



**Stratford City Council  
Regular Council Open Session  
AGENDA**

**Meeting #:** 4644th  
**Date:** Monday, January 25, 2021  
**Time:** 3:00 P.M.  
**Location:** Electronic Meeting  
**Council Present:** Mayor Mathieson - Chair Presiding, Councillor Beatty, Councillor Bunting, Councillor Burbach, Councillor Clifford, Councillor Gaffney, Councillor Henderson, Councillor Ingram, Councillor Ritsma, Councillor Sebben, Councillor Vassilakos  
**Staff Present:** Joan Thomson - Chief Administrative Officer, Tatiana Dafoe - City Clerk, David St. Louis - Director of Community Services, Ed Dujlovic - Director of Infrastructure and Development Services, Kim McElroy - Director of Social Services, John Paradis - Fire Chief, Janice Beirness - Director of Corporate Services, Jodi Akins - Council Clerk Secretary, Chris Bantock - Deputy Clerk

To watch the Council meeting live, please click the following link: <https://stratford-ca.zoom.us/j/84355168443?pwd=dTUyQTVPTHd6WDY0YURjL2Y0YWsvUT09>

A video recording of the meeting will also be available through a link on the City's website at <https://www.stratford.ca/en/index.aspx> following the meeting.

Pages

**1. Call to Order:**

Mayor Mathieson, Chair presiding, to call the Council meeting to order.

Moment of Silent Reflection

**2. Declarations of Pecuniary Interest and the General Nature Thereof:**

The *Municipal Conflict of Interest Act* requires any member of Council declaring a pecuniary interest and the general nature thereof, where the interest of a

member of Council has not been disclosed by reason of the member's absence from the meeting, to disclose the interest at the first open meeting attended by the member of Council and to otherwise comply with the *Act*.

Name, Item and General Nature of Pecuniary Interest

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**3. Adoption of the Minutes:**

10 - 22

Motion by \_\_\_\_\_

**THAT the Minutes of the Regular Meeting dated January 11, 2021 and the Special Meeting dated January 18, 2021 of Council of The Corporation of the City of Stratford be adopted as printed.**

**4. Adoption of the Addendum/Addenda to the Agenda:**

Motion by \_\_\_\_\_

**THAT the Addendum/Addenda to the Regular Agenda of Council and Standing Committees dated January 25, 2021 be added to the Agenda as printed.**

**5. Report of the Committee of the Whole In-Camera Session:**

**5.1. From the January 11, 2021 Session, under the Municipal Act, 2001, as amended, a matter concerning the following item was considered:**

Appointment to Festival Hydro Services Inc.

- Personal matters about an identifiable individual(s) including municipal employees or local board employees (section 239.(2)(b)).

Motion by \_\_\_\_\_

**THAT Gerry Guthrie be appointed for a two year term on the Board of Directors of Festival Hydro Services Inc., to November 14, 2022 or until a successor is appointed.**

**5.2. From the January 13, 2021 Session, under the Municipal Act, 2001, as amended, a matter concerning the following item was considered:**

- Advice that is subject to solicitor-client privilege including communications necessary for that purpose (section 239.(2)(f)).

At the In-camera Session direction was given.

**5.3. At the January 25, 2021 Session, under the Municipal Act, 2001, as amended, matters concerning the following items were considered:**

- Proposed or pending acquisition or disposal of land by the municipality or local board (section 239.(2)(c)) (includes municipal property leased for more than 21 years;
- Proposed or pending acquisition or disposal of land by the municipality or local board (section 239.(2)(c)) (includes municipal property leased for more than 21 years;
- Advice that is subject to solicitor-client privilege including communications necessary for that purpose (section 239.(2)(f)), And A position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board (section 239.(2)(k))
- Personal matters about an identifiable individual(s) including municipal employees or local board employees (section 239.(2)(b)).

**6. Hearings of Deputations and Presentations:**

None scheduled.

**7. Orders of the Day:**

**7.1. Resolution - Downtown Traffic Study (COU21-009)**

23 - 129

Nick Palomba, Vice President and Adam Mildenerger, Transportation Planner of R.V. Anderson Associates Limited will be in attendance at the meeting to present the Downtown Traffic Study.

Motion by \_\_\_\_\_

**THAT the presentation of the Downtown Traffic Study by Nick Palomba, Vice President and Adam Mildenerger, Transportation Planner of R.V. Anderson Associates Limited be heard.**

Motion by \_\_\_\_\_

**Staff Recommendation: THAT the Stratford Downtown Traffic Study outlining the key findings presented by R.V. Anderson Associates Limited be received for information.**

**7.2. Resolution - Update on Draft Plan of Subdivision 31T19-001 and Zone Change application Z09-19 for 236 Britannia Street (COU21-007)**

130 - 132

Motion by \_\_\_\_\_

**THAT the correspondence from Bonnie Lindsay dated January 10, 2021 with respect to Draft Plan of Subdivision 31T19-001 and Zone Change Application Z09-19 for 236 Britannia Street, be received.**

Motion by \_\_\_\_\_

**Staff Recommendation: THAT the report on Draft Plan of Subdivision 31T19-001 and Zone Change application Z09-19 for 236 Britannia Street (COU21-007), be received for information;**

**AND THAT the Planning Report on Draft Plan of Subdivision 31T19-001 and Zone Change Application Z09-19 at 236 Britannia Street be presented to Council for consideration when discussions between the developer and the residents have concluded.**

**7.3. Resolution - Gas Tax Letter of Agreement 133 - 134**

Motion by \_\_\_\_\_

**THAT Council authorize the entering into of a Letter of Agreement dated January 14, 2021 with Her Majesty the Queen in Right of the Province of Ontario as represented by the Minister of Transportation for funding under the Dedicated Gas Tax Funds for Public Transportation Program for the 2020/2021 program term.**

**7.4. Correspondence - Resignation from Heritage Stratford 135**

Motion by \_\_\_\_\_

**THAT the resignation of Derek Smith as the alternate SABA representative from the Heritage Stratford Advisory Committee be accepted.**

**7.5. Resolution - T2020-29 Huron Street Reconstruction Road Preliminary Design Report (COU21-008) 136 - 146**

Motion by \_\_\_\_\_

**Staff Recommendation: THAT the report on Huron Street Reconstruction (COU21-008) be received for information;**

**AND THAT staff report back to the Infrastructure, Transportation and Safety Sub-committee after the conclusion of the open house.**

**7.6. Resolution - Social Services Relief Fund Phase 2 (COU21-010) 147 - 149**

Motion by \_\_\_\_\_

**Staff Recommendation: THAT Council authorize the Mayor and the City Clerk and the Director of Social Services to execute the Contribution**



Agreement for the Social Service Relief Fund (SSRF) Phase 2 Holdback with the Ontario Ministry of Municipal Affairs and Housing (MMAH) as required for the purpose of establishing the City's obligations to use the funds in accordance with the SSRF Program Guidelines for the construction of eight modular supportive housing units at 398 Erie Street, Stratford.

- 7.7. Resolution - Heavy Truck Restrictions on Forman Ave., Fraser Dr., Matilda St., Oakdale Ave., Orr St., and Short St. (COU21-011) 150 - 154

Motion by \_\_\_\_\_

Staff Recommendation: THAT Schedule 12 – Heavy Truck Restrictions of Traffic and Parking By-law 159-2008 be amended to include the following roads:

Forman Avenue between Short Street and Orr Street

Fraser Drive between McCarthy Road West and Forman Avenue

Matilda Street between Oakdale Avenue and Short Street

Oakdale Avenue between Short Street and Matilda Street

Orr Street between McCarthy Street West and Forman Avenue

Short Street between O'Loane Avenue and Forman Avenue;

AND THAT the restrictions be for anytime.

8. Business for Which Previous Notice Has Been Given:

None scheduled.

9. Reports of the Standing Committees:

- 9.1. Report of the Planning and Heritage Committee:

Motion by \_\_\_\_\_

THAT the Report of the Planning and Heritage Committee dated January 25, 2021 be adopted as printed.

- 9.1.1. January 2021 Comprehensive Zoning By-law Review Update (PLA21-001) 155 - 195

THAT Section 5.4.3 a) and b) of the draft Comprehensive Zoning By-law be amended to increase the size of Type B accessible parking spaces from 2.4 meter wide to 2.8 meter wide.

**9.1.2. January 2021 Comprehensive Zoning By-law Review Update (PLA21-001)**

THAT Council receive for information this report on Comprehensive Zoning By-law Review (PLA21-001);

AND THAT staff send Notice of Consideration to consider adoption of a new Comprehensive Zoning By-law to all those who requested receiving such notice.

**10. Notice of Intent:**

None scheduled.

