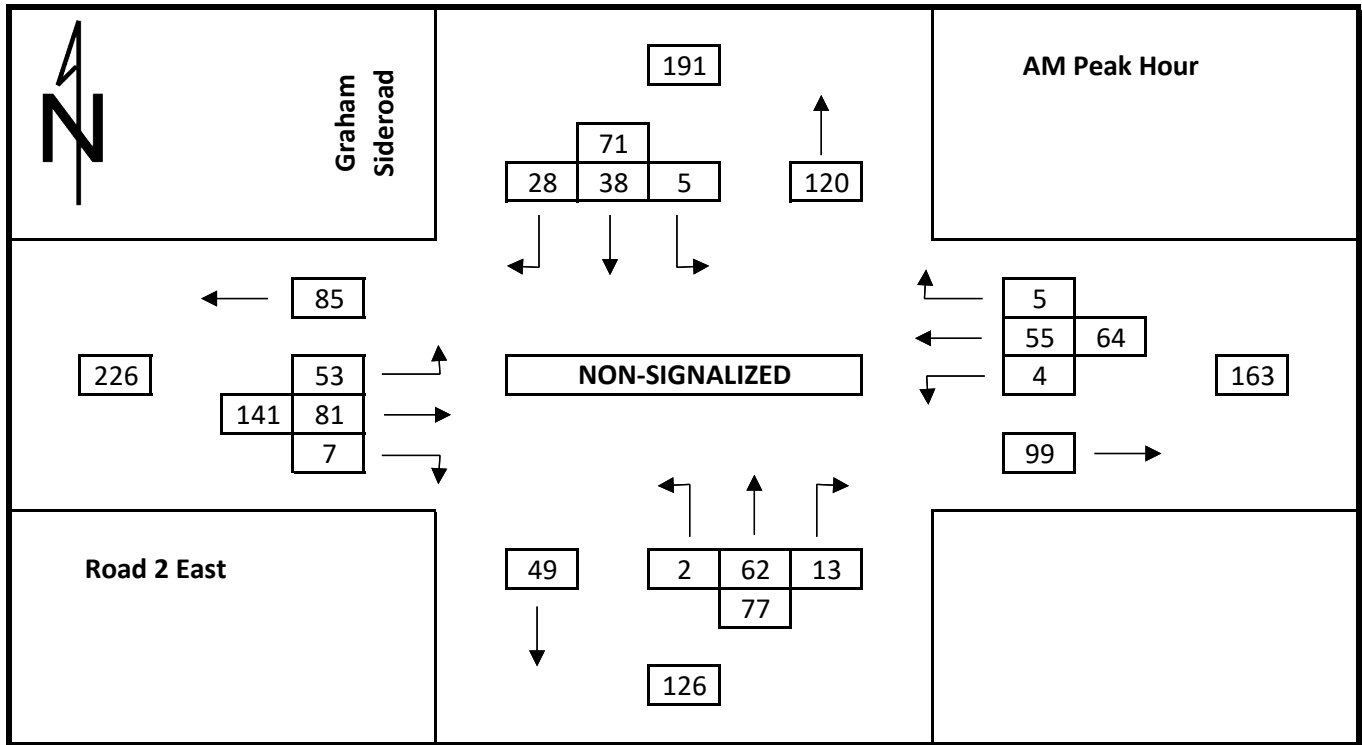
**Total Traffic 2025**  
Kratz Sideroad at Road 2 East



**Total Traffic 2030**  
Kratz Sideroad at Road 2 East



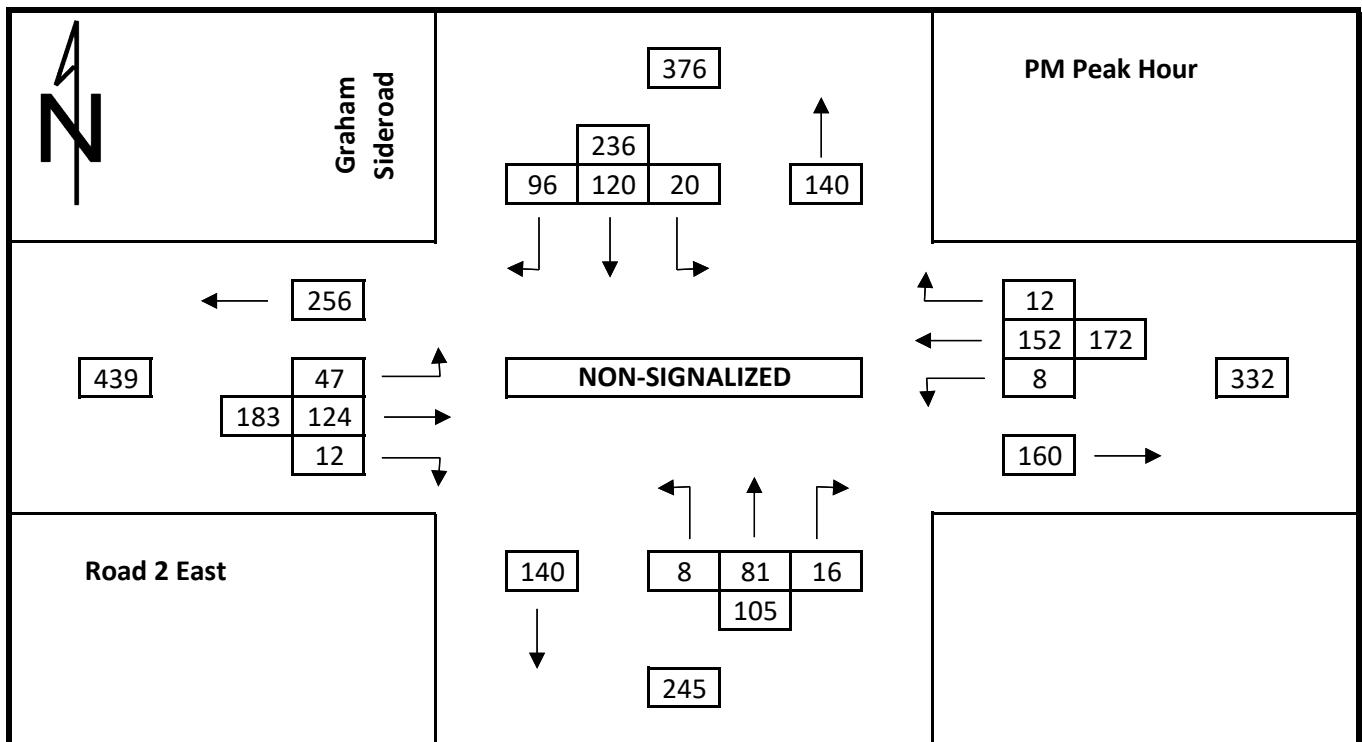
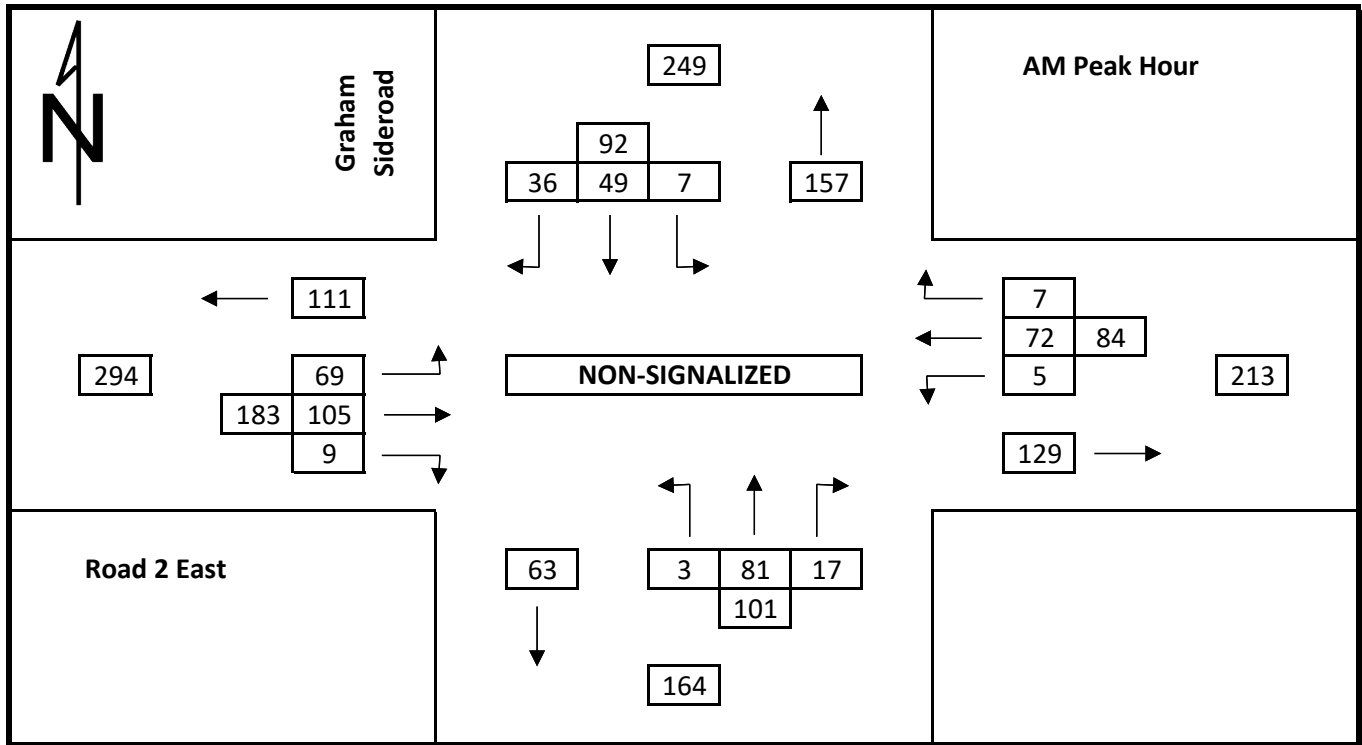
# **Observed Traffic Counts** Graham Sideroad at Road 2 East



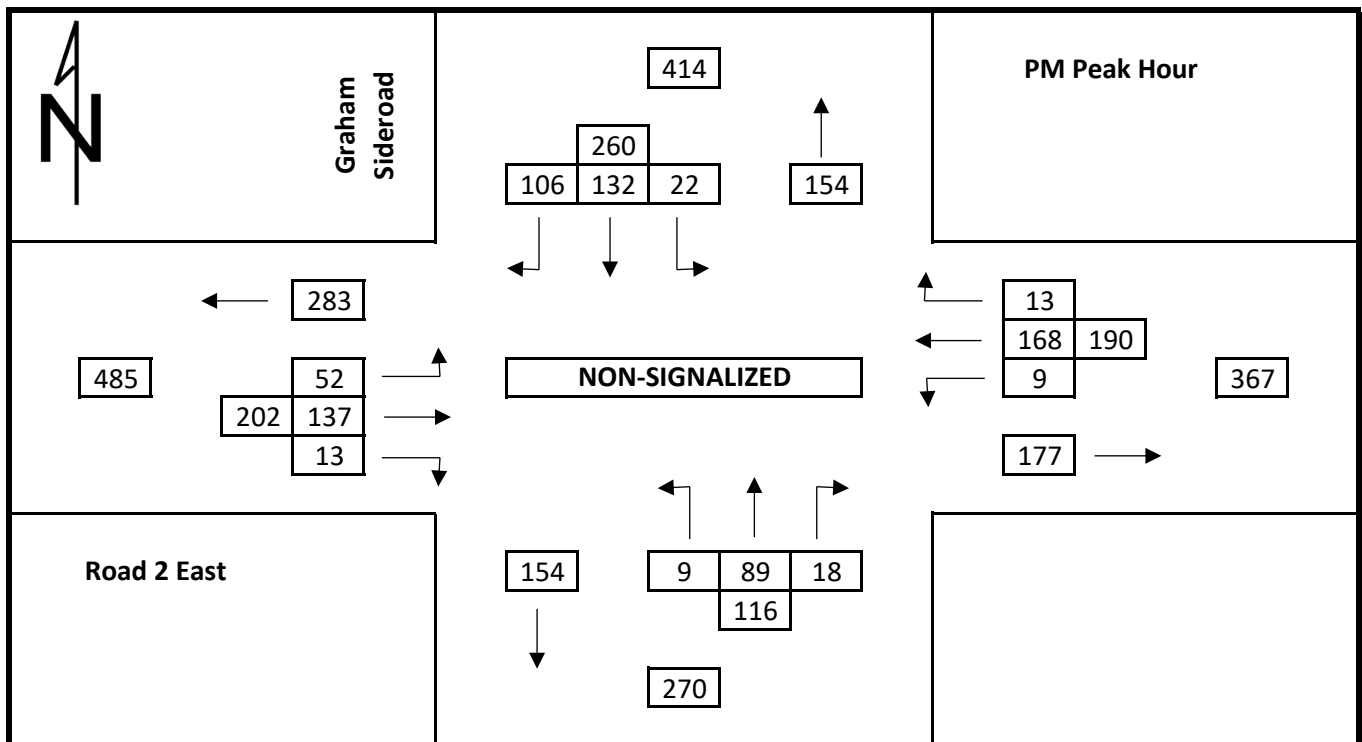
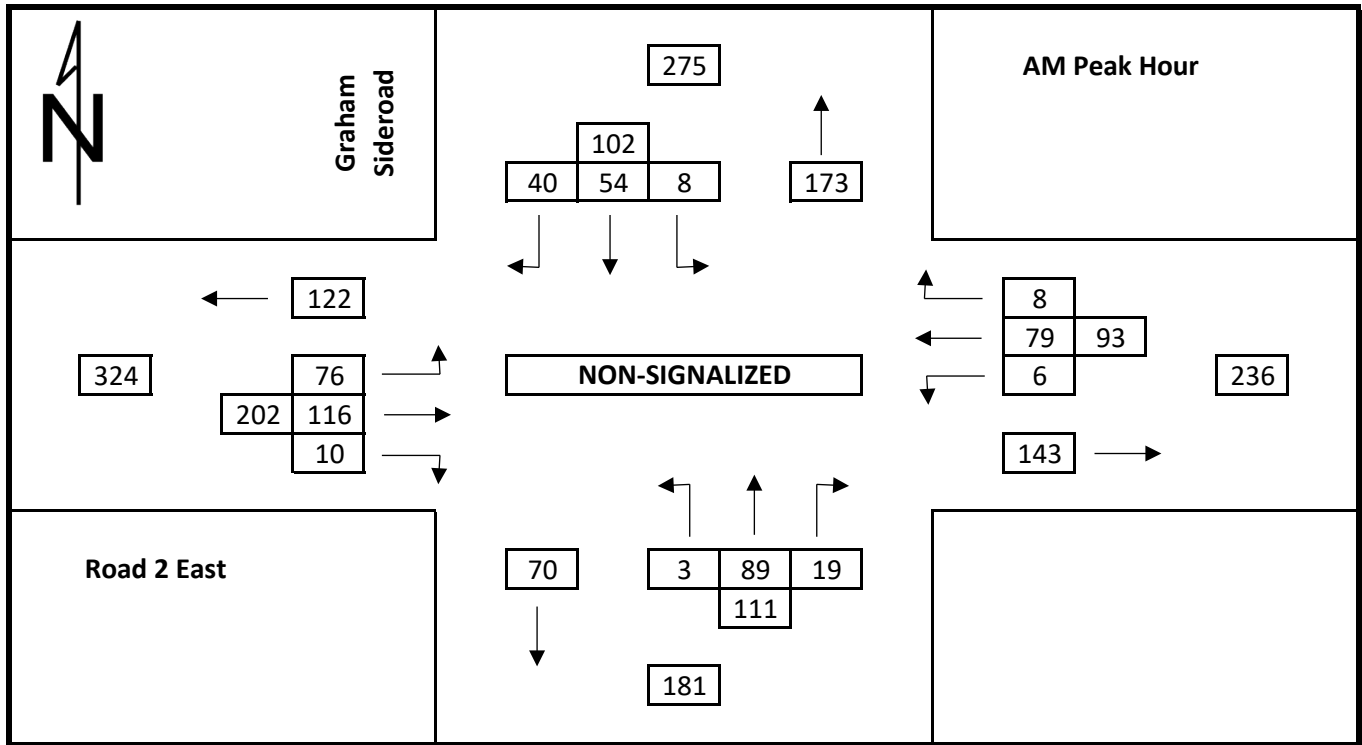


# Factored Traffic Counts

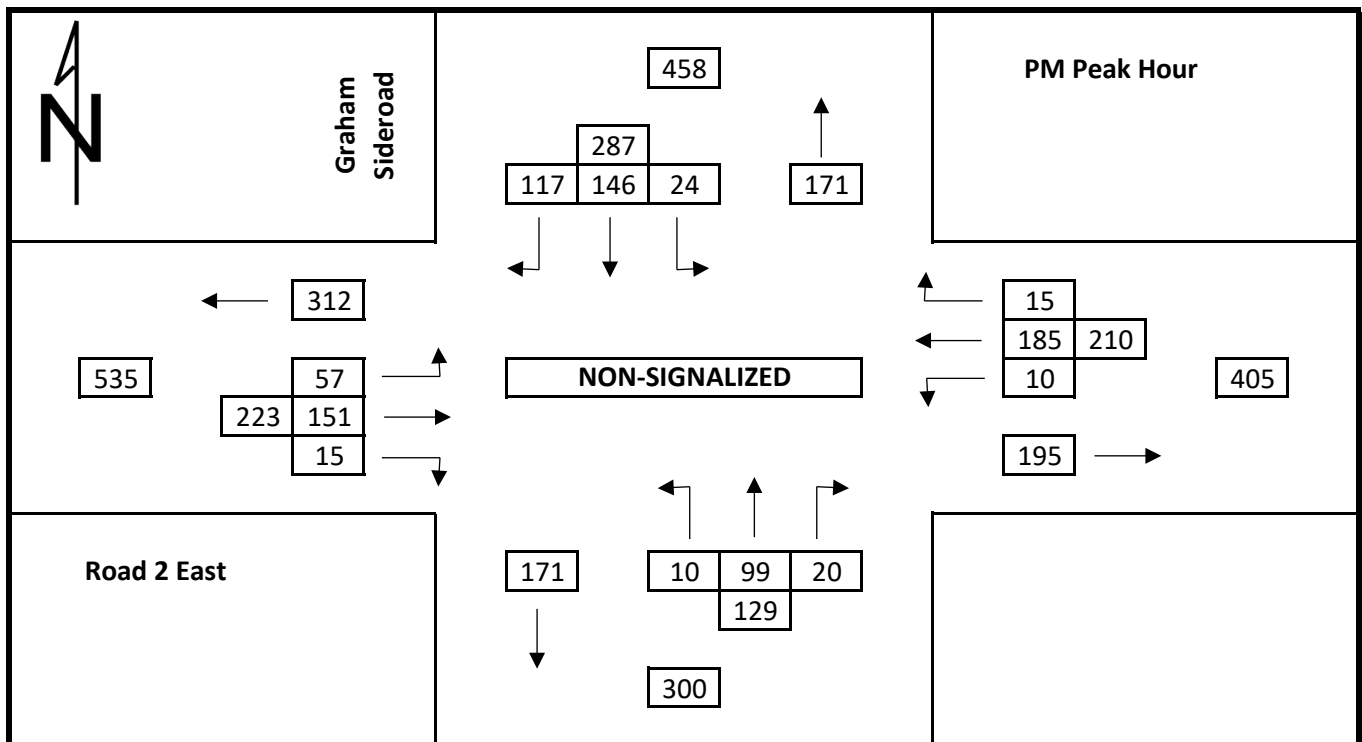
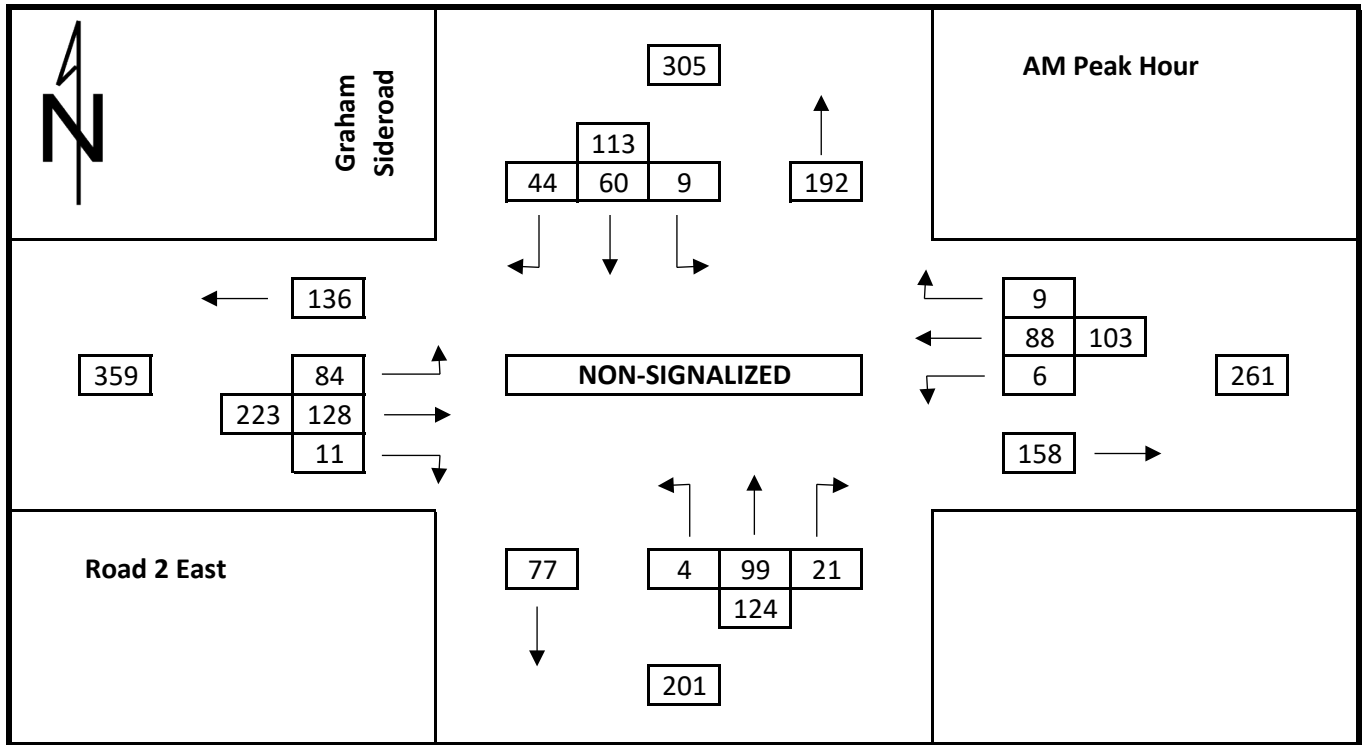
## Graham Sideroad at Road 2 East



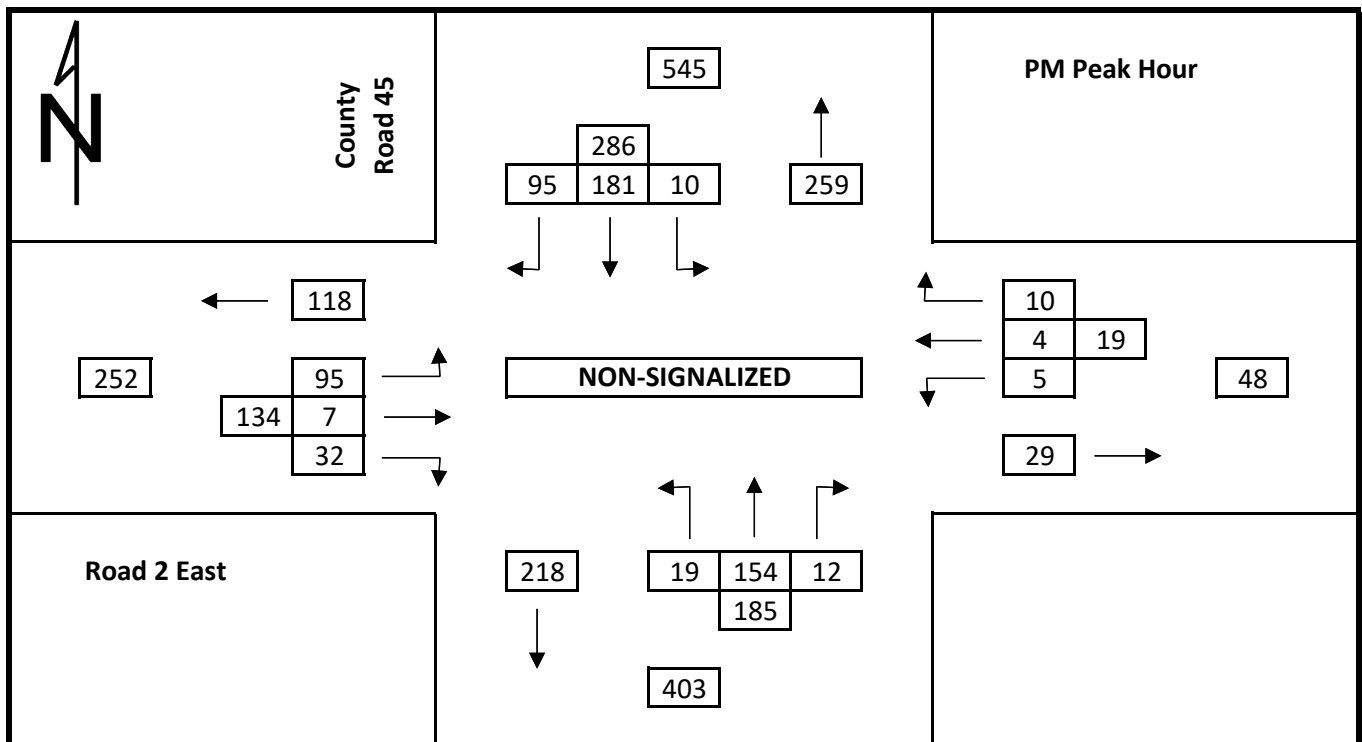
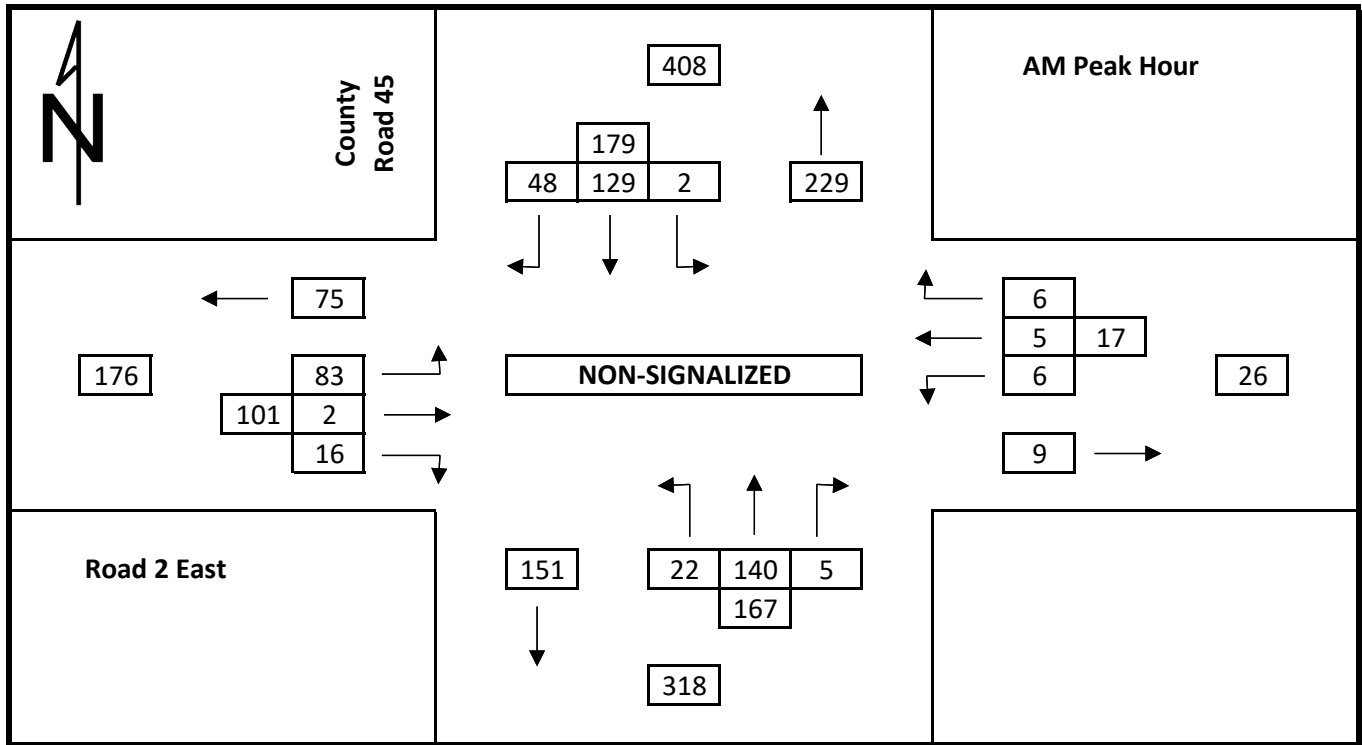
**Total Traffic 2025**  
Graham Sideroad at Road 2 East



**Total Traffic 2030**  
Graham Sideroad at Road 2 East

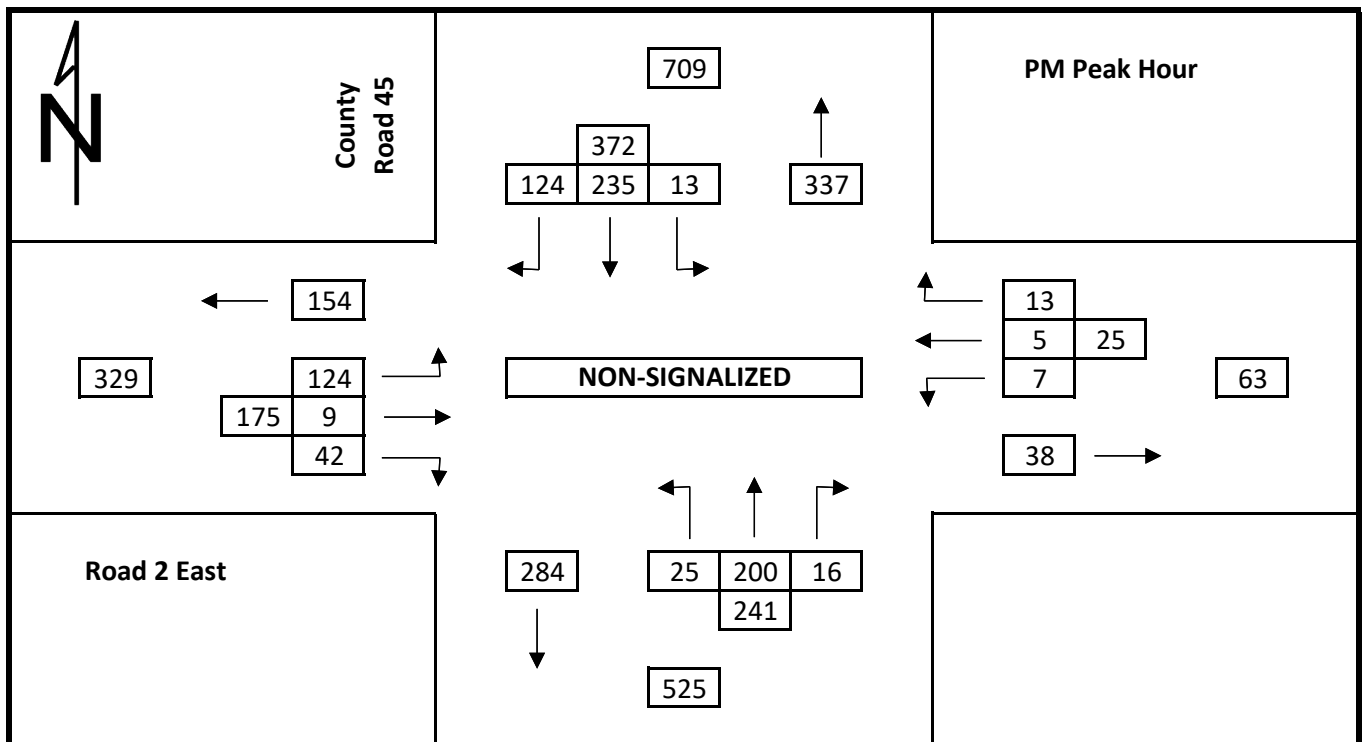
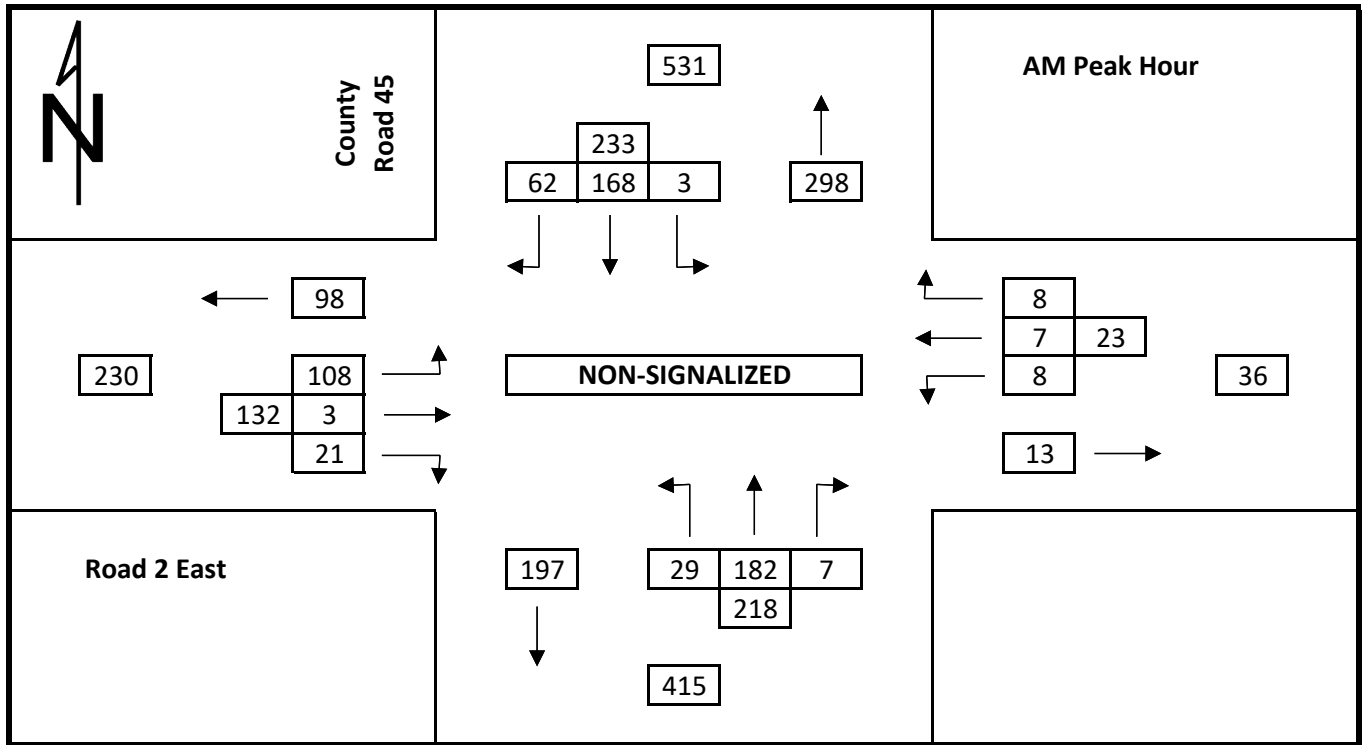