**11. Reading of the By-laws:**

The following By-laws require First and Second Readings and Third and Final Readings and could be taken collectively upon unanimous vote of Council present:

Motion by \_\_\_\_\_

**THAT By-laws 11.1 to 11.5 be taken collectively.**

Motion by \_\_\_\_\_

**THAT By-laws 11.1 to 11.5 be read a First and Second Time.**

Motion by \_\_\_\_\_

**THAT By-laws 11.1 to 11.5 be read a Third Time and Finally Passed.**

**11.1. Appointment to Festival Hydro Services Inc. Board of Directors 196**

To amend By-law 178-2018 as amended, to make appointments to the Festival Hydro Services Inc. Board of Directors.

**11.2. Adopt 2021 Budget 197 - 200**

To adopt the budget (estimates of revenues and expenditures) for tax supported and user pay purposes for the year 2021.

**11.3. Letter of Agreement for Dedicated Gas Tax Funds 201 - 202**

To authorize the entering into and execution of a Letter of Agreement with Her Majesty the Queen in Right of the Province of Ontario as represented by the Minister of Transportation for the Province of Ontario, related to funding under the Dedicated Gas Tax Funds for the Public Transportation Program for 2020/2021.

**11.4. Contribution Agreement for the Social Services Relief Fund Phase 2 Holdback**

To authorize the entering into and execution of a Contribution Agreement, and all other necessary documents, with Her Majesty the Queen in Right of the Province of Ontario as represented by the Minister of Municipal Affairs and Housing and the Minister of Children, Community, and Social Services for the Province of Ontario and/or the Government of Canada, related to funding under the Social Services Relief Fund Phase 2 Holdback.

**11.5. Amend Traffic and Parking By-law - Heavy Truck Restrictions** 205 - 206

To amend Schedule 12, Heavy Truck Restrictions, of the Traffic and Parking By-law 159-2008 as amended to include additional restrictions.

**12. Consent Agenda: CA-2021-004 to CA-2021-009** 207 - 215

Council to advise if they wish to consider any items listed on the Consent Agenda.

**13. New Business:**

**14. Adjournment to Standing Committees:**

The next Regular Council meeting is February 8, 2020 in the Council Chamber, City Hall.

Motion by \_\_\_\_\_

**THAT the Council meeting adjourn to convene into Standing Committees as follows:**

- **Planning and Heritage Committee [3:05 p.m. or thereafter following the Regular Council meeting];**
- **Infrastructure, Transportation and Safety Committee [3:10 p.m. or thereafter following the Regular Council meeting];**

**and to Committee of the Whole if necessary, and to reconvene into Council.**

**15. Council Reconvene:**

**15.1. Declarations of Pecuniary Interest made at Standing Committees**

The Municipal Conflict of Interest Act requires any member of Council declaring a pecuniary interest and the general nature thereof, where the interest of a member of Council has not been disclosed by reason of the member's absence from the meeting, to disclose the interest at the first open meeting attended by the member of Council and otherwise comply with the Act.

Declarations of Pecuniary Interest made at Standing Committee meetings held on January 25, 2021 with respect to the following Items and re-stated at the reconvene portion of the Council meeting:

Name, Item and General Nature of Pecuniary Interest

**15.2. Committee Reports**

**15.2.1. Infrastructure, Transportation and Safety Committee**

Motion by \_\_\_\_\_

**THAT Item 4.1 of the Infrastructure, Transportation and Safety Committee meeting dated January 25, 2021 be adopted as follows:**

**4.1 Noise By-law Exemption for Lake Victoria Footbridge Replacement (T-2020-43) (ITS21-001)**

**THAT an exemption from Noise Control By-law 113-79 be granted to McLean Taylor Construction Limited to facilitate construction for the Lake Victoria Footbridge Replacement project, under the operation of construction equipment provision (Schedule 2 clause 5) from 7:00 p.m. to 11:59 p.m. and 12:00 a.m. to 7:00 a.m. on date(s) to be determined subject to the approval of the Director of Infrastructure and Development Services.**

**15.3. Reading of the By-laws (reconvene):**

216

The following By-law requires First and Second Readings and Third and Final Readings:

**By-law 11.6 Confirmatory By-law**

To confirm the proceedings of Council of The Corporation of the City of Stratford at its meeting held on January 25, 2021.

Motion by \_\_\_\_\_

**THAT By-law 11.6 be read a First and Second Time.**

Motion by \_\_\_\_\_

**THAT By-law 11.6 be read a Third Time and Finally Passed.**

**15.4. Adjournment of Council Meeting**

Meeting Start Time:

Meeting End Time:

Motion by \_\_\_\_\_

**THAT the January 25, 2021 Regular Council meeting adjourn.**



## Stratford City Council Regular Council Open Session MINUTES

Meeting #:	4642nd
Date:	Monday, January 11, 2021
Time:	3:00 P.M.
Location:	Electronic Meeting
Council Present in Council Chambers:	*Mayor Mathieson - Chair Presiding
Council Present Electronically:	Councillor Beatty, Councillor Bunting, Councillor Burbach, Councillor Clifford, Councillor Gaffney, Councillor Henderson, Councillor Ingram, Councillor Ritsma, Councillor Sebben, Councillor Vassilakos
Staff Present in Council Chambers:	Joan Thomson - Chief Administrative Officer, Tatiana Dafoe - City Clerk
Staff Present Electronically:	David St. Louis - Director of Community Services, Ed Dujlovic - Director of Infrastructure and Development Services, Kim McElroy - Director of Social Services, John Paradis - Fire Chief, Janice Beirness - Director of Corporate Services, Jodi Akins - Council Clerk Secretary, Chris Bantock - Deputy Clerk, Naeem Khan - Manager of IT & Business Systems, Jeff Leunissen - Planner, Alyssa Bridge – Manager of Planning, Jonathan DeWeerd – Chief Building Official, Mike Mousley - Manager of Transit

**1. Call to Order:**

Mayor Mathieson, Chair presiding, called the Council meeting to order.

Moment of Silent Reflection

**2. Declarations of Pecuniary Interest and the General Nature Thereof:**

The *Municipal Conflict of Interest Act* requires any member of Council declaring a pecuniary interest and the general nature thereof, where the interest of a member of Council has not been disclosed by reason of the member's absence from the meeting, to disclose the interest at the first open meeting attended by the member of Council and to otherwise comply with the *Act*.

Name, Item and General Nature of Pecuniary Interest

Councillor Sebben declared a pecuniary interest on item 7.3 of the Regular Council agenda entitled "Sign and Awning Permit Fees Exemption Request: The Barkery" (COU21-003), as he has friends and family employed at the business.

**3. Adoption of the Minutes:**

R2021-01

**Motion by** Councillor Ritsma

**Seconded by** Councillor Burbach

**THAT the Minutes of the Regular Meetings of Council of The Corporation of the City of Stratford dated December 14 and December 21, 2020 be adopted as printed.**

**Carried**

**4. Adoption of the Addendum to the Agenda:**

R2021-02

**Motion by** Councillor Sebben

**Seconded by** Councillor Ingram

**THAT the Addendum to the Regular Agenda of Council and Standing Committees dated January 11, 2021 be added to the Agenda as printed, to add Item 7.5 - Parking Considerations - COVID-19 Relief (COU21-005).**

**Carried**

## 5. Report of the Committee of the Whole In-Camera Session:

### 5.1 At the January 11, 2020 Session, under the Municipal Act, 2001, as amended, matters concerning the following items were considered:

- Labour relations or employee negotiations (section 239.(2)(d)), And Advice that is subject to solicitor-client privilege including communications necessary for that purpose (section 239.(2)(f));
- Proposed or pending acquisition or disposal of land by the municipality or local board (section 239.(2)(c)) (includes municipal property leased for more than 21 years;
- Advice that is subject to solicitor-client privilege including communications necessary for that purpose (section 239.(2)(f)), And A position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board (section 239.(2)(k));
- Personal matters about an identifiable individual(s) including municipal employees or local board employees (section 239.(2)(b)).

At the In-camera Session direction was given on all items.

## 6. Hearings of Deputations and Presentations:

None scheduled.

## 7. Orders of the Day:

### 7.1 Resolution - Draft 2021 Budget Update (COU21-001)

R2021-03

**Motion by** Councillor Clifford

**Seconded by** Councillor Gaffney

**THAT \$35,000 be added to the draft 2021 budget;**

**AND THAT the final draft 2021 budget be presented to Council for approval on January 25, 2021.**

A member advised they would like to see the removal of the \$10,000 allocation for Council special events from the draft budget.



Mayor Mathieson called the question on the motion.

**Carried**

**7.2 Resolution - Transfer Payment Agreement for Municipal Transit Enhanced Cleaning (MTEC) Funding (COU21-002)**

R2021-04

**Motion by** Councillor Beatty

**Seconded by** Councillor Burbach

**THAT The Corporation of the City of Stratford enter into a Transfer Payment Agreement with the Ministry of Transportation to claim eligible enhanced cleaning expenses that have been approved through MTEC;**

**AND THAT the Mayor and Clerk be authorized to sign the necessary agreement.**

**Carried**

**7.3 Resolution - Sign and Awning Permit Fees Exemption Request: The Barkery (COU21-003)**

A member stated they had received a letter from the business owner explaining their move to a new location is due to COVID-19 and their desire to reuse their awning at the new location to avoid significant costs.

R2021-05

**Motion by** Councillor Burbach

**Seconded by** Councillor Bunting

**THAT the request from the owner of the Barkery for relief in fees totaling \$440 for a sign and awning permit be approved;**

**AND THAT all required permits be obtained.**

A question and answer period ensued between members and staff with respect to:

- a permit being required for the awning to ensure proper zoning and fastening to the building, including liability that the city takes on as it will hang over a City sidewalk;
- one permit being required for the sign and another for the awning; and,

- staff still reviewing the sign to ensure appropriately attached even if fees are waived.

A member requested a friendly amendment to the motion that the normal permitting process be maintained if fees are waived.

Discussion continued with respect to:

- previous decisions of Council to help businesses during the pandemic and the waiving of fees being for broad categories of businesses compared to requests from specific businesses;
- the availability of grant opportunities from investStratford;
- implementing a policy to deal with future COVID-19 exemptions;
- other downtown businesses having moved with signs and staff working with business owners to do so; and,
- encroachment costs not being required for the awning placed over City property as it is covered through the permit fee.

Mayor Mathieson called the question on the motion, as amended.

**Defeated**

R2021-06

**Motion by** Councillor Beatty

**Seconded by** Councillor Clifford

**THAT the request from the owner of the Barkery for relief in fees totaling \$440 for a sign and awning permit be denied.**

**Carried**

#### **7.4 Resolution - Argyle Street Reconstruction – Request for Council Direction (COU21-004)**

R2021-07

**Motion by** Councillor Gaffney

**Seconded by** Councillor Clifford

**THAT the Design 1 concept be accepted.**

A question and answer period ensued between members and staff with respect to:

- more time being required for construction as it relates to potential work to save the trees;

- the importance of maintaining streetscape and the benefits of mature trees for the environment;
- past efforts at construction sites to save trees and weighing the costs compared to the effort and results; and,
- \$150,000 being a significant cost for this project;

Mayor Mathieson called the question on the motion.

**Defeated**

R2021-08

**Motion by** Councillor Vassilakos

**Seconded by** Councillor Burbach

**THAT Council confirm the acceptance of the Design 2 concept at an additional cost of \$150,000;**

**AND THAT staff report back to the Infrastructure, Transportation and Safety Sub-committee after the conclusion of the open house.**

Discussion continued with respect to:

- the trees involved being larger and in an older neighborhood as it relates to their age;
- the likelihood of saving trees being increased the further away they are from storm sewers but ultimately depending on the health of each individual tree; and,
- seeking direction only on the trees at this time as staff continue to prepare the detailed design.

Mayor Mathieson called the question on the motion.

**Carried**

## **7.5 ADDED - Parking Considerations - COVID-19 Relief (COU21-005)**

R2021-09

**Motion by** Councillor Gaffney

**Seconded by** Councillor Burbach

**THAT the following tiered approach to meter hood rental provisions during COVID-19 be approved:**

- **Grey/Lockdown** – Each downtown core restaurant selling food for curbside pickup/takeout may request up to two (2) free meter hood rentals. Each downtown core retail establishment may request up to one (1) free meter hood rental.
- **Red/Orange** – Each downtown core restaurant selling food for curbside pickup/takeout may request up to one (1) free meter hood rental and may rent up to one (1) additional meter hood at the required daily rate. Retail establishments may rent up to two (2) meter hoods at the required daily rate
- **Yellow/Green** – Restaurants selling food for curbside pickup/takeout and retail establishments in the downtown core may rent up to one (1) meter hood at the required daily rate.
- **No Restriction** – Meter hoods are rented in accordance with the Meter Hood Rental Policy P.1.2.

**THAT restaurants which may receive temporary patio extensions, if approved by Council, no longer be eligible for free meter hood rentals under Red/Orange COVID-19 restrictions;**

**AND THAT two (2) hours of free parking be permitted from Monday to Friday in the downtown core, effective January 12 through to January 31, 2021.**

**Carried**

**8. Business for Which Previous Notice Has Been Given:**

None scheduled.

**9. Reports of the Standing Committees:**

There were no Standing Committee reports to be provided.

**10. Notice of Intent:**

None scheduled.

## 11. Reading of the By-laws:

The following By-law required First and Second Readings and Third and Final Readings:

R2021-10

**Motion by** Councillor Vassilakos

**Seconded by** Councillor Burbach

**THAT By-law 1-2021 be read a First and Second Time.**

**Carried** two-thirds support

R2021-11

**Motion by** Councillor Henderson

**Seconded by** Councillor Clifford

**THAT By-law 1-2021 be read a Third Time and Finally Passed.**

**Carried**

### 11.1 Transfer Payment Agreement for Municipal Transit Enhanced Cleaning - By-law 1-2021

To authorize the execution of the Transfer Payment agreement for the Municipal Transit Enhanced Cleaning (MTEC) between Her Majesty the Queen in right of the Province of Ontario as represented by the Minister of Transportation for the Province of Ontario and The Corporation of the City of Stratford.

## 12. Consent Agenda: CA-2021-001 to CA-2021-003

Council did not advise of any items to be considered on the Consent Agenda.

## 13. New Business:

### 13.1 COVID-19 Policies

With respect to policies that had been implemented over the course of the COVID-19 pandemic, a member questioned if staff could review these to determine if they should be implemented again. The member requested the focus for this review be related to property tax late payments.

R2021-12

**Motion by** Councillor Sebben

**Seconded by** Councillor Burbach

**THAT a review of COVID-19 relief policies previously implemented relating to property tax payments, be referred to the Chief Administrative Officer and the Director of Corporate Services for review.**

**Carried**

**14. Adjournment to Standing Committees:**

The next Regular Council meeting is January 25, 2021 at 3:00 p.m.

R2021-13

**Motion by** Councillor Burbach

**Seconded by** Councillor Vassilakos

**THAT the Council meeting adjourn to convene into Standing Committees as follows:**

- **Planning and Heritage Committee [3:05 p.m. or thereafter following the Regular Council meeting];**

**and to Committee of the Whole if necessary, and to reconvene into Council.**

**Carried**

\*Mayor Mathieson departed the meeting at 3:37 p.m.

**15. Council Reconvene:**

Deputy Mayor Ritsma assumed the role of Chair at 3:55 p.m.

**15.1 Declarations of Pecuniary Interest made at Standing Committees**

The Municipal Conflict of Interest Act requires any member of Council declaring a pecuniary interest and the general nature thereof, where the interest of a member of Council has not been disclosed by reason of the member's absence from the meeting, to disclose the interest at the first open meeting attended by the member of Council and otherwise comply with the Act.

Declarations of Pecuniary Interest made at Standing Committee meetings held on January 11, 2021 with respect to the following Items and re-stated at the reconvene portion of the Council meeting:

Name, Item and General Nature of Pecuniary Interest

Councillor Sebben declared a pecuniary interest on item 7.3 of the Regular

Council agenda entitled "Sign and Awning Permit Fees Exemption Request: The Barkery" (COU21-003), as he has friends and family employed at the business.

## **15.2 Reading of the By-laws (reconvene):**

The following By-law required First and Second Readings and Third and Final Readings:

### **11.2 Confirmatory By-law - By-law 2-2021**

To confirm the proceedings of Council of The Corporation of the City of Stratford at its meeting held on January 11, 2021.

R2021-14

**Motion by** Councillor Burbach

**Seconded by** Councillor Beatty

**THAT By-law 2-2021 be read a First and Second Time.**

**Carried** two-thirds support

R2021-15

**Motion by** Councillor Clifford

**Seconded by** Councillor Gaffney

**THAT By-law 2-2021 be read a Third Time and Finally Passed.**

**Carried**

## **15.3 Adjournment of Council Meeting**

R2021-16

**Motion by** Councillor Bunting

**Seconded by** Councillor Vassilakos

**THAT the January 11, 2021 Regular Council meeting adjourn.**

**Carried**

Meeting Start Time: 3:00 P.M.

Meeting End Time: 3:36 P.M.

Reconvene Meeting Start Time: 3:55 P.M.

Reconvene Meeting End Time: 3:57 P.M.