# **Observed Traffic Counts** County Road 45 at Road 2 East

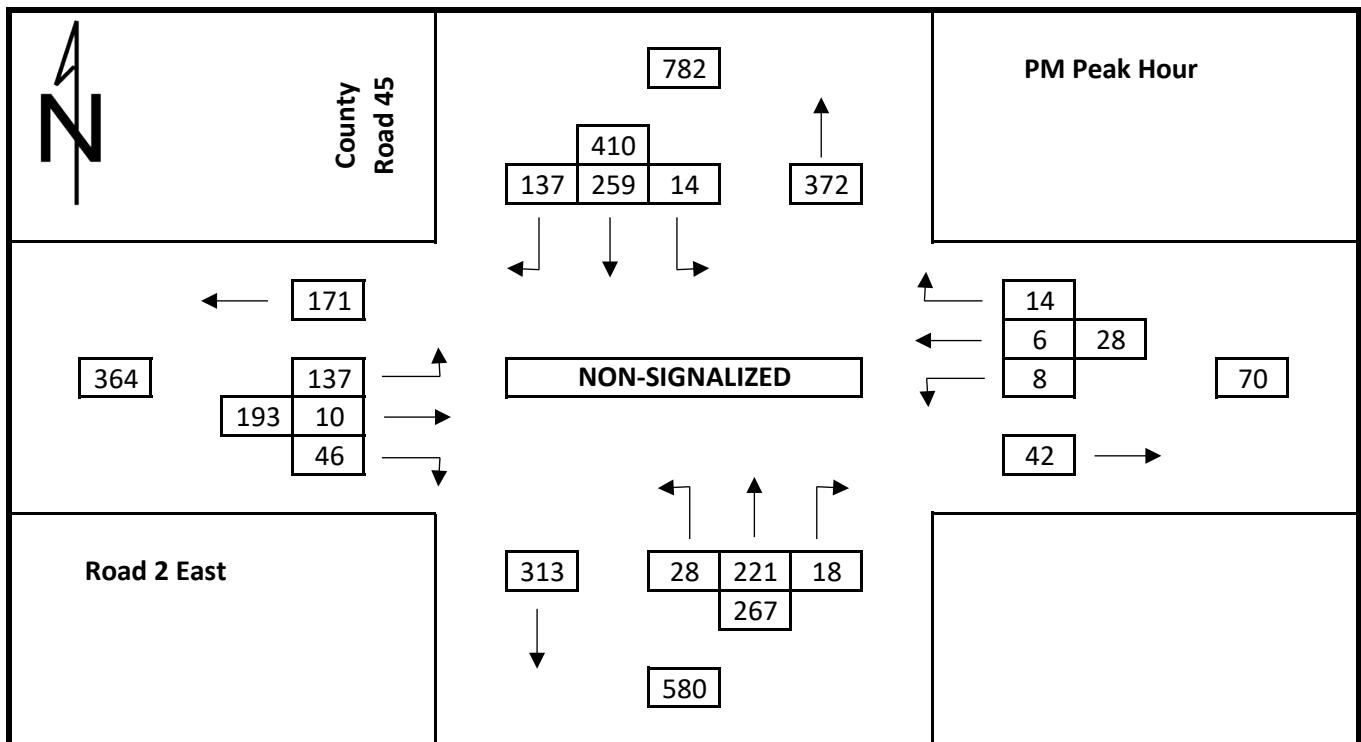
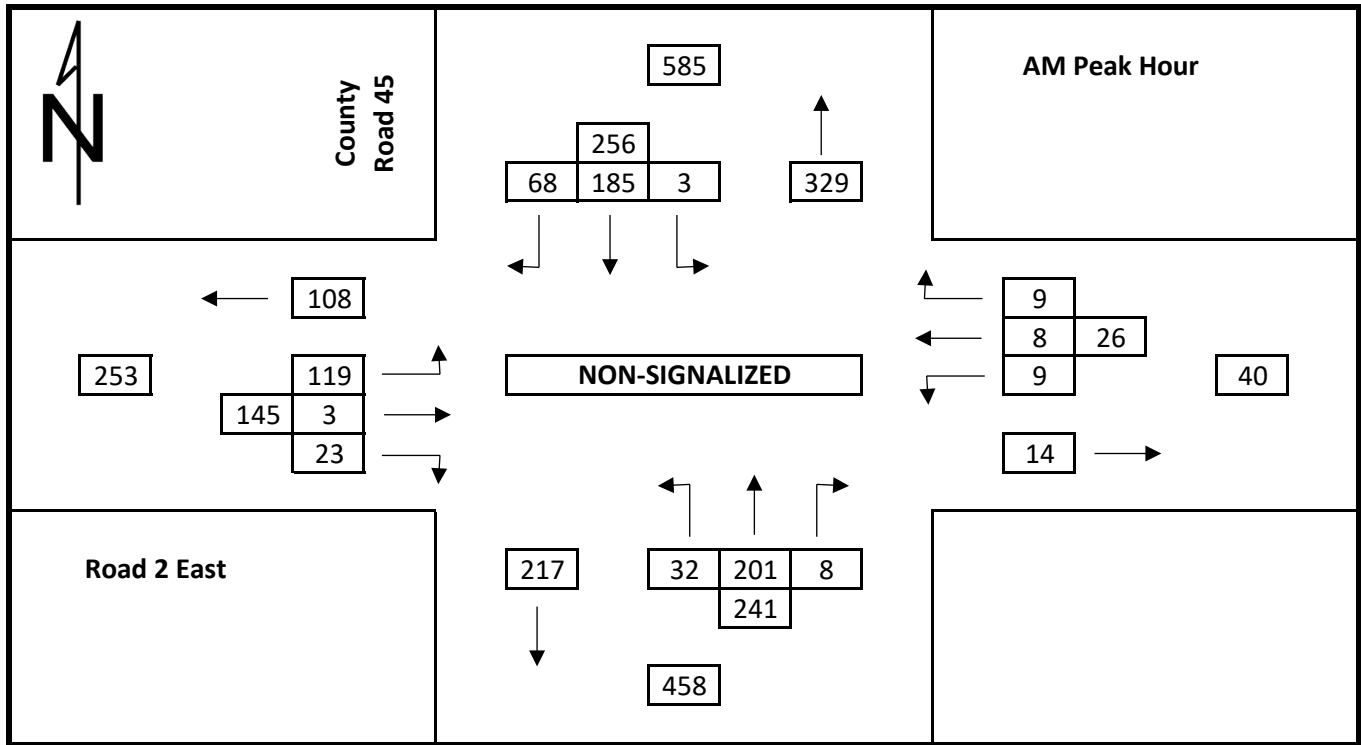


# Factored Traffic Counts

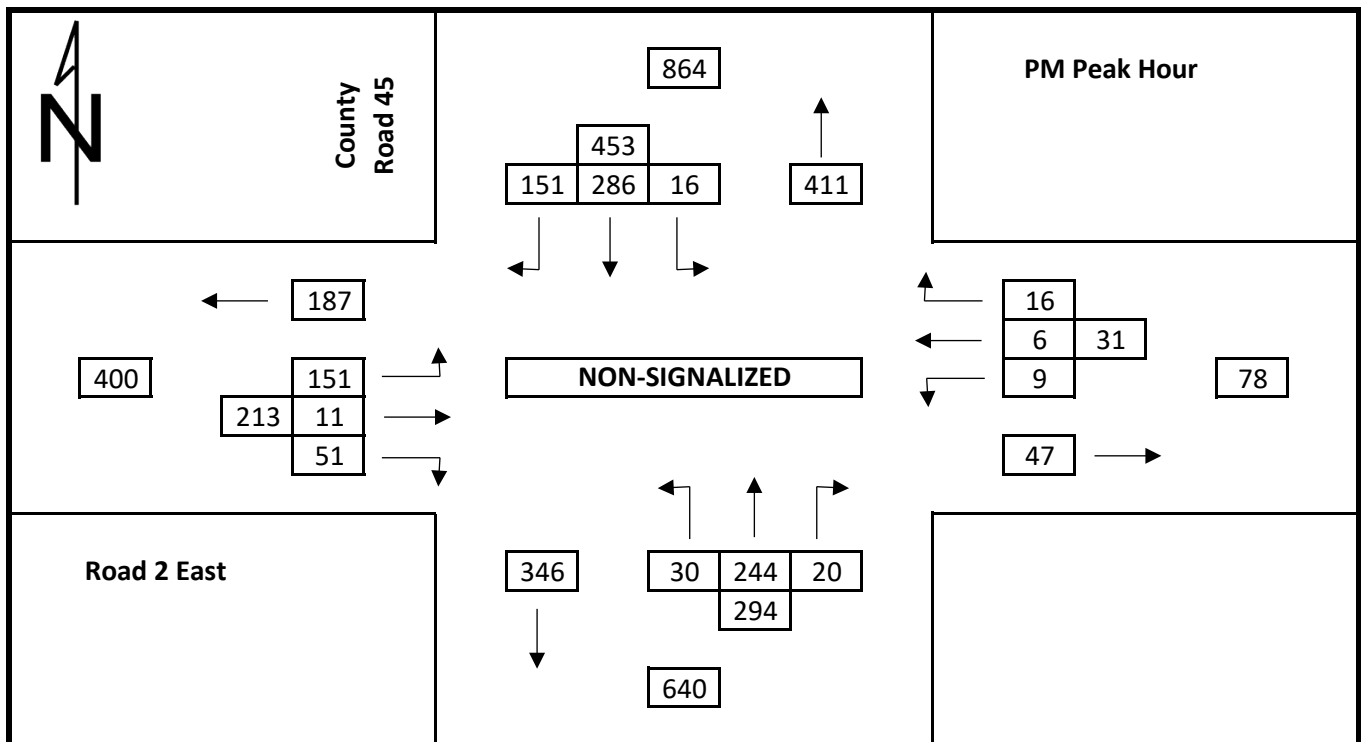
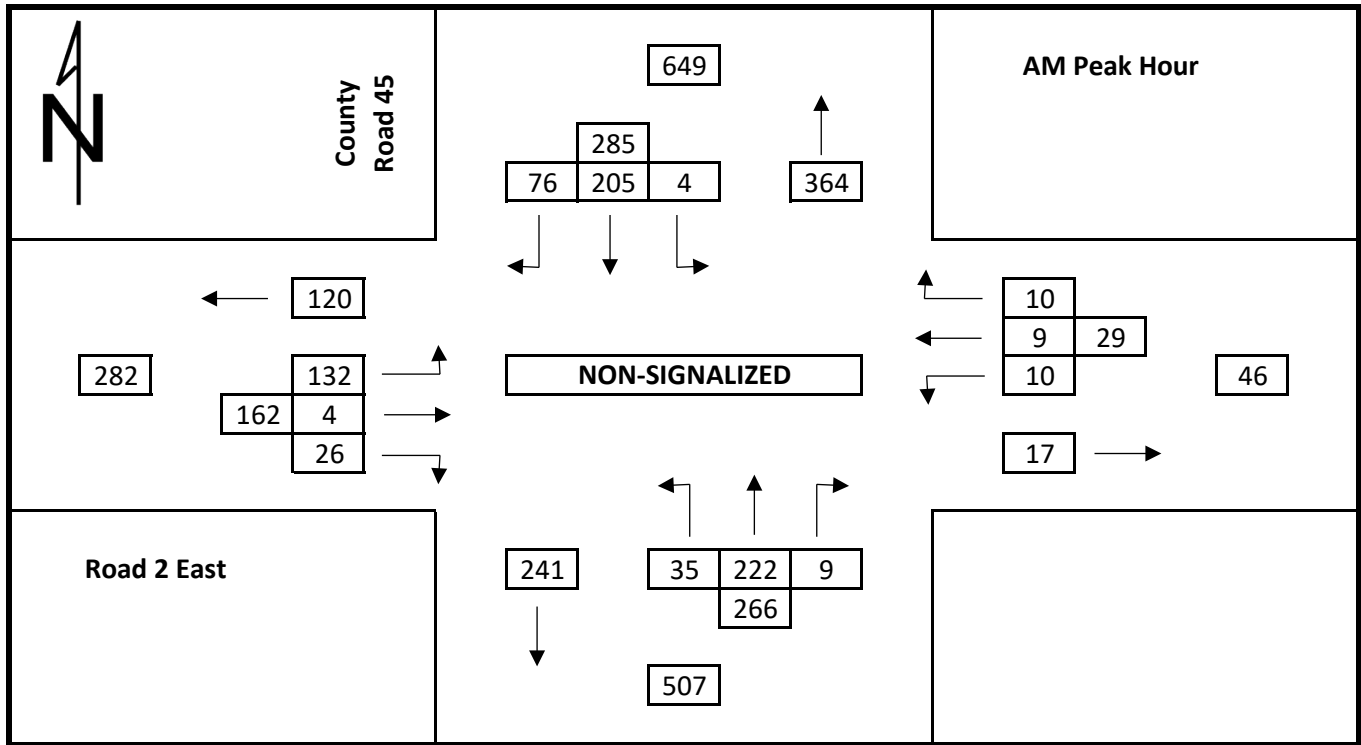
## County Road 45 at Road 2 East



**Total Traffic 2025**  
County Road 45 at Road 2 East



**Total Traffic 2030**  
County Road 45 at Road 2 East



## **Appendix D**

# **DETAILED SYNCHRO RESULTS**




**Jasperson Drive at Road 2 East**




**Kratz Sideroad at Road 2 East**




**Graham Sideroad at Road 2 East**




**County Road 45 (Union Avenue) at Road 2 East**









Intersection						
Int Delay, s/veh	3.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	139	40	49	67	46	50
Future Vol, veh/h	139	40	49	67	46	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	5	2	9	2	4
Mvmt Flow	151	43	53	73	50	54
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	194	0	352	173
Stage 1	-	-	-	-	173	-
Stage 2	-	-	-	-	179	-
Critical Hdwy	-	-	4.12	-	6.42	6.24
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.336
Pot Cap-1 Maneuver	-	-	1379	-	646	865
Stage 1	-	-	-	-	857	-
Stage 2	-	-	-	-	852	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1379	-	620	865
Mov Cap-2 Maneuver	-	-	-	-	620	-
Stage 1	-	-	-	-	857	-
Stage 2	-	-	-	-	818	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		3.3		10.8	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	727	-	-	1379	-	
HCM Lane V/C Ratio	0.144	-	-	0.039	-	
HCM Control Delay (s)	10.8	-	-	7.7	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-	




Intersection						
Int Delay, s/veh	3.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	80	96	94	175	59	41
Future Vol, veh/h	80	96	94	175	59	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	1	0	1	3	2
Mvmt Flow	87	104	102	190	64	45
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	191	0	533	139
Stage 1	-	-	-	-	139	-
Stage 2	-	-	-	-	394	-
Critical Hdwy	-	-	4.1	-	6.43	6.22
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.2	-	3.527	3.318
Pot Cap-1 Maneuver	-	-	1395	-	506	909
Stage 1	-	-	-	-	885	-
Stage 2	-	-	-	-	679	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1395	-	465	909
Mov Cap-2 Maneuver	-	-	-	-	465	-
Stage 1	-	-	-	-	885	-
Stage 2	-	-	-	-	623	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		2.7		12.6	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	581	-	-	1395	-	
HCM Lane V/C Ratio	0.187	-	-	0.073	-	
HCM Control Delay (s)	12.6	-	-	7.8	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.7	-	-	0.2	-	





Intersection						
Int Delay, s/veh	3.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	153	44	54	74	51	55
Future Vol, veh/h	153	44	54	74	51	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	5	2	9	2	4
Mvmt Flow	166	48	59	80	55	60
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	214	0	388	190
Stage 1	-	-	-	-	190	-
Stage 2	-	-	-	-	198	-
Critical Hdwy	-	-	4.12	-	6.42	6.24
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.336
Pot Cap-1 Maneuver	-	-	1356	-	616	847
Stage 1	-	-	-	-	842	-
Stage 2	-	-	-	-	835	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1356	-	588	847
Mov Cap-2 Maneuver	-	-	-	-	588	-
Stage 1	-	-	-	-	842	-
Stage 2	-	-	-	-	797	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		3.3		11.2	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	699	-	-	1356	-	
HCM Lane V/C Ratio	0.165	-	-	0.043	-	
HCM Control Delay (s)	11.2	-	-	7.8	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-	

Intersection						
Int Delay, s/veh	3.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	88	106	104	193	65	45
Future Vol, veh/h	88	106	104	193	65	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	1	0	1	3	2
Mvmt Flow	96	115	113	210	71	49
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	211	0	590	154
Stage 1	-	-	-	-	154	-
Stage 2	-	-	-	-	436	-
Critical Hdwy	-	-	4.1	-	6.43	6.22
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.2	-	3.527	3.318
Pot Cap-1 Maneuver	-	-	1372	-	469	892
Stage 1	-	-	-	-	872	-
Stage 2	-	-	-	-	650	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1372	-	425	892
Mov Cap-2 Maneuver	-	-	-	-	425	-
Stage 1	-	-	-	-	872	-
Stage 2	-	-	-	-	590	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		2.8		13.5	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	541	-	-	1372	-	
HCM Lane V/C Ratio	0.221	-	-	0.082	-	
HCM Control Delay (s)	13.5	-	-	7.9	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.8	-	-	0.3	-	




Intersection						
Int Delay, s/veh	3.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	169	49	60	82	56	61
Future Vol, veh/h	169	49	60	82	56	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	5	2	9	2	4
Mvmt Flow	184	53	65	89	61	66
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	237	0	430	211
Stage 1	-	-	-	-	211	-
Stage 2	-	-	-	-	219	-
Critical Hdwy	-	-	4.12	-	6.42	6.24
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.336
Pot Cap-1 Maneuver	-	-	1330	-	582	824
Stage 1	-	-	-	-	824	-
Stage 2	-	-	-	-	817	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1330	-	552	824
Mov Cap-2 Maneuver	-	-	-	-	552	-
Stage 1	-	-	-	-	824	-
Stage 2	-	-	-	-	775	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		3.3		11.7	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	667	-	-	1330	-	
HCM Lane V/C Ratio	0.191	-	-	0.049	-	
HCM Control Delay (s)	11.7	-	-	7.8	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.7	-	-	0.2	-	





Intersection						
Int Delay, s/veh	4.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	98	117	115	213	72	50
Future Vol, veh/h	98	117	115	213	72	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	1	0	1	3	2
Mvmt Flow	107	127	125	232	78	54
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	234	0	653	171
Stage 1	-	-	-	-	171	-
Stage 2	-	-	-	-	482	-
Critical Hdwy	-	-	4.1	-	6.43	6.22
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.2	-	3.527	3.318
Pot Cap-1 Maneuver	-	-	1345	-	430	873
Stage 1	-	-	-	-	857	-
Stage 2	-	-	-	-	619	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1345	-	384	873
Mov Cap-2 Maneuver	-	-	-	-	384	-
Stage 1	-	-	-	-	857	-
Stage 2	-	-	-	-	553	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		2.8		14.8	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	498	-	-	1345	-	
HCM Lane V/C Ratio	0.266	-	-	0.093	-	
HCM Control Delay (s)	14.8	-	-	8	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	1.1	-	-	0.3	-	




Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	156	35	21	94	22	34
Future Vol, veh/h	156	35	21	94	22	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	1	2	3	2	2
Mvmt Flow	170	38	23	102	24	37
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	208	0	337	189
Stage 1	-	-	-	-	189	-
Stage 2	-	-	-	-	148	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1363	-	658	853
Stage 1	-	-	-	-	843	-
Stage 2	-	-	-	-	880	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1363	-	646	853
Mov Cap-2 Maneuver	-	-	-	-	646	-
Stage 1	-	-	-	-	843	-
Stage 2	-	-	-	-	864	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.4		10.2	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	758	-	-	1363	-	
HCM Lane V/C Ratio	0.08	-	-	0.017	-	
HCM Control Delay (s)	10.2	-	-	7.7	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-	





Intersection						
Int Delay, s/veh	2.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	114	52	64	228	57	18
Future Vol, veh/h	114	52	64	228	57	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	1	2	3	2	2
Mvmt Flow	124	57	70	248	62	20
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	181	0	541	153
Stage 1	-	-	-	-	153	-
Stage 2	-	-	-	-	388	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1394	-	502	893
Stage 1	-	-	-	-	875	-
Stage 2	-	-	-	-	686	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1394	-	473	893
Mov Cap-2 Maneuver	-	-	-	-	473	-
Stage 1	-	-	-	-	875	-
Stage 2	-	-	-	-	646	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.7		12.7	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	473	893	-	-	1394	-
HCM Lane V/C Ratio	0.131	0.022	-	-	0.05	-
HCM Control Delay (s)	13.8	9.1	-	-	7.7	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0.2	-



Intersection						
Int Delay, s/veh	2.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	172	39	23	104	24	38
Future Vol, veh/h	172	39	23	104	24	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	1	2	3	2	2
Mvmt Flow	187	42	25	113	26	41
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	229	0	371	208
Stage 1	-	-	-	-	208	-
Stage 2	-	-	-	-	163	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1339	-	630	832
Stage 1	-	-	-	-	827	-
Stage 2	-	-	-	-	866	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1339	-	617	832
Mov Cap-2 Maneuver	-	-	-	-	617	-
Stage 1	-	-	-	-	827	-
Stage 2	-	-	-	-	849	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.4		10.4	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	733	-	-	1339	-	
HCM Lane V/C Ratio	0.092	-	-	0.019	-	
HCM Control Delay (s)	10.4	-	-	7.7	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-	

Intersection						
Int Delay, s/veh	2.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	126	57	71	252	63	20
Future Vol, veh/h	126	57	71	252	63	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	1	2	3	2	2
Mvmt Flow	137	62	77	274	68	22
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	199	0	596	168
Stage 1	-	-	-	-	168	-
Stage 2	-	-	-	-	428	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1373	-	466	876
Stage 1	-	-	-	-	862	-
Stage 2	-	-	-	-	657	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1373	-	435	876
Mov Cap-2 Maneuver	-	-	-	-	435	-
Stage 1	-	-	-	-	862	-
Stage 2	-	-	-	-	614	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	1.7		13.5		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	435	876	-	-	1373	-
HCM Lane V/C Ratio	0.157	0.025	-	-	0.056	-
HCM Control Delay (s)	14.8	9.2	-	-	7.8	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	0.6	0.1	-	-	0.2	-

Intersection						
Int Delay, s/veh	2.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	190	43	26	115	27	41
Future Vol, veh/h	190	43	26	115	27	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	1	2	3	2	2
Mvmt Flow	207	47	28	125	29	45
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	254	0	412	231
Stage 1	-	-	-	-	231	-
Stage 2	-	-	-	-	181	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1311	-	596	808
Stage 1	-	-	-	-	807	-
Stage 2	-	-	-	-	850	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1311	-	582	808
Mov Cap-2 Maneuver	-	-	-	-	582	-
Stage 1	-	-	-	-	807	-
Stage 2	-	-	-	-	830	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.4		10.7	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	700	-	-	1311	-	
HCM Lane V/C Ratio	0.106	-	-	0.022	-	
HCM Control Delay (s)	10.7	-	-	7.8	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-	

Intersection						
Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	139	63	78	278	69	22
Future Vol, veh/h	139	63	78	278	69	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	1	2	3	2	2
Mvmt Flow	151	68	85	302	75	24
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	219	0	657	185
Stage 1	-	-	-	-	185	-
Stage 2	-	-	-	-	472	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1350	-	430	857
Stage 1	-	-	-	-	847	-
Stage 2	-	-	-	-	628	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1350	-	397	857
Mov Cap-2 Maneuver	-	-	-	-	397	-
Stage 1	-	-	-	-	847	-
Stage 2	-	-	-	-	580	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.7		14.5	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	397	857	-	-	1350	-
HCM Lane V/C Ratio	0.189	0.028	-	-	0.063	-
HCM Control Delay (s)	16.2	9.3	-	-	7.8	0
HCM Lane LOS	C	A	-	-	A	A
HCM 95th %tile Q(veh)	0.7	0.1	-	-	0.2	-

Intersection																
Int Delay, s/veh 6.4																
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR				
Lane Configurations																
Traffic Vol, veh/h	69	105	9	5	72	7	3	81	17	7	49	36				
Future Vol, veh/h	69	105	9	5	72	7	3	81	17	7	49	36				
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0				
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop				
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None				
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-				
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-				
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-				
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92				
Heavy Vehicles, %	5	2	3	12	1	4	5	1	0	5	1	5				
Mvmt Flow	75	114	10	5	78	8	3	88	18	8	53	39				

Major/Minor	Major1	Major2	Minor1	Minor2												
Stage 1	86	0	0	124	0	0	407	365	119	414	366	82				
Stage 2	-	-	-	-	-	-	269	269	-	92	92	-				
Stage 3	-	-	-	-	-	-	138	96	-	322	274	-				
Critical Hdwy	4.15	-	-	4.22	-	-	7.15	6.51	6.2	7.15	6.51	6.25				
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.51	-	6.15	5.51	-				
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.51	-	6.15	5.51	-				
Stage 4	2.245	-	-	2.308	-	-	3.545	4.009	3.3	3.545	4.009	3.345				
Stage 5	1492	-	-	1403	-	-	549	565	938	543	564	969				
Stage 6	-	-	-	-	-	-	730	688	-	908	821	-				
Platoon blocked, %	-	-	-	-	-	-	858	817	-	684	685	-				
Stage 7	1492	-	-	1403	-	-	465	532	938	445	531	969				
Stage 8	-	-	-	-	-	-	465	532	-	445	531	-				
Stage 9	-	-	-	-	-	-	691	651	-	859	818	-				
Stage 10	-	-	-	-	-	-	767	814	-	549	648	-				

Approach	EB	WB	NB	SB												
HCM Control Delay, s	2.8	0.5	12.8	11.7												
HCM LOS					B				B							

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1								
Capacity (veh/h)	571	1492	-	-	1403	-	-	634								
HCM Lane V/C Ratio	0.192	0.05	-	-	0.004	-	-	0.158								
HCM Control Delay (s)	12.8	7.5	0	-	7.6	0	-	11.7								
HCM Lane LOS	B	A	A	-	A	A	-	B								
HCM 95th %tile Q(veh)	0.7	0.2	-	-	0	-	-	0.6								

Intersection																			
Int Delay, s/veh		8.2																	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR							
Lane Configurations																			
Traffic Vol, veh/h	47	124	12	8	152	12	8	81	16	20	120	96							
Future Vol, veh/h	47	124	12	8	152	12	8	81	16	20	120	96							
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0							
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop							
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None							
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-							
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-							
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-							
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92							
Heavy Vehicles, %	5	2	3	12	1	4	5	1	0	5	1	5							
Mvmt Flow	51	135	13	9	165	13	9	88	17	22	130	104							

Major/Minor	Major1	Major2	Minor1	Minor2															
Staging	178	0	0	148	0	0	551	440	142	486	440	172							
Staging Flow All	-	-	-	-	-	-	244	244	-	190	190	-							
	-	-	-	-	-	-	307	196	-	296	250	-							
Critical Hdwy	4.15	-	-	4.22	-	-	7.15	6.51	6.2	7.15	6.51	6.25							
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.51	-	6.15	5.51	-							
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.51	-	6.15	5.51	-							
Stage 1 up Hdwy	2.245	-	-	2.308	-	-	3.545	4.009	3.3	3.545	4.009	3.345							
Stage 1-1 Maneuver	1380	-	-	1375	-	-	440	513	911	487	513	864							
Stage 1-2	-	-	-	-	-	-	753	706	-	805	745	-							
Platoon blocked, %	-	-	-	-	-	-	696	740	-	706	702	-							
Stage 1-1 Maneuver	1380	-	-	1375	-	-	297	489	911	397	489	864							
Stage 1-2 Maneuver	-	-	-	-	-	-	297	489	-	397	489	-							
Stage 2-1	-	-	-	-	-	-	723	678	-	773	740	-							
Stage 2-2	-	-	-	-	-	-	501	735	-	578	674	-							

Approach	EB	WB	NB	SB															
HCM Control Delay, s	2	0.4	14.3	16															
HCM LOS			B	C															

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1											
Capacity (veh/h)	500	1380	-	-	1375	-	-	580											
HCM Lane V/C Ratio	0.228	0.037	-	-	0.006	-	-	0.442											
HCM Control Delay (s)	14.3	7.7	0	-	7.6	0	-	16											
HCM Lane LOS	B	A	A	-	A	A	-	C											
HCM 95th %tile Q(veh)	0.9	0.1	-	-	0	-	-	2.3											

Graham Sideroad at Road 2 East  
Kingsville, Ontario

Total Traffic 2025 AM Peak  
Existing Geometric Configuration

Intersection																
Int Delay, s/veh 6.7																
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR				
Lane Configurations		↔			↔			↔				↔				
Traffic Vol, veh/h	76	116	10	6	79	8	3	89	19	8	54	40				
Future Vol, veh/h	76	116	10	6	79	8	3	89	19	8	54	40				
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0				
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop				
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None				
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-				
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-				
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-				
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92				
Heavy Vehicles, %	5	2	3	12	1	4	5	1	0	5	1	5				
Mvmt Flow	83	126	11	7	86	9	3	97	21	9	59	43				

Major/Minor Stage	Major1	Major2	Minor1	Minor2												
Stage 1	95	0	0	137	0	0	454	407	132	462	408	91				
Stage 2	-	-	-	-	-	-	298	298	-	105	105	-				
Stage 3	-	-	-	-	-	-	156	109	-	357	303	-				
Critical Hdwy	4.15	-	-	4.22	-	-	7.15	6.51	6.2	7.15	6.51	6.25				
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.51	-	6.15	5.51	-				
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.51	-	6.15	5.51	-				
Stage 4	2.245	-	-	2.308	-	-	3.545	4.009	3.3	3.545	4.009	3.345				
Stage 5	1480	-	-	1388	-	-	511	535	923	505	534	958				
Stage 6	-	-	-	-	-	-	704	669	-	893	810	-				
Stage 7	-	-	-	-	-	-	839	807	-	655	665	-				
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-				
Stage 8	1480	-	-	1388	-	-	422	500	923	400	499	958				
Stage 9	-	-	-	-	-	-	422	500	-	400	499	-				
Stage 10	-	-	-	-	-	-	661	628	-	839	806	-				
Stage 11	-	-	-	-	-	-	739	803	-	509	624	-				

Approach	EB	WB	NB	SB												
HCM Control Delay, s	2.9	0.5	13.6	12.4												
HCM LOS					B				B							

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1								
Capacity (veh/h)	540	1480	-	-	1388	-	-	600								
HCM Lane V/C Ratio	0.223	0.056	-	-	0.005	-	-	0.185								
HCM Control Delay (s)	13.6	7.6	0	-	7.6	0	-	12.4								
HCM Lane LOS	B	A	A	-	A	A	-	B								
HCM 95th %tile Q(veh)	0.8	0.2	-	-	0	-	-	0.7								

Intersection																
Int Delay, s/veh 9.3																
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR				
Lane Configurations																
Traffic Vol, veh/h	52	137	13	9	168	13	9	89	18	22	132	106				
Future Vol, veh/h	52	137	13	9	168	13	9	89	18	22	132	106				
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0				
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop				
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None				
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-				
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-				
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-				
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92				
Heavy Vehicles, %	5	2	3	12	1	4	5	1	0	5	1	5				
Mvmt Flow	57	149	14	10	183	14	10	97	20	24	143	115				

Major/Minor	Major1	Major2	Minor1	Minor2												
Stage 1	197	0	0	163	0	0	609	487	156	539	487	190				
Stage 2	-	-	-	-	-	-	270	270	-	210	210	-				
Stage 3	-	-	-	-	-	-	339	217	-	329	277	-				
Critical Hdwy	4.15	-	-	4.22	-	-	7.15	6.51	6.2	7.15	6.51	6.25				
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.51	-	6.15	5.51	-				
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.51	-	6.15	5.51	-				
Stage 4	2.245	-	-	2.308	-	-	3.545	4.009	3.3	3.545	4.009	3.345				
Stage 5	1358	-	-	1357	-	-	403	482	895	449	482	844				
Stage 6	-	-	-	-	-	-	729	688	-	785	730	-				
Stage 7	-	-	-	-	-	-	669	725	-	678	683	-				
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-				
Stage 8	1358	-	-	1357	-	-	253	456	895	353	456	844				
Stage 9	-	-	-	-	-	-	253	456	-	353	456	-				
Stage 10	-	-	-	-	-	-	695	656	-	749	724	-				
Stage 11	-	-	-	-	-	-	459	719	-	539	652	-				

Approach	EB	WB	NB	SB												
HCM Control Delay, s	2	0.4	15.7	18.5												
HCM LOS			C	C												

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1								
Capacity (veh/h)	462	1358	-	-	1357	-	-	545								
HCM Lane V/C Ratio	0.273	0.042	-	-	0.007	-	-	0.519								
HCM Control Delay (s)	15.7	7.8	0	-	7.7	0	-	18.5								
HCM Lane LOS	C	A	A	-	A	A	-	C								
HCM 95th %tile Q(veh)	1.1	0.1	-	-	0	-	-	3								



Graham Sideroad at Road 2 East  
Kingsville, Ontario

Total Traffic 2030 AM Peak  
Existing Geometric Configuration

Intersection																
Int Delay, s/veh 7.1																
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR				
Lane Configurations																
Traffic Vol, veh/h	84	128	11	6	88	9	4	99	21	9	60	44				
Future Vol, veh/h	84	128	11	6	88	9	4	99	21	9	60	44				
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0				
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop				
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None				
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-				
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-				
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-				
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92				
Heavy Vehicles, %	5	2	3	12	1	4	5	1	0	5	1	5				
Mvmt Flow	91	139	12	7	96	10	4	108	23	10	65	48				

Major/Minor	Major1	Major2	Minor1	Minor2												
Stage 1	106	0	0	151	0	0	499	447	145	508	448	101				
Stage 2	-	-	-	-	-	-	327	327	-	115	115	-				
Stage 3	-	-	-	-	-	-	172	120	-	393	333	-				
Critical Hdwy	4.15	-	-	4.22	-	-	7.15	6.51	6.2	7.15	6.51	6.25				
Critical Hdwy Sig 1	-	-	-	-	-	-	6.15	5.51	-	6.15	5.51	-				
Critical Hdwy Sig 2	-	-	-	-	-	-	6.15	5.51	-	6.15	5.51	-				
Stage 4	2.245	-	-	2.308	-	-	3.545	4.009	3.3	3.545	4.009	3.345				
Stage 5	1467	-	-	1371	-	-	477	508	908	471	507	946				
Stage 6	-	-	-	-	-	-	679	650	-	883	802	-				
Stage 7	-	-	-	-	-	-	823	798	-	626	646	-				
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-				
Stage 8	1467	-	-	1371	-	-	383	471	908	358	470	946				
Stage 9	-	-	-	-	-	-	383	471	-	358	470	-				
Stage 10	-	-	-	-	-	-	633	606	-	823	798	-				
Stage 11	-	-	-	-	-	-	714	794	-	468	602	-				

Approach	EB	WB	NB	SB												
HCM Control Delay, s	2.9	0.4	14.6	13.1												
HCM LOS																

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1								
Capacity (veh/h)	509	1467	-	-	1371	-	-	567								
HCM Lane V/C Ratio	0.265	0.062	-	-	0.005	-	-	0.217								
HCM Control Delay (s)	14.6	7.6	0	-	7.6	0	-	13.1								
HCM Lane LOS	B	A	A	-	A	A	-	B								
HCM 95th %tile Q(veh)	1.1	0.2	-	-	0	-	-	0.8								

Intersection																
Int Delay, s/veh		10.9														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR				
Lane Configurations																
Traffic Vol, veh/h	57	151	15	10	185	15	10	99	20	24	146	117				
Future Vol, veh/h	57	151	15	10	185	15	10	99	20	24	146	117				
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0				
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop				
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None				
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-				
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-				
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-				
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92				
Heavy Vehicles, %	5	2	3	12	1	4	5	1	0	5	1	5				
Mvmt Flow	62	164	16	11	201	16	11	108	22	26	159	127				

Major/Minor	Major1	Major2	Minor1	Minor2												
Stage 1	217	0	0	180	0	0	670	535	172	592	535	209				
Stage 2	-	-	-	-	-	-	296	296	-	231	231	-				
Stage 3	-	-	-	-	-	-	374	239	-	361	304	-				
Critical Hdwy	4.15	-	-	4.22	-	-	7.15	6.51	6.2	7.15	6.51	6.25				
Critical Hdwy Sig 1	-	-	-	-	-	-	6.15	5.51	-	6.15	5.51	-				
Critical Hdwy Sig 2	-	-	-	-	-	-	6.15	5.51	-	6.15	5.51	-				
Stage 4	2.245	-	-	2.308	-	-	3.545	4.009	3.3	3.545	4.009	3.345				
Stage 5	1335	-	-	1337	-	-	367	453	877	414	453	824				
Stage 6	-	-	-	-	-	-	706	670	-	765	715	-				
Platoon blocked, %	-	-	-	-	-	-	641	709	-	651	665	-				
Stage 7	1335	-	-	1337	-	-	211	425	877	311	425	824				
Stage 8	-	-	-	-	-	-	211	425	-	311	425	-				
Stage 9	-	-	-	-	-	-	669	635	-	725	709	-				
Stage 10	-	-	-	-	-	-	417	703	-	500	630	-				

Approach	EB	WB	NB	SB												
HCM Control Delay, s	2	0.4	17.5	22.5												
HCM LOS					C				C							

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1								
Capacity (veh/h)	426	1335	-	-	1337	-	-	510								
HCM Lane V/C Ratio	0.329	0.046	-	-	0.008	-	-	0.612								
HCM Control Delay (s)	17.5	7.8	0	-	7.7	0	-	22.5								
HCM Lane LOS	C	A	A	-	A	A	-	C								
HCM 95th %tile Q(veh)	1.4	0.1	-	-	0	-	-	4.1								

Intersection																			
Int Delay, s/veh		4.2																	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR							
Lane Configurations																			
Traffic Vol, veh/h	108	3	21	8	7	8	29	182	7	3	168	62							
Future Vol, veh/h	108	3	21	8	7	8	29	182	7	3	168	62							
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0							
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free							
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-							
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-							
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-							
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-							
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92							
Heavy Vehicles, %	2	5	4	0	6	10	7	16	2	7	13	1							
Mvmt Flow	117	3	23	9	8	9	32	198	8	3	183	67							

Major/Minor Stage	Minor2	Minor1	Major1	Major2															
Staging	498	493	217	502	522	202	250	0	0	206	0	0							
Staging	223	223	-	266	266	-	-	-	-	-	-	-							
Staging	275	270	-	236	256	-	-	-	-	-	-	-							
Critical Hdwy	7.12	6.55	6.24	7.1	6.56	6.3	4.17	-	-	4.17	-	-							
Critical Hdwy Sig 1	6.12	5.55	-	6.1	5.56	-	-	-	-	-	-	-							
Critical Hdwy Sig 2	6.12	5.55	-	6.1	5.56	-	-	-	-	-	-	-							
Stage 1 Up Hdwy	3.518	4.045	3.336	3.5	4.054	3.39	2.263	-	-	2.263	-	-							
Stage 1-1 Maneuver	483	473	818	483	454	819	1287	-	-	1336	-	-							
Stage 1-2 Maneuver	780	713	-	744	681	-	-	-	-	-	-	-							
Platoon blocked, %	731	680	-	772	688	-	-	-	-	-	-	-							
Stage 1-1 Maneuver	460	458	818	456	440	819	1287	-	-	1336	-	-							
Stage 1-2 Maneuver	460	458	-	456	440	-	-	-	-	-	-	-							
Stage 1-3 Maneuver	758	711	-	723	662	-	-	-	-	-	-	-							
Stage 1-4 Maneuver	695	661	-	745	686	-	-	-	-	-	-	-							

Approach	EB	WB	NB	SB															
HCM Control Delay, s	15.2	12.1	1	0.1															
HCM LOS	C	B																	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR												
Capacity (veh/h)	1287	-	-	494	532	1336	-	-	-	-	-	-							
HCM Lane V/C Ratio	0.024	-	-	0.29	0.047	0.002	-	-	-	-	-	-							
HCM Control Delay (s)	7.9	0	-	15.2	12.1	7.7	0	-	-	-	-	-							
HCM Lane LOS	A	A	-	C	B	A	A	-	-	-	-	-							
HCM 95th %tile Q(veh)	0.1	-	-	1.2	0.1	0	-	-	-	-	-	-							

Intersection																			
Int Delay, s/veh		5.3																	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR							
Lane Configurations																			
Traffic Vol, veh/h	124	9	42	7	5	13	25	200	16	13	235	124							
Future Vol, veh/h	124	9	42	7	5	13	25	200	16	13	235	124							
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0							
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free							
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None							
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-							
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-							
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-							
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92							
Heavy Vehicles, %	2	5	4	0	6	10	7	16	2	7	13	1							
Mvmt Flow	135	10	46	8	5	14	27	217	17	14	255	135							

Major/Minor	Minor2	Minor1			Major1			Major2											
Stage 1	640	639	323	659	698	226	390	0	0	234	0	0	0	0	0	0	0	0	0
Stage 2	351	351	-	280	280	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 3	289	288	-	379	418	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.55	6.24	7.1	6.56	6.3	4.17	-	-	4.17	-	-	-	-	-	-	-	-	-
Critical Hdwy Sig 1	6.12	5.55	-	6.1	5.56	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Sig 2	6.12	5.55	-	6.1	5.56	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 4	3.518	4.045	3.336	3.5	4.054	3.39	2.263	-	-	2.263	-	-	-	-	-	-	-	-	-
Stage 5	388	390	713	380	359	794	1142	-	-	1305	-	-	-	-	-	-	-	-	-
Stage 6	666	627	-	731	672	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 7	719	668	-	647	584	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Platoon blocked, %																			
Stage 8	365	374	713	338	344	794	1142	-	-	1305	-	-	-	-	-	-	-	-	-
Stage 9	365	374	-	338	344	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 10	648	618	-	711	654	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 11	681	650	-	588	576	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.9	12.9	0.9	0.3
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WB Ln1	SBL	SBT	SBR
Capacity (veh/h)	1142	-	-	414	484	1305	-
HCM Lane V/C Ratio	0.024	-	-	0.459	0.056	0.011	-
HCM Control Delay (s)	8.2	0	-	20.9	12.9	7.8	0
HCM Lane LOS	A	A	-	C	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	2.4	0.2	0	-

Intersection																
Int Delay, s/veh		4.6														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR				
Lane Configurations																
Traffic Vol, veh/h	119	3	23	9	8	9	32	201	8	3	185	68				
Future Vol, veh/h	119	3	23	9	8	9	32	201	8	3	185	68				
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0				
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free				
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None				
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-				
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-				
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-				
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92				
Heavy Vehicles, %	2	5	4	0	6	10	7	16	2	7	13	1				
Mvmt Flow	129	3	25	10	9	10	35	218	9	3	201	74				

Major/Minor Stage	Minor2	Minor1			Major1			Major2		
Stage 1	546	541	238	551	574	223	275	0	0	227
Stage 2	244	244	-	293	293	-	-	-	-	-
Stage 3	302	297	-	258	281	-	-	-	-	-
Critical Hdwy	7.12	6.55	6.24	7.1	6.56	6.3	4.17	-	-	4.17
Critical Hdwy Sig 1	6.12	5.55	-	6.1	5.56	-	-	-	-	-
Critical Hdwy Sig 2	6.12	5.55	-	6.1	5.56	-	-	-	-	-
Stage 1 Up Hdwy	3.518	4.045	3.336	3.5	4.054	3.39	2.263	-	-	2.263
Stage 1-1 Maneuver	448	444	796	448	424	797	1260	-	-	1312
Stage 2-1	760	699	-	719	663	-	-	-	-	-
Platoon blocked, %	707	662	-	751	671	-	-	-	-	-
Stage 1-1 Maneuver	424	428	796	420	409	797	1260	-	-	1312
Stage 2-1	424	428	-	420	409	-	-	-	-	-
Stage 2-2	736	697	-	696	642	-	-	-	-	-
Stage 3-1	667	641	-	722	669	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.9	12.7	1.1	0.1
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WB Ln1	SBL	SBT	SBR
Capacity (veh/h)	1260	-	-	458	497	1312	-
HCM Lane V/C Ratio	0.028	-	-	0.344	0.057	0.002	-
HCM Control Delay (s)	7.9	0	-	16.9	12.7	7.8	0
HCM Lane LOS	A	A	-	C	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	1.5	0.2	0	-

Intersection																
Int Delay, s/veh		6.5														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR				
Lane Configurations																
Traffic Vol, veh/h	137	10	46	8	6	14	28	221	18	14	259	137				
Future Vol, veh/h	137	10	46	8	6	14	28	221	18	14	259	137				
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0				
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free				
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None				
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-				
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-				
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-				
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92				
Heavy Vehicles, %	2	5	4	0	6	10	7	16	2	7	13	1				
Mvmt Flow	149	11	50	9	7	15	30	240	20	15	282	149				

Major/Minor Stage	Minor2	Minor1			Major1			Major2		
Staging	708	707	357	727	771	250	431	0	0	260
Flow All	387	387	-	310	310	-	-	-	-	-
	321	320	-	417	461	-	-	-	-	-
Critical Hdwy	7.12	6.55	6.24	7.1	6.56	6.3	4.17	-	-	4.17
Critical Hdwy Sig 1	6.12	5.55	-	6.1	5.56	-	-	-	-	-
Critical Hdwy Sig 2	6.12	5.55	-	6.1	5.56	-	-	-	-	-
Stage 1 Up Hdwy	3.518	4.045	3.336	3.5	4.054	3.39	2.263	-	-	2.263
Stage 1-1 Maneuver	350	356	683	342	326	770	1102	-	-	1276
	637	604	-	705	652	-	-	-	-	-
	691	647	-	617	559	-	-	-	-	-
Platoon blocked, %										
Stage 1-1 Maneuver	326	339	683	298	311	770	1102	-	-	1276
Stage 1-2 Maneuver	326	339	-	298	311	-	-	-	-	-
	617	594	-	682	631	-	-	-	-	-
	649	626	-	552	550	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	26.4	13.9	0.9	0.3
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WB Ln1	SBL	SBT	SBR
Capacity (veh/h)	1102	-	-	373	435	1276	-
HCM Lane V/C Ratio	0.028	-	-	0.562	0.07	0.012	-
HCM Control Delay (s)	8.4	0	-	26.4	13.9	7.9	0
HCM Lane LOS	A	A	-	D	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	3.3	0.2	0	-

Intersection																
Int Delay, s/veh		5.3														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR				
Lane Configurations																
Traffic Vol, veh/h	132	4	26	10	9	10	35	222	9	4	205	76				
Future Vol, veh/h	132	4	26	10	9	10	35	222	9	4	205	76				
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0				
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free				
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None				
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-				
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-				
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-				
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92				
Heavy Vehicles, %	2	5	4	0	6	10	7	16	2	7	13	1				
Mvmt Flow	143	4	28	11	10	11	38	241	10	4	223	83				

Major/Minor Stage	Minor2	Minor1			Major1			Major2		
Staging	606	600	265	611	636	246	306	0	0	251
Flow All	273	273	-	322	322	-	-	-	-	-
	333	327	-	289	314	-	-	-	-	-
Critical Hdwy	7.12	6.55	6.24	7.1	6.56	6.3	4.17	-	-	4.17
Critical Hdwy Sig 1	6.12	5.55	-	6.1	5.56	-	-	-	-	-
Critical Hdwy Sig 2	6.12	5.55	-	6.1	5.56	-	-	-	-	-
Stage 1 Up Hdwy	3.518	4.045	3.336	3.5	4.054	3.39	2.263	-	-	2.263
Stage 1-1 Maneuver	409	411	769	409	390	774	1227	-	-	1286
Stage 1-2	733	678	-	694	644	-	-	-	-	-
	681	642	-	723	649	-	-	-	-	-
Platoon blocked, %										
Stage 1-1 Maneuver	383	395	769	379	374	774	1227	-	-	1286
Stage 1-2 Maneuver	383	395	-	379	374	-	-	-	-	-
Stage 1-3	707	675	-	669	621	-	-	-	-	-
	637	619	-	689	646	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.8	13.4	1.1	0.1
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WB Ln1	SBL	SBT	SBR
Capacity (veh/h)	1227	-	-	417	458	1286	-
HCM Lane V/C Ratio	0.031	-	-	0.422	0.069	0.003	-
HCM Control Delay (s)	8	0	-	19.8	13.4	7.8	0
HCM Lane LOS	A	A	-	C	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	2.1	0.2	0	-

Intersection																			
Int Delay, s/veh		8.9																	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR							
Lane Configurations																			
Traffic Vol, veh/h	151	11	51	9	6	16	30	244	20	16	286	151							
Future Vol, veh/h	151	11	51	9	6	16	30	244	20	16	286	151							
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0							
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free							
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-							
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-							
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-							
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-							
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92							
Heavy Vehicles, %	2	5	4	0	6	10	7	16	2	7	13	1							
Mvmt Flow	164	12	55	10	7	17	33	265	22	17	311	164							

Major/Minor Stage	Minor2	Minor1			Major1			Major2		
Stage 1	781	780	393	803	851	276	475	0	0	287
Stage 2	427	427	-	342	342	-	-	-	-	-
Stage 3	354	353	-	461	509	-	-	-	-	-
Critical Hdwy	7.12	6.55	6.24	7.1	6.56	6.3	4.17	-	-	4.17
Critical Hdwy Sig 1	6.12	5.55	-	6.1	5.56	-	-	-	-	-
Critical Hdwy Sig 2	6.12	5.55	-	6.1	5.56	-	-	-	-	-
Stage 4	3.518	4.045	3.336	3.5	4.054	3.39	2.263	-	-	2.263
Stage 5	312	323	652	304	293	744	1061	-	-	1247
Stage 6	606	580	-	677	631	-	-	-	-	-
Stage 7	663	626	-	584	532	-	-	-	-	-
Platoon blocked, %										
Stage 8	287	305	652	258	277	744	1061	-	-	1247
Stage 9	287	305	-	258	277	-	-	-	-	-
Stage 10	584	569	-	652	608	-	-	-	-	-
Stage 11	617	603	-	513	522	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	37.2	14.9	0.9	0.3
HCM LOS	E	B		






  

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WB Ln1	SBL	SBT	SBR
Capacity (veh/h)	1061	-	-	333	397	1247	-
HCM Lane V/C Ratio	0.031	-	-	0.695	0.085	0.014	-
HCM Control Delay (s)	8.5	0	-	37.2	14.9	7.9	0
HCM Lane LOS	A	A	-	E	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	4.9	0.3	0	-



County Road 45 at Road 2 East  
Kingsville, Ontario

Total Traffic 2030, PM Peak  
Proposed Geometric Configuration

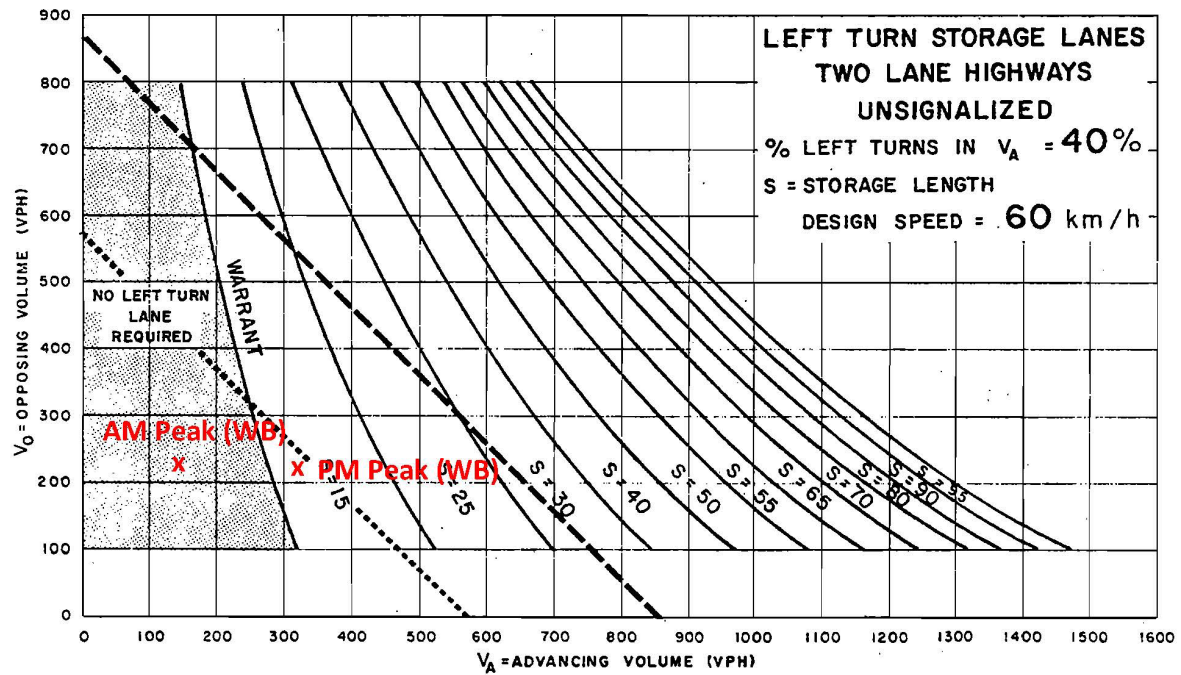
Intersection												
Int Delay, s/veh	6.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	151	11	51	9	6	16	30	244	20	16	286	151
Future Vol, veh/h	151	11	51	9	6	16	30	244	20	16	286	151
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	5	4	0	6	10	7	16	2	7	13	1
Mvmt Flow	164	12	55	10	7	17	33	265	22	17	311	164
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	781	780	393	803	851	276	475	0	0	287	0	0
Stage 1	427	427	-	342	342	-	-	-	-	-	-	-
Stage 2	354	353	-	461	509	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.55	6.24	7.1	6.56	6.3	4.17	-	-	4.17	-	-
Critical Hdwy Stg 1	6.12	5.55	-	6.1	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.55	-	6.1	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.045	3.336	3.5	4.054	3.39	2.263	-	-	2.263	-	-
Pot Cap-1 Maneuver	312	323	652	304	293	744	1061	-	-	1247	-	-
Stage 1	606	580	-	677	631	-	-	-	-	-	-	-
Stage 2	663	626	-	584	532	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	287	305	652	258	277	744	1061	-	-	1247	-	-
Mov Cap-2 Maneuver	287	305	-	258	277	-	-	-	-	-	-	-
Stage 1	584	569	-	652	608	-	-	-	-	-	-	-
Stage 2	617	603	-	513	522	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	27.1			14.9			0.9			0.3		
HCM LOS	D			B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)	1061	-	-	287	542	397	1247	-	-			
HCM Lane V/C Ratio	0.031	-	-	0.572	0.124	0.085	0.014	-	-			
HCM Control Delay (s)	8.5	0	-	33.1	12.6	14.9	7.9	0	-			
HCM Lane LOS	A	A	-	D	B	B	A	A	-			
HCM 95th %tile Q(veh)	0.1	-	-	3.3	0.4	0.3	0	-	-			

## **Appendix E**

# **LEFT TURN LANE WARRANT ANALYSES**

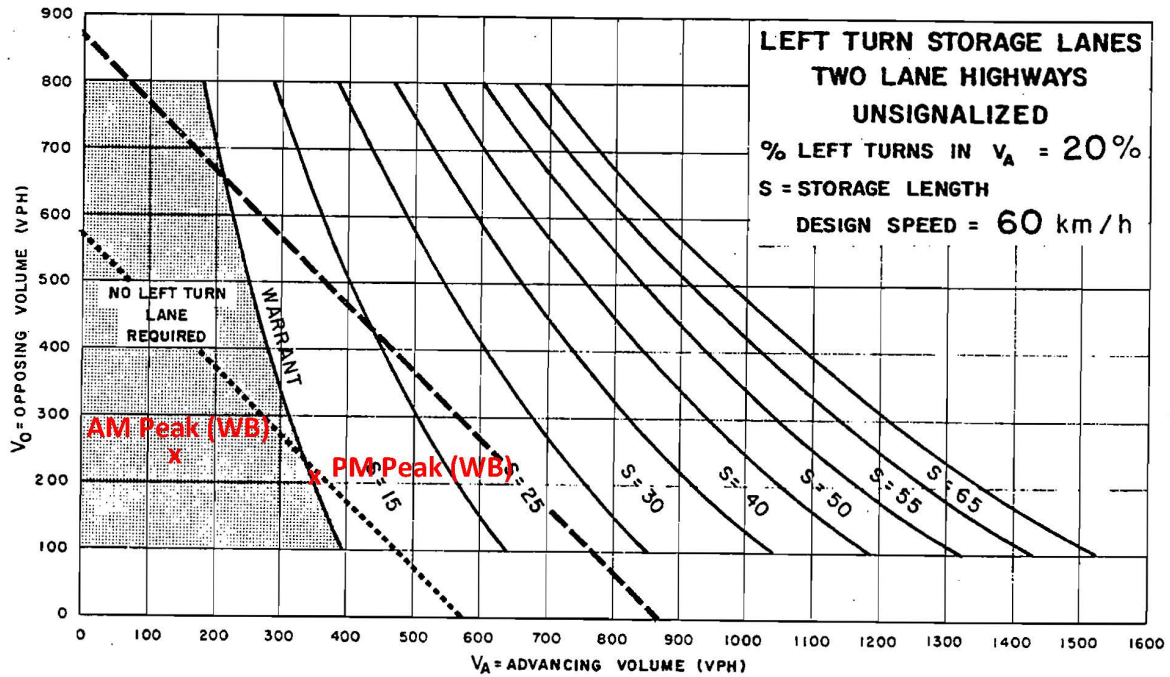
**Jasperson Drive at Road 2 East  
Kratz Sideroad at Road 2 East  
Graham Sideroad at Road 2 East**

**Jasperson Drive at Road 2E – Left Turn Lane Warrant**  
**Total Traffic 2030**



- TRAFFIC SIGNALS MAY BE WARRANTED IN RURAL AREAS OR URBAN AREAS WITH RESTRICTED FLOW
- ..... TRAFFIC SIGNALS MAY BE WARRANTED IN "FREE FLOW" URBAN AREAS

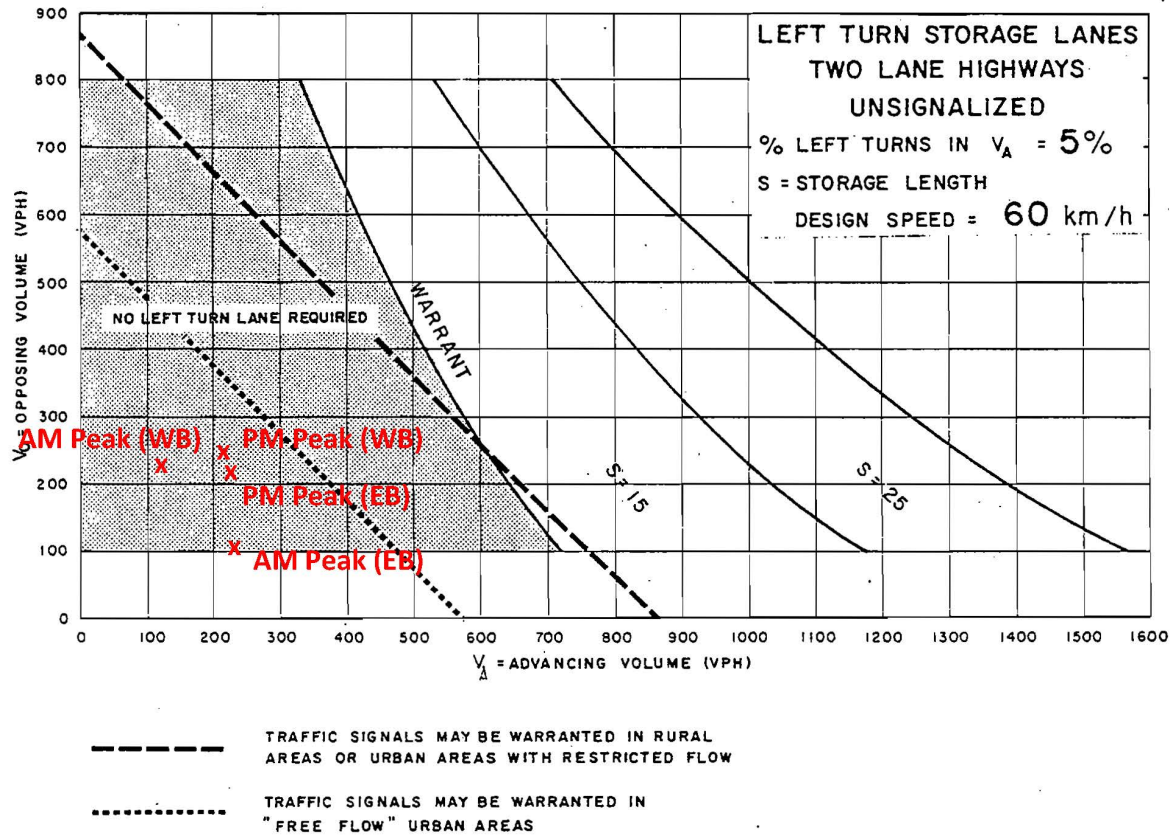
Kratz Sideroad at Road 2E – Left Turn Lane Warrant  
Total Traffic 2030



----- TRAFFIC SIGNALS MAY BE WARRANTED IN RURAL  
AREAS OR URBAN AREAS WITH RESTRICTED FLOW

..... TRAFFIC SIGNALS MAY BE WARRANTED IN  
"FREE FLOW" URBAN AREAS

**Graham Sideroad at Road 2E – Left Turn Lane Warrant**  
**Total Traffic 2030**



## **Appendix F**

# **SIGNAL WARRANT ANALYSES**

**Jasperson Drive at Road 2 East**

**Kratz Sideroad at Road 2 East**

**Graham Sideroad at Road 2 East**

**County Road 45 (Union Avenue) at Road 2 East**

**Traffic Signal Warrants – Summary of Justifications (OTM Book 12)**

**Projected Background Traffic (Horizon Year 2025)**

Jasperson Drive at Road 2 East

JUSTIFICATION	DESCRIPTION	MINIMUM REQUIREMENTS FOR TWO-LANE ROADWAYS		COMPLIANCE	
		FREE FLOW	RESTRICTED FLOW		
		OPERATING SPEED GREATER THAN OR EQUAL TO 70 km/h	OPERATING SPEED LESS THAN 70 km/h	SECTIONAL %	ENTIRE %**
1. MINIMUM VEHICULAR VOLUME	A*. Vehicle Volume, All Approaches for Each of the Heaviest 8 Hours of an Average Day, and	480	720	36 <sup>(1)</sup>	21
	B***. Vehicle Volume, Along Minor Streets for Each of the Same 8 Hours	120	170	21 <sup>(2)</sup>	
2. DELAY TO CROSS TRAFFIC	A*. Vehicle Volume, Major Street for Each of the Heaviest 8 Hours of an Average Day, and	480	720	28 <sup>(3)</sup>	28
	B*. Combined Vehicle and Pedestrian Volume Crossing the Major Street for Each of the Same 8 Hours.	50	75	39 <sup>(4)</sup>	
3. VOLUME/DELAY COMBINATIONS	The Above Justifications (1 and 2) Both Satisfied to the Extent of 80% or more	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>		21
4. MIN. FOUR HOUR VEHICLE VOLUME	At Plotted Point Representing Hourly Volume for Minor Approach vs. Major Approach for Four Highest Hours of an Average Day Fall above the Applicable Curve	YES <input type="checkbox"/>	NO <input type="checkbox"/>		N/A
5. COLLISION EXPERIENCE	A. Total Reported Accidents of Types Susceptible to Correction by a Traffic Signal, per 12 Month Period Averaged over a 36 Month Period, and	5		N/A	N/A
	B. Adequate Trial of Less Restrictive Remedies. Where Satisfactory Observance and Enforcement Have Failed to Reduce the Number of Collisions	YES <input type="checkbox"/>	NO <input type="checkbox"/>		
6. PEDESTRIAN VOLUME AND DELAY	A. Plotted Point Representing 8 Hour Pedestrian Volume vs. 8 Hour Vehicular Volume Fall in Justified Zone, and	YES <input type="checkbox"/>	NO <input type="checkbox"/>		N/A
	B. Plotted Point Representing 8 Hour Volume of Pedestrian Experiencing Delays of 10 s or more vs. 8 Hour Pedestrian Volume Fall in Justified Zone	YES <input type="checkbox"/>	NO <input type="checkbox"/>		

**Notes**

\* Vehicle Volume Warrants 1A and 2A for Roadways Having Two or More Moving Lanes in One Direction Should be 25% Higher than Values Given Above.

\*\* The Lowest Sectional Percentage Governs the Entire Warrant.

\*\*\* For "T" Intersections, the Values for Warrant (1B) should be increased by 50%.

**Justification 7 - Future Traffic Volumes**

$$(1) = (431 + 601) / 4 / 720 = 36\%$$

$$(2) = (106 + 110) / 4 / (170 \times 1.5) = 21\%$$

$$(3) = (325 + 491) / 4 / 720 = 28\%$$

$$(4) = (51 + 65) / 4 / 75 = 39\%$$

**Traffic Signal Warrants – Summary of Justifications (OTM Book 12)**

**Projected Background Traffic (Horizon Year 2030)**

Jasperson Drive at Road 2 East

JUSTIFICATION	DESCRIPTION	MINIMUM REQUIREMENTS FOR TWO-LANE ROADWAYS		COMPLIANCE	
		FREE FLOW	RESTRICTED FLOW		
		OPERATING SPEED GREATER THAN OR EQUAL TO 70 km/h	OPERATING SPEED LESS THAN 70 km/h	SECTIONAL %	ENTIRE %**
1. MINIMUM VEHICULAR VOLUME	A*. Vehicle Volume, All Approaches for Each of the Heaviest 8 Hours of an Average Day, and	480	720	40 <sup>(1)</sup>	23
	B***. Vehicle Volume, Along Minor Streets for Each of the Same 8 Hours	120	170	23 <sup>(2)</sup>	
2. DELAY TO CROSS TRAFFIC	A*. Vehicle Volume, Major Street for Each of the Heaviest 8 Hours of an Average Day, and	480	720	31 <sup>(3)</sup>	31
	B*. Combined Vehicle and Pedestrian Volume Crossing the Major Street for Each of the Same 8 Hours.	50	75	43 <sup>(4)</sup>	
3. VOLUME/DELAY COMBINATIONS	The Above Justifications (1 and 2) Both Satisfied to the Extent of 80% or more	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>		23
4. MIN. FOUR HOUR VEHICLE VOLUME	At Plotted Point Representing Hourly Volume for Minor Approach vs. Major Approach for Four Highest Hours of an Average Day Fall above the Applicable Curve	YES <input type="checkbox"/>	NO <input type="checkbox"/>		N/A
5. COLLISION EXPERIENCE	A. Total Reported Accidents of Types Susceptible to Correction by a Traffic Signal, per 12 Month Period Averaged over a 36 Month Period, and	5		N/A	N/A
	B. Adequate Trial of Less Restrictive Remedies. Where Satisfactory Observance and Enforcement Have Failed to Reduce the Number of Collisions	YES <input type="checkbox"/>	NO <input type="checkbox"/>		
6. PEDESTRIAN VOLUME AND DELAY	A. Plotted Point Representing 8 Hour Pedestrian Volume vs. 8 Hour Vehicular Volume Fall in Justified Zone, and	YES <input type="checkbox"/>	NO <input type="checkbox"/>		N/A
	B. Plotted Point Representing 8 Hour Volume of Pedestrian Experiencing Delays of 10 s or more vs. 8 Hour Pedestrian Volume Fall in Justified Zone	YES <input type="checkbox"/>	NO <input type="checkbox"/>		

**Notes**

- \* Vehicle Volume Warrants 1A and 2A for Roadways Having Two or More Moving Lanes in One Direction Should be 25% Higher than Values Given Above.
- \*\* The Lowest Sectional Percentage Governs the Entire Warrant.
- \*\*\* For "T" Intersections, the Values for Warrant (1B) should be increased by 50%.