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Mayor - Daniel B. Mathieson

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Clerk - Tatiana Dafoe



## Stratford City Council Special Council Open Session MINUTES

Meeting #:	4643rd
Date:	Monday, January 18, 2021
Time:	3:00 P.M.
Location:	Electronic Meeting
Council Present in Council Chambers:	Mayor Mathieson - Chair Presiding
Council Present Electronically:	Councillor Beatty, Councillor Bunting, Councillor Burbach, Councillor Clifford, Councillor Gaffney, Councillor Henderson, Councillor Ritsma, Councillor Sebben, Councillor Vassilakos
Regrets:	Councillor Ingram
Staff Present in Council Chambers:	Joan Thomson - Chief Administrative Officer, Tatiana Dafoe - City Clerk, Chris Bantock - Deputy Clerk
Staff Present Electronically:	Ed Dujlovic - Director of Infrastructure and Development Services, John Paradis - Fire Chief, Janice Beirness - Director of Corporate Services, Alyssa Bridge - Manager of Planning, Caroline Baker – Planning Consultant, Jodi Akins – Council Clerk Secretary, Nancy Bridges – Recording Secretary

### 1. **Call to Order:**

Mayor Mathieson, Chair presiding, called the Council meeting to order.



## 2. **Declarations of Pecuniary Interest and the General Nature Thereof:**

The *Municipal Conflict of Interest Act* requires any member of Council declaring a pecuniary interest and the general nature thereof, where the interest of a member of Council has not been disclosed by reason of the member's absence from the meeting, to disclose the interest at the first open meeting attended by the member of Council and to otherwise comply with the Act.

### Name, Item and General Nature Thereof

No declarations of pecuniary interest were made by a member at the January 18, 2021 Special Council meeting.

## 3. **Adjournment to Public Meeting:**

R2021-17

**Motion by** Councillor Gaffney

**Seconded by** Councillor Ritsma

**THAT the Special Council Meeting adjourn to a Public Meeting under the Planning Act, to hear from members of the public with respect to Zoning By-law Amendment Z06-20/Official Plan Amendment Application OPA01-20, to reconvene following the Public Meeting.**

**Carried**

\*The Special Council meeting adjourned to a public meeting at 3:01 p.m., and resumed at 4:13 p.m.

### **3.1 Official Plan Amendment Application OPA01-20 and Zoning By-law Amendment Z06-20, 370-396 Ontario Street, Public Meeting Report**

The following residents provided written comments with respect to this application:

- Guy Bellehumeur
- Hayden Bulbrook
- Caroline and Garry Annandale
- Chris and Sandra Schulthies
- Mona and Jeff Thomas
- Donna Debling
- Laura Martin
- Art Fortin and Sheila Feore
- Robert Ritz
- Sharon McKenzie
- William Calder and Jill Mason

- Kelley Teahen and Chris Moorehead
- James Battle
- Kelly Hanson
- Laurie Lynd
- Shawna and Dave MacNeil

#### 4. Reading of the Confirmatory By-law:

The following By-law required First and Second Readings and Third and Final Readings:

R2021-18

**Motion by** Councillor Vassilakos

**Seconded by** Councillor Burbach

**THAT By-law 3-2021 be read a First and Second Time.**

**Carried** two-thirds support

R2021-19

**Motion by** Councillor Henderson

**Seconded by** Councillor Gaffney

**THAT By-law 3-2021 be read a Third Time and Finally Passed.**

**Carried**

#### 4.1 Confirmatory By-law - By-law 3-2021

To confirm the proceedings of Council of The Corporation of the City of Stratford at its meeting held on January 18, 2021.

#### 5. Adjournment:

R2021-20

**Motion by** Councillor Sebben

**Seconded by** Councillor Bunting

**THAT the January 18, 2021 Special Council Meeting adjourn.**

**Carried**

Meeting Start Time: 3:00 P.M.

Meeting End Time: 4:14 P.M.

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Mayor - Daniel B. Mathieson

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Clerk - Tatiana Dafoe



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## MANAGEMENT REPORT

**Date:** January 25, 2021  
**To:** Mayor and Council  
**From:** Nancy Roulston, Manager of Engineering  
**Report#:** COU21-009  
**Attachments:** Stratford Downtown Traffic Study, Concept1, Concept2, Concept3, Concept5, Concept6C, Concept7

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**Title:** Downtown Traffic Study

**Objective:** To present the findings of the Downtown Traffic Study.

**Background:** R.V. Anderson Associates Limited was retained by the City of Stratford to undertake a Downtown Traffic Study to analyze intersection operations and pedestrian crossing safety in the downtown core. Traffic counts, field visits, signal timing assessments, and document reviews were done in 2019, and the report was finalized at the end of 2020.

**Analysis:** The Downtown Traffic study includes an operational and safety review of the study area, traffic analysis, identification of opportunities for improvement, and recommendations for improvement of intersection operations and pedestrian crossing facilities. The Report also includes conceptual designs for improvements in the downtown core.

The following lists key study findings:

1. Given the constrained urban conditions and limited available right-of-way on Ontario Street, major geometric improvements to provide additional capacity along the corridor are likely not feasible. It is expected localized intersection improvements (i.e. signal timing adjustments) will be the preferred approach in optimizing intersection performance.
2. The introduction of new auxiliary left-turn lanes on Ontario Street is not recommended, given widening the roadway would result in significant impacts to on-street parking and the boulevard, and a reduction of the adjacent through

lanes to only one general purpose lane is anticipated to result in capacity issues at the intersections.

3. It is expected converting Lakeside Drive to one-way eastbound operation will result in a sizeable re-distribution of traffic to the Waterloo Street at Ontario Street intersection, which is not expected to be able to accommodate the additional volumes with the current intersection geometry while maintaining an acceptable level of service.
4. It is anticipated operational improvements at the intersection of Ontario Street at Erie Street will reduce observed levels of shortcutting along Church Street.
5. A Level 2 Type B PXO facility is warranted at the intersection of Downie Street at George Street, based on the PXO selection matrix provided in the provincial guideline Ontario Traffic Manual (OTM) Book 15 for Pedestrian Crossing Facilities.
6. The introduction of on-street bike lanes on Waterloo Street would result in the elimination of all 11 on-street parking spaces, or require road widening to accommodate on-street bike lanes with significant impacts to utilities and trees.
7. A road diet for Erie Street between Ontario Street and St. Patrick Street would result in anticipated future volume-to-capacity ratios increasing to unacceptable levels, indicating insufficient future capacity. A road diet is not recommended.
8. Signalizing the Transit Terminal would result in acceptable operating conditions, with substantial reserve capacity, low levels of delay, and no queueing concerns, and is expected to mitigate the existing issues with transit vehicles egressing the site experiencing unacceptable delays.
9. The skewed alignment and closely spaced intersections in the vicinity of Downie Street at St. Patrick Street, Douro Street, and Waterloo Street, is undesirable. It is RVA's opinion that a re-design of the intersections and approach alignments to reduce the intersection skew and eliminate the short section of Douro Street between Downie Street and Waterloo Street will result in improved operations.

The following is a summary of proposed improvement options:

1. Signal timing adjustments at the signalized intersections of Downie Street and Erie Street at Ontario Street, and Erie Street at St. Patrick Street.
2. Geometric improvements at the intersection of Ontario Street and Church Street (Concept #1).
3. Geometric improvements at the intersection of Ontario Street and Downie / Erie Street (Concept #2).

4. Geometric improvements at the intersection of Ontario Street and Waterloo Street (Concept #3).
5. Level 2 Type D PXO at the intersection of George Street and Downie Street (Concept #5).
6. Geometric improvements at the Downie Street intersections with St. Patrick Street, Douro Street, and Waterloo Street (Concept #6C).
7. Signalization of Transit Terminal driveway opposite Milton Street on Downie Street, and Shakespeare Street cul-de-sac (Concept #7).

**Financial Impact:** None. Projects identified in the report will be prioritized and funded in future capital budgets.

### **Alignment with Strategic Priorities:**

#### **Mobility, Accessibility and Design Excellence**

Improving ways to get around, to and from Stratford by public transit, active transportation and private vehicle.

#### **Developing our Resources**

Optimizing Stratford's physical assets and digital resources. Planning a sustainable future for Stratford's resources and environment.

**Staff Recommendation: THAT the Stratford Downtown Traffic Study outlining the key findings presented by R.V. Anderson Associates Limited be received for information.**




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Nancy Roulston, Manager of Engineering




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Ed Dujlovic, Director of Infrastructure and Development Services

A handwritten signature in cursive script that reads "Joan Thomson".

---

Joan Thomson, Chief Administrative Officer



# City of Stratford Downtown Traffic Study

Final Report

January 20, 2021

Prepared for:





## **Downtown Traffic Study**

Final Report

City of Stratford



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**RVA 194574**

**January 20, 2021**



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## Executive Summary

R.V. Anderson Associates Limited (RVA) was retained by the City of Stratford (City) to undertake a Downtown Traffic Study to analyze intersection operations and pedestrian crossing safety in the downtown core of the City. This study includes an operational and safety review of the study area, traffic analysis, identification of opportunities for improvement, and recommendations for improvement, with respect to intersection operations and pedestrian crossing facilities and safety. This Report presents the methodology, analysis, findings, and recommendations, and conceptual designs, of the City of Stratford Downtown Traffic Study.