**Justification 7 - Future Traffic Volumes**

- (1) =  $(477 + 665) / 4 / 720 = 40\%$
- (2) =  $(117 + 122) / 4 / (170 \times 1.5) = 23\%$
- (3) =  $(360 + 543) / 4 / 720 = 31\%$
- (4) =  $(56 + 72) / 4 / 75 = 43\%$



**Traffic Signal Warrants – Summary of Justifications (OTM Book 12)**

**Projected Background Traffic (Horizon Year 2025)**

Kratz Sideroad at Road 2 East

JUSTIFICATION	DESCRIPTION	MINIMUM REQUIREMENTS FOR TWO-LANE ROADWAYS		COMPLIANCE	
		FREE FLOW	RESTRICTED FLOW		
		OPERATING SPEED GREATER THAN OR EQUAL TO 70 km/h	OPERATING SPEED LESS THAN 70 km/h	SECTIONAL %	ENTIRE %**
1. MINIMUM VEHICULAR VOLUME	A*. Vehicle Volume, All Approaches for Each of the Heaviest 8 Hours of an Average Day, and	480	720	34 <sup>(1)</sup>	14
	B***. Vehicle Volume, Along Minor Streets for Each of the Same 8 Hours	120	170	14 <sup>(2)</sup>	
2. DELAY TO CROSS TRAFFIC	A*. Vehicle Volume, Major Street for Each of the Heaviest 8 Hours of an Average Day, and	480	720	29 <sup>(3)</sup>	29
	B*. Combined Vehicle and Pedestrian Volume Crossing the Major Street for Each of the Same 8 Hours.	50	75	29 <sup>(4)</sup>	
3. VOLUME/DELAY COMBINATIONS	The Above Justifications (1 and 2) Both Satisfied to the Extent of 80% or more	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>		14
4. MIN. FOUR HOUR VEHICLE VOLUME	At Plotted Point Representing Hourly Volume for Minor Approach vs. Major Approach for Four Highest Hours of an Average Day Fall above the Applicable Curve	YES <input type="checkbox"/>	NO <input type="checkbox"/>		N/A
5. COLLISION EXPERIENCE	A. Total Reported Accidents of Types Susceptible to Correction by a Traffic Signal, per 12 Month Period Averaged over a 36 Month Period, and	5		N/A	N/A
	B. Adequate Trial of Less Restrictive Remedies. Where Satisfactory Observance and Enforcement Have Failed to Reduce the Number of Collisions	YES <input type="checkbox"/>	NO <input type="checkbox"/>		
6. PEDESTRIAN VOLUME AND DELAY	A. Plotted Point Representing 8 Hour Pedestrian Volume vs. 8 Hour Vehicular Volume Fall in Justified Zone, and	YES <input type="checkbox"/>	NO <input type="checkbox"/>		N/A
	B. Plotted Point Representing 8 Hour Volume of Pedestrian Experiencing Delays of 10 s or more vs. 8 Hour Pedestrian Volume Fall in Justified Zone	YES <input type="checkbox"/>	NO <input type="checkbox"/>		

**Notes**

- \* Vehicle Volume Warrants 1A and 2A for Roadways Having Two or More Moving Lanes in One Direction Should be 25% Higher than Values Given Above.
- \*\* The Lowest Sectional Percentage Governs the Entire Warrant.
- \*\*\* For "T" Intersections, the Values for Warrant (1B) should be increased by 50%.

**Justification 7 - Future Traffic Volumes**

- (1) =  $(400 + 589) / 4 / 720 = 34\%$
- (2) =  $(62 + 83) / 4 / (170 \times 1.5) = 14\%$
- (3) =  $(338 + 506) / 4 / 720 = 29\%$
- (4) =  $(24 + 63) / 4 / 75 = 29\%$

**Traffic Signal Warrants – Summary of Justifications (OTM Book 12)**

**Projected Background Traffic (Horizon Year 2030)**

Kratz Sideroad at Road 2 East

JUSTIFICATION	DESCRIPTION	MINIMUM REQUIREMENTS FOR TWO-LANE ROADWAYS		COMPLIANCE	
		FREE FLOW	RESTRICTED FLOW		
		OPERATING SPEED GREATER THAN OR EQUAL TO 70 km/h	OPERATING SPEED LESS THAN 70 km/h	SECTIONAL %	ENTIRE %**
1. MINIMUM VEHICULAR VOLUME	A*. Vehicle Volume, All Approaches for Each of the Heaviest 8 Hours of an Average Day, and	480	720	38 <sup>(1)</sup>	16
	B***. Vehicle Volume, Along Minor Streets for Each of the Same 8 Hours	120	170	16 <sup>(2)</sup>	
2. DELAY TO CROSS TRAFFIC	A*. Vehicle Volume, Major Street for Each of the Heaviest 8 Hours of an Average Day, and	480	720	32 <sup>(3)</sup>	32
	B*. Combined Vehicle and Pedestrian Volume Crossing the Major Street for Each of the Same 8 Hours.	50	75	32 <sup>(4)</sup>	
3. VOLUME/DELAY COMBINATIONS	The Above Justifications (1 and 2) Both Satisfied to the Extent of 80% or more	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>		16
4. MIN. FOUR HOUR VEHICLE VOLUME	At Plotted Point Representing Hourly Volume for Minor Approach vs. Major Approach for Four Highest Hours of an Average Day Fall above the Applicable Curve	YES <input type="checkbox"/>	NO <input type="checkbox"/>		N/A
5. COLLISION EXPERIENCE	A. Total Reported Accidents of Types Susceptible to Correction by a Traffic Signal, per 12 Month Period Averaged over a 36 Month Period, and	5		N/A	N/A
	B. Adequate Trial of Less Restrictive Remedies. Where Satisfactory Observance and Enforcement Have Failed to Reduce the Number of Collisions	YES <input type="checkbox"/>	NO <input type="checkbox"/>		
6. PEDESTRIAN VOLUME AND DELAY	A. Plotted Point Representing 8 Hour Pedestrian Volume vs. 8 Hour Vehicular Volume Fall in Justified Zone, and	YES <input type="checkbox"/>	NO <input type="checkbox"/>		N/A
	B. Plotted Point Representing 8 Hour Volume of Pedestrian Experiencing Delays of 10 s or more vs. 8 Hour Pedestrian Volume Fall in Justified Zone	YES <input type="checkbox"/>	NO <input type="checkbox"/>		

**Notes**

- \* Vehicle Volume Warrants 1A and 2A for Roadways Having Two or More Moving Lanes in One Direction Should be 25% Higher than Values Given Above.
- \*\* The Lowest Sectional Percentage Governs the Entire Warrant.
- \*\*\* For "T" Intersections, the Values for Warrant (1B) should be increased by 50%.

**Justification 7 - Future Traffic Volumes**

- (1) =  $(442 + 649) / 4 / 720 = 38\%$
- (2) =  $(68 + 91) / 4 / (170 \times 1.5) = 16\%$
- (3) =  $(374 + 558) / 4 / 720 = 32\%$
- (4) =  $(27 + 69) / 4 / 75 = 32\%$

**Traffic Signal Warrants – Summary of Justifications (OTM Book 12)**

**Projected Total Traffic (Horizon Year 2025)**

Graham Sideroad at Road 2 East

JUSTIFICATION	DESCRIPTION	MINIMUM REQUIREMENTS FOR TWO-LANE ROADWAYS		COMPLIANCE	
		FREE FLOW	RESTRICTED FLOW		
		OPERATING SPEED GREATER THAN OR EQUAL TO 70 km/h	OPERATING SPEED LESS THAN 70 km/h	SECTIONAL %	ENTIRE %**
1. MINIMUM VEHICULAR VOLUME	A*. Vehicle Volume, All Approaches for Each of the Heaviest 8 Hours of an Average Day, and	480	720	44 <sup>(1)</sup>	44
	B***. Vehicle Volume, Along Minor Streets for Each of the Same 8 Hours	120	170	87 <sup>(2)</sup>	
2. DELAY TO CROSS TRAFFIC	A*. Vehicle Volume, Major Street for Each of the Heaviest 8 Hours of an Average Day, and	480	720	24 <sup>(3)</sup>	24
	B*. Combined Vehicle and Pedestrian Volume Crossing the Major Street for Each of the Same 8 Hours.	50	75	88 <sup>(4)</sup>	
3. VOLUME/DELAY COMBINATIONS	The Above Justifications (1 and 2) Both Satisfied to the Extent of 80% or more	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>		24
4. MIN. FOUR HOUR VEHICLE VOLUME	At Plotted Point Representing Hourly Volume for Minor Approach vs. Major Approach for Four Highest Hours of an Average Day Fall above the Applicable Curve	YES <input type="checkbox"/>	NO <input type="checkbox"/>		N/A
5. COLLISION EXPERIENCE	A. Total Reported Accidents of Types Susceptible to Correction by a Traffic Signal, per 12 Month Period Averaged over a 36 Month Period, and	5		N/A	N/A
	B. Adequate Trial of Less Restrictive Remedies. Where Satisfactory Observance and Enforcement Have Failed to Reduce the Number of Collisions	YES <input type="checkbox"/>	NO <input type="checkbox"/>		
6. PEDESTRIAN VOLUME AND DELAY	A. Plotted Point Representing 8 Hour Pedestrian Volume vs. 8 Hour Vehicular Volume Fall in Justified Zone, and	YES <input type="checkbox"/>	NO <input type="checkbox"/>		N/A
	B. Plotted Point Representing 8 Hour Volume of Pedestrian Experiencing Delays of 10 s or more vs. 8 Hour Pedestrian Volume Fall in Justified Zone	YES <input type="checkbox"/>	NO <input type="checkbox"/>		

**Notes**

- \* Vehicle Volume Warrants 1A and 2A for Roadways Having Two or More Moving Lanes in One Direction Should be 25% Higher than Values Given Above.
- \*\* The Lowest Sectional Percentage Governs the Entire Warrant.
- \*\*\* For "T" Intersections, the Values for Warrant (1B) should be increased by 50%.

**Justification 7 - Future Traffic Volumes**

(1) =  $(508 + 768) / 4 / 720 = 44\%$

(2) =  $(213 + 376) / 4 / 170 = 87\%$

(3) =  $(295 + 392) / 4 / 720 = 24\%$

(4) =  $(100 + 163) / 4 / 75 = 88\%$

**Traffic Signal Warrants – Summary of Justifications (OTM Book 12)**

**Projected Total Traffic (Horizon Year 2030)**

Graham Sideroad at Road 2 East

JUSTIFICATION	DESCRIPTION	MINIMUM REQUIREMENTS FOR TWO-LANE ROADWAYS		COMPLIANCE	
		FREE FLOW	RESTRICTED FLOW		
		OPERATING SPEED GREATER THAN OR EQUAL TO 70 km/h	OPERATING SPEED LESS THAN 70 km/h	SECTIONAL %	ENTIRE %**
1. MINIMUM VEHICULAR VOLUME	A*. Vehicle Volume, All Approaches for Each of the Heaviest 8 Hours of an Average Day, and	480	720	49 <sup>(1)</sup>	49
	B***. Vehicle Volume, Along Minor Streets for Each of the Same 8 Hours	120	170	96 <sup>(2)</sup>	
2. DELAY TO CROSS TRAFFIC	A*. Vehicle Volume, Major Street for Each of the Heaviest 8 Hours of an Average Day, and	480	720	26 <sup>(3)</sup>	26
	B*. Combined Vehicle and Pedestrian Volume Crossing the Major Street for Each of the Same 8 Hours.	50	75	97 <sup>(4)</sup>	
3. VOLUME/DELAY COMBINATIONS	The Above Justifications (1 and 2) Both Satisfied to the Extent of 80% or more	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>		26
4. MIN. FOUR HOUR VEHICLE VOLUME	At Plotted Point Representing Hourly Volume for Minor Approach vs. Major Approach for Four Highest Hours of an Average Day Fall above the Applicable Curve	YES <input type="checkbox"/>	NO <input type="checkbox"/>		N/A
5. COLLISION EXPERIENCE	A. Total Reported Accidents of Types Susceptible to Correction by a Traffic Signal, per 12 Month Period Averaged over a 36 Month Period, and	5		N/A	N/A
	B. Adequate Trial of Less Restrictive Remedies. Where Satisfactory Observance and Enforcement Have Failed to Reduce the Number of Collisions	YES <input type="checkbox"/>	NO <input type="checkbox"/>		
6. PEDESTRIAN VOLUME AND DELAY	A. Plotted Point Representing 8 Hour Pedestrian Volume vs. 8 Hour Vehicular Volume Fall in Justified Zone, and	YES <input type="checkbox"/>	NO <input type="checkbox"/>		N/A
	B. Plotted Point Representing 8 Hour Volume of Pedestrian Experiencing Delays of 10 s or more vs. 8 Hour Pedestrian Volume Fall in Justified Zone	YES <input type="checkbox"/>	NO <input type="checkbox"/>		

**Notes**

- \* Vehicle Volume Warrants 1A and 2A for Roadways Having Two or More Moving Lanes in One Direction Should be 25% Higher than Values Given Above.
- \*\* The Lowest Sectional Percentage Governs the Entire Warrant.
- \*\*\* For "T" Intersections, the Values for Warrant (1B) should be increased by 50%.

**Justification 7 - Future Traffic Volumes**

(1) =  $(563 + 849) / 4 / 720 = 49\%$

(2) =  $(237 + 416) / 4 / 170 = 96\%$

(3) =  $(326 + 433) / 4 / 720 = 26\%$

(4) =  $(112 + 180) / 4 / 75 = 97\%$

**Traffic Signal Warrants – Summary of Justifications (OTM Book 12)**

**Projected Total Traffic (Horizon Year 2025)**

County Road 45 at Road 2 East

JUSTIFICATION	DESCRIPTION	MINIMUM REQUIREMENTS FOR TWO-LANE ROADWAYS		COMPLIANCE	
		FREE FLOW	RESTRICTED FLOW		
		OPERATING SPEED GREATER THAN OR EQUAL TO 70 km/h	OPERATING SPEED LESS THAN 70 km/h	SECTIONAL %	ENTIRE %**
1. MINIMUM VEHICULAR VOLUME	A*. Vehicle Volume, All Approaches for Each of the Heaviest 8 Hours of an Average Day, and	480	720	54 <sup>(1)</sup>	54
	B***. Vehicle Volume, Along Minor Streets for Each of the Same 8 Hours	120	170	58 <sup>(2)</sup>	
2. DELAY TO CROSS TRAFFIC	A*. Vehicle Volume, Major Street for Each of the Heaviest 8 Hours of an Average Day, and	480	720	41 <sup>(3)</sup>	41
	B*. Combined Vehicle and Pedestrian Volume Crossing the Major Street for Each of the Same 8 Hours.	50	75	97 <sup>(4)</sup>	
3. VOLUME/DELAY COMBINATIONS	The Above Justifications (1 and 2) Both Satisfied to the Extent of 80% or more	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>		41
4. MIN. FOUR HOUR VEHICLE VOLUME	At Plotted Point Representing Hourly Volume for Minor Approach vs. Major Approach for Four Highest Hours of an Average Day Fall above the Applicable Curve	YES <input type="checkbox"/>	NO <input type="checkbox"/>		N/A
5. COLLISION EXPERIENCE	A. Total Reported Accidents of Types Susceptible to Correction by a Traffic Signal, per 12 Month Period Averaged over a 36 Month Period, and	5		N/A	N/A
	B. Adequate Trial of Less Restrictive Remedies. Where Satisfactory Observance and Enforcement Have Failed to Reduce the Number of Collisions	YES <input type="checkbox"/>	NO <input type="checkbox"/>		
6. PEDESTRIAN VOLUME AND DELAY	A. Plotted Point Representing 8 Hour Pedestrian Volume vs. 8 Hour Vehicular Volume Fall in Justified Zone, and	YES <input type="checkbox"/>	NO <input type="checkbox"/>		N/A
	B. Plotted Point Representing 8 Hour Volume of Pedestrian Experiencing Delays of 10 s or more vs. 8 Hour Pedestrian Volume Fall in Justified Zone	YES <input type="checkbox"/>	NO <input type="checkbox"/>		

**Notes**

- \* Vehicle Volume Warrants 1A and 2A for Roadways Having Two or More Moving Lanes in One Direction Should be 25% Higher than Values Given Above.
- \*\* The Lowest Sectional Percentage Governs the Entire Warrant.
- \*\*\* For "T" Intersections, the Values for Warrant (1B) should be increased by 50%.

**Justification 7 - Future Traffic Volumes**

(1) =  $(668 + 898) / 4 / 720 = 54\%$

(2) =  $(171 + 221) / 4 / 170 = 58\%$

(3) =  $(497 + 677) / 4 / 720 = 41\%$

(4) =  $(136 + 155) / 4 / 75 = 97\%$

**Traffic Signal Warrants – Summary of Justifications (OTM Book 12)**

**Projected Total Traffic (Horizon Year 2030)**

County Road 45 at Road 2 East

JUSTIFICATION	DESCRIPTION	MINIMUM REQUIREMENTS FOR TWO-LANE ROADWAYS		COMPLIANCE	
		FREE FLOW	RESTRICTED FLOW		
		OPERATING SPEED GREATER THAN OR EQUAL TO 70 km/h	OPERATING SPEED LESS THAN 70 km/h	SECTIONAL %	ENTIRE %**
1. MINIMUM VEHICULAR VOLUME	A*. Vehicle Volume, All Approaches for Each of the Heaviest 8 Hours of an Average Day, and	480	720	60 <sup>(1)</sup>	60
	B***. Vehicle Volume, Along Minor Streets for Each of the Same 8 Hours	120	170	64 <sup>(2)</sup>	
2. DELAY TO CROSS TRAFFIC	A*. Vehicle Volume, Major Street for Each of the Heaviest 8 Hours of an Average Day, and	480	720	45 <sup>(3)</sup>	45
	B*. Combined Vehicle and Pedestrian Volume Crossing the Major Street for Each of the Same 8 Hours.	50	75	107 <sup>(4)</sup>	
3. VOLUME/DELAY COMBINATIONS	The Above Justifications (1 and 2) Both Satisfied to the Extent of 80% or more	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>		45
4. MIN. FOUR HOUR VEHICLE VOLUME	At Plotted Point Representing Hourly Volume for Minor Approach vs. Major Approach for Four Highest Hours of an Average Day Fall above the Applicable Curve	YES <input type="checkbox"/>	NO <input type="checkbox"/>		N/A
5. COLLISION EXPERIENCE	A. Total Reported Accidents of Types Susceptible to Correction by a Traffic Signal, per 12 Month Period Averaged over a 36 Month Period, and	5		N/A	N/A
	B. Adequate Trial of Less Restrictive Remedies. Where Satisfactory Observance and Enforcement Have Failed to Reduce the Number of Collisions	YES <input type="checkbox"/>	NO <input type="checkbox"/>		
6. PEDESTRIAN VOLUME AND DELAY	A. Plotted Point Representing 8 Hour Pedestrian Volume vs. 8 Hour Vehicular Volume Fall in Justified Zone, and	YES <input type="checkbox"/>	NO <input type="checkbox"/>		N/A
	B. Plotted Point Representing 8 Hour Volume of Pedestrian Experiencing Delays of 10 s or more vs. 8 Hour Pedestrian Volume Fall in Justified Zone	YES <input type="checkbox"/>	NO <input type="checkbox"/>		

**Notes**

- \* Vehicle Volume Warrants 1A and 2A for Roadways Having Two or More Moving Lanes in One Direction Should be 25% Higher than Values Given Above.
- \*\* The Lowest Sectional Percentage Governs the Entire Warrant.
- \*\*\* For "T" Intersections, the Values for Warrant (1B) should be increased by 50%.

**Justification 7 - Future Traffic Volumes**

(1) =  $(742 + 991) / 4 / 720 = 60\%$

(2) =  $(191 + 244) / 4 / 170 = 64\%$

(3) =  $(551 + 747) / 4 / 720 = 45\%$

(4) =  $(151 + 171) / 4 / 75 = 107\%$

## **Appendix G**

# **OTM BOOK 15: REFERENCES**

Controlled Crossings	Pedestrian-Right-of-Way
<b>School Crossing Guard</b>	<p>School crossing guards may also provide a designated right-of-way for school children as vehicles must yield to a crossing guard. According to the HTA Section 176 – School crossings:</p> <p>1) School crossing guard means a person sixteen years of age or older who is directing the movement of persons across a highway and who is, (a) employed by a municipality, or (b) employed by a corporation under contract with a municipality to provide the services of a school crossing guard. R.S.O. 1990, c. H.8, s. 176 (1); 2005, c. 14, s. 1 (1).</p> <p>2) A school crossing guard about to direct persons across a highway with a speed limit not in excess of 60 kilometres per hour shall, prior to entering the roadway, display a school crossing stop sign in an upright position so that it is visible to vehicles approaching from each direction and shall continue to so display the school crossing stop sign until all persons, including the school crossing guard, have cleared the roadway. 2005, c. 26, Sched. A, s. 29 (1).</p> <p><b>Vehicles approaching guard displaying sign</b></p> <p>(3) Where a school crossing guard displays a school crossing stop sign as provided in subsection (2), the driver of any vehicle or street car approaching the school crossing guard shall stop before reaching the crossing and shall remain stopped until all persons, including the school crossing guard, have cleared the roadway and it is safe to proceed. 2005, c. 26, Sched. A, s. 29 (1); 2015, c. 14, s. 51.</p>

## 2.1.2 Pedestrian's Rights and Responsibilities

Notwithstanding the distinction between controlled and uncontrolled crossings, the rights and responsibilities for pedestrians are recognized in the [HTA](#)<sup>1</sup>:

1. In the absence of statutory provisions or by-law, a pedestrian is not confined to a street crossing or intersection and is entitled to cross at any point, although greater care may then be required of him or her in crossing. However, pedestrians crossing the highway must look to ensure the crossing can be made safely or possibly be held responsible for any ensuing collision.
2. Pedestrians must exercise due care even when they are lawfully within a crossing and have right-of-way. It is not an absolute right and they must still exercise care to avoid a collision with a vehicle.

3. If there is a crosswalk at a signalized intersection, pedestrians have to walk within the crosswalk (see Section 6.2.1.1 for the definition of crosswalk):

Section 144 (22) – Duty at Traffic Control Signals — Pedestrian Crossing – where portions of a roadway are marked for pedestrian use, no pedestrian shall cross the roadway except within a portion so marked.

## 2.1.3 Ontario Regulations

[Ontario Regulation 402/15](#)<sup>2</sup> came into effect January 01, 2016. The regulation introduces two levels of pedestrian crossovers. Level 1 Pedestrian Crossovers are distinctly defined by the use of a specific set of regulatory signs, internally illuminated overhead warning signs, pavement markings, and flashing amber beacons. Level 2 pedestrian crossovers are distinctly defined by the prescribed use of a different set of regulatory signs, warning signs, pavement markings, and rapid rectangular flashing beacons.



## **Appendix H**

# **OTM BOOK 18: REFERENCES**

## 4.4 In-Boulevard Facilities

### 4.4.1 In-Boulevard Bicycle Facilities and In-Boulevard Active Transportation Facilities

**In-Boulevard Bicycle Facilities** are separated from motor vehicle traffic by a boulevard or a verge within the roadway right-of-way. These are typically implemented adjacent to roadways with higher motor vehicle speeds and volumes along key cycling corridors. An in-boulevard facility can be constructed with the bicycle path distinct from the sidewalk or with a single facility shared by cyclists and pedestrians. In the former case, the in-boulevard facility may transition to a raised cycle track that is immediately adjacent to the curb, as described in **Section 4.3.1**. Examples of in-boulevard facilities are depicted in **Figure 4.88**.

Prior to initiating design work on a given link, practitioners should refer to the Bicycle Facility Type Selection process in **Section 3.2.2**. This will confirm whether the in-boulevard bicycle facility is the most suitable and identify key design considerations.

#### 4.4.1.1 Geometry

In-boulevard facilities are located outside the travelled portion of the roadway and do

not necessarily follow its geometric design. Practitioners should consider several geometric elements including the width, design speed, grade, stopping sight distance, horizontal curvature, crest vertical curves and lateral clear zones.

One- and two-way in-boulevard bicycle facilities should be 2.0 metres or 4.0 metres wide respectively. **Table 4.7** presents the desired and minimum widths for in-boulevard bicycle facilities, and **Figure 4.89** illustrates typical cross sections. It is recommended that practitioners always design to the desired width. However, through the use of sound engineering judgement, a practitioner may consider reducing the width to a value greater than or equal to the suggested minimum, but only for context specific situations on segments or corridors with constrained right-of-way widths.

In addition, a 'splash strip' should be provided between the in-boulevard facility and the curb. Splash strips provide a buffer to keep cyclists and other users away from the hazardous vertical drop-off at the curb face. They are also used to store plowed snow so that it does not obstruct the adjacent in-boulevard facility. A typical splash strip is 1.0 metres wide and is, therefore, too narrow to function as a sidewalk or other active transportation facility.

**Table 4.7 – Desired and Suggested Minimum Widths for In-Boulevard Bicycle Facilities<sup>a</sup>**

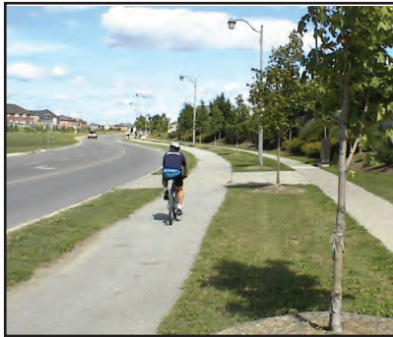
Facility	Desired Width	Suggested Minimum
One-Way In-Boulevard Bicycle Facility	2.0 m	1.8 m
Two-Way In-Boulevard Bicycle Facility	4.0 m	3.0 m <sup>b</sup>
Two-Way In-Boulevard Shared Facility	4.0 m	3.0 m <sup>b</sup>
<sup>a</sup> Excludes splash strip (typical width 1.0 metre) where the in-boulevard facility abuts the curb.		
<sup>b</sup> This may be reduced to 2.4 metres over very short distances in order to avoid utility poles or other infrastructure that may be costly to relocate.		

Source: Based on AASHTO Guide for Planning, Design and Operation of Bicycle Facilities, 2012; NACTO Urban Bikeway Design Guide, 2011

**Figure 4.88 – Examples of In-Boulevard Facilities**

(As an option, directional arrows may be applied within the in-boulevard facility.)

**One-Way In-Boulevard  
Bicycle Facility (Brampton)**



Credit: MMM, 2013

**Two-way In-Boulevard  
Bicycle Facility (Toronto)**



Credit: City of Toronto

**Two-way In-Boulevard  
Shared-Use Facility (Mississauga)**

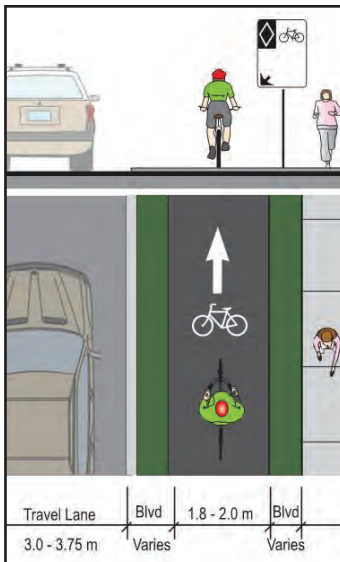


Credit: MMM, 2013

**Figure 4.89 – Cross-Sections of In-Boulevard Facilities**

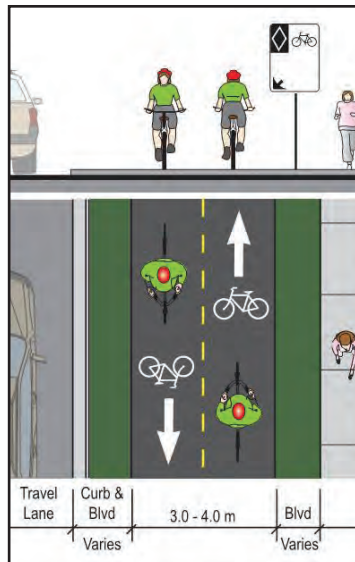
(See Table 4.7 for more details. As an option, directional arrows may be applied within the in-boulevard facility.)

**One-Way In-Boulevard  
Bicycle Facility**

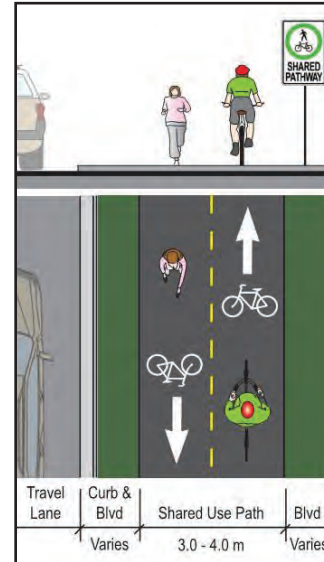


Source: MMM, 2013

**Two-way In-Boulevard Bicycle  
Facility**



**Two-way In-Boulevard  
Shared-Use Facility**



## **Appendix I**

# **TAC GEOMETRIC DESIGN GUIDE FOR CANADIAN ROADS: REFERENCES**

### **Clear Zone Distances**

**Table 7.3.1: Clear Zone Distances (m)**

Design Speed (km/h)	Design ADT	Fill Slopes			Cut slopes		
		6:1 or flatter	5:1 to 4:1	3:1	3:1	5:1 to 4:1	6:1 or flatter
≤ 60	Under 750	2.0 – 3.0	2.0 – 3.0	See note 1	2.0 – 3.0	2.0 – 3.0	2.0 – 3.0
	750 – 1,500	3.0 – 3.5	3.5 – 4.5	"	3.0 – 3.5	3.0 – 3.5	3.0 – 3.5
	1,500 – 6,000	3.5 – 4.5	4.5 – 5.0	"	3.5 – 4.5	3.5 – 4.5	3.5 – 4.5
	> 6,000	4.5 – 5.0	5.0 – 5.5	"	4.5 – 5.0	4.5 – 5.0	4.5 – 5.0
70 – 80	Under 750	3.0 – 3.5	3.5 – 4.5	"	2.5 – 3.0	2.5 – 3.0	3.0 – 3.5
	750 – 1,500	4.5 – 5.0	5.0 – 6.0	"	3.0 – 3.5	3.5 – 4.5	4.5 – 5.0
	1,500 – 6,000	5.0 – 5.5	6.0 – 8.0	"	3.5 – 4.5	4.5 – 5.0	5.0 – 5.5
	> 6,000	6.0 – 6.5	7.5 – 8.5	"	4.5 – 5.0	5.5 – 6.0	6.0 – 6.5
90	Under 750	3.5 – 4.5	4.5 – 5.5	"	2.5 – 3.0	3.0 – 3.5	3.0 – 3.5
	750 – 1,500	5.0 – 5.5	6.0 – 7.5	"	3.0 – 3.5	4.5 – 5.0	4.5 – 5.0
	1,500 – 6,000	6.0 – 6.5	7.5 – 9.0	"	4.5 – 5.0	5.5 – 6.5	5.0 – 5.5
	> 6,000	6.5 – 7.5	8.0 – 10.0	"	5.0 – 5.5	6.0 – 6.5	6.0 – 6.5
100	Under 750	5.0 – 5.5	6.0 – 7.5	"	3.0 – 3.5	3.5 – 4.5	3.0 – 3.5
	750 – 1,500	6.0 – 7.5	8.0 – 10.0	"	3.5 – 4.5	5.0 – 5.5	5.0 – 5.5
	1,500 – 6,000	8.0 – 9.0	10.0 – 12.0	"	4.5 – 5.5	5.5 – 6.5	6.0 – 6.5
	> 6,000	9.0 – 10.0	11.0 – 13.5	"	6.0 – 6.5	7.5 – 8.0	8.0 – 8.5
≥ 110	Under 750	5.5 – 6.0	6.0 – 8.0	"	3.0 – 3.5	4.5 – 5.0	4.5 – 5.0
	750 – 1,500	7.5 – 8.0	8.5 – 11.0	"	3.5 – 5.0	5.5 – 6.0	6.0 – 6.5
	1,500 – 6,000	8.5 – 10.0	10.5 – 13.0	"	5.0 – 6.0	6.5 – 7.0	8.0 – 8.5
	> 6,000	9.0 – 10.5	11.5 – 14.5	"	6.5 – 7.5	8.0 – 9.0	8.5 – 9.0

- Notes:**
1. Since recovery is less likely on the unshielded, traversable 3:1 slopes, fixed objects should not be present near the toe of these slopes. Recovery of high-speed vehicles that encroach beyond the edge of the shoulder may be expected to occur beyond the toe of slope (see **Section 7.3.4.2** for more information).
  2. For low volume roads, it may not be practical to apply even the minimum values found in this table. Refer to **Section 7.8**.
  3. For higher design speeds than those shown above, or where investigation reveals a high probability of continuing crashes, it may be necessary to use higher clear zone values.

# Appendix B



RC SPENCER ASSOCIATES INC.  
Consulting Engineers

3 May 2021  
File No. 20-1000

**The Corporation of the Town of Kingsville  
2021 Division Road North  
Kingsville, Ontario  
N9Y 2Y9**

**Attention: Mr. Tim Del Greco, P.Eng.  
Manager of Engineering**

**Re: Road 2 East Reconstruction – Phase 1  
Tender Results**

---

Dear Tim:

Tenders for the Road 2 East Reconstruction (Phase 1) were received on 30 April 2021. The results are listed below in ascending order:

<b><u>Contractor</u></b>	<b><u>Bid</u> (including H.S.T.)</b>
1. J&J Lepera Infrastructures	\$ 6,582,250.00
2. D'Amore Construction (2000) Ltd.	\$ 6,694,435.27
3. Nevan Construction Inc.	\$ 7,001,762.50
4. Major Construction (2010) Ltd.	\$ 7,088,407.18
5. Sterling Ridge Infrastructure Inc.	\$ 7,371,344.82
6. SheaRock Construction Group Inc.	\$ 7,845,765.15
7. Amico Infrastructures Inc.	\$ 8,846,623.10

We have checked the Tender submissions and determined that there were no mathematical errors made.

It is our recommendation that we obtain written confirmation from J&J Lepera Infrastructures Inc. that they will dedicate all of the key staff outlined in "Statement B" of their Tender submission and complete the work in accordance with the construction timelines set out in the Tender documents, as time is of the essence on this project.



We therefore recommend that the Town accept the low tender submitted by J&J Lepera Infrastructures Inc., in the amount of **\$5,825,000.00** plus \$757,250.00 (13% HST), for a total of \$6,582,250.00.

Please note that this total contract amount falls within our estimated construction budget of \$ 5,910,000.00 plus HST previously submitted in September 2020.



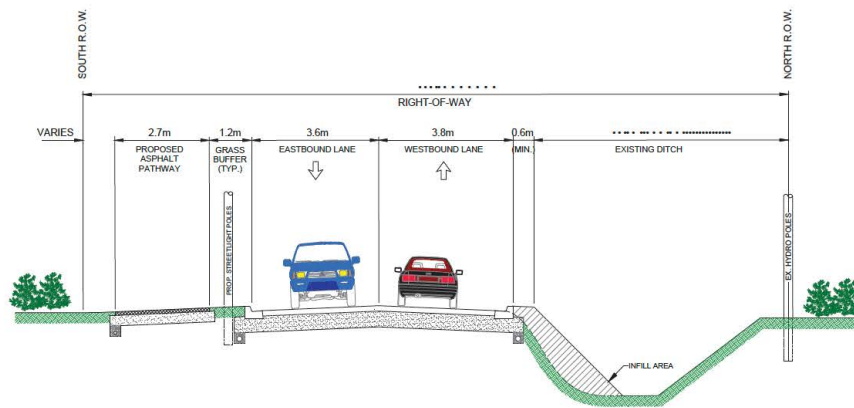
Yours Truly,  
RC Spencer Associates Inc.

Richard C. Spencer, M.A.Sc., P.Eng.  
President

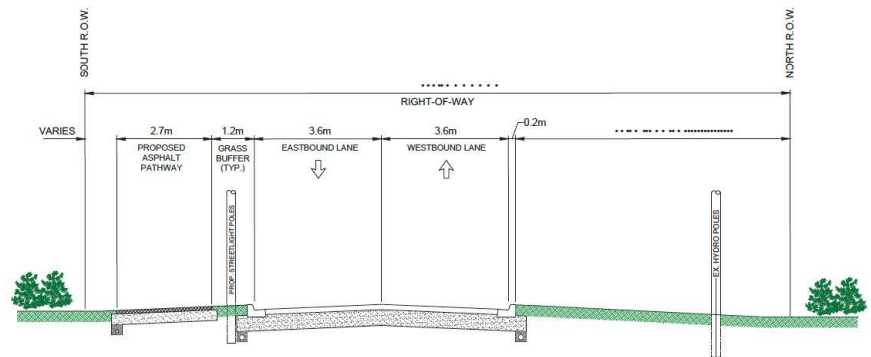
cc: Andrew Plancke



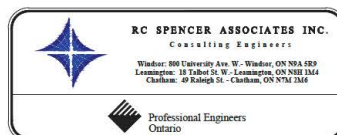
# TOWN OF KINGSVILLE ROAD 2 EAST RECONSTRUCTION PHASE 1



TYPICAL CROSS-SECTION  
(GRAHAM SIDE RD TO PETERSON LANE)



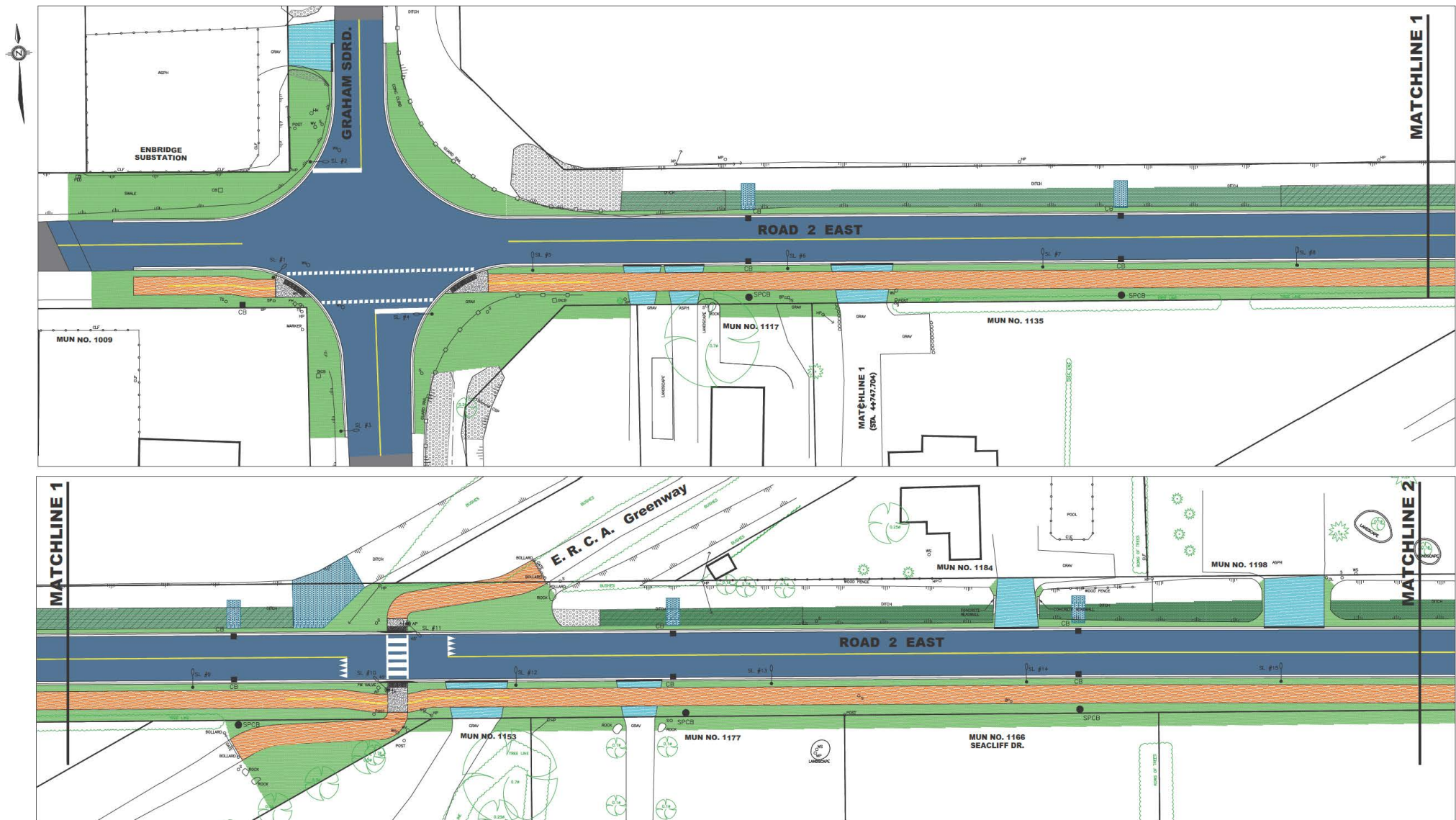
TYPICAL CROSS-SECTION  
(PETERSON LANE TO UNION AVENUE)



TOWN OF KINGSVILLE  
ROAD 2 EAST RECONSTRUCTION  
PHASE 1  
GRAHAM SIDE ROAD TO UNION AVENUE







**RC SPENCER ASSOCIATES INC.**  
Consulting Engineers

Windsor: 800 University Ave. W., Windsor, ON N9A 3S9  
 Leamington: 15 Fisher St. W., Leamington, ON N8R 1M4  
 Chatham: 49 Raleigh St., Chatham, ON N7M 1A6

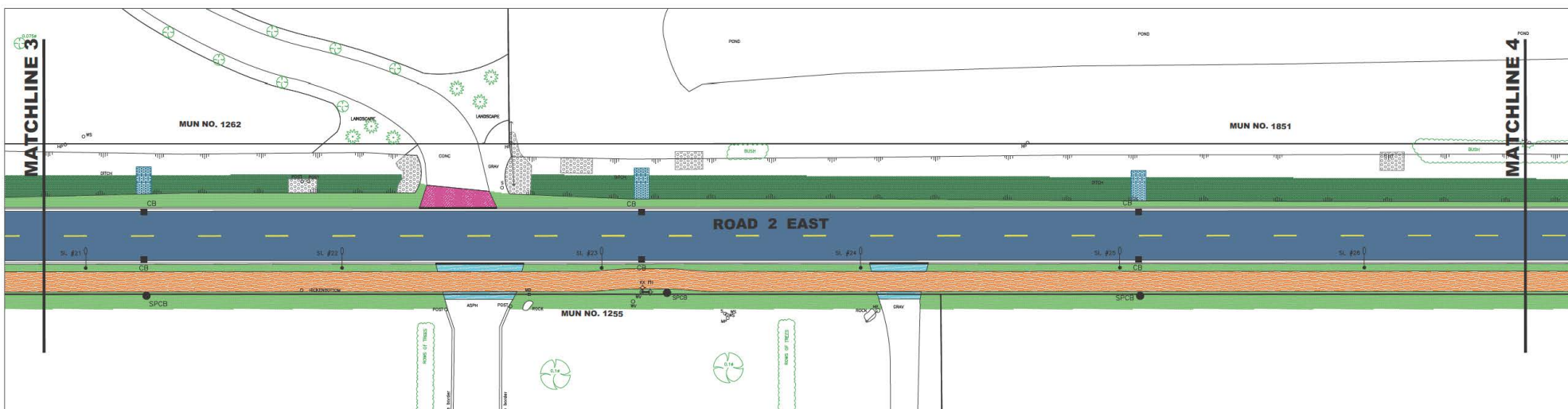
Professional Engineers  
Ontario

TOWN OF KINGSVILLE  
**ROAD 2 EAST RECONSTRUCTION  
 PHASE 1**  
 GRAHAM SIDE ROAD TO UNION AVENUE



**NEW CONSTRUCTION LEGEND:**

- DENOTES NEW ASPHALT PATH-WAY	- DENOTES PROPOSED NEW CONCRETE DRIVEWAYS	CB - DENOTES PROPOSED 600mm CONCRETE CATCH BASINS
- DENOTES PROPOSED NEW PAVEMENT	- DENOTES PROPOSED NEW ASPHALT DRIVEWAYS	SPCB - DENOTES PROPOSED 450mm CONCRETE SUMP PIT CATCH BASINS
- DENOTES EXISTING ASPHALT ROAD (TO REMAIN)	- DENOTES PROPOSED NEW SEED & MULCH AREA	
- DENOTES PROPOSED CONCRETE SIDEWALK	- DENOTES PROPOSED NEW DITCH RE-GRADE AREA	



**RC SPENCER ASSOCIATES INC.**  
Consulting Engineers

Windsor: 800 University Ave. W. - Windsor, ON N9A 5B9  
London: 10 Talbot St. W. - London, ON N6H 1M4  
Chatham: 49 Raleigh St. - Chatham, ON N7M 2A9

Professional Engineers  
Ontario

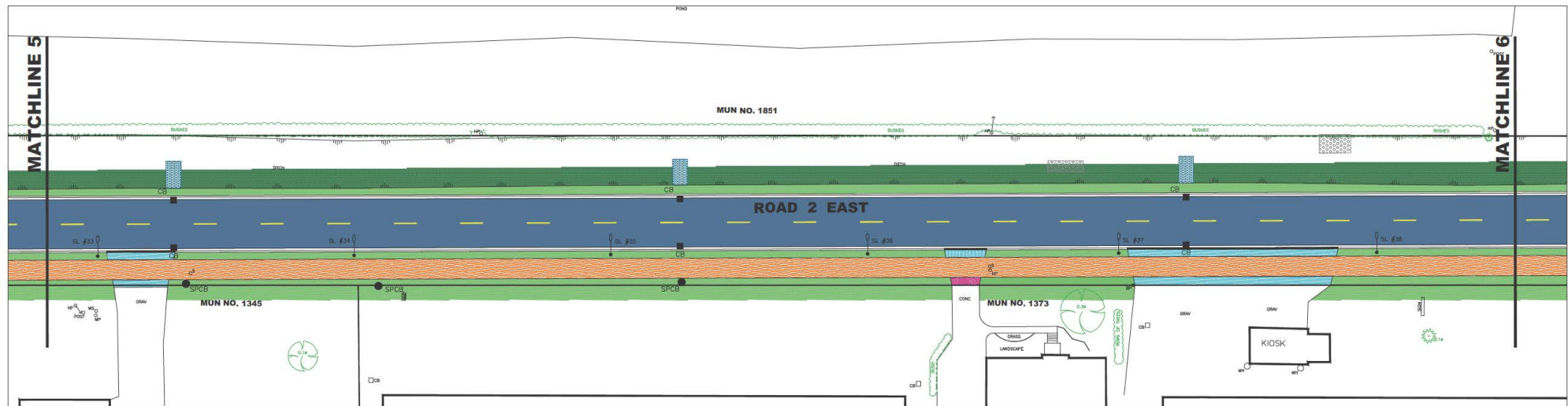
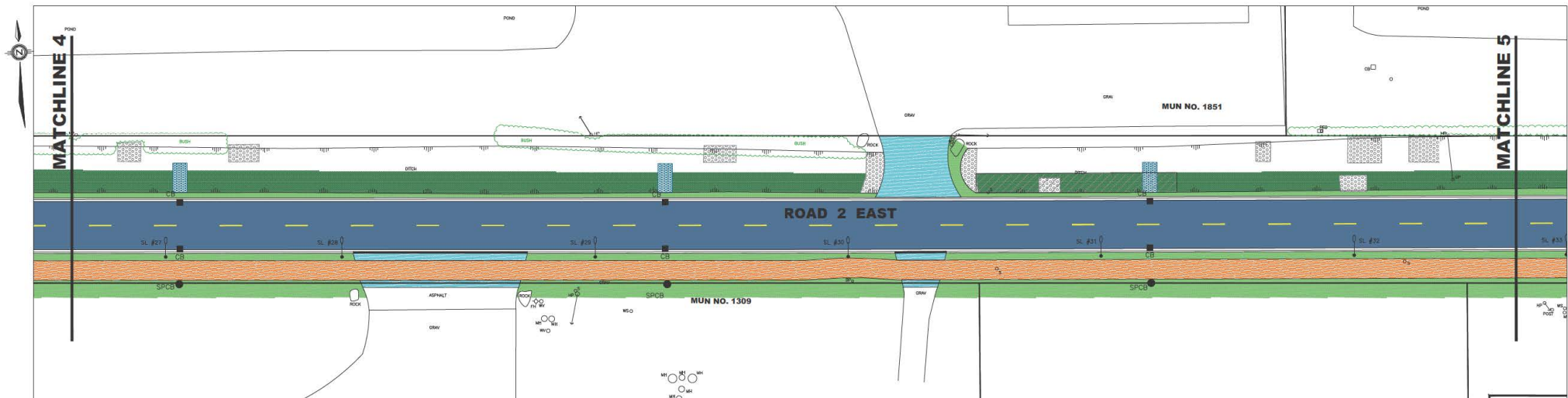
**TOWN OF KINGSVILLE**  
**ROAD 2 EAST RECONSTRUCTION**  
**PHASE 1**  
**GRAHAM SIDE ROAD TO UNION AVENUE**



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**RC SPENCER ASSOCIATES INC.**  
Consulting Engineers

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London: 10 Talbot St. W., London, ON N6B 1A4  
Chatham: 41 Raleigh St., Chatham, ON N7M 2A8

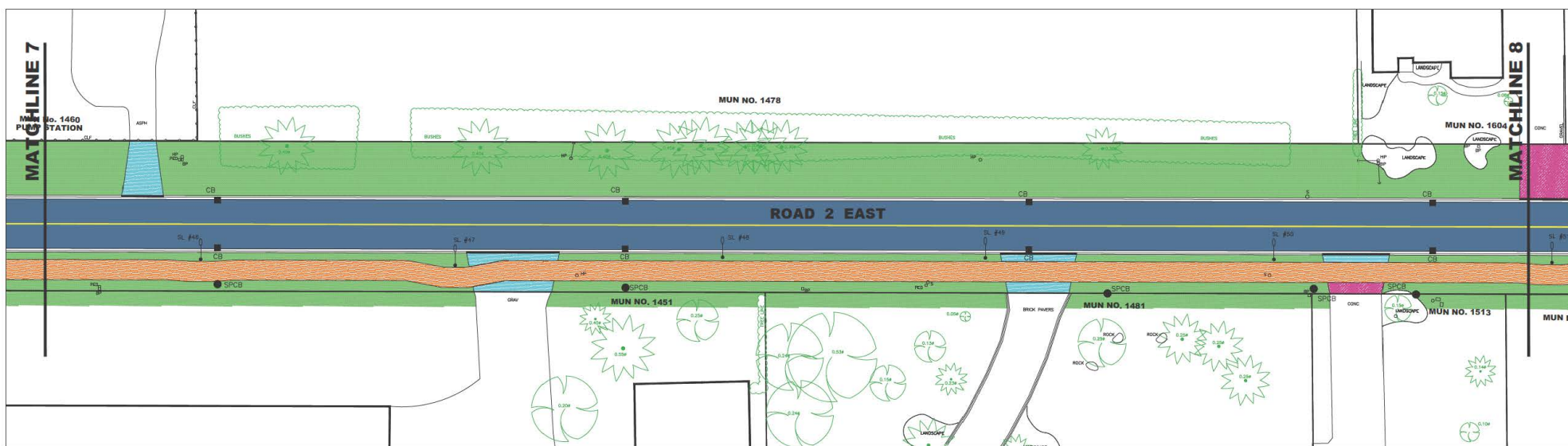
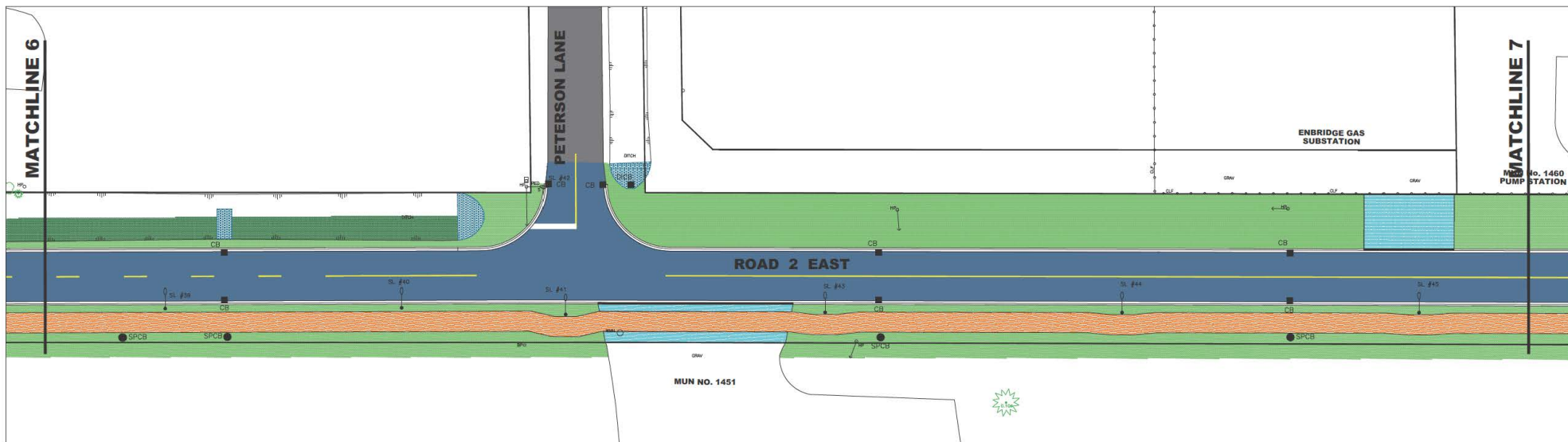
Professional Engineers  
Ontario

TOWN OF KINGSVILLE  
**ROAD 2 EAST RECONSTRUCTION  
PHASE 1**  
GRAHAM SIDE ROAD TO UNION AVENUE



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RC SPENCER ASSOCIATES INC.  
Consulting Engineers

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Professional Engineers  
Ontario

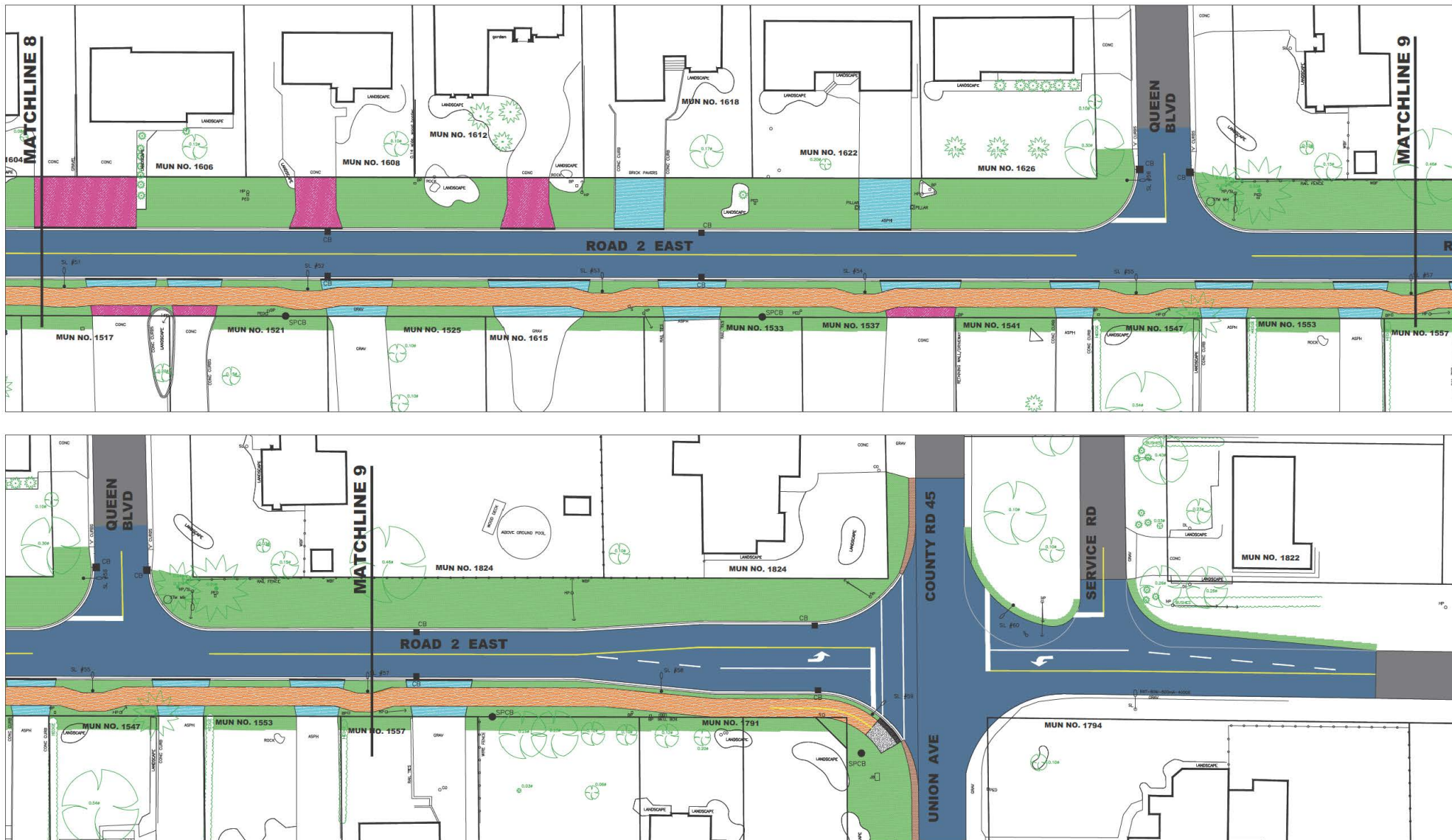
TOWN OF KINGSVILLE  
ROAD 2 EAST RECONSTRUCTION  
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Windsor: 800 University Ave. W., Windsor, ON N9A 3S9  
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Professional Engineers  
Ontario

TOWN OF KINGSVILLE  
**ROAD 2 EAST RECONSTRUCTION  
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# Appendix D

**Tim Del Greco**

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**From:** Chris Hamm [REDACTED]  
**Sent:** April 25, 2021 8:52 PM  
**To:** Tim Del Greco  
**Subject:** RE: 1345 Road 2 East

Hi Tim

Thanks for the email.

I think I have more questions now.

So what is the dollar amount and distance in KM for this project?  
What is Kingsville Debt at? Are we running a surplus?

I think that bike lanes for road 2 is a bad idea. Move the bike lanes to Seacliff or road 20 or 18 what ever you call it now or 3rd con. or the best is use the Green Way. What really should happen is that both lanes needs to have paved shoulders on Road 2. You know how many times you see a car with it's 4 ways pulled over and talking on the phone. Basically blocking half the road since there is essentially no shoulder. This is really a safety hazard. If there was a shoulder bikes could use it also. No need for the multi-use pathways.

Use the Green Way instead of the multi-use pathway, that you want to build. That is why it was put there.

I think Additional street lights for this street is not a wise use of tax payers money. I don't want the light pollution or pay for the lighting. That is why I am in the country. Maybe put them on the Green Way.

I have to disagree with the active transportation facilities plans. Change the current safety design standards for the curb. Bad idea. Go back to the drawing board I know there was other options.

As for the culvert if you are removing it I think it would be fair for the town to reimburse the money I spent on it.

I am against the project as it is right now. I Also don't like 1.2 meter grass buffer. So who is going to mow it?

I am sure you guys will force it though. If you do I want my drive driveway to be a min. of 45 to 50' wide with no curb..Please

This project is very disappointing to me living on this Road. Do we need road 2 repaved and wider with paved shoulders yes. But that is all it needs. Like old hwy 3 to Leamington.

I seems that governments love to spend tax payers money and go into debt for it.

Chris H

On 04/23/21, **Tim Del Greco** <tdelgreco@kingsville.ca> wrote:

Good morning Chris,

Thank you for your email. I can provide you with some brief answers.

1. The majority of cost for reconstruction of Road 2 East is to be funded by collected development charges. Approximately 75% of the project will be funded by development charges with the remaining 25% funded by taxation. I can't tell you if this will result in an increase in your taxes as tax rates fluctuate every year based on many variables.
2. There are 2 street lights proposed in front of your property, one west of your driveway and the other near the east property line. There are a number of new street lights proposed down Road 2 East. The installation of an urbanized road with an active transportation pathway results in increased lighting in accordance with current roadway lighting safety design standards. That said, we will use light fixtures that minimize the amount of light directed onto private property.
3. Yes, it will be removed. It will not be needed as there will be a significant improvement to drainage.

Hopefully I have answered your questions.

Thanks

Tim

**From:** Chris Hamm [REDACTED]  
**Sent:** April 22, 2021 10:14 PM  
**To:** Tim Del Greco <tdelgreco@kingsville.ca>  
**Subject:** 1345 Road 2 East

Hi Tim

Couple of questions I would like you to answer.

Am I going to be paying more in Taxes because of this? If so how much? Stop raising the taxes every year and please be responsible!

Where are the lights going to be? I did not see them on the plan or did I miss them? I Don't want any by my place please.

What is happening with the culvert drain over the driveway that I was force to install when I built the house? Are you removing it?

Chris Hamm





2021 Division Road North  
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[www.kingsville.ca](http://www.kingsville.ca)  
[kingsvilleworks@kingsville.ca](mailto:kingsvilleworks@kingsville.ca)

**Date:** May 10, 2021  
**To:** Mayor and Council  
**Author:** Dan Wolicki, Manager of Municipal Facilities and Properties  
**RE:** New Playground Equipment – Cottam Rotary Park & Ruthven Park  
**Report No.:** CDS 2021-4

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## **RECOMMENDED ACTION**

That Council approve the proposal submitted by New World Park Solutions in the amount of, \$54,665.92 (excluding HST) for the supply and installation of playground equipment at Cottam Rotary Park;

And that, Council approve the proposal submitted by New World Park Solutions in the amount of \$75,820.24 (excluding HST) for the supply and installation of playground equipment at Ruthven Park.

## **BACKGROUND**

Cottam Rotary Park is an existing active parkland located on County Road 34 West in Cottam between Lot 183 and Lot 165. The equipment at this location is aged and no longer compliant with the current standards regarding children's playspaces and equipment safety. In 2021, \$65,000 was allocated in the capital budget (PARKS-2021-8) for the supply and installation of new playground equipment at this location.

Ruthven Park is a new park development located at 1833 Queen's Valley Drive in Ruthven. Lot 131 of the residential development within the Queen's Valley subdivision had been identified as dedicated parkland space. In addition, the adjacent parcel Lot 23, had also been secured by the Town to expand the footprint of the dedicated parkland space to allow for further recreational amenities given that this will become the first active parkland within the community of Ruthven.

The Parks, Recreation, Arts and Culture Masterplan recognizes a provision target for additional children's play facilities within urban areas where crossings of major barriers such as railways, waterways, or county highways, that obstruct access to parks. As a result, a playground is recommended in Ruthven to address service gaps reflective of infrastructure barriers within the community.

In 2021, \$125,000 was allocated in the capital budget (PARKS-2021-5) towards the Phase 1 development of Ruthven Park and \$80,000 of this budget will be utilized towards the supply and installation of new playground equipment.

## **DISCUSSION**

In February of 2021, a request for playground proposals were advertised respectively for Cottam Rotary Park (PR-2021-01) and Ruthven Park (PR-2021-03). As a result, several contractors submitted pricing for various designs. The following criteria was used to evaluate each design:

- Equipment safety features
- Number of accessibility features
- Number of play features
- Overall cost
- Types of material used
- Future maintenance requirements and concerns
- Overall appeal (cosmetics)

In addition, the design proposals were distributed to local residents surrounding each of the parkland areas requesting for their feedback and preferred selection among the various designs.

Upon reviewing the above criteria and survey results, it was decided to proceed with the proposals most favored by the local residents in each respective area. The proposal can be viewed in Appendix A (Cottam Rotary Park) and Appendix B (Ruthven Park). An additional bay for a swing-along swing has been incorporated into the overall design of the play structure at Ruthven Park

The proposal was also circulated to the Parks, Recreation, Arts and Culture Committee as well as the Kingsville Accessibility Advisory Committee for review and feedback. Positive remarks were provided from both committees and generally support the proposed designs.

The proposal complies with CSA Standard Z614-14 (Children's playspaces and equipment safety standard) which also includes Annex H of this standard (Children's playspaces and equipment that are accessible to persons with disabilities). It is also in compliance with the Ontario Integrated Accessibility Standards Regulation (AODA).

## **LINK TO STRATEGIC PLAN**

Improve recreational and cultural facilities and opportunities within the Town of Kingsville.

## **Link to Council 2021-2022 Priorities**

☒ Programming Increase: Youth and Seniors

## **FINANCIAL CONSIDERATIONS**

Pending approval of this report, \$54,665.92 (excluding HST) will be awarded to New World Park Solutions for the installation of playground equipment at Cottam Rotary Park. The budget for this location is \$65,000.

In addition, \$75,820.24 (excluding HST) will also be awarded to New World Park Solutions for the installation of equipment at Ruthven Park. \$125,000 had been approved in the 2021 Capital Budget for the new park development in Ruthven. The remainder of this budget will be utilized towards the procurement of additional amenities as part of the phase 1 development of the park including park furniture, a paved pathway and fencing.

## **CONSULTATIONS**

Kingsville Senior Management Team  
Kingsville Accessibility Committee  
PRAC Committee  
Residents of Kingsville

*Dan Wolicki*

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Dan Wolicki  
Manager of Municipal Facilities and Properties

## Appendix A



COTTAM ROTARY PARK





COTTAM ROTARY PARK



## Appendix B



RUTHVEN PARK





RUTHVEN PARK



2021 Division Road North  
Kingsville, Ontario N9Y 2Y9  
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[www.kingsville.ca](http://www.kingsville.ca)  
[kingsvilleworks@kingsville.ca](mailto:kingsvilleworks@kingsville.ca)

**Date:** April 29, 2021  
**To:** Mayor and Council  
**Author:** Ken Vegh, CRS  
**RE:** Fleming Wigle Drain Improvements (Section 78 (1) )  
**Report No.:** IED 2021-24

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## **RECOMMENDED ACTION**

That Council appoint N.J Peralta Engineering to design a drain enclosure for the Mucci Farms development adjacent to the Fleming Wigle Drain

## **BACKGROUND**

A request for drain improvements through Section 78 (1) of the Ontario Drainage Act has been submitted by Mr. Bert Mucci from Mucci Farms. A greenhouse operation is currently under construction, and to satisfy construction concerns, the current landowner has requested to enclose a section of the Fleming Wigle Drain.

## **DISCUSSION**

The proposed drain enclosure will need to go through the standard approval process by the necessary agencies. This includes consideration by the Town of Kingsville Planning Department as well as the Department of Infrastructure and Engineering Services.

Mucci Farms has requested N.J. Peralta to design the requested drain enclosure. The entire costs of the design and installation of the enclosure will be borne by Mucci Farms.

The process of the Drainage Act will be followed and the required public meetings will be held at the appropriate time.

## **LINK TO STRATEGIC PLAN**

To become a leader in sustainable infrastructure renewal and development.

**Link to Council 2021-2022 Priorities**



- ☐ COVID-19 and the health and safety of the community
- ☐ Customer Service: Training, Technology, Staff, Review Standards/Level of service
- ☐ Housing: Affordability (lot sizes, developer incentives, second dwellings, density, etc.)
- ☐ Greenhouse: lights & dark sky, odours (site plan compliance, bylaws, other tools)
- ☐ Programming Increase: Youth and Seniors
- ☐ A development plan for Downtown Kingsville / Main Street
- ☐ Financial savings: Schools closings, Migration Hall
- ☐ Economic Development: strengthen tourism/hospitality
- ☐ COVID - economic recovery
- ☐ Communications: Strategy – Policy (social media), Website refresh and other tools, Public engagement
- ☐ Housing: Migrant Worker Housing – Inspections (Building/Fire), regulate, reduce, or increase
- ☐ Committees / Boards: Review and Report
- ☐ Policy Update: Procedural Bylaw
- ☒ Economic Development: diversify the economy, create local jobs, industrial, Cottam
- ☐ Infrastructure (non-Municipal): Union Water expansion & governance
- ☒ Infrastructure (Municipal): Asset Management Plan update, the infrastructure funding deficit
- ☐ No direct link to Council priorities

## **FINANCIAL CONSIDERATIONS**

The cost for the design and installation of the requested drain enclosure will be borne by the current landowners and future maintenance will be determined by the engineer.

## **CONSULTATIONS**

Infrastructure and Engineering Services Department – Internal Review  
 Planning Department – Internal Review  
 N.J. Peralta Engineering

*Ken Vegh*

Ken Vegh, CRS  
 Drainage Superintendent

*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 Infrastructure and Engineering



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**Date:** May 5, 2021

**To:** Mayor and Council

**Author:** Shaun Martinho, Manager of Public Works and Environmental Services

**RE:** Public Works Support for Enhancements in the BIA District

**Report No.:** IED 2021- 25

---

## **RECOMMENDED ACTION**

That Council approves allotting up to a maximum of 350 person-hours per annum in the Public Works Department to support enhanced beautification and streetscape works in the BIA district.

## **BACKGROUND**

As stated by the Ministry of Municipal Affairs and Housing, one of the primary functions of a Business Improvement Area ("BIA") is to oversee the improvement, beautification, and maintenance of municipally-owned land, buildings, and structures in the area beyond that provided at the expense of the municipality. Their primary purpose is to provide enhancements in a business area to create a more pleasant atmosphere for local businesses and neighbouring residential areas.

The Town works to foster a strong partnership with the BIA to help achieve the common goal of creating a vibrant and robust business community. For this reason, the Town provides both financial and technical resource assistance in support of BIA beautification initiatives. This includes enhanced weed spraying and removal, maintaining street furniture and fixtures, winter decorating, and various other works.

It is recognized that some, but not all, of the beautification works and purchases made by the BIA would have to be made by the Town if the BIA ceased to exist. This provides a benefit to the Town and all the residents of Kingsville. The Town is grateful for the BIA's efforts.

Over the last several years administration has noticed a rise in the number of requests from the BIA for in-kind labour from public works. For example, assistance was requested to support an additional autumn mum flower planting, installing new hanging

basket supports, and replacing the decorative banners on downtown light standards. Most recently, the Town received a request for additional labour in support of improved holiday décor, including:

- Unlit Garland and bow installations at the four main intersections along Main St.
- Set-up and takedown of large ornaments and decorative statues at the clock garden at 1 Main St.
- Letters that spell JOY at the intersections of Main St & Division St and Heritage Rd & Main St W.

## **DISCUSSION**

There are several things administration and Council need to consider when receiving these requests.

### **Staffing Levels**

Staffing levels in the Public Works Department have not changed since amalgamation in 1999. Since staffing resources are limited, committing staff to one initiative will detract from another. Therefore, when adding or improving services, it is essential to consider existing operations. Committing staff resources to specific user groups and organizations dilutes the level of service received by the average ratepayer. The core function of the Public Works Department is the maintenance of publicly owned infrastructure. Administration recognizes the benefit of having a beautified downtown, but it is important to ensure that Kingsville residents have a sustainable well-maintained road network.