The following provides a summary list of key study findings:

1. Based on the traffic analysis, existing and future 2030 intersection operational concerns are generally concentrated to the Ontario Street corridor, specifically at the Erie Street and Downie Street intersections, with nominal indications of operational concerns at other intersections in the study area.
2. Given the constrained urban conditions and limited available right-of-way on Ontario Street, major geometric improvements to provide additional capacity along the corridor (i.e., road widening) are likely not feasible. It is expected localized intersection improvements (i.e., signal timing adjustments) will be the preferred approach in optimizing intersection performance.
3. A review of the Ontario Street corridor for potential implementation of signal coordination has found that this corridor is not a desirable candidate for coordination.
4. Key collision characteristics identified at each intersection based on the assessment of five-year historical collision data have been summarized and are presented in this report.
5. The introduction of new auxiliary left-turn lanes on Ontario Street is not recommended, given widening the roadway would result in significant impacts to on-street parking and the boulevard, and a reduction of the adjacent through lanes to only one general purpose lane is anticipated to result in capacity issues at the intersections.
6. It is expected converting Lakeside Drive to one-way eastbound operation will result in a sizeable re-distribution of traffic to the Waterloo Street at Ontario Street intersection, which is not expected to be able to accommodate the additional volumes with the current intersection geometry while maintaining an acceptable level of service.

7. It is anticipated operational improvements at the intersection of Ontario Street at Erie Street will reduce observed levels of shortcutting along Church Street.
8. A Level 2 Type B PXO facility is warranted at the intersection of Downie Street at George Street, based on the PXO selection matrix provided in the provincial guideline Ontario Traffic Manual (OTM) Book 15 for Pedestrian Crossing Facilities.
9. The introduction of on-street bike lanes on Waterloo Street would result in the elimination of all 11 on-street parking spaces and auxiliary turns lanes at the signalized intersections along with some roadway widening and utility/tree impacts. This is not considered a viable alternative.
10. A road diet for Erie Street between Ontario Street and St. Patrick Street would result in anticipated future volume-to-capacity ratios nearing approximately 0.90 during the weekday p.m. peak hour in the northbound direction and the Saturday peak hour in the southbound direction, indicating insufficient future capacity.
11. Signalizing the Transit Terminal would result in acceptable operating conditions, with substantial reserve capacity, low levels of delay, and no queueing concerns, and is expected to mitigate the existing issues with transit vehicles egressing the site experiencing unacceptable delays.
12. The skewed alignment and closely spaced intersections in the vicinity of Downie Street at St. Patrick Street, Douro Street, and Waterloo Street, is undesirable. It is RVA's opinion that a re-design of the intersections and approach alignments to reduce the intersection skew and eliminate the short section of Douro Street between Downie Street and Waterloo Street will result in improved operations.

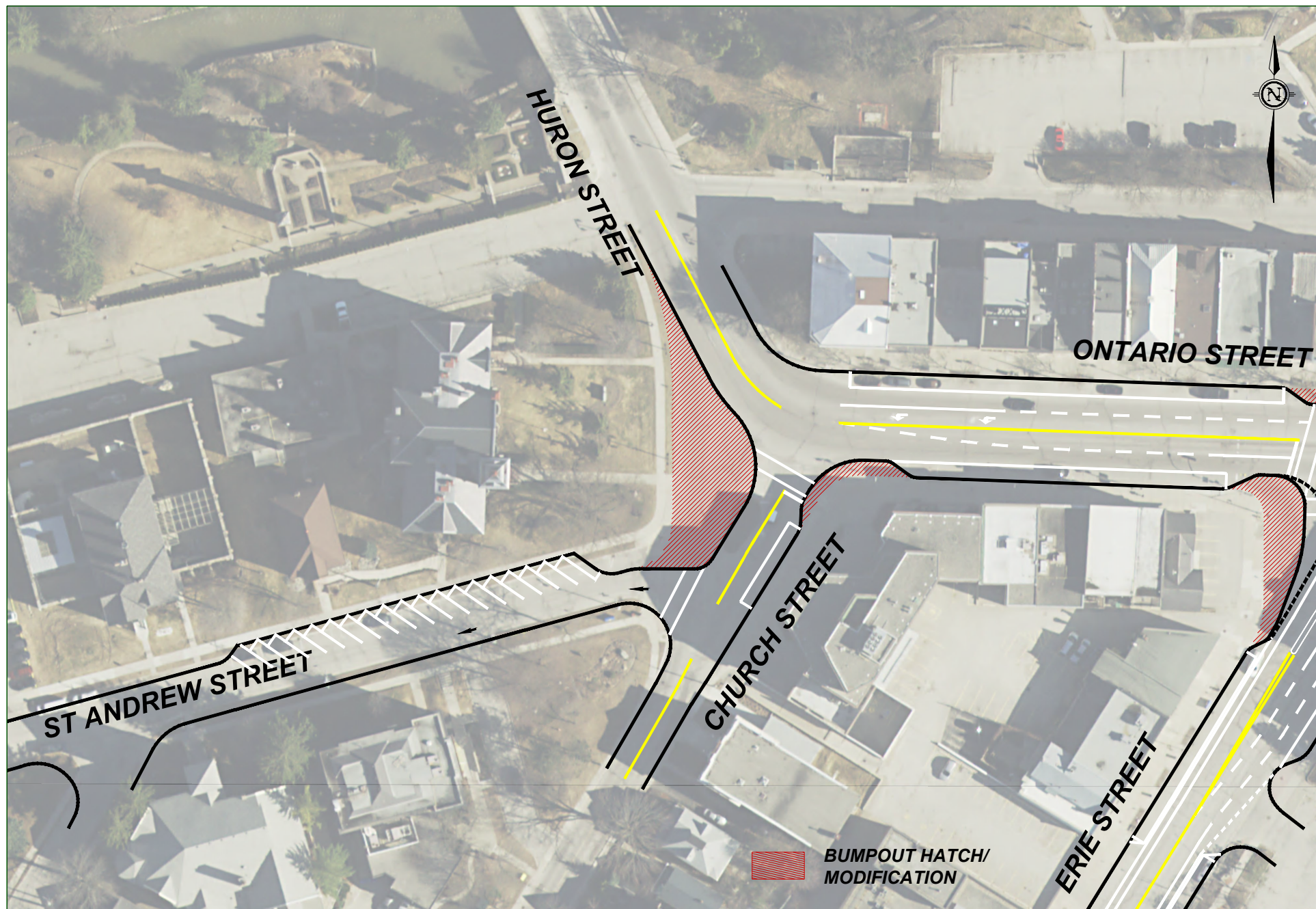
The following is a summary of proposed improvement options:

1. Signal timing adjustments at the signalized intersections of Downie Street and Erie Street at Ontario Street, and Erie Street at St. Patrick Street.
2. Geometric improvements at the intersection of Ontario Street and Church Street (**Concept #1**).
3. Geometric improvements at the intersection of Ontario Street and Downie / Erie Street (**Concept #2**).
4. Geometric improvements at the intersection of Ontario Street and Waterloo Street (**Concept #3**).
5. Level 2 Type D PXO at the intersection of George Street and Downie Street (**Concept #5**).

6. Geometric improvements at the Downie Street intersections with St. Patrick Street, Douro Street, and Waterloo Street (**Concept #6C**).
7. Signalization of Transit Terminal driveway opposite Milton Street on Downie Street, and Shakespeare Street cul-de-sac (**Concept #7**).

Due to the projected capacity constraints anticipated for the 2030 horizon year under a Road Diet scenario and given this section of Erie Street is part of the MTO's Connecting Links program and a critical link within the City's transportation system, a reduction in through lanes to one lane per direction is not recommended.





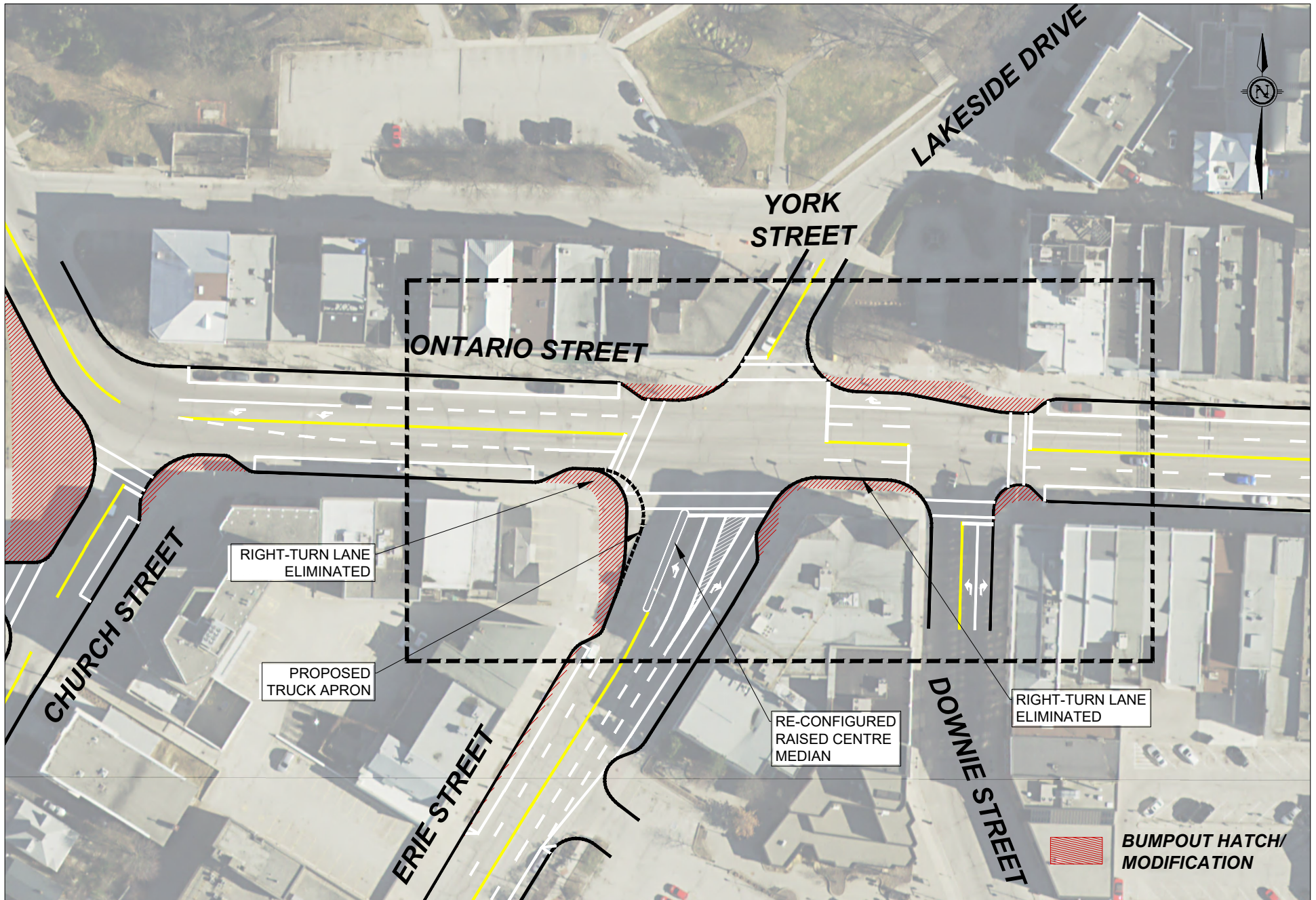
**CONCEPT #1 - ONTARIO STREET AT CHURCH STREET IMPROVEMENTS**  
**CITY OF STRATFORD - DOWNTOWN TRAFFIC STUDY**

**NO ELIMINATION OF ON-STREET PARKING SPACES ANTICIPATED**

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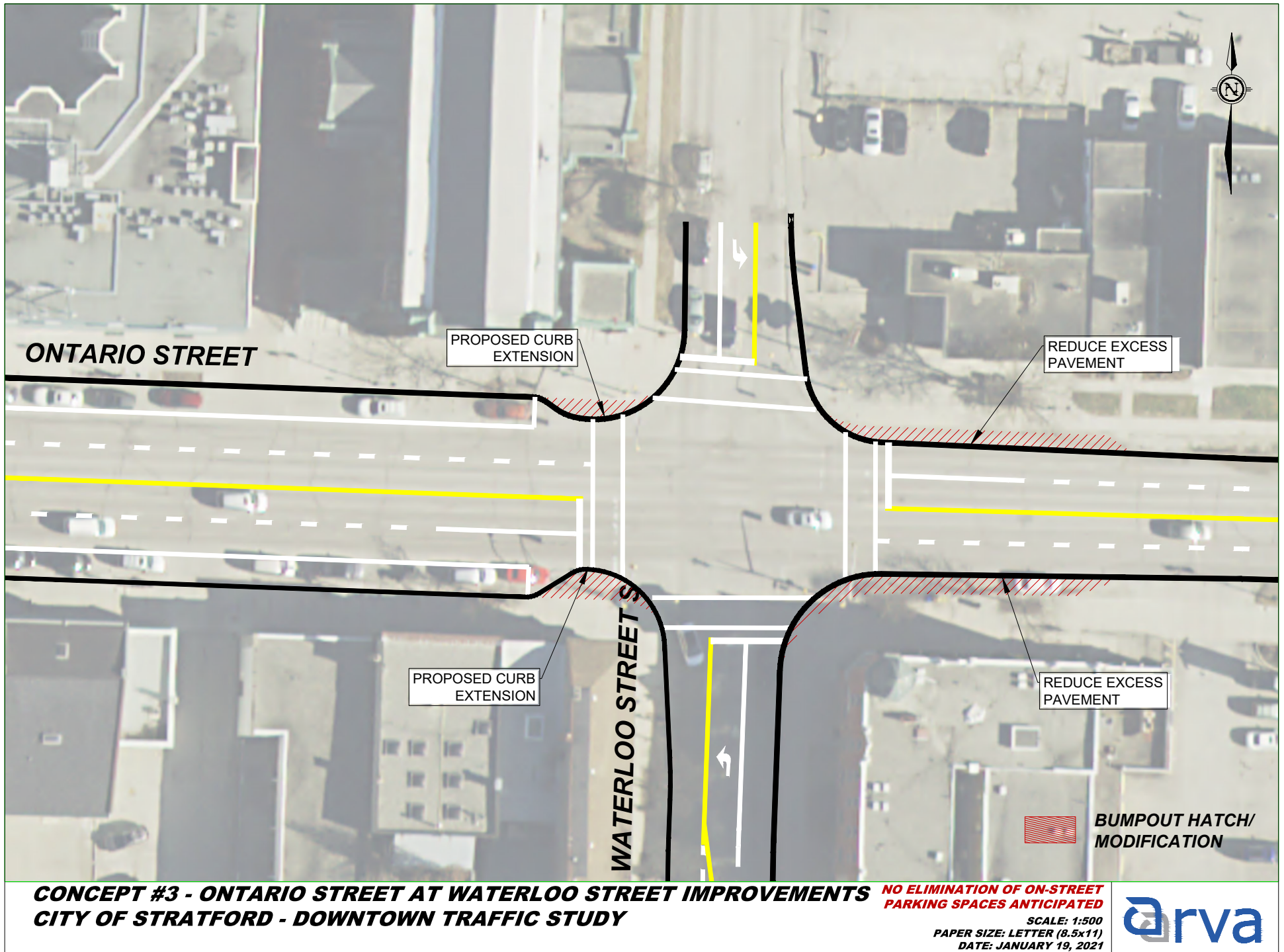
**CONCEPT #2 - ONTARIO STREET AT ERIE STREET IMPROVEMENTS**  
**CITY OF STRATFORD - DOWNTOWN TRAFFIC STUDY**