### **Asset Management**

Committing staff for beautification works means they are not maintaining municipal infrastructure. Kingsville has an extensive road network, and redeploying staff may not immediately impact infrastructure conditions. However, insufficient maintenance typically leads to underperforming assets that cause increased risks, potential service disruptions, and premature failure of the asset. Proactive maintenance helps assets, such as roads, reach their full-service life potential. Regular maintenance will extend the life of an asset, reducing the average annual capital investment costs required to replace it in the future.

### **Legislative Requirements**

*O. Reg. 366/18: Minimum Maintenance Standards for Municipal Highways (MMS)* provides municipalities with a defense against liability from actions concerning the level of care provided on roads and bridges. It outlines prescribed activities and response times for routine patrolling, snow removal, sidewalk maintenance, road maintenance, and sign inspections. To use this defense in court, the Town must show that it met the standards defined by the regulation through documentation. As such, other services must not impede the department's ability to meet these requirements. Given the finite

amount of human resources in Public Works, careful consideration must be given before expanding services in other areas.

### **Other Commitments**

Public Works also supports several other user groups, community programs, and local events. This includes, but is not limited to, the Veteran Banner program, Open Streets, the Highland Games, Folk Fest, and numerous other SERT-approved special events. A significant amount of staff time is devoted to setting up barricades and installing signage for these events. Expanding a service in one specific area may hinder the department's ability to support future SERT applications.

Given current resource constraints and the competing demands placed on the Public Works Department, administration set out to define a base level of service the Town can provide in support of BIA programs and projects. Developing a clear and concise plan will help determine the roles of each of the parties, improve lines of communication, and help set expectations. As such, it is recommended that a set limit of person-hours be made available each year to the BIA to support enhanced beautification works within the business district.

### **LINK TO STRATEGIC PLAN**

Promote the betterment, self-image and attitude of the community.

Support growth of the business community.

Effectively manage corporate resources and maximize performance in day-to-day operations.

### **Link to Council 2021-2022 Priorities**

- ☐ COVID-19 and the health and safety of the community
- ☒ Customer Service: Training, Technology, Staff, Review Standards/Level of service
- ☐ Housing: Affordability (lot sizes, developer incentives, second dwellings, density, etc.)
- ☐ Greenhouse: lights & dark sky, odours (site plan compliance, bylaws, other tools)
- ☐ Programming Increase: Youth and Seniors
- ☐ A development plan for Downtown Kingsville / Main Street
- ☐ Financial savings: Schools closings, Migration Hall
- ☒ Economic Development: strengthen tourism/hospitality
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- ☐ Committees / Boards: Review and Report

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- ☐ Economic Development: diversify the economy, create local jobs, industrial, Cottam
- ☐ Infrastructure (non-Municipal): Union Water expansion & governance
- ☐ Infrastructure (Municipal): Asset Management Plan update, the infrastructure funding deficit
- ☐ No direct link to Council priorities

## FINANCIAL CONSIDERATIONS

Starting in 2019, Infrastructure and Engineering began tracking the number of hours staff devoted to beautification and streetscape initiatives in the BIA district. The following is a breakdown of the time and associated costs:

Activity	2019	2020
Flower Program	141	132.5
Garland	32	16
Snowflakes	105	78.5
Painting Street Furniture	10.5	30
Miscellaneous Requests	65	23
Total Hours	353.5	280
Staffing Costs	\$ 14, 638.44	\$ 11,796.40

The totals costs mentioned above do not include contracted services, equipment costs, or administrative expenses. For example, in 2021, the downtown winter cleanup cost an additional \$9384.81 in contracted services. Furthermore, according to the Ministry of Transportation, the recommended billable rate for the Towns truck-mounted aerial device is \$144.70 per hour. Using this rate, equipment costs to install the snowflakes in 2020 would have been \$9003.95. Considering all ancillary costs, based on the services provided in the table, in 2020, the BIA received over \$35,000.00 in in-kind services from the Town. Given that the BIA's total expenses in 2020 were \$150,731.00, these programs would require almost 25% of their budget if these services were contracted out.

So far in 2021, staff have spent an estimated 77 hours on BIA-related work, including removing the winter greens from the ground planters and installing brackets for the new self-watering hanging flower baskets.

Based on historical practices and current resources, administration proposes a limit of an additional 350 person-hours above the Towns base level of service for beautification works in the BIA district. This would include the time spent administering the flower program, installing garland, decorative snowflakes, painting outdoor furniture, weed removal, banner installations, and other streetscape activities.

In total, this amounts to in-kind labour services of \$14,493.50 in staffing resources. It is suggested that should the BIA require additional servicing above 350 hours, they would

explore other options such a contracted services or volunteers. Alternatively, the BIA could request that Council increase the hours above 350 at which time Administration will be seeking direction from Council on how to provide the additional labour and whether other public works services will be reduced.

## **CONSULTATIONS**

Kingsville BIA Coordinator  
Ontario Good Roads Association  
Legislative Services Department

Respectfully Submitted,

*Shaun Martinho*

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Shaun Martinho, H.B.Sc., MBA  
Manager of Public Works and Environmental Services

*G.A. Plancke*

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G.A. Plancke, Civil Eng. Tech (Env.)  
Director of Infrastructure & Engineering



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**Date:** April 20, 2021  
**To:** Mayor and Council  
**Author:** Ryan McLeod, Director of Financial & IT Services  
**RE:** BIA Rent Relief  
**Report No.:** FS-2021-10

---

## **RECOMMENDED ACTION**

That Council waive the Kingsville BIA's rent from March 1, 2021 through December 31, 2021.

## **BACKGROUND**

On April 12<sup>th</sup>, Council received the attached letter from the Kingsville BIA requesting rent relief for the balance of 2021. The BIA is requesting this relief so that it can allocate more of its budget toward promotional and marketing efforts for its membership through the pandemic.

## **DISCUSSION**

The Kingsville BIA currently rents the lower level of the Carnegie Arts & Vistors' Centre, for \$300.82 per month or \$3,609.84 annually. This rent is inclusive of any utilities, janitorial services, and maintenance. The annual cost of these services for the entire building has averaged \$13,000 over the past 3 years. As the BIA currently occupies approximately 40% of the usable space in this building, it is reasonable for their rent, at a minimum, to cover their proportionate share of these operating costs.

That being said, the small businesses in Kingsville's downtown core have been extremely hard hit by pandemic restrictions. Given the BIA's request to redirect these funds towards marketing and promoting their membership, Administration fully supports their request for rent relief for the balance of 2021.

## **LINK TO STRATEGIC PLAN**

Support growth of the business community.



### **Link to Council 2021-2022 Priorities**

- ☐ COVID-19 and the health and safety of the community
- ☐ Customer Service: Training, Technology, Staff, Review Standards/Level of service
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- ☐ Programming Increase: Youth and Seniors
- ☐ A development plan for Downtown Kingsville / Main Street
- ☐ Financial savings: Schools closings, Migration Hall
- ☐ Economic Development: strengthen tourism/hospitality
- ☒ COVID - economic recovery
- ☐ Communications: Strategy – Policy (social media), Website refresh and other tools, Public engagement
- ☐ Housing: Migrant Worker Housing – Inspections (Building/Fire), regulate, reduce, or increase
- ☐ Committees / Boards: Review and Report
- ☐ Policy Update: Procedural Bylaw
- ☐ Economic Development: diversify the economy, create local jobs, industrial, Cottam
- ☐ Infrastructure (non-Municipal): Union Water expansion & governance
- ☐ Infrastructure (Municipal): Asset Management Plan update, the infrastructure funding deficit
- ☐ No direct link to Council priorities

### **FINANCIAL CONSIDERATIONS**

The lost rental revenue for the period from March 1<sup>st</sup> – December 31, 2021 equates to \$3,008.20. At this point in time, Administration is confident the lost revenue can be absorbed through savings on other line items in the 2021 operating budget.

### **CONSULTATIONS**

Senior Management Team

*Ryan McLeod*

Ryan McLeod, CPA, CA  
Director of Financial & IT Services

March 10, 2021

Dear Members of Council

I am writing today on behalf of the Kingsville BIA Board of Managers and our membership to respectfully request if there may be an opportunity for the Kingsville BIA to receive rent relief for the office space at the Carnegie building for the remainder of 2021.

We are extremely grateful for the partnership and lease agreement in place where we value the very fair rent amount applied. However, we are finding ourselves in greater need to invest in more promotion and marketing efforts to aid our membership through the pandemic situation. Our members that have traditionally been in a circumstance where they can donate towards promotional and marketing efforts are not able to do so this year. Moving forward we have planned to do more contest features and promotions to support the local small businesses and the rent relief dollars will support us in doing so.

We genuinely thank you in advance for your consideration and look forward to our continued working relationship as partners.

Respectfully,

*Christina Bedal*

Christina Bedal  
BIA Coordinator

CC: KINGSVILLE TOWN COUNCIL  
CC: MAYOR NELSON SANTOS  
CC: JOHN NORTON  
CC: BIA BOARD MEMBERS



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:** April 29, 2021

**To:** Kingsville Town Council

**Author:** Nelson Santos, Mayor & Chair of Kingsville PSB

**RE:** Community Safety & Policing Act, 2019 (CPSA):  
OPP Detachment Board Framework and Proposal

**Report No.:** PS-2021-01

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## **RECOMMENDED ACTION**

That Council receives this report for information, and

FURTHER THAT Council confirms that the Municipality of Kingsville wishes to maintain representation on the new detachment board and supports the composition of a single detachment board for Essex County to include representation of OPP policed municipalities of Kingsville, Essex, Lakeshore, Tecumseh, Pelee Island and the Caldwell Nation; and

FURTHER that Council endorses in principle the proposed composition for the new Essex County Detachment Board as provided in this report; and

THAT this resolution and report be circulated to each municipality and current police service board for their information.

## **BACKGROUND**

As previously provided to Council in initial reports last year, the pending transition from the current Police Services Act (1990) to the Community Safety and Policing Act, 2019 provides for legislative reform on the current Section 10 Police Boards for OPP Served Communities.

On March 26, 2019, Ontario passed the Comprehensive Ontario Police Services Act, 2019 (Bill 68) and established the Community Safety and Policing Act, 2019 (CSPA). Once in-force, the CSPA, 2019 will replace the Police Services Act (1990). The Ministry is working to bring the CSPA into force in early 2022.

In the interim, to bring the new Act into force, the Ministry is required to and is developing several regulation matters including specific regulations related to the OPP which include OPP Detachment Boards, an OPP Governance Advisory Council and OPP Billing. The chart below identifies more examples of the new legislative requirements.

New Legislative Requirements
<ul style="list-style-type: none"> <li>• Section 67 of the CSPA requires there be an OPP detachment board, or more than one OPP detachment board, for each detachment of the OPP that provides policing in a municipality of in a First Nation community.</li> <li>• Each municipality and First Nation community receiving OPP services will have an opportunity to participate on an OPP detachment board.</li> <li>• An OPP detachment board will be required to, among other things: <ul style="list-style-type: none"> <li>○ Advise the detachment commander with respect to policing provided by the detachment and on the development of the local action plan;</li> <li>○ Consult with the Commissioner on the selection and monitor the performance of the detachment commander; and</li> <li>○ Provide an annual report to municipalities and band councils.</li> </ul> </li> <li>• In addition to the training required for all board members under the Act, detachment board members are required to successfully complete training on the role of boards and responsibilities as members prior to exercising their powers.</li> <li>• Members must abide by a Code of Conduct that will be in regulation.</li> </ul>

## DISCUSSION

In keeping with the Ministry's process and intended timelines, they launched the OPP Detachment Board Proposal Process on March 17, 2021.

As outlined in the SolGen framework, it requires municipalities and First Nations within a Detachment to work together to develop and submit one proposal indicating the composition of their board(s) by June 7, 2021, and if requested, their rationale for multiple boards within the same region/detachment area. This proposal must meet the minimum composition requirements as established by the Ministry. (See Page 5)

In consultations with the SolGen, including most recently on April 20, 2021, Ministry representatives confirmed the minimum composition for a new board is 5 members. While they also qualified that there is no maximum size outlined in the new Act, their discussion acknowledged that proposed amalgamated boards that exceed 15 members could prove to be too large. The Ministry representatives confided that this would be a reasonable consideration for requesting or proposing more than one new police board for any area.

## OPP Detachment Board Composition

### Overview

- Municipalities and First Nations within a detachment will be required to submit a proposal that meets the composition requirements (below), indicating the proposed composition of your board.
- All municipalities and First Nations within the detachment area must agree on the proposal.
- One municipality/First Nation must be designated to submit the proposal.
- The proposal must include a rationale for more than one detachment board (if needed/desired).

Composition	Minimum Requirements
Minimum size	Minimum of 5 members
Maximum size	No maximum
Community Representative	20% community representation (minimum)
Provincial Appointments	20% provincial appointees

As previously provided under a separate report to Council, the Joint Police Services Boards of Essex County engaged Foresight Management Consulting who provided a final report outlining the considerations for the newly proposed Essex County Detachment. The January 2020 report outlined the considerations for the OPP policed communities of Essex, Kingsville, Lakeshore, Leamington, and Tecumseh. It also noted considerations under the CSPA which bring the Township of Pelee and potentially the Caldwell Nation should they opt to participate as a member of this detachment.

Since the initial report, the Municipality of Leamington has served notice that they are pursuing a new policing model and will no longer be policed by the OPP by the time the new act comes into effect. In light of this change, the proposal as outlined under the Foresight report provided the following considerations for the composition of the new detachment board:

- A) There was agreement that every municipality needs a voice and should be represented on the detachment board. This approach could also assist in meeting the CSPA diversity requirements.
- B) Representatives by municipal population: up to 10,000 has one member appointed to the detachment board, and two members to be appointed for municipalities with a population of over 10,000; and 2 provincial representatives (in keeping with the 20 percent provincial requirement).
- C) There was consensus that equal representation by municipality is not the ideal situation. It was proposed that the above form of representation by population be instituted. The group agreed and offers the composition formula as a recommendation to each municipality.

Based on the context above, the recommended composition of the new Essex County Detachment Board (Tecumseh, Lakeshore, Essex, Kingsville, Pelee Island and potentially the Caldwell Nation) include at least one elected and/or community member from each municipality, township or First Nation with a second representative based on population.

Municipality	Community Members - Elected	Community Members - Community Representative	Provincial Appointees	Total
Caldwell Nation	1		3	
Essex	1	1		
Kingsville	1	1		
Lakeshore	1	1		
Pelee	1			
Tecumseh	1	1		
Composition with Caldwell Nation	6 46%	4 31%	3 23%	13 100%

Municipality	Community Members - Elected	Community Members - Community Representative	Provincial Appointees	Total
Essex	1	1	2	
Kingsville	1	1		
Lakeshore	1	1		
Pelee	1			
Tecumseh	1	1		
Composition without Caldwell Nation	5 45%	4 36%	2 19%	11 100%

These scenarios are conditional on each municipality's independent approval and confirmation and as such is subject to change. There was previous discussion and consideration of potentially pursuing a second Detachment Board for Essex County (i.e. North/ South concept). However, given the provincial updates and recent discussions around the new policy, the composition numbers above are under 15 members which the Ministry identifies as a reasonable expectation. Consideration for a second board, in this writer's opinion, would need to identify unique and other challenging circumstances that would provide sufficient warrants for the Province to support.

Finally, it is important to note the proposed composition(s), as presented, are in keeping with the Ministry requirements. These options must be agreed to by all municipalities before submitting the proposal to the Ministry. A regional meeting including each municipal CAO, local OPP PSB Chairs/Board Reps and Mayors, Pelee Township and the Caldwell Nation is planned in the next few weeks to explore these options. The expectation is that each will ultimately provide direction in supporting a final recommendation on the board composition.

## **KINGSVILLE ADMINISTRATION COMMENTS**

Administration does not think this change in Board governance is a positive step forward and would prefer that Kingsville be able to retain its own police board. If the Ontario Government has already decided to proceed with this change in governance model and is making this change regardless of Kingsville's input, then the proposal for composition of the new amalgamated board is acceptable recognizing that we are losing representation.

It is not controversial to say that Canadian police chiefs and police departments have become less accountable to local politicians over time and that these changes in board governance will hasten that evolution. We do not understand why this is considered a step forward.

In addition, we are concerned about the upcoming renewal of our contract with the OPP and uncertain about what these governance changes mean for the future. Will these changes in governance have a positive or negative effect on costs for Kingsville?

## **LINK TO STRATEGIC PLAN**

To promote a safe community

## **LINK TO COUNCIL 2021-2022 PRIORITIES**

☒ COVID-19 and the health and safety of the community

## **FINANCIAL CONSIDERATIONS**

There are no financial impacts at this time.

Updates on the renewal process around the current policing contract will be provided in late Summer 2021 by the OPP Contract Division. It is anticipated under the new CSPA that individual municipal contracts will be terminated while billing under the new model will continue to individual municipalities based on their local experience and statistics and will operate as a separate function from the proposed Detachment Board.

## **CONSULTATIONS**

Kingsville Chief Administrative Officer  
Kingsville Director of Financial & IT Services  
Kingsville Senior Management Team Kingsville Police Service Board  
Ministry of Solicitor General  
OPP Contract Division

*Nelson Santos*

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Nelson Santos  
Mayor

*John Norton*

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John Norton  
CAO



April 27, 2021

The Corporation of the Town of Kingsville  
2021 Division Road North  
Kingsville, ON N9Y 2Y9

Attn: Jennifer Astrologo, Director of Corporate Services/Clerk

**Re: Dedicated Gas Tax Funds for Public Transportation Program**

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The Ministry of Transportation advised the Municipality of Leamington that it is eligible to receive funding for the 2020-2021 program year pursuant to the Dedicated Gas Tax Funds for Public Transportation Program.

As you are aware, the Municipality of Leamington currently provides a public transit service that includes service to, and financial contributions from, the Town of Kingsville. The Municipality of Leamington acts as the "host" for the provision of this joint service, as and such, a resolution of the Council for the Town of Kingsville endorsing Leamington's role is required pursuant to the funding agreement.

It is requested that you please arrange for Council of the Town of Kingsville to enact a resolution endorsing the Municipality of Leamington to act in that capacity on their behalf and that a certified copy of that resolution be provided to the Municipality of Leamington to be returned with the Letter of Agreement to the Ministry of Transportation.

Please do not hesitate to contact me should you have any questions or require anything further.

Yours truly,



Laura Rauch, CPA, CMA  
Director of Finance and Business Services  
Treasurer

/lr



## Report

**To:** Mayor and Members of Council

**From:** Laura Rauch, Director of Finance and Business Services

**Date:** March 25, 2021

**Re:** 2021 Ontario Gas Tax Program

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### Recommendation:

It is recommended that:

1. The Municipality of Leamington accepts any designation of host municipality by collecting the Dedicated Gas Tax Funds for Public Transportation Program funds on behalf of the Municipality of Leamington and the Town of Kingsville.
2. The Mayor and Treasurer for the Municipality of Leamington be authorized to execute the Letter of Agreement between Her Majesty the Queen in right of the Province of Ontario, represented by the Minister of Transportation for the Province of Ontario under the Dedicated Gas Tax Funds for Public Transportation Program and the Municipality be bound to the terms of the said agreement.  
(Report FIN-08-21)

### Background:

Funding up to \$231,587 for 2020/21 (\$205,632 for 2019/20) has been approved through the Province of Ontario, under the Dedicated Gas Tax Funds for a Public Transportation Program. This funding is to be used to ensure that local public transportation services continue and to increase overall ridership through the expansion of public transportation capital infrastructure and levels of service. The Ministry of Transportation provides two cents per litre of provincial gas tax as transit funding, which is allocated based on 70% transit ridership (conventional and specialized) and 30% municipal population.

Council has acknowledged the 'Gas Tax Funding' allocation methodology includes statistics from both Leamington's conventional transit system and the specialized transit system delivered by the South Essex Community Council, which is funded by the Municipality of Leamington and the Town of Kingsville. Council has confirmed its commitment to utilizing dedicated gas tax funds for the benefit of both the conventional

transit system and the Erie Shore Community Transit service, which includes service to the Town of Kingsville.

### **Comments:**

The Province requires that every year the Municipality of Leamington authorize the Letter of Agreement for the Dedicated Gas Tax Funds for Public Transportation Program which sets out the terms and conditions for the use of the dedicated gas tax funds by municipalities for public transportation. The Province requires a by-law and signed agreement from the Municipality prior to sending the funds for the 2020-2021 year.

Dedicated gas tax funds and any related interest must be spent on one or more of the following:

- Public transportation capital expenditures that promote increased transit ridership;
- Public transportation operating expenditures;
- Capital expenditures for the replacement of any public transportation vehicles;
- Capital expenditures that provide improvements to public transportation security and passenger safety; or
- Expenditures for major refurbishment on any fully accessible, or to be made fully accessible, public transportation vehicle, with the exception of specialized vehicles used for the transportation of persons with disabilities.
- For municipalities that provide only specialized transit for persons with disabilities, dedicated gas tax funds can be spent on public transit initiatives that may not initially result in ridership growth but will provide increased accessibility.

Following a careful consideration of municipal and transit stakeholder feedback, the Ministry implemented two changes last year that were identified as areas for improvement:

- The baseline spending requirement has been removed. This will allow municipalities with declining ridership/expenditures and declining fare revenues to use their Gas Tax funding where they were previously unable to do so.
- Municipalities are now permitted to submit a scanned copy of the municipal by-law instead of a certified copy. This will expedite the flow of funding and will reduce the administrative burden to municipalities.

### **Financial Impact:**

Up to \$231,587 in Ontario Dedicated Gas Tax funding will be available to support conventional transit in Leamington and specialized transit in Leamington and Kingsville. These funds are dedicated and set aside in a reserve fund (40-3-0240-0334-000240), along with any related interest earned on the fund, and are used for eligible transit related costs allowed under the funding agreement.

In the 2021 budget, \$466,000 in Ontario dedicated gas tax funding has been earmarked for capital projects such as bus stop improvements, signage and a portion of the funding for the two new bus purchases. Approximately \$192,000 is budgeted to support expenditures for transit operations. It is anticipated that approximately \$640,000 will remain in the reserve fund at the end of 2021.

Respectfully submitted,

Laura Rauch, CPA, CMA  
Director of Finance and Business Services

Attachments: none

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## Stephanie Olewski

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**Subject:** RE: 49 Division

**From:** Sarah Sacheli [REDACTED]

**Sent:** Friday, April 9, 2021 9:37 AM

**To:** Sandy Kitchen <[SKitchen@kingsville.ca](mailto:SKitchen@kingsville.ca)>

**Subject:** Re: 49 Division

April 9, 2021

To Mr. Robert Brown and Members of Council,

At its March 17 meeting, the Kingsville Municipal Heritage Advisory Committee discussed as requested the rezoning application and development proposal respecting the lots located at 45 and 49 Division Street North. 49 Division Street North is not a property designated under the Ontario Heritage Act, but is on the Kingsville's Register of Property of Cultural Heritage Value or Interest. 45 Division Street North is not on the Register.

The committee reviewed the chain of ownership for 49 Division Street North and historical references to the building and its owners. Those documents were circulated to committee members in the agenda for the March 17 meeting.

After discussion, the committee recommends Council instruct the Clerk of the municipality to remove 49 Division Street North from the Register of Property of Cultural Heritage Value or Interest.

Respectfully,

Sarah Sacheli

Chair, Kingsville Municipal Heritage Advisory Committee



**SPECIAL MEETING OF COUNCIL  
MINUTES**

**Monday, April 19, 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  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 J. Quennell, Fire Chief

**A. CALL TO ORDER**

Mayor Santos, in attendance in the Council Chambers, called the Special 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. STAFF REPORTS**

**1. Procedure By-law Review**

J. Astrologo, Director of Legislative Services

Ms. Astrologo presented the PowerPoint presentation entitled 'Procedure By-law Proposed Amendments' dated April 19, 2021, noting that the procedure by-law was last reviewed in 2016. The proposed changes were reviewed in detail, commencing with proposed changes to the procedure by-law to allow for voting through the eSCRIBE agenda software voting module.

**271-2021**

Moved by Councillor Kimberly DeYong

Seconded by Councillor Laura Lucier

That Council approves the necessary changes in the Procedural By-law to allow for voting through the eSCRIBE voting system.

**CARRIED**

**272-2021**

Moved by Deputy Mayor Gord Queen

Seconded by Councillor Thomas Neufeld

That Council directs that the proposed revision to "allow the Clerk to refuse the delegation request in limited circumstances with written reasons for the denial supplied to the requester" be deleted.

**LOST**

**273-2021**

Moved by Deputy Mayor Gord Queen

Seconded by Councillor Kimberly DeYong

That Council directs that any reference to a three (3) minute speaking time limit be deleted.

**CARRIED**

**274-2021**

Moved by Councillor Kimberly DeYong  
Seconded by Deputy Mayor Gord Queen

That Council approves the balance of the proposed changes to the delegations and presentations format.

**CARRIED**

**275-2021**

Moved by Councillor Larry Patterson  
Seconded by Councillor Tony Gaffan

That Council approves the inclusion of a 'Consent Approvals' section in the Procedure By-law.

**CARRIED**

**276-2021**

Moved by Councillor Kimberly DeYong  
Seconded by Councillor Tony Gaffan

That Council receives the information regarding the Notice of Motion procedure.

**CARRIED**

**277-2021**

Moved by Councillor Kimberly DeYong  
Seconded by Deputy Mayor Gord Queen

That Council directs that a proposed provisions allowing Proxy Voting be brought back for Council review to be included in the procedure by-law.

**LOST**

**278-2021**

Moved by Councillor Larry Patterson  
Seconded by Councillor Thomas Neufeld

That council approves the revisions to Electronic Participation in meetings.

**CARRIED**



**279-2021**

Moved by Deputy Mayor Gord Queen

Seconded by Councillor Kimberly DeYong

That Council deletes recommended change to extend curfew on 2/3 vote of Council.

**LOST**

**280-2021**

Moved by Councillor Tony Gaffan

Seconded by Councillor Laura Lucier

That Council approves the change to the voting to extend curfew on 2/3 vote of Council, with provisions to be brought forward for Council review with respect to details pertaining to such time extension.

**CARRIED**

**281-2021**

Moved by Councillor Kimberly DeYong

Seconded by Councillor Larry Patterson

That Council approves introducing a Land Acknowledgement Statement at the beginning of its Council meetings; And Further That Council appoint one or two Members of Council to work with the Clerk's Department to craft a statement for Council's consideration.

**CARRIED**

**282-2021**

Moved by Deputy Mayor Gord Queen

Seconded by Councillor Laura Lucier

That Council directs Administration to wait until the conclusion of the Committee Review analysis before changing any procedural rules with respect to committee governance.

**CARRIED**

**D. CONFIRMATORY BY-LAW**

**1. By-law 36-2021**

**283-2021**

Moved by Deputy Mayor Gord Queen

Seconded by Councillor Larry Patterson

That Council reads By-law 36-2021, being a By-law to confirm the proceedings of the Council of The Corporation of the Town of Kingsville at its April 19, 2021 Special Meeting, a first, second and third and final time.

**CARRIED**

**E. ADJOURNMENT**

**284-2021**

Moved by Councillor Tony Gaffan

Seconded by Councillor Thomas Neufeld

That Council adjourns this Special Meeting at 8:11 p.m.

**CARRIED**

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MAYOR, Nelson Santos

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CLERK, Jennifer Astrologo



**REGULAR MEETING OF COUNCIL  
MINUTES**

**Monday, April 26, 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  R. Brown, Manager of Planning Services K. Brcic, Planner T. Del Greco, Manager of Engineering S. Kitchen, Deputy Clerk-Council Services S. Martinho, Manager of Public Works and Environmental R. McLeod, Director of Financial & IT Services A. Plancke, Director of Infrastructure & Engineering R. Baines, Deputy Clerk - Administrative Services D. Wolicki, Manager of Municipal Facilities and Property J. Norton, CAO J. 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. 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.

**D. PLAYING OF NATIONAL ANTHEM**

**E. PRESENTATIONS/DELEGATIONS**

**1. Erie Shores Health Care and the Erie Shores Health Foundation--Kristin Kennedy, CEO, Erie Shores HealthCare and Christine Colautti, Executive Director, Erie Shores Health Foundation**

Ms. Kennedy and Ms. Colautti presented the PowerPoint presentation entitled *Physician Recruitment, Erie Shores HealthCare and Erie Shores Health Foundation, Town Council Meeting*, providing a Hospital Overview and Physician Recruitment Needs, and asked that the Town of Kingsville consider a long-term investment partnership of \$20,000/year over the next fifteen years to support Physician Recruitment and help provide key health care security for the region. Ms. Colautti offered to update Council in the future in regard to further developments and details.

**285-2021**

**Moved By** Deputy Mayor Gord Queen

**Seconded By** Councillor Laura Lucier

That Council receives the presentation from Erie Shores HealthCare Chief Executive Officer K. Kennedy and Erie Shores Health Foundation Executive Director C. Colautti; And Further That Council requests an update report from the Senior Management Team with recommendations moving forward.

**CARRIED**

**F. MATTERS SUBJECT TO NOTICE**

**1. Combined Application for Official Plan Amendment OPA/01/2021 & Zoning By-law Amendment ZBA/01/2021 by 2610349 Ontario Ltd. 45 and 49 Division St. N., Part of Lots 3, 4 & 5 W Watermill St., Plan**

R. Brown, Manager of Planning Services

- i) (Revised) Notice of Complete Application and Public Meeting: Official Plan Amendment and Zoning By-law Amendment, dated March 26, 2021;
- ii) Report of R. Brown, dated April 14, 2021;
- iii) Proposed By-law 37-2021, being a By-law to amend By-law 1-2014, the Comprehensive Zoning By-law for the Town of Kingsville;
- iv) Proposed By-law 38-2021, being a By-law to amend the Official Plan of the Town of Kingsville.

Mr. Brown presented his Report dated April 14, 2021 and Appendices thereto, providing Council with details on a requested Official Plan amendment and Zoning By-law Amendment to permit the development of a new professional office building on lands located at 45 and 49 Division Street North, in the Town of Kingsville.

Comments from the Applicant's Agent:

Ms. Jackie Lassaline of Lassaline Planning Consultants Inc. representing the Applicant, stated that she agrees with Mr. Brown's findings as contained in his Report. She referenced and summarized her Planning Rationale Report (PRR, dated February 24, 2021), being Appendix C to Mr. Brown's report.

Comments:

Mr. Larry Harrison, indicated that he had no further comments to add.

A recorded vote was requested.

**286-2021**

**Moved By** Councillor Laura Lucier

**Seconded By** Councillor Tony Gaffan

That Council:

Adopts Official Plan Amendment No. 12 (OPA 12) to re-designate lands located at 49 Division St. N., from 'Residential' to 'Central Commercial' in the Town of Kingsville and direct administration to forward the amendment to the County of Essex for final approval; and

Approves Zoning By-law amendment application ZBA/10/2021, to implement OPA 12, rezone properties located at 45 and 49 Division St. N., from Residential Zone 1 Urban (R1.1)' and ' General Commercial Zone 4 Exception 4 (C4-4)' to General Commercial Zone 4 Exception 7 (C4-7)' and adopt the implementing by-law subject to final approval of OPA 12 by the County of Essex.

	<b>For</b>	<b>Against</b>
Mayor Nelson Santos	X	
Deputy Mayor Gord Queen		X
Councillor Tony Gaffan	X	
Councillor Thomas Neufeld	X	
Councillor Larry Patterson	X	
Councillor Kimberly DeYong	X	
Councillor Laura Lucier	X	
<b>Results</b>	<b>6</b>	<b>1</b>

**CARRIED (6 to 1)**

**G. AMENDMENTS TO THE AGENDA**

Mayor Santos added one announcement.

**H. ADOPTION OF ACCOUNTS**

- 1. Town of Kingsville Accounts for the monthly period ended March 31, 2021 being TD cheque numbers 0075952 to 0076275 for a grand total of \$1,311,099.62.**

**287-2021**

**Moved By** Deputy Mayor Gord Queen

**Seconded By** Councillor Thomas Neufeld

That Council receives Town of Kingsville Accounts for the monthly period ended March 31, 2021 being TD cheque numbers 0075952 to 0076275 for a grand total of \$1,311,099.62.

**CARRIED**

**I. STAFF REPORTS**

**1. 2020/2021 Fire Safety Grant**

J. Quennell, Fire Chief

**288-2021**

**Moved By** Deputy Mayor Gord Queen

**Seconded By** Councillor Larry Patterson

That Council approves the Fire Safety Grant Application as written and authorizes submission of the Application to the Office of the Fire Marshal for final approval.

**CARRIED**

**2. Jasperson Drive Reconstruction – Phase 3 - Peachwood Drive to Main Street East**

T. Del Greco, Manager of Engineering

**289-2021**

**Moved By** Councillor Thomas Neufeld

**Seconded By** Councillor Kimberly DeYong

That Council awards the Jasperson Drive Phase 3 reconstruction tender to J&J Lepera Infrastructures in the amount of \$1,312,000 (excluding HST) with an amendment that the sidewalk be constructed back of curb and 1.8 metres wide, and authorizes the Mayor and Clerk to execute the requisite agreement.

**CARRIED**

**3. Application for Site Plan Approval SPA/09/2021 by  
Auto Supply 2013 Division Rd N,  
Plan 1198, Part 1, RP 12R 1009**

**Queens  
Part Lot 8,**

R. Brown, Manager of Planning Services

**290-2021**

**Moved By** Deputy Mayor Gord Queen

**Seconded By** Councillor Larry Patterson

That Council:

Approves site plan application SPA/09/2021 for the development of a new 18.29 m (60 ft.) x 30.48 m (100 ft.) 557.48 sq. m (6,000 sq. ft.) two-storey pre-engineered building, subject to the conditions and requirements outlined in the site plan agreement and authorize the Mayor and Clerk to sign the agreement and register said agreement on title.

**CARRIED**

4. **Application for Site Plan Approval by** **Greater Essex County District School Board** **1620 Jasperson Dr., Part of Lot 3, Concession 1 ED, Parts 1 & 2, RP 12R 27276**

R. Brown, Manager of Planning Services

**291-2021**

**Moved By** Councillor Larry Patterson

**Seconded By** Deputy Mayor Gord Queen

That Council:

Approves site plan application SPA/20/2020 for the construction of a 12,818 sq, m (138,000 sq. ft.) elementary/secondary school and associated support facilities, parking, drop-off/pick-up areas and bus lanes on lands located at 1620 Jasperson Drive in the Town of Kingsville, subject to the conditions and requirements outlined in the site plan and associated site plan agreement and authorize the Mayor and Clerk to sign the agreement and register said agreement on title.

**CARRIED**

Mayor Santos called for a recess at 7:47 p.m., and the meeting reconvened at 7:55 p.m.