**NO ELIMINATION OF ON-STREET  
 PARKING SPACES ANTICIPATED**

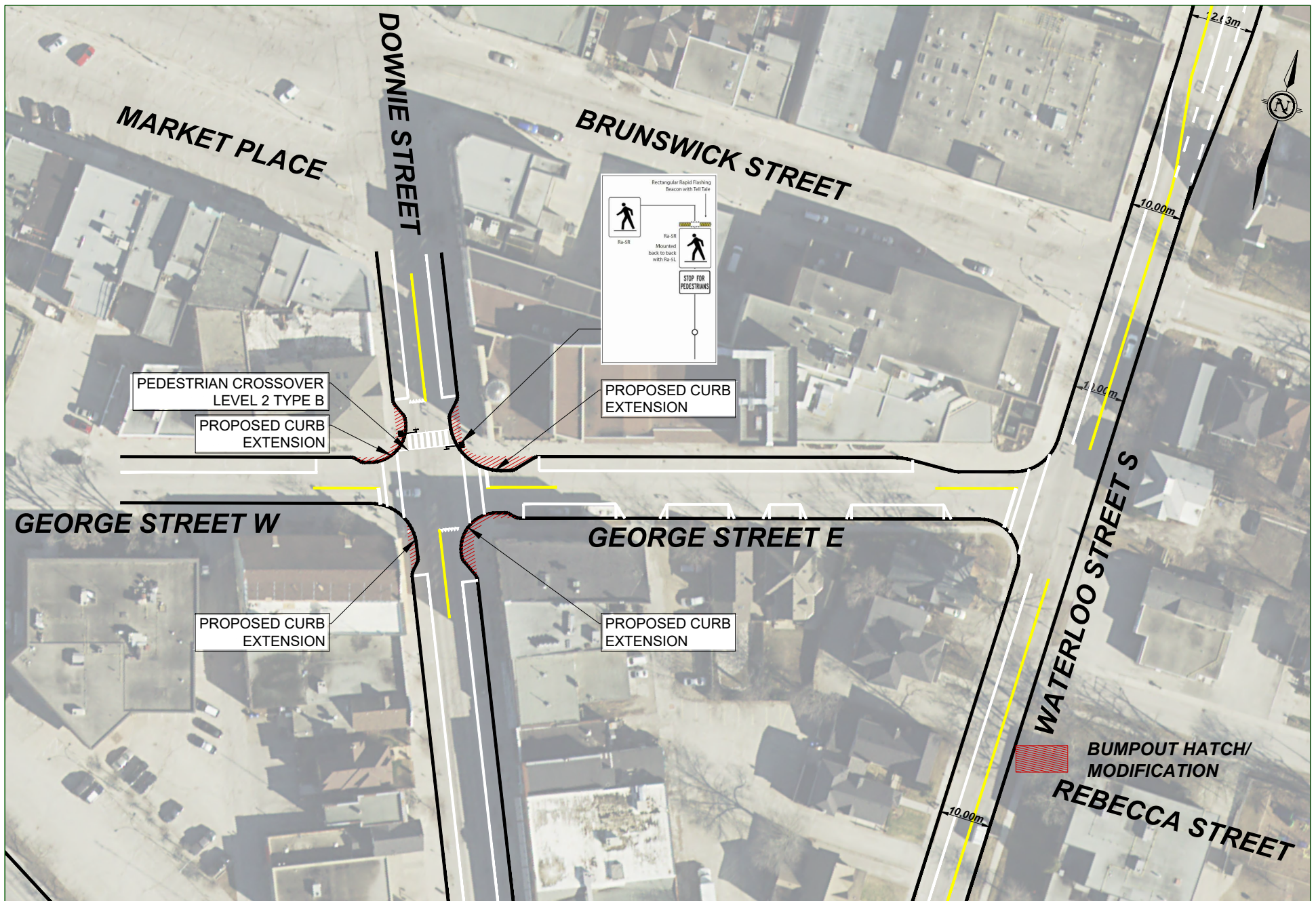
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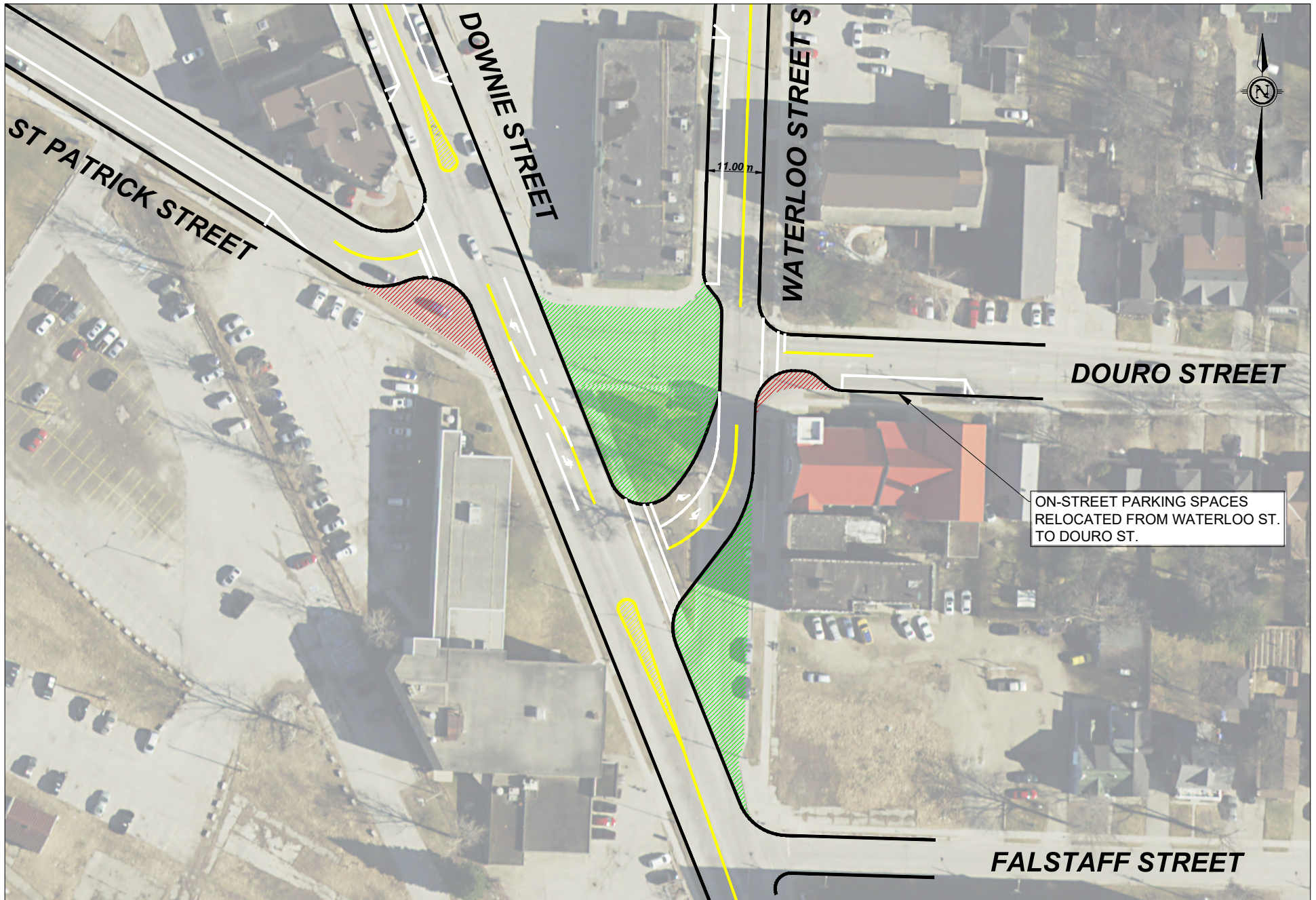
**CONCEPT #5- DOWNIE STREET AT GEORGE STREET PXO  
CITY OF STRATFORD - DOWNTOWN TRAFFIC STUDY**

**NO ELIMINATION OF ON-STREET PARKING SPACES ANTICIPATED**

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**CONCEPT #6C - DOWNIE STREET AT DUORO STREET IMPROVEMENTS  
OFFSET INTERSECTON WITH LEFT-TURN LANE OPTION  
CITY OF STRATFORD - DOWNTOWN TRAFFIC STUDY**

**ELIMINATION OF ON-STREET  
6 PARKING SPACES ANTICIPATED**

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**arva**





**CONCEPT #7 - TRANSIT TERMINAL SIGNALIZATION**  
**CITY OF STRATFORD - DOWNTOWN TRAFFIC STUDY**

**NO ELIMINATION OF ON-STREET  
 PARKING SPACES ANTICIPATED**

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## 1.0 Introduction

R.V. Anderson Associates Limited (RVA) was retained by the City of Stratford (City) to undertake a Downtown Traffic Study to analyze intersection operations and pedestrian crossing safety in the downtown core of the City. This study includes an operational and safety review of the study area, traffic analysis, identification of opportunities for improvement, and recommendations for improvement, with respect to intersection operations and pedestrian crossing facilities and safety.

This Report presents the methodology, analysis, findings, and recommendations of the City of Stratford Downtown Traffic Study.

## 2.0 Description of Study Area Road Network

### 2.1 Study Area Boundaries

The study area is generally bounded by Ontario Street to the north, Waterloo Street to the east, St. Patrick Street to the south, and Church Street to the west, but also includes intersections along Downie Street extending south to St. Davids Street. The study area consists of all signalized and unsignalized intersections, and sidewalks, falling within the study area boundaries. The study area is illustrated in **Figure 1**, with all study area intersections listed below:

- Church Street at Huron Street/Ontario Street
- Erie Street at Ontario Street
- Downie Street at Ontario Street
- Waterloo Street at Ontario Street
- Waterloo Street at Albert Street
- Waterloo Street at Brunswick Street
- Waterloo Street at George Street
- Waterloo Street at Rebecca Street
- Waterloo at Grange Street
- Waterloo Street at Douro Street
- Downie Street at Waterloo Street
- Downie Street at Falstaff Road
- Downie Street at Milton Street
- Downie Street at Shakespeare Street
- Downie Street at St. David Street
- Downie Street at Wellington Street/Albert Street
- Downie Street at Brunswick Street
- Downie Street at George Street
- Downie Street at St. Patrick Street/Douro Street
- Church Street at St. Patrick Street
- Erie Street at St. Patrick Street
- Wellington Street at St. Patrick Street
- St. Patrick Street at George Street