5. **Application for Site Plan Approval by** **2418772 Ontario Inc.** **76 Main St E Lot 13 & Pt. Lot 14, Plan 184 & 185** **Roll No. 3711 150 000 03500**



K. Brcic, Town Planner

**292-2021**

**Moved By** Deputy Mayor Gord Queen

**Seconded By** Councillor Laura Lucier

That Council approves Site Plan Application SPA/07/21 for the construction of a new covered patio addition to the front of the existing building at 76 Main St. E., subject to the conditions and requirements outlined in the Site Plan Agreement and authorizes the Mayor and Clerk to sign the Agreement and register said Agreement on title; And Further That Council directs that the Senior Administration Team arrive at a dollar figure amount for the 'cash in lieu' pertaining to the 4 parking spaces referenced in Report of Planner Brcic.

**CARRIED**

**6. Kingsvilleworks Service Request Summary 1st Quarter 2021**

G. A. Plancke, Director of Infrastructure and Engineering

**293-2021**

**Moved By** Councillor Thomas Neufeld

**Seconded By** Councillor Tony Gaffan

That Council receives the Report of G. A. Plancke, Director of Infrastructure and Engineering RE: KingsvilleWorks Service Requests.

**CARRIED**

On a go-forward the KingsvilleWorks Service Request report will be provided quarterly, with additional information about the status of the service requests (i.e. which requests remain open / outstanding; which are closed, etc.)

**7. Conveyance of Property on Cedar Creek**

R. McLeod, Director of Financial and IT Services

**294-2021**

**Moved By** Councillor Kimberly DeYong

**Seconded By** Councillor Thomas Neufeld

That Council authorize the conveyance of the shoreline portion of a Cedar Creek water lot (PIN 75181-0230) to the abutting property owners for the construction

or rehabilitation of breakwalls; and that the cost to administer the tax sale and any additional 'out of pocket' expenses incurred by the Town in the acquisition or conveyance of the land shall be recovered from the benefiting landowners.

**CARRIED**

**J. BUSINESS CORRESPONDENCE-ACTION**

**1. County of Essex--Correspondence dated April 14, 2021 RE: Request from Fire Chief Bruce Krauter RE: Paramedic Recognition Banners**

**295-2021**

**Moved By** Councillor Laura Lucier

**Seconded By** Councillor Kimberly DeYong

That Council approves request from Essex-Windsor EMS to celebrate Paramedic Services Week (May 23-29, 2021) by hanging temporary banners over the road in Kingsville for 3 weeks (May 16-June 6, 2021) and waive the banner fees.

**CARRIED**

**2. Striking Committee Update RE: Appointments for Communities in Bloom Committee**

**296-2021**

**Moved By** Councillor Larry Patterson

**Seconded By** Councillor Thomas Neufeld

That Council endorses the following appointments and updates the municipal committee appointment by-law for the Communities in Bloom Committee membership as presented to include: Heather Crewe, Tracy Oswald, Karin Sonnenberg, Astrid Tobin.

**CARRIED**

**K. MINUTES OF THE PREVIOUS MEETINGS**

**1. Regular Meeting of Council--April 12, 2021**

**2. Regular Closed Session Meeting of Council--April 12, 2021**

**297-2021**

**Moved By** Deputy Mayor Gord Queen

**Seconded By** Councillor Laura Lucier

That Council adopts Regular Meeting of Council Minutes dated April 12, 2021 and Regular Closed Session Meeting of Council Minutes dated April 12, 2021.

**CARRIED**

**L. MINUTES OF COMMITTEES AND RECOMMENDATIONS**

**1. Main Street Development Review Committee--February 2 and March 2, 2021**

**298-2021**

**Moved By** Deputy Mayor Gord Queen

**Seconded By** Councillor Tony Gaffan

That Council receives Main Street Development Review Committee Meeting Minutes dated February 2, 2021 and March 2, 2021.

**CARRIED**

**2. Committee of Adjustment--February 16, 2021**

**299-2021**

**Moved By** Councillor Kimberly DeYong

**Seconded By** Councillor Thomas Neufeld

That Council receives Committee of Adjustment Meeting Minutes dated February 16, 2021.

**CARRIED**

**3. Tourism and Economic Development--February 11 and March 11, 2021**

**300-2021**

**Moved By** Councillor Laura Lucier

**Seconded By** Councillor Tony Gaffan

That Council receives Tourism and Economic Development Committee Meeting Minutes dated February 11, 2021 and March 11, 2021.

**CARRIED**

**4. Kingsville B.I.A.--March 9, 2021**

**301-2021**

**Moved By** Councillor Larry Patterson

**Seconded By** Councillor Tony Gaffan

That Council receives Kingsville B.I.A. Meeting Minutes dated March 9, 2021.

**CARRIED**

**5. Kingsville Municipal Heritage Advisory Committee--March 17, 2021**

**302-2021**

**Moved By** Councillor Tony Gaffan

**Seconded By** Councillor Laura Lucier

That Council receives Kingsville Municipal Heritage Advisory Committee Meeting Minutes dated March 17, 2021

**CARRIED**

**6. Parks Recreation Arts and Culture Committee--March 18, 2021**

**303-2021**

**Moved By** Deputy Mayor Gord Queen

**Seconded By** Councillor Thomas Neufeld

That Council receives Parks, Recreation, Arts and Culture Committee Meeting Minutes dated March 18, 2021 together with the following sub-committee minutes: Communities in Bloom - February 2, 2021 and Fantasy of Lights - January 26, 2021.

**M. BUSINESS CORRESPONDENCE - INFORMATIONAL**

- 1. Town of Caledon--Correspondence dated March 31, 2021 RE: 3-digit Suicide and Crisis Prevention Hotline.**
- 2. Letters of Support RE: Kingsville Council Resolution 205-2021 RE: Bill C-21, An Act to Amend Certain Acts, and to Make Certain Consequential Amendments (Firearms)**
  - a. County of Essex--Correspondence dated April 7, 2021 from M. Birch, Director of Council and Community Services/Clerk, sent on behalf of Gary McNamara, Warden, County of Essex**
  - b. Township of Faraday--Correspondence dated April 7, 2021**
  - c. Township of Addington Highlands--Correspondence dated April 9, 2021**
  - d. Township of Essa--Correspondence dated April 9, 2021**
  - e. Municipality of West Elgin--Correspondence dated April 9, 2021**
  - f. Township of Casey--Correspondence dated April 15, 2021**
  - g. Township of La Valee--Correspondence dated April 15, 2021**
  - h. County of Perth--Correspondence from Office of the Warden dated April 19, 2021**
  - i. Municipality of Temagami--Correspondence dated April 20, 2021**
- 3. Township of the Archipelago--Correspondence dated April 9, 2021 RE: Road Management Action on Invasive Phragmites**
- 4. Town of Tecumseh--Correspondence dated April 13, 2021 RE: National 3-Digit Suicide Prevention Hotline**
- 5. Town of Essex--Correspondence dated April 14, 2021 RE: COVID-19 Shutdown**
- 6. Township of Springwater--Correspondence dated April 16, 2021 RE: Clean Fuel Standard**
- 7. Town of Mono--Correspondence dated April 16, 2021 RE: Cannabis Licencing and Enforcement**

**304-2021**

**Moved By** Councillor Kimberly DeYong

**Seconded By** Councillor Tony Gaffan

That Council receives Business Correspondence-Informational items 1 through 7.

**CARRIED**

**305-2021**

**Moved By** Councillor Kimberly DeYong

**Seconded By** Councillor Larry Patterson

That Council supports the Town of Mono's Resolution #1 1-6-2021 passed March 23, 2021 RE: Cannabis Licensing and Enforcement.

**CARRIED**

**N. NOTICES OF MOTION**

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

Mayor Santos announced that CAO John Norton has recently been recognized by the Association of Municipal Managers, Clerks and Treasurers of Ontario (AMCTO) with a Membership Service Award in recognition of 10 years of service and personal contribution to the municipal profession.

**P. BYLAWS**

**1. By-law 37-2021**

**306-2021**

**Moved By** Deputy Mayor Gord Queen

**Seconded By** Councillor Larry Patterson

That Council reads By-law 37-2021, being a by-law to amend By-law 1-2014, the Comprehensive Zoning By-law for the Town of Kingsville (45 and 49 Division St. North, Part of Lots 3-5 W Watermill St. Plan 184 and 185, Pt. Lots 6-8 ED, Pt 2 RP 12R 27243; ZBA/01/2021) a first, second and third and final time.

**CARRIED**

**2. By-law 38-2021**

**307-2021**

**Moved By** Deputy Mayor Gord Queen

**Seconded By** Councillor Kimberly DeYong

That Council reads By-law 38-2021, being a By-law to amend the Official Plan of the Town of Kingsville (OPA 12) a first, second and third and final time.

**CARRIED**

**Q. CLOSED SESSION**

**308-2021**

**Moved By** Deputy Mayor Gord Queen

**Seconded By** Councillor Laura Lucier

That Council, pursuant to Subsection 239(2) of the *Municipal Act, 2001* at 8:19 p.m. enter into Closed Session to address the following item:

i) Subsection 239(2)(f) advice that is subject to solicitor-client privilege RE: Interim Control By-law discussion.

**CARRIED**

**R. REPORT OUT OF CLOSED SESSION**

Upon rising from Closed Session at 8:57 p.m. Mayor Santos reported that members of Council received legal advice that is subject to solicitor-client privilege pertaining to interim control by-law discussion.

**S. CONFIRMATORY BY-LAW**

**1. By-law 39-2021**

**309-2021**

**Moved By** Deputy Mayor Gord Queen

**Seconded By** Councillor Kimberly DeYong

That Council reads By-law 39-2021, being a by-law to confirm the proceedings of the Council of The Corporation of the Town of Kingsville at its April 26, 2021 Regular Meeting a first, second and third and final time.

**CARRIED**

**T. ADJOURNMENT**

**310-2021**

**Moved By** Councillor Tony Gaffan

**Seconded By** Councillor Thomas Neufeld

That Council adjourns at 8:58 p.m.

**CARRIED**





## **JOINT BOARD OF MANAGEMENT**

Wednesday, March 17, 2021

**9:00 AM**

Virtually in Zoom

### **MINUTES**

**Members Present:** Mayor MacDonald (Vice-chair); Deputy Mayor Verbeke, Councillors Dunn, Hammond, Jones, Tiessen - Leamington  
Mayor Nelson Santos (Chair); Deputy Mayor Queen, Councillors DeYong, Neufeld, Patterson - Kingsville  
Councillor Walstedt - Lakeshore

**Members Absent:** Councillor Vander Doelen

**Also in Attendance:** Rodney Bouchard, Union Water Supply System Manager  
Khristine Johnson, Recording Secretary

**Municipal**

**Staff Present:** Laura Rauch, Shannon Belleau, Nelson Carvalho - Leamington  
John Norton, Andrew Plancke, Shaun Martinho, Ryan McLeod-Kingsville  
Andy Graf, Kevin Girard - Essex  
Nelson Cavacas, Albert Dionne - Lakeshore

**OCWA Staff Present:** Susan Budden  
Dale Dillen, Ken Penney

**Call to Order:** 9:04 am

**Disclosures of Pecuniary Interest:** none

**Adoption of Board Minutes:**

**No. UW-20-21**

**Moved by:** Deputy Mayor Queen

**Seconded by:** Councillor Jones

That Minutes of the UWSS Joint Board of Management meeting of Wednesday, February 17, 2021 is received.

Carried

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**Business Arising Out of the Minutes:**

There was none.

**Report UW/15/21 dated March 12, 2021 re: Status Update of the UWSS Operations & Maintenance Activities and Capital Works to March 12, 2021**

The Manager reviews his report with members of the Board. He confirms that Clarifier #3 was taken offline on March 8<sup>th</sup> to allow for the installation of a new flow meter. This new flow meter will allow for more accuracy. He further confirms that Clarifier #3 is back online as of the date of this meeting.

He updates members on the rehabilitation of Filters #2 and #4. He explains that the filter media and underdrains have been removed by Continental Carbon Group. The crew from JDCMI is in the process of rehabilitating the filters and their work is expected to be completed sometime during the week of March 22<sup>nd</sup>. He states that this project is moving along nicely.

The Kingsville Water Tower (KWT) rehabilitation project is also moving along nicely with the scaffolding portion of the project still underway. The Manager anticipates that the KWT will be fully enclosed during the first work of April. He explains that the antennas at the top of the tower will have to be removed during the rehabilitation.

Initial testing of KWT isolation commenced on March 11<sup>th</sup>. UWSS has heard of no water pressure complaints and confirms that pressure data loggers have been installed throughout Kingsville to monitor pressure during the rehabilitation project.

The Manager then explains to members of the Board that the decommissioning of the chloramination system is still ongoing. The former chloramination building will be retrofitted to be used for the maintenance staff. The ammonia storage tanks have been removed.

The new lab construction project has started back up again with construction of the walls almost complete. A new heating/cooling unit will be installed so this new lab area will have its own environmental controls.

JDCMI is currently painting the metal ceiling above Filters #6 and #8, to address some corrosion issues. Since JDCMI was already present at the WTP working on Filters #2 and #4 this allowed for significant cost savings.

A new soft start was installed on High Lift Pump #9. The pump is back in service as this work was completed around March 8-9<sup>th</sup>.

The Manager notes that Associated Engineering (AE) is currently preparing a pre-qualification document to pre-qualify contractors for the DAF tendering process. AE is also preparing a draft document to identify options for new reservoir.

The Manager explains that the flows are again significantly higher than in the past years. He notes it is very manageable at this time, his main concern is the summer time peaks.

Councillor Patterson asks the Manager is de-commissioning the chloramination system is wise, as he speculates whether it will ever be necessary to implement again. The Manager notes that the current system under Free Chlorine is working well and the best option for the UWSS and at this point this is a permanent decision as he doesn't anticipate going back to chloramination.

#### **No. UW-21-21**

Moved by: Councillor Dunn

Seconded by: Councillor Neufeld

That report UW/15/21 dated March 12, 2021 re: Status Update of the UWSS Operations & Maintenance Activities and Capital Works to March 12, 2021 is received.

Carried (UW/15/21)

#### **Report UW/16/21 dated March 11, 2021 re: Moratorium on Applications for UWSS Treated Water Allocations**

The Manager reminds members of the UWSS Board of his report presented in January as well as last October. He notes that the UWSS currently has approximately 2 million gallons of water capacity remaining and it was decided in December 2020 that UWSS would allocate the remaining capacity on an interim basis to owner municipalities based on ownership shares. He further reminds members that at the January 2021 UWSS Board meeting the Board directed the Manager to create a working group to determine how best to move forward with allocation in the future.

The Manager notes that the working group met on February 24, 2021 to review the capacity issue facing UWSS. It was agreed that a moratorium be placed on any large application and also have a look at all of the older applications to determine if there is some allocations that are not currently being used. The moratorium time frame will allow the UWSS to continue to work on making the WTP more efficient and potentially re-rated to allow for more capacity. He notes that large applications are those deemed to be over 50,000 l/day and does not include residential developments. His goal is to have a report back to the board by October 31, 2021.

Councillor Tiessen asked the Manager who comprised the working group. The Manager explains that the four (4) local municipalities' senior staff, as well as planners and in total 11 members comprise the group.

Mayor MacDonald thinks the decision is a sound one, which will allow time to ensure that the growth within the area is appropriate. Councillor Walstedt concurs with the mayor.

Councillor DeYong believes this is a good way to allow the working group to come up with some solutions. She asks the Manager how many acres is 50,000 l/day. The Manager indicates it is approximately 1-2 acres.

Councillor Neufeld asks if the 12 month timeline is enough to try and figure things out for the working group. The Manager feels that this is a good starting point to work with. Councillor Neufeld follows up with a question regarding allocation and if there are any

out there that are prepaid. The Manager explains that there are no allocations which are paid for. Councillor Neufeld's final question asks whether there is any ability to just push raw water. The Manager indicates that there is not as that would require an entirely new set of watermains.

The Manager then explains that the moratorium allows for an opportunity to work with the greenhouse industry and municipalities as well. This also allows for a better allocation process to be developed. The summer daily peaks are the concern because last summer some daily peaks that were hit are cause to start considering expansion. This moratorium will allow for some breathing room.

Councillor Hammond notes that he feels the industry is going to keep growing and this issue needs to be addressed in order to see any continued growth in a way that is proper for all within the UWSS boundaries.

Councillor Patterson thanks the Manager for the recommendation as he believes this is something that the residents have been asking for.

Deputy Mayor Verbeke would like to see the amount of water per plant per acre per day for each of the species grown within the greenhouses, as some crops certainly may take more water than others. Cannabis being one that might take more water.

The Manager then suggests that the new AMI system in Leamington will hopefully provide some clearer data on how much water greenhouses are using for various crops.

Deputy Mayor Queen

#### **No. UW-22-21**

Moved by: Deputy Mayor Queen

Seconded by: Councillor Walstedt

That the Union Water Supply Joint Board of Management (UWSS Board) implements a moratorium to take effect immediately on new requests for treated water allocations from new or existing entities that use more than 50,000 litres per day;

And further, that the moratorium would not apply to any type of residential development;

And further, that the moratorium will be in effect for up to 12 months;

And further, that the UWSS Board directs the UWSS General Manager, with support from the UWSS-Municipal Treatment Capacity Allocation Working Group (Working Group), to undertake an evaluation of all approved treated water allocations to identify any discrepancies between approved allocations versus actual water usage;

And further, that the UWSS Board directs the UWSS General Manager to deliver a report to the UWSS Board by October 31<sup>st</sup>, 2021 that provides the Working Group's conclusions and recommendations in regards to the evaluation of approved treated water allocations.

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Carried (UW/16/21)

**Report UW/17/21 dated March 12, 2021 re: Payments from February to March 11, 2021**

**No. UW-23-21**

Moved by: Councillor Patterson

Seconded by: Mayor MacDonald

That report UW/17/21 dated March 12, 2021 re: Payments from February 11<sup>th</sup> to March 11<sup>th</sup>, 2021 is received.

Carried (UW/17/21)

### **New Business**

There was none.

### **Adjournment:**

**No. UW-19-21**

Moved by: Councillor Hammond

Seconded by: Councillor Dunn

That the meeting adjourn at 9:42

Carried

**Date of Next Meeting:** Wednesday, April 21, 2021, virtually in Zoom.

/kmj



# MINUTES

## **POLICE SERVICES BOARD MEETING WEDNESDAY, MARCH 24, 2021 @ 4:00 P.M. VIA WEBEX**

### **A. CALL TO ORDER**

Chairperson, Nelson Santos called the Meeting to order at 4:00 p.m. with the following persons in attendance:

Nelson Santos	-	Chairperson
William Chisholm	-	Vice Chairperson
Kimberly DeYong	-	Board member
Bill Baird	-	Board member
Barry Wilson	-	Board member
Glenn Miller	-	O.P.P. Inspector
Silvano Bertoni	-	O.P.P. Constable

Member of Administration: Roberta Baines, Deputy Clerk-Administrative Services

### **B. DISCLOSURE OF PECUNIARY INTEREST**

Where a member of the board has any pecuniary interest, direct or indirect, in any matter which is the subject of consideration at the Regular Meeting of the Board, the member shall disclose the pecuniary interest and its general nature, prior to any consideration of the matter. There were none.

### **C. DELEGATIONS/PRESENTATIONS**

There were none.

### **D. ADOPTION OF MINUTES OF PREVIOUS MEETING**

**1. Adoption of Police Services Board Minutes** – held on February 24, 2021.

**PSB 11-2021** Moved by Bill Baird, seconded by Will Chisholm adopt the Police Services Board meeting minutes held on February 24, 2021.

**CARRIED**



# MINUTES

## E. REPORTS

### 1. Monthly Status Reports

- i) Town of Kingsville PSB report and Crime Stoppers report for February 2021

Constable Bertoni provided an overview of the monthly reports, as well as updates relating to tickets issued, traffic and enforcement, increased calls for service, thefts and shoplifting. He also provided an update on the various audits recently conducted, OPP cruiser replacement and the upcoming speed trailer schedule.

Inspector Miller provided additional information relating to the recent catalytic converter thefts in the area. These items contain precious metals and make them highly valuable to thieves. OPP are encouraging residents to take precautions and put security measures in place to deter theft.

Inspector Miller also discussed cyber related fraud and strongly encourages residents to report these crimes.

**PSB 12-2021** Moved by Barry Wilson, seconded by Kim DeYong to receive Kingsville PSB Report and Crime Stoppers report for February 2021 as information.

**CARRIED**

## F. ADOPTION OF ACCOUNTS

- 1. **Adoption of Police Services Accounts – RE:** Budget actuals ending February 28, 2021.

**PSB 13-2021** Moved by Will Chisholm, seconded by Bill Baird adopt the Police Services Budget actuals ending February 28, 2021.

**CARRIED**

## G. BUSINESS/CORRESPONDENCE

- 1. BIA letter dated March 16, 2021 re: Request for OPP to Sponsor BIA Summer Giveaway



## MINUTES

Chair Santos indicated that the Police Services Board has not sponsored this BIA event. He inquired whether the OPP had and if this request could be forwarded to the Community Policing Committee for sponsorship.

### 2. OAPSB dated March 1, 2021 re: Spring Conference Sponsorship

It was noted that OAPSB Zone 6 will be sponsoring this event at the bronze level.

**PSB 14-2021** Moved by Will Chisholm, seconded by Barry Wilson to receive correspondence items G 1 and 2 as information.

**CARRIED**

### 3. Solicitor General dated March 17, 2021 re: OPP Detachment Board Framework

Board members discussed the upcoming framework and composition changes to the detachment board. If mandated to one board, Kingsville will have two representatives. The deadline for proposal submission is June 7, 2021. Board members expressed their preference on board composition. Chair Santos indicated that a special meeting has been called for with area municipalities to discuss the matter further.

Board members expressed the following concerns: contract enhancements, levels of service, protecting the community and safety. The detachment board composition is a significant change and a critical decision to make.

Inspector Miller assured board members that the lines of communication will remain open and will be able to have direct contact with OPP staff.

**PSB 15-2021** Moved by Bill Baird, seconded by Kim DeYong to receive Solicitor General correspondence dated March 17, 2021 as information.

**CARRIED**

## H. NEW AND UNFINISHED BUSINESS

### 1. OPP Contract

Chair Santos stated that the OPP contract is set to expire on December 31, 2021. A review of the contract and enhancements could not be conducted due to the pandemic and assistance from OPP is requested on this matter.





## MINUTES

Inspector Miller indicated that he would reach out to see if an OPP contract personnel could attend a future meeting for contract review.

### I. ADJOURNMENT

#### **PSB 16-2021**

Moved by Kim DeYong, seconded by Will Chisholm that Police Services Board adjourns the meeting at the hour of 4:52 p.m. and to meet again on April 28, 2021 or at the call of the Chair.

**CARRIED**

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**CHAIRPERSON, Nelson Santos**

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**DEPUTY CLERK-ADMINISTRATIVE SERVICES,  
Roberta Baines**

CORPORATION OF THE  
**TOWNSHIP OF HARLEY**

903303 Hanbury Rd.  
New Liskeard, ON POJ 1P0  
tel: 705-647-5439 fax: 705-647-6373

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April 14, 2021

The Town of Kingsville Ontario  
Sandra Kitchen  
Deputy Clerk-Council Services  
2021 Division Road North,  
Kingsville, ON  
N9Y 2Y9

E-mail: [skitchen@kingsville.ca](mailto:skitchen@kingsville.ca)

Ms. Kitchen:

Your correspondence dated March 25<sup>th</sup>, 2021 was received by Harley Township Council at their meeting of April 13<sup>th</sup>, 2021 and the following resolution was passed:

**Resolution No. 2021-064**

That we, the Council of the Township of Harley do hereby support the Town of Kingsville motion 205-2021 opposing Bill C-21, an Act to amend certain Acts and to make certain consequential amendments to firearms, specifically Amendment 26 which would make municipalities responsible for gun control laws in Canada; and

Direct municipal staff to issue a letter of support to the Town of Kingsville.  
"CARRIED"

Yours truly,



Jordan Kemp  
Clerk-Treasurer  
Township of Harley

JMK/lp



**RESOLUTION NO. 21-92**

Moved by: Joyce Malenfant

Seconded by: Steve Brousseau

WHEREAS municipalities have never been responsible for gun control laws in Canada, and;

WHEREAS law abiding Mattice – Val Côté residents who own legal handguns have already been thoroughly vetted through 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 Council for the Municipality of Mattice – Val Côté hereby supports Motion no. 205-2021 made by the Town of Kingsville opposing the adoption of any by-laws restricting the possession, storage or transportation of legally obtained handguns, and;

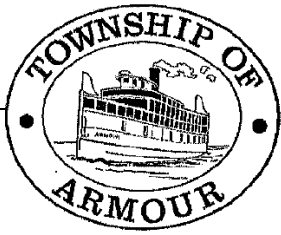
BE IT FURTHER RESOLVED THAT a copy of this resolution be forwarded to the Town of Kingsville and to our federal and provincial government representatives, Carol Hughes and Guy Bourgouin.

**- CARRIED -**

I, Guylaine Coulombe, CAO/Clerk of the Municipality of Mattice – Val Côté, do hereby certify this to be a true and complete copy of Resolution 21-92, passed by the Council of the Municipality of Mattice – Val Côté at its meeting held the 26th day of April 2021.

DATED at Mattice, Ontario  
This 30th day of April 2021

232   
Guylaine Coulombe



## DISTRICT OF PARRY SOUND

56 ONTARIO STREET  
PO BOX 533  
BURK'S FALLS, ON  
POA 1CO

(705) 382-2954  
(705) 382-2068  
Fax: (705) 382-3332  
Email: [info@armourtownship.ca](mailto:info@armourtownship.ca)  
Website: [www.armourtownship.ca](http://www.armourtownship.ca)

April 20, 2021

### **Town of Kingsville**

2021 Division Road North  
Kingsville, ON  
N9Y 2Y9

### **Re: Support Resolution**

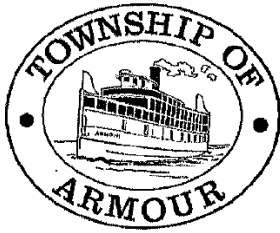
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At its meeting held on April 13, 2021, the Township of Armour passed Resolution #13 approving the request from the Town of Kingsville.

A copy of Council's Resolution #13 dated April 13, 2021 is attached for your consideration.

Sincerely,

Danika Hammond  
Administrative Assistant  
(Enclosed)



## CORPORATION OF THE TOWNSHIP OF ARMOUR

### RESOLUTION

Date:

April 13, 2021

Motion # 13

Whereas municipalities have never been responsible for gun control laws in Canada, the Council of the Township of Armour supports the Town of Kingsville in opposing the adoption of any by-laws restricting the possession, storage and transportation of legally obtained handguns.

Moved by:

Blakelock, Rod ☒  
Brandt, Jerry ☐  
MacPhail, Bob ☐  
Ward, Rod ☐  
Whitwell, Wendy ☐

Seconded by:

Blakelock, Rod ☐  
Brandt, Jerry ☒  
MacPhail, Bob ☐  
Ward, Rod ☐  
Whitwell, Wendy ☐

Carried /  
Defeated

Declaration of Pecuniary Interest by:

Recorded vote requested by:

Recorded Vote:

Blakelock, Rod  
Brandt, Jerry  
MacPhail, Bob  
Ward, Rod  
Whitwell, Wendy

For

☐  
☐  
☐  
☐  
☐

Opposed

☐  
☐  
☐  
☐  
☐



# *Municipality of Killarney*

April 21, 2021

**Mail & Email:** [pm@pm.gc.ca](mailto:pm@pm.gc.ca)

The Right Honourable Justin Trudeau  
Prime Minister of Canada  
Langevin Block  
Ottawa, Ontario  
K1A 0A2

Dear Prime Minister:

Attached hereto is Resolution No. 21-113 that was passed by the Municipality of Killarney at the Regular Meeting of Council held April 14<sup>th</sup>, 2021 in which Council endorses Resolution 205-2021 passed by the Town of Kingsville regarding Bill C-21, An Act to amend certain Acts and to make certain consequential amendments (firearms).

The Council of the Municipality of Killarney is opposed to the adoption of any by-laws restricting the possession, storage and transportation of illegally obtained handguns.

We look forward to your support regarding this important matter.

Sincerely,  
**THE MUNICIPALITY OF KILLARNEY**

  
(Mrs.) Angie Nuziale,  
Administrative Assistant

Attachments

*cc: Town of Kingsville  
Hon. Doug Ford, Premier  
Hon. Andrea Horwath, Leader of the Opposition  
Hon. Erin O'Toole, Leader of the Opposition  
Hon. Bill Blair, Minister of Public Safety & Emergency Preparedness  
Local MPPs*

Word: Letters-Kingsville-Amend Act (firearms)-21-04-2021

**Main Office:**

32 Commissioner Street  
Killarney, Ontario  
P0M 2A0

Tel: 705-287-2424  
Fax: 705-287-2660

E-mail:  
[inquiries@municipalityofkillarney.ca](mailto:inquiries@municipalityofkillarney.ca)

**Public Works Department:**

1096 Hwy 637  
Killarney, Ontario  
P0M 2A0

Tel: 705-287-1040  
Fax: 705-287-1141

website:  
[www.municipalityofkillarney.ca](http://www.municipalityofkillarney.ca)



*The Corporation of the Municipality of Killarney  
32 Commissioner Street  
Killarney, Ontario  
P0M 2A0*

MOVED BY: John Dimitrijevic  
SECONDED BY: Jim Rook

**RESOLUTION NO. 21-113**

**BE IT RESOLVED THAT** the Municipality of Killarney hereby endorses Resolution 205-2021 passed by the Town of Kingsville regarding Bill C-21, an Act to amend certain Acts and to make certain consequential amendments (firearms);

**FURTHER** it is hereby agreed that Council is opposed to the adoption of any by-laws restricting the possession, storage and transportation of legally obtained handguns;

**FURTHER** this resolution be forwarded to all those indicated by Kingsville.

Resolution Result	Recorded Vote		
	Council Members	YES	NO
<input checked="" type="checkbox"/> CARRIED	Robert Campbell		X
<input type="checkbox"/> DEFEATED	John Dimitrijevic	X	
<input type="checkbox"/> TABLED	Barbara Anne Haitse	X	
<input checked="" type="checkbox"/> RECORDED VOTE (SEE RIGHT)	Michael Reider	X	
<input type="checkbox"/> PECUNIARY INTEREST DECLARED	Jim Rook	X	
<input type="checkbox"/> WITHDRAWN	Nancy Wirtz	X	

I, Candy K. Beauvais, Clerk-Treasurer of the Municipality of Killarney do certify the foregoing to be a true copy of Resolution #21-113 passed in a Regular Council Meeting of The Corporation of the Municipality of Killarney on the 14<sup>th</sup> day of April 2021.

  
Candy K. Beauvais  
Clerk Treasurer





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

**SENT VIA EMAIL**

March 25, 2021

The Right Honourable Justin Trudeau, MP  
Prime Minister of Canada  
Langevin Block  
Ottawa, Ontario K1A 0A2

Prime Minister:

**RE: Bill C-21, An Act to amend certain Acts and to make certain consequential amendments (firearms)**

At its Regular Meeting held on March 8, 2021 Council of the Town of Kingsville passed the following Resolution:

**"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-by-law.

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 Andrea Horwath, Prime Minister of Canada The Honourable Justin Trudeau, and Leader of Official Opposition The Honourable Erin O'Toole."

..2/



If you require any further information, please contact the undersigned.

Yours very truly,



Sandra Kitchen  
Deputy Clerk-Council Services  
Legislative Services Department  
skitchen@kingsville.ca

cc: Hon. Doug Ford, Premier  
cc: Hon. Andrea Horwath, Official Leader of the Opposition  
cc: Hon. Erin O'Toole, Official Leader of the Opposition  
cc: MP Chris Lewis- Essex  
cc: MPP Taras Natyshak-Essex  
cc: Hon. Bill Blair, Minister of Public Safety and Emergency Preparedness  
cc: MP Shannon Stubbs  
cc: Mayor Aldo DiCarlo, Town of Amherstburg  
cc: Mayor Larry Snively, Town of Essex  
cc: Mayor Tom Bain, Town of Lakeshore  
cc: Mayor Marc Bondy, Town of LaSalle  
cc: Mayor Hilda MacDonald, Municipality of Leamington  
cc: Mayor Gary McNamara, Town of Tecumseh  
cc: all Municipalities in Ontario

[premier@ontario.ca](mailto:premier@ontario.ca)  
[horwatha-gp@ndp.on.ca](mailto:horwatha-gp@ndp.on.ca)  
[erin.otoole@parl.gc.ca](mailto:erin.otoole@parl.gc.ca)



The Corporation of the Town of Marathon  
4 Hemlo Drive, P.O. Bag TM  
Marathon, Ontario POT 2E0  
clerk@marathon.ca  
Phone: (807) 229-1340 Ext. 2223  
Fax: (807) 229-1999  
www.marathon.ca

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**OFFICE OF THE DEPUTY CLERK**  
File 4-6

**SENT VIA EMAIL**

April 23, 2021

Sandra Kitchen, Deputy Clerk-Council Services  
Town of Kingsville  
2021 Division Road North  
Kingsville, ON N9Y 2Y9

Dear Sandra Kitchen:

At the Regular Meeting of Council held on Monday, April 19, 2021, Council passed Motion No. 079/21 which supports your resolution pertaining to Bill C-21, An Act to make certain consequential amendments (firearms).

Accordingly, I have enclosed a copy of the motion as well as your original request.

I trust you will find this satisfactory, but should you have any questions please do not hesitate to contact my office at your convenience.

Sincerely,

TOWN OF MARATHON

Louise Lees  
Deputy Clerk

LL:jg

Enclosure(s)

Cc: Honourable Justin Trudeau, Prime Minister of Canada  
Honourable Doug Ford, Premier of Ontario  
Andrea Horwath, Official Leader of the Opposition  
Erin O'Toole, Official Leader of the Opposition  
Chris Lewis, MP – Essex  
Taras Natyshak, MPP - Essex

THE CORPORATION OF THE TOWN OF MARATHON  
MARATHON, Ontario

Motion No.:

079/21

Date: April 19, 2021

Moved by:

Tsubouchi

Seconded by:

Vallance

THAT Council hereby supports the resolution received from the Town of Kingsville pertaining to Bill C-21, An Act to amend certain Acts and to make certain consequential amendments (firearms);

AND FURTHER THAT a copy of this motion be forwarded to the individuals listed on the original resolution request.

RECORDED VOTE:	FOR	AGAINST	CONFLICT OF INTEREST
Mayor Dumas			
Councillor Gingras			
Lake			
Tsubouchi			
Vallance			

CARRIED ✓

DEFEATED \_\_\_\_\_

No. at Meeting:

5

  
\_\_\_\_\_  
Mayor

#9



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

**SENT VIA EMAIL**

March 25, 2021

The Right Honourable Justin Trudeau, MP  
Prime Minister of Canada  
Langevin Block  
Ottawa, Ontario K1A 0A2

Prime Minister:

**RE: Bill C-21, An Act to amend certain Acts and to make certain consequential amendments (firearms)**

At its Regular Meeting held on March 8, 2021 Council of the Town of Kingsville passed the following Resolution:

**“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-by-law.

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 Andrea Horwath, Prime Minister of Canada The Honourable Justin Trudeau, and Leader of Official Opposition The Honourable Erin O'Toole.”

..2/

If you require any further information, please contact the undersigned.

Yours very truly,



Sandra Kitchen  
Deputy Clerk-Council Services  
Legislative Services Department  
skitchen@kingsville.ca

cc: Hon. Doug Ford, Premier  
cc: Hon. Andrea Horwath, Official Leader of the Opposition  
cc: Hon. Erin O'Toole, Official Leader of the Opposition  
cc: MP Chris Lewis- Essex  
cc: MPP Taras Natyshak-Essex  
cc: Hon. Bill Blair, Minister of Public Safety and Emergency Preparedness  
cc: MP Shannon Stubbs  
cc: Mayor Aldo DiCarlo, Town of Amherstburg  
cc: Mayor Larry Snively, Town of Essex  
cc: Mayor Tom Bain, Town of Lakeshore  
cc: Mayor Marc Bondy, Town of LaSalle  
cc: Mayor Hilda MacDonald, Municipality of Leamington  
cc: Mayor Gary McNamara, Town of Tecumseh  
cc: all Municipalities in Ontario

[premier@ontario.ca](mailto:premier@ontario.ca)  
[horwatha-qp@ndp.on.ca](mailto:horwatha-qp@ndp.on.ca)  
[erin.otoole@parl.gc.ca](mailto:erin.otoole@parl.gc.ca)

April 27, 2021

**Via Email:** [justin.trudeau@parl.gc.ca](mailto:justin.trudeau@parl.gc.ca)

The Right Honourable Prime Minister of Canada  
Office of the Prime Minister  
80 Wellington Street  
Ottawa, ON K1A 0A2

Dear Prime Minister Trudeau:

Re: Bill C-21, An Act to Amend Certain Acts and to Make Certain Consequential Amendments

Council for the City of Temiskaming Shores adopted the resolution below at its regular meeting on April 20, 2021, to support the Town of Kingsville's request regarding Bill C-21, An Act to amend certain Acts and to make certain consequential amendments (firearms).

Resolution No. 2021-180

Moved by: Councillor Jelly  
Seconded by: Councillor Hewitt

Whereas municipalities have never been responsible for gun control laws in Canada; and

Whereas law-abiding Temiskaming Shores 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 City of Temiskaming Shores hereby supports the Town of Kingsville's opposition to the adoption

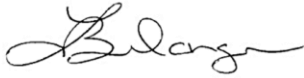
of any by-laws restricting the possession, storage and transportation of legally obtained handguns; and

Be it further resolved that this resolution be forwarded to the following public officials: The Right Honourable Justin Trudeau, Prime Minister of Canada; The Honourable Doug Ford, Premier of Ontario; Andrea Horwath, Leader of the Official Opposition; The Honourable Erin O'Toole, Leader of Official Opposition; The Honourable Anthony Rota, MP Nipissing-Timiskaming; and John Vanthof, MPP Timiskaming—Cochrane.

**Carried**

Please accept this correspondence for your information and consideration.

Sincerely,



Logan Belanger  
Municipal Clerk  
lbelanger@temiskamingshores.ca

Enclosure

C.c.

The Honourable Doug Ford, Premier of Ontario  
The Honourable Erin O'Toole, Leader of Official Opposition  
Andrea Horwath, Leader of the Official Opposition  
The Honourable Anthony Rota, MP Nipissing-Timiskaming  
John Vanthof, MPP Timiskaming—Cochrane  
Town of Kingsville



2297 Highway 12,  
PO Box 130  
Breachin, Ontario L0K 1B0  
p. 705-484-5374  
f. 705-484-0441

April 28<sup>th</sup>, 2021

Town of Kingsville  
2021 Division Road North  
Kingsville, ON, N9Y 2Y9  
[SKitchen@Kingsville.ca](mailto:SKitchen@Kingsville.ca)

Ms. Kitchen,

**Re: Bill C-21, An Act to amend certain Acts and to make certain consequential amendments (firearms)**

This is to advise you that the Council of the Township of Ramara passed the following resolution at their meeting held on April 12<sup>th</sup>, 2021:

THAT we receive the correspondence from the Town of Kingsville dated March 25, 2021 regarding Bill C-21, An Act to amend certain Acts and to make certain consequential amendments (firearms);  
AND THAT we support the motion.

I trust the above is self-explanatory; however, if you require further information or clarification, please contact me.

Sincerely,  
TOWNSHIP OF RAMARA

*Jennifer Connor*

Jennifer Connor, CMO, AOMC  
Director of Legislative & Community Services/Clerk



April 13, 2021

Association of Municipalities of Ontario (AMO)  
200 University Ave., Suite 801  
Toronto, ON M5H 3C6

**Re: Healthy, Professional News Media**

Please be advised the Council of the Municipality of Chatham-Kent at its regular meeting held on April 12, 2021 passed the following resolution:

Whereas a healthy, professional news media is essential for the proper functioning of civil society and democracy at the local, regional, federal and international levels; and

Whereas residents of 190 Canadian communities — lost 250 established news outlets because of closings or mergers between 2008 and 2018; and

Whereas the federal government allocated nearly \$600 million in aid for Canadian media over five years in its 2019 budget, including a 25-percent tax credit for newsroom salaries; a 15-percent tax credit for digital media subscribers; and charitable tax status for non-profit news outlets; and

Whereas Canadians have lost the essential services provided by nearly 500 journalists due to layoffs in the Canadian media since the COVID-19 pandemic began to mid-April of 2020 — a time it became clearer to the public how important it is for Canadians to receive factual information — and advertising revenues have plunged, prompting an emergency \$30-million advertising-buy by the federal government; and

Whereas the news media in Chatham-Kent have been instrumental during the COVID-19 pandemic, ensuring local citizens have timely and factual local information; and

Whereas periodic misinformation on social media sites hampers the ability to communicate factually with local citizens; and

Whereas a stronger local media would demonstrate the value of accurate information and provide a more balanced perspective for discussion of public issues,

Be it Therefore Resolved that Chatham-Kent Council encourage other Municipal Councils within the province and across Canada

- to acknowledge that a robust news media is essential to the proper functioning of democracy in their jurisdictions,
- to endorse legislation and regulations to support and rejuvenate news outlets across Canada and
- to urge the Federal Government to move quickly to pass legislation to ensure an ecosystem for a healthy news media to serve all Canadians

And Further that this resolution be forwarded to area municipalities, local M.P.s and M.P.P.s, the Federation of Canadian Municipalities and Association of Municipalities of Ontario

And Further that Chatham-Kent Council encourage all residents to support local journalism.

If you have any questions or comments, please contact Judy Smith at [ckclerk@chatham-kent.ca](mailto:ckclerk@chatham-kent.ca)

Sincerely,



Judy Smith, CMO  
Director Municipal Governance  
Clerk /Freedom of Information Coordinator

C.

Lianne Rood, MP  
Dave Epp MP  
Rick Nicholls, MPP  
Monte McNaughton, MPP  
Federation of Canadian Municipalities  
Local Ontario Municipalities



April 23, 2021

Doug Downey  
Attorney General  
McMurtry-Scott Building  
720 Bay Street, 11<sup>th</sup> Floor  
Toronto ON M7A 2S9

Dear Honorable Mr. Downey:

**Re: Lottery Licensing to Assist Small Organizations**

Small organizations are the foundation of rural Ontario. Thousands of hours of selfless volunteerism are logged each year by organizations who may not necessarily be considered not-for profit or charitable. That doesn't mean that they don't contribute to our communities; small organizations cook for the homeless, clean up parks and flowerbeds, read to young people, teach life skills to young adults, organize parades, put on concerts...the list goes on.

Many of these small organizations are not eligible to receive a lottery license. This makes it impossible for them to continue to be successful as their fundraising capabilities are extremely limited.

Through this correspondence, we request that you give serious consideration to instituting an additional level of lottery licensing which would enable small organizations to obtain a lottery license. Those who are not able to sustain a non-profit or charitable status could still receive a lottery license if their proceeds benefit the community. Thresholds could be placed on the prize values and perhaps even the number of events which could be held in a calendar year.

We hear over and over again about the hardships in our community and we know that there are organizations who have the ability to help and are not permitted to. Understanding this, Council adopted a resolution seeking your consideration.

**R-226-2021**

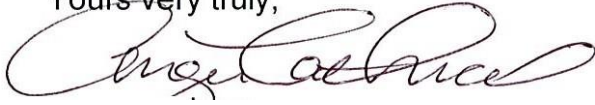
It was **Moved** by J. Kirkland, **Seconded** by K. Durst and **Carried**

*That staff are directed to contact the Ministry responsible for Alcohol and Gaming of Ontario to seek their assistance in implementing an additional level of licensing which would permit small organizations to hold fundraisers as a method of sustaining our community and organizations;*

**And further that** all municipalities in Ontario are sent this resolution to seek their assistance in lobbying the Ministry.

We look forward to your consideration of our request.

Yours very truly,

A handwritten signature in dark ink, appearing to read "Angie Cathrae", written in a cursive style.

Angie Cathrae  
Director of Legislative Services/Clerk  
519-534-1400 ext 122  
Toi Free 1-877-534-1400  
[angie.cathrae@southbrucepeninsula.com](mailto:angie.cathrae@southbrucepeninsula.com)

cc: MPP Bill Walker, All Ontario Municipalities

**Ministry of  
Municipal Affairs  
and Housing**

Office of the Minister  
777 Bay Street, 17<sup>th</sup> Floor  
Toronto ON M7A 2J3  
Tel.: 416 585-7000

**Ministère des  
Affaires municipales  
et du Logement**

Bureau du ministre  
777, rue Bay, 17<sup>e</sup> étage  
Toronto ON M7A 2J3  
Tél. : 416 585-7000



April 27, 2021

Dear Head of Council,

As you may be aware, the Ontario government is consulting on how to strengthen accountability for municipal council members. We want to ensure that councillors and heads of council maintain a safe and respectful workplace and carry out their duties as elected officials ethically and responsibly. More information on the scope of consultations can be found at [Ontario.ca](https://ontario.ca).

As part of this work, my colleague Jill Dunlop, Associate Minister for Children and Women's Issues will be seeking input from members of council representing each of Ontario's municipalities through one of two hour-long telephone townhall sessions with municipal representatives from Western Ontario's municipalities on June 8, 2021 at 9:30 AM EDT.

This session will provide participants with the opportunity to share their valuable feedback on:

- what changes or mechanisms are needed to better hold council members accountable for municipal code of conduct violations;
- how to effectively enforce these codes
- whether a broader range of penalties for violations of the codes of conduct are needed; and
- the circumstances in which these potential penalties could be applied.

Please identify one member of your council to participate in the session. Once chosen, the one identified member of your council should register via [Eventbrite](https://eventbrite.com) by Thursday, May 6, 2021. The registered member will receive instructions about how to participate in the session prior to the meeting.

We have also launched an online survey to seek input on ways to strengthen accountability mechanisms for municipal council members. I encourage members of council and municipal staff to provide their input on this important topic through the online survey: [Consultation: Strengthening accountability for municipal council members | Ontario.ca](https://ontario.ca). This online survey will be available until July 15, 2021. Please share this link with your municipal staff.

I hope you will accept this invitation to participate in this session, as we look forward to hearing your feedback on how to strengthen accountability for municipal council members.

Sincerely,



Steve Clark

Minister of Municipal Affairs and Housing

- c: Clerk and Chief Administrative Officers  
Jill Dunlop, Associate Minister of Children and Women's Issues  
Kate Manson-Smith Deputy Minister, Ministry of Municipal Affairs and Housing  
Marie-Lison Fougère, Deputy Minister Responsible for Women's Issues



*A People Place, A Change of Pace*  
**SHELBURNE**  
ONTARIO, CANADA

April 27, 2021

Hon. Doug Ford  
Premier of Ontario  
Premier's Office, Room 281  
Legislative Building, Queen's Park  
Toronto, ON M7A 1A1

Dear Premier Ford:

On behalf of my Council, I am urging your government to *immediately* implement and fund the necessary policies to provide adequate paid sick day benefits for Ontario's workers.

It is a widely accepted fact that workplaces are a significant source of COVID-19 transmission throughout our province. Sadly however, too many Ontarians are still going to work when they are sick for fear that they will lose pay should they stay at home. This is entirely counterproductive to our collective efforts to contain this deadly virus and is contributing to the high case counts that we continue to see throughout Ontario.

The federal Canada Recovery Sickness Benefit is not nearly sufficient to rely upon as our only line of defense on this front. While it offers some help, this program is temporary, not fully accessible to all workers, and the delays involved in applying fail to adequately cover the crucial first few days of an illness. We can do better Mr. Premier.

I am confident that a "Team Ontario" approach to this issue will find the kind of tailored solution needed to meet the needs of workers within our province. A universal Ontario paid sick day policy must ensure accessible and timely supports to allow workers to stay home when they are sick, get tested, self-isolate and follow all necessary COVID-19 control measures without fear of income-loss and financial hardship. We owe this to our workers who have given so much over this past year.

It's time for action Mr. Premier.

Respectfully yours,

Wade Mills

Mayor, Town of Shelburne





## Community Services

### Legislative Services

April 27, 2021

File #120203

Sent via email: [premier@ontario.ca](mailto:premier@ontario.ca)

The Honourable Doug Ford, Premier of Ontario  
Legislative Building  
Queen's Park  
Toronto, ON M7A 1A1

Honourable and Dear Sir:

**Re: Province Investigating and Updating Source Water Protection Legislation**

Please be advised the Municipal Council of the Town of Fort Erie at its meeting of April 26, 2021 passed the following resolution:

**Whereas** the Municipal Council of the Town of Fort Erie passed a resolution on October 21st, 2019 identifying that 1,100 private water wells were in operation in the Town of Fort Erie, of which 75% were used for domestic purposes including human and livestock consumption, and

**Whereas** the Municipal Council of the Town of Fort Erie further identified in that resolution that Council requires the protection of water in the aquifer supplying water to those wells from contamination as the result of any remediation of Pit One owned by the Port Colborne Quarries in the City of Port Colborne, and further

**Whereas** Report No. PDS-23-2021, approved by Council on March 22, 2021, identified that while the Niagara Peninsula Conservation Authority, The Regional Municipality of Niagara and Local Area Municipalities work together to protect source water, these plans do not generally apply to private servicing, and

**Whereas** Report No. PDS-23-2021 further identified efforts undertaken by the Town of Fort Erie through available provincial planning policy, regulation and legislation to protect source water within the Town of Fort Erie without any explicit ability to designate source water protection for private services, and

**Whereas** on July 28, 2010, through Resolution 64/292, the United Nations General Assembly explicitly recognized the human right to water and sanitation and acknowledged that clean drinking water and sanitation are essential to the realization of all human rights, and

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Mailing Address:

The Corporation of the Town of Fort Erie  
1 Municipal Centre Drive, Fort Erie ON L2A 2S6

Office Hours 8:30 a.m. to 5:00 p.m. Phone: (905) 871-1600 FAX: (905) 871-4022

Web-site: [www.forterie.ca](http://www.forterie.ca)



**Whereas** it would be desirable to ensure that those in our community who rely on wells and other private servicing for clean drinking water are afforded the same source water protection as municipal drinking water systems;

**Now therefore it be resolved,**

**That:** The Municipal Council of the Town of Fort Erie recognizes and acknowledges that clean drinking water and sanitation are basic human rights and essential to the realization of all human rights, and further

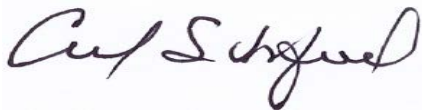
**That:** The Municipal Council of the Town of Fort Erie requests that the Ministry of Environment, Conservation and Parks consider legislative changes that would permit the expansion of source water protection to aquifers and private services, and further

**That:** This resolution be circulated to The Honourable Doug Ford, Premier of Ontario, the Honourable Jeff Yurek, Minister of the Environment, Conservation and Parks, Wayne Gates, MPP Niagara Falls, Jeff Burch, MPP Niagara Centre, Jennifer Stevens, MPP St. Catharines and Sam Oosterhoff, MPP Niagara West, and further

**That:** This resolution be circulated to all Conservation Authorities and Municipalities in Ontario for their endorsement and support.

Thank you for your attention to this matter.

Yours very truly,



Carol Schofield, Dipl.M.A.  
Manager, Legislative Services/Clerk

[cschofield@forterie.ca](mailto:cschofield@forterie.ca)

CS:dlk

C.C.

The Honourable Jeff Yurek, Minister of Environment, Conservation and Parks [jeff.yurekco@pc.ola.org](mailto:jeff.yurekco@pc.ola.org)

Jeff Burch, MPP, Niagara Centre [jburch-gp@ndp.on.ca](mailto:jburch-gp@ndp.on.ca)

Sam Oosterhoff, MPP, Niagara West [sam.oosterhoff@pc.ola.org](mailto:sam.oosterhoff@pc.ola.org)

Jennifer Stevens, MPP, St. Catharines [JStevens-co@ndp.on.ca](mailto:JStevens-co@ndp.on.ca)

Wayne Gates, MPP, Niagara Falls [wgates-co@ndp.on.ca](mailto:wgates-co@ndp.on.ca)

Ontario Conservation and all Ontario Conservation Authorities: [kgavine@conservationontario.ca](mailto:kgavine@conservationontario.ca); [bhomer@abca.ca](mailto:bhomer@abca.ca); [kfurlanetto@crca.ca](mailto:kfurlanetto@crca.ca); [generalmanager@catfishcreek.ca](mailto:generalmanager@catfishcreek.ca); [@cloca.com](mailto:@cloca.com); [mvytyvtskyv@hrca.on.ca](mailto:mvytyvtskyv@hrca.on.ca); [deb.martindowns@cvc.ca](mailto:deb.martindowns@cvc.ca); [tim.pidduck@croweallevy.com](mailto:tim.pidduck@croweallevy.com); [tbyrne@erca.org](mailto:tbyrne@erca.org); [llaliberte@grca.on.ca](mailto:llaliberte@grca.on.ca); [karmstrong@grandriver.ca](mailto:karmstrong@grandriver.ca); [t.lanthier@greysauble.on.ca](mailto:t.lanthier@greysauble.on.ca); [Lisa.Burnside@conservationhamilton.ca](mailto:Lisa.Burnside@conservationhamilton.ca); [mmaichrowski@kawarthaconservation.com](mailto:mmaichrowski@kawarthaconservation.com); [elizabeth@kettlecreekconservation.on.ca](mailto:elizabeth@kettlecreekconservation.on.ca); [cullen@lsrca.on.ca](mailto:cullen@lsrca.on.ca); [tammy@lakeheadca.com](mailto:tammy@lakeheadca.com); [jmaxwell@lprca.on.ca](mailto:jmaxwell@lprca.on.ca); [mark.peacock@ltvca.ca](mailto:mark.peacock@ltvca.ca); [kelly.vandette@ltc.on.ca](mailto:kelly.vandette@ltc.on.ca); [beard@mvca.on.ca](mailto:beard@mvca.on.ca); [David.Vallier@mattagamiregion.ca](mailto:David.Vallier@mattagamiregion.ca); [smcintyre@mvc.on.ca](mailto:smcintyre@mvc.on.ca); [csharma@npca.ca](mailto:csharma@npca.ca); [carl.jorgensen@conservationsudbury.ca](mailto:carl.jorgensen@conservationsudbury.ca); [brian.tayler@nbmca.ca](mailto:brian.tayler@nbmca.ca); [dhevenor@nvca.on.ca](mailto:dhevenor@nvca.on.ca); [dlandry@otonabeeconservation.com](mailto:dlandry@otonabeeconservation.com); [bmcnevin@quinteconservation.ca](mailto:bmcnevin@quinteconservation.ca); [richard.pilon@rrca.on.ca](mailto:richard.pilon@rrca.on.ca); [sommer.casgrain-robertson@rvca.ca](mailto:sommer.casgrain-robertson@rvca.ca); [j.stephens@svca.on.ca](mailto:j.stephens@svca.on.ca); [cbarrett@ssmrca.ca](mailto:cbarrett@ssmrca.ca); [acoleman@nation.on.ca](mailto:acoleman@nation.on.ca); [bmcdougall@scrca.on.ca](mailto:bmcdougall@scrca.on.ca); [John.MacKenzie@trca.ca](mailto:John.MacKenzie@trca.ca); [annett@thamesriver.on.ca](mailto:annett@thamesriver.on.ca)

Ontario Municipalities

CORPORATION OF THE MUNICIPALITY OF CALVIN

**Resolution**

DATE: April 27, 2021 NO. 2021-110

MOVED BY Dan Maxwell

SECONDED BY Heather Olmstead

**"WHEREAS** the role of Ontario's 441 fire departments and their approximate 30,000 full, part-time, and volunteer firefighters is to protect Ontarians and their property; and

**WHEREAS** according to the Ontario Fire Marshal and Emergency Management's latest data, in Ontario there was over 11,000 number of loss fires, 9,500 no loss fires, 784 injuries, 91 fatalities, and over \$820 million dollars of estimated loss in 2018; and

**WHEREAS** fire emergencies only make up a portion of the total calls for help received by fire and emergency service departments as they respond to nearly every public emergency, disaster, or 9-1-1 call; and

**WHEREAS** Ontario's fire department infrastructure deficit continues to grow annually and is almost entirely borne by the municipality and local taxpayers with the majority having populations under 25,000; and

**WHEREAS** due to antiquated structures and equipment that do not meet current industry standards the safety of the Ontario public and Ontario firefighters is being jeopardized;

**NOW THEREFORE** the Council of the Corporation of the Municipality of Calvin resolves as follows:

1. **THAT** the Federal and Provincial Government includes apparatuses, training, equipment and structures for fire departments as eligible categories to any further infrastructure programs which will not only provide immediate stimulus to the local, provincial and federal economies given current economic uncertainty but also ensure the safety of Canadians and dedicated firefighters; and
2. **THAT** this resolution be forwarded to the Honourable Doug Ford Premier of Ontario, the Honourable Steve Clark, Minister of Municipal Affairs and Housing, the Honourable Laurie Scott, Minister of Infrastructure, local MPP, local MP, the Ontario Fire Marshal, Jon Pegg, the Ontario Association of Fire Chiefs, and all Ontario Municipalities."

CARRIED 

DIVISION VOTE

<u>NAME OF MEMBER OF COUNCIL</u>	<u>YEA</u>	<u>NAY</u>
<u>Coun Cross</u>	<u>X</u>	<u>      </u>
<u>Coun Maxwell</u>	<u>X</u>	<u>      </u>
<u>Coun Olmstead</u>	<u>X</u>	<u>      </u>
<u>Mayor Pennell</u>	<u>X</u>	<u>      </u>

CORPORATION OF THE MUNICIPALITY OF CALVIN

**Resolution**

DATE: April 27, 2021 NO. 2021-109

MOVED BY Heather Olmstead

SECONDED BY Sandy Cross

“Whereas the Federal government has passed a motion to adopt 988, a National three-digit suicide and crisis hotline;

Whereas the ongoing COVID-19 pandemic has increased the demand for suicide prevention services by 200%;

Whereas existing suicide prevention hotlines require the user to remember a 10-digit number and go through directories or be placed on hold;

Whereas in 2022 the United States will have in place a national 988 crisis hotline;

Whereas the Town of Caledon recognized that it is a significant and important initiative to ensure critical barriers are removed to those in a crisis and seeking help;

Now therefore be it resolved that the Corporation of the Municipality of Calvin endorses this 988 crisis line initiative; and

That this resolution be sent to the Honourable Vic Fedeli, MPP, Federal Minister of Health, the Canadian Radio-television and Telecommunications (CRTC) and all municipalities in Ontario.”

CARRIED  \_\_\_\_\_

DIVISION VOTE

<u>NAME OF MEMBER OF COUNCIL</u>	<u>YEA</u>	<u>NAY</u>
<u>Coun Cross</u>	<u>X</u>	_____
<u>Coun Maxwell</u>	<u>X</u>	_____
<u>Coun Olmstead</u>	<u>X</u>	_____
<u>Mayor Pennell</u>	<u>X</u>	_____



April 30, 2021

Hon. Doug Ford, Premier  
Room 281  
Legislative Building, Queen's Park  
Toronto, ON M7A 1A1

Sent via email: [premier@ontario.ca](mailto:premier@ontario.ca)

Dear Premier Ford,

Please be advised that at the Brantford City Council Meeting held April 27, 2021, the following resolution was adopted:

**Request - Province of Ontario withdraws its prohibition on golfing and any other outdoor recreational activities**

WHEREAS COVID-19 restrictions have had significant impacts; and

WHEREAS many forms of socializing, recreation and sport have been curtailed; and

WHEREAS the game of golf can be enjoyed while maintaining proper social distancing;

THEREFORE BE IT RESOLVED THAT The Corporation of The City of Brantford recommends:

- A. THAT The Province of Ontario withdraws its prohibition on golfing and any other outdoor recreational activities which can be enjoyed while maintaining proper social distancing; and
- B. THAT the City Clerk BE DIRECTED to forward a copy of this resolution to the Premier of Ontario; Will Bouma, MPP, Brantford-Brant, the Association of Municipalities of Ontario, Ontario Big City Mayors; and the list of other Municipalities in Ontario.

Yours truly,

Tanya Daniels  
City Clerk  
[tdaniels@brantford.ca](mailto:tdaniels@brantford.ca)

cc MPP Will Bouma, Brantford-Brant  
Association of Municipalities of Ontario (AMO)  
Ontario Big City Mayors  
All Ontario Municipalities

**CITY CLERK'S OFFICE** City Hall, 100 Wellington Square, Brantford, ON N3T 2M2 P.O Box 818, Brantford, ON N3T 5R7  
Phone: (519) 759-4150 Fax: (519) 759-7840 [www.brantford.ca](http://www.brantford.ca)

# THE CORPORATION OF THE TOWN OF KINGSVILLE

## BY-LAW 32-2021

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**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.p) titled **Communities in Bloom Committee** be amended to add the appointment of the following appointees:

Heather Crewe  
Tracy Oswald  
Karin Sonnenberg  
Astrid Tobin

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 10<sup>th</sup> DAY OF MAY, 2021.**

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**MAYOR, Nelson Santos**

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**CLERK, Jennifer Astrologo**

# THE CORPORATION OF THE TOWN OF KINGSVILLE

## BY-LAW 41-2021

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**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 buildings 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 No. 1-2014 as herein provided;

**AND WHEREAS** the application conforms to the Official Plan of the Town of Kingsville;

**NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE  
TOWN OF KINGSVILLE ENACTS AS FOLLOWS:**

1. That Subsection 7.1 e) AGRICULTURAL EXCEPTION REGULATIONS is amended by deleting Subsection 7.1.52 and replacing with the following:

**7.1.52 'AGRICULTURE EXCEPTION 52 (A1-52)'**

For lands shown as A1-52 on Map 9 Schedule "A" of this By-law.

**a) *Permitted Uses***

- i) Those uses *permitted* under Section 7.1 Agriculture (A1).

**b) *Permitted Buildings and Structures***

- i) Those *buildings and structures permitted in Section 7.1.*

**c) *Zone Provisions***

Notwithstanding Subsection 7.1 *Zone Provisions*, the following *shall* apply to lands within the A1-52 zone:

- i) *Minimum Lot area* - 7,000 m<sup>2</sup>;
- ii) *Minimum Lot frontage* - 100 meters;
- iii) *Minimum Front yard Setback* - 20 meters;
- iv) *Minimum Interior Side yard* - 1.5 meters;
- v) *Minimum Exterior Side yard* - 15 meters;
- vi) *Maximum Height of All Buildings/structures* - 10 meters.

2. This by-law shall come into force and take effect from the date of passing by Council and in accordance with Section 34 of the Planning Act.

**READ A FIRST, SECOND AND THIRD TIME AND FINALLY PASSED THIS  
10<sup>th</sup> DAY OF May, 2021.**

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**MAYOR, Nelson Santos**

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**CLERK, Jennifer Astrologo**

# THE CORPORATION OF THE TOWN OF KINGSVILLE

## BY-LAW 42 - 2021

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### **Being a By-law to establish Interim Control on certain land uses within The Corporation of the Town of Kingsville**

**WHEREAS** Section 38(1) of the Planning Act, R.S.O. 1990, c.P.13, as amended, authorizes the council of a municipality to pass an interim control by-law where the council has directed that a review or study be undertaken in respect of land use planning policies in the municipality, or in any defined area or areas thereof;

**AND WHEREAS** Council has directed, by resolution, that a secondary plan study be undertaken to review the land use planning policies in respect of the lands in the secondary plan area, as illustrated in Schedule 'A' of this by-law;

**AND WHEREAS** it is deemed desirable and expedient to enact this interim control by-law to provide the Town with the necessary time to complete the study and allow Council to consider the results of such study;

### **NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWN OF KINGSVILLE ENACTS AS FOLLOWS:**

1. The provisions of this by-law shall only apply to the lands outlined in Schedule "A", attached to this by-law.
2. Notwithstanding any other by-law to the contrary, no person shall, on the lands identified in Schedule "A", use any land, building or structure for any purpose whatsoever except for a use that lawfully existed on the date of the passage of this by-law as long as it continues to be used for such purpose.
3. Where any conflict exists between the provisions of this by-law and any other by-law of The Corporation of the Town of Kingsville this by-law shall prevail.
4. If any provision or requirement of this by-law, or the application thereof to any person, shall to any extent be held to be invalid or unenforceable, the remainder of this by-law or the application of such provision or requirement to all persons other than those to which it is held to be invalid or unenforceable, shall not be affected thereby, and each provision and requirement of this by-law shall be separately valid and enforceable to the fullest extent permitted by law.
5. Schedule 'A' attached hereto forms part of this By-law.
6. This by-law shall come into force and take effect on the day it is finally passed and shall remain in effect for one (1) year from the passage of this By-law unless otherwise extended in accordance with Section 38 of the Planning Act, or repealed by Council at an earlier date.

**READ A FIRST, SECOND AND THIRD TIME AND FINALLY PASSED this  
10<sup>th</sup> day of May, 2021.**

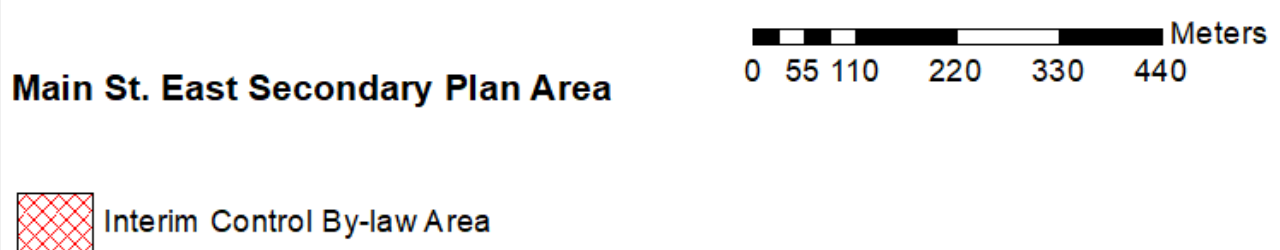
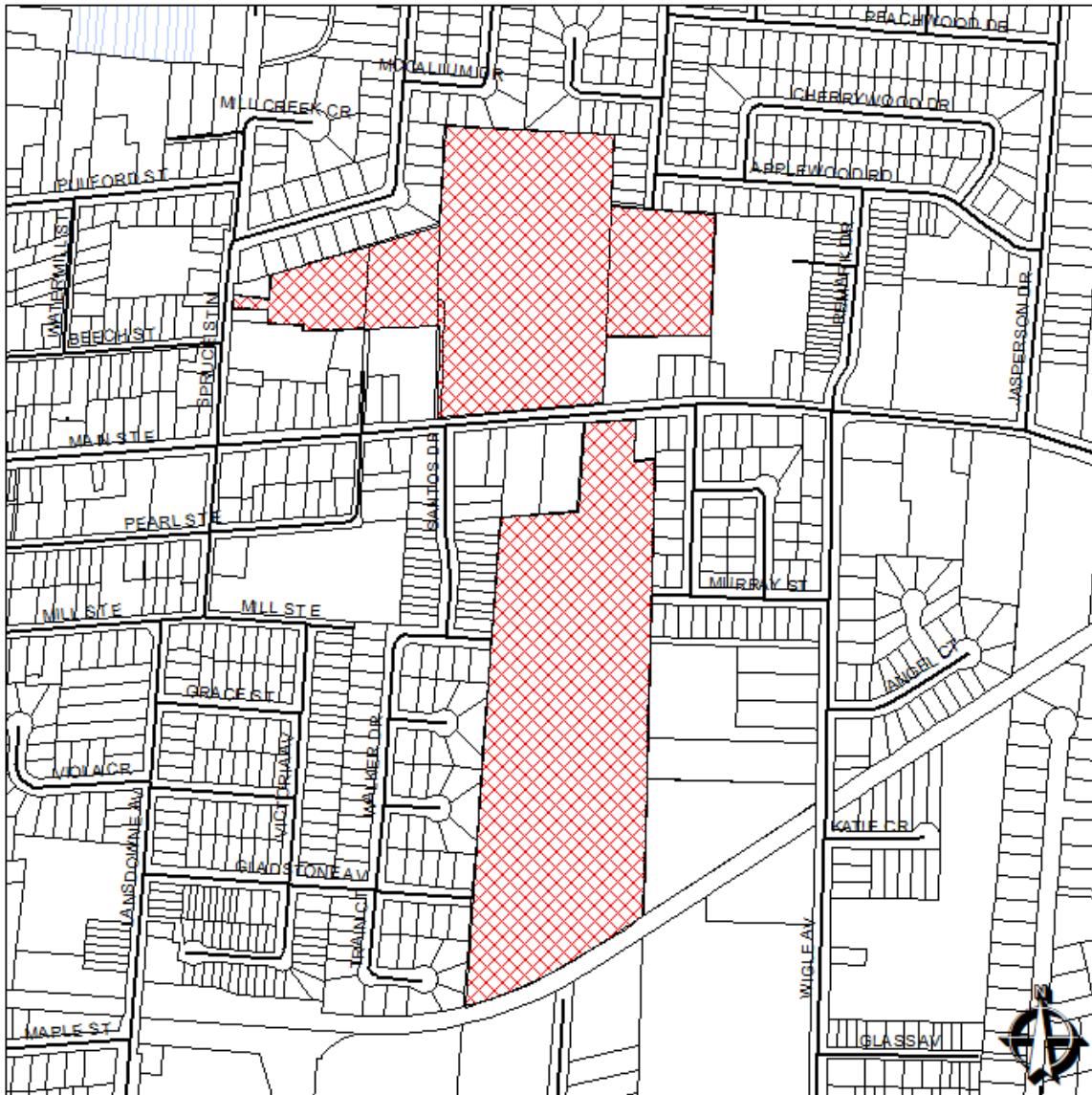
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**MAYOR, Nelson Santos**

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**CLERK, Jennifer Astrologo**

## Schedule A





# THE CORPORATION OF THE TOWN OF KINGSVILLE

## BY-LAW 43 - 2021

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**Being a By-law to confirm the proceedings of the  
Council of The Corporation of the Town of Kingsville at its  
May 10, 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 May 10, 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  
10<sup>th</sup> day of May, 2021.**

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**MAYOR, Nelson Santos**

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**CLERK, Jennifer Astrologo**