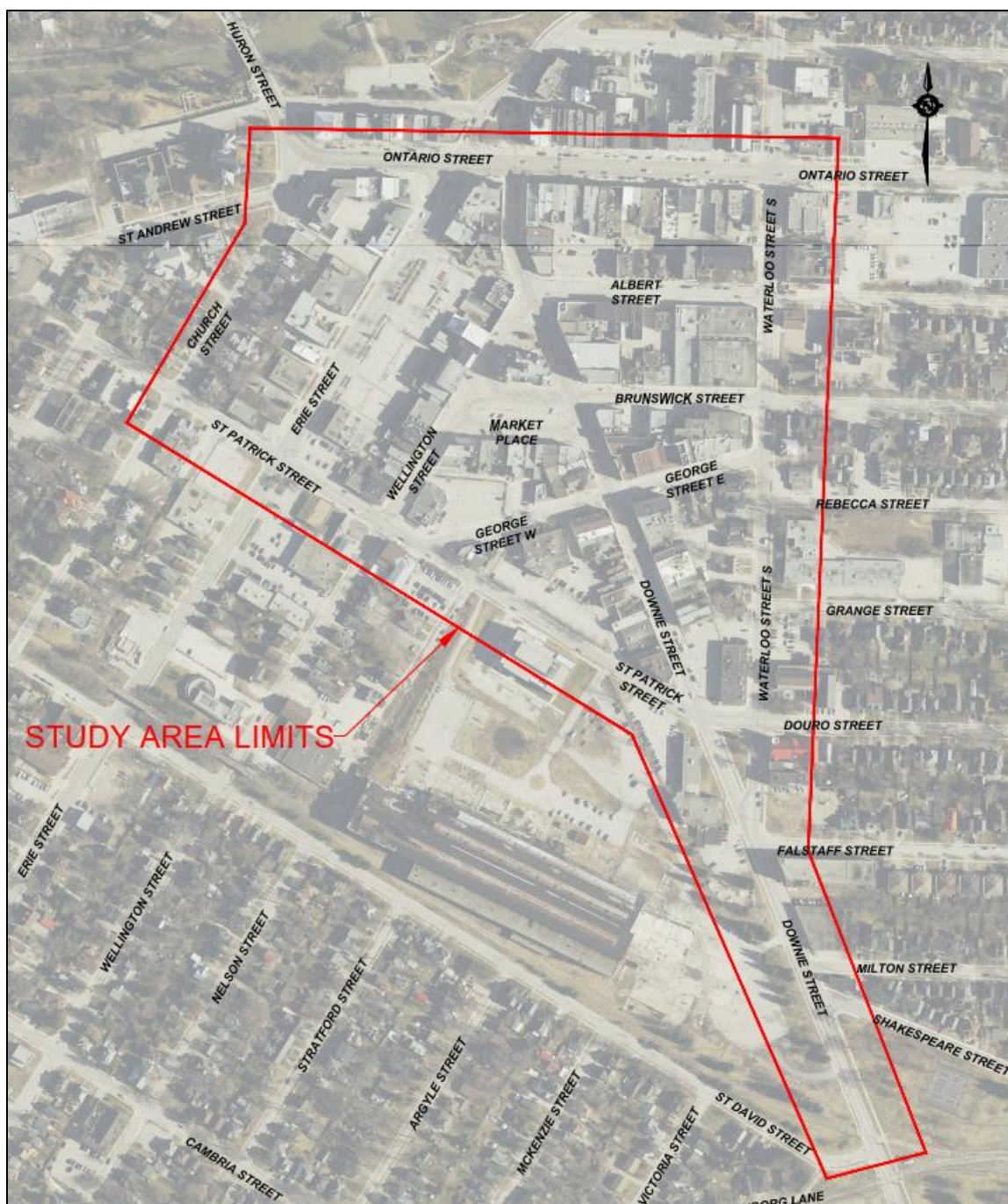


Figure 1: Study Area

## 2.2 Study Corridors

This section describes the study area corridors comprising the study area road network.

### 2.2.1 Ontario Street

Ontario Street (Highway 7) is an arterial corridor owned and operated by the City. The MTO has authority over the corridor with respect to traffic flow due to Ontario Street's classification as a Connecting Link. The study area for Ontario Street is between its intersections at Waterloo Street and Church Street, as shown in **Figure 2**.

The establishments and land uses fronting the corridor are primarily commercial with various retail and employment-based businesses, and high volumes of pedestrian and tourist activity during peak weekend periods and holidays and special events.

The Ontario Street corridor has three signalized intersections within the study area (Waterloo Street, Downie Street and Erie Street) and one unsignalized intersection (Church Street). The signals operate under a pre-timed mode of control, with pre-set timings and no means of vehicle detection; some pedestrian crossings have pedestrian pushbuttons. The posted maximum speed limit is 50 km/h in both directions.

The corridor generally has a four-lane cross-section with parking on both sides (two lanes per direction), including auxiliary right-turn lanes at several intersections. East of the study area the roadway remains a four-lane cross-section with no on street parking, and west of the study area it reduces to a two-lane cross-section (one lane per direction) over the Huron Street bridge before widening to a four-lane cross-section (two-lanes per direction) west of the bridge. The cross-section is urbanized with sidewalks on both sides of the roadway and controlled pedestrian crossings on Ontario Street at the Waterloo Street, Downie Street, and Erie Street intersections. The horizontal and vertical alignments of the roadway are generally straight and level, respectively, except for the horizontal curve at the Huron Street bridge.

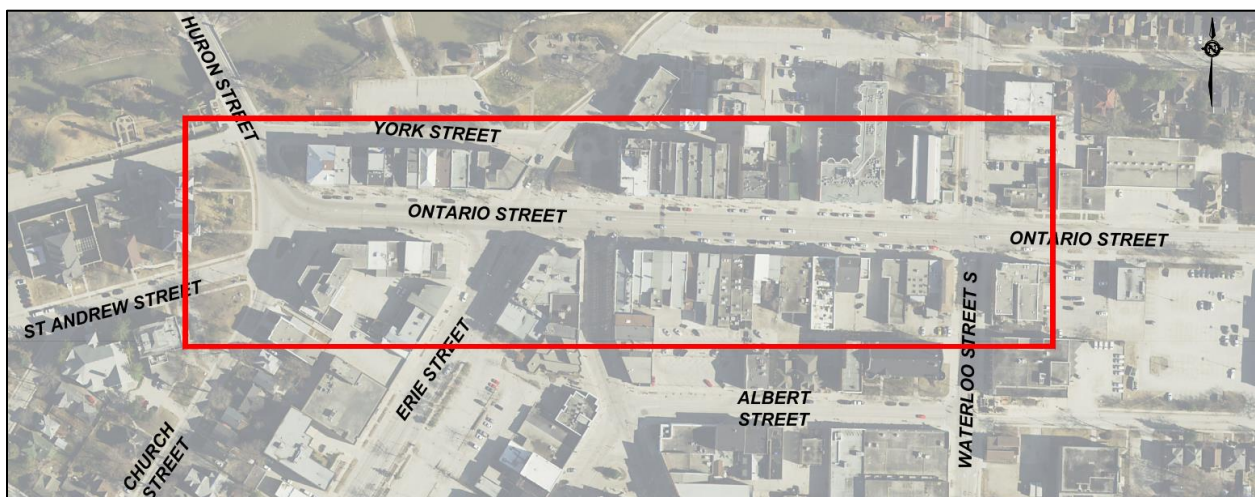


Figure 2: Ontario Street Corridor



### 2.2.2 Erie Street

Erie Street (Highway 8) is an arterial corridor owned and operated by the City. The MTO has authority over the corridor with respect to traffic flow due to Erie Street's classification as a Connecting Link. The corridor is oriented in a generally northeast-southwest direction through the study area, with its northeastern extent in the study area being its intersection at Ontario Street, and its southwestern extent in the study area being its intersection with St. Patrick Street, as shown in **Figure 3**.

The establishments and land uses fronting the corridor are primarily commercial and institutional, with various retail and employment-based businesses, the City Hall Annex Building and the large municipally operated Erie street Public Parking Lot.

The Erie Street corridor has two signalized intersections within the study area (Ontario Street, St. Patrick Street). The signals operate under a pre-timed mode of control, with pre-set timings and no means of vehicle detection; pedestrian crossings at Ontario Street have pedestrian bush-buttons for the south and west approach crosswalks. The posted maximum speed limit of the corridor is 50 km/h in both directions.

The corridor has a four-lane cross-section with on street parking on both sides (two lanes per direction) through the study area, including auxiliary left and right-turn lanes at the Ontario Street intersection. The cross-section is urbanized with sidewalks on both sides of the roadway and controlled pedestrian crossings across Erie Street at the Ontario Street and St. Patrick Street signalized intersections.

The horizontal alignment of the roadway is generally straight, although the vertical alignment has a noticeable downgrade in the southbound direction.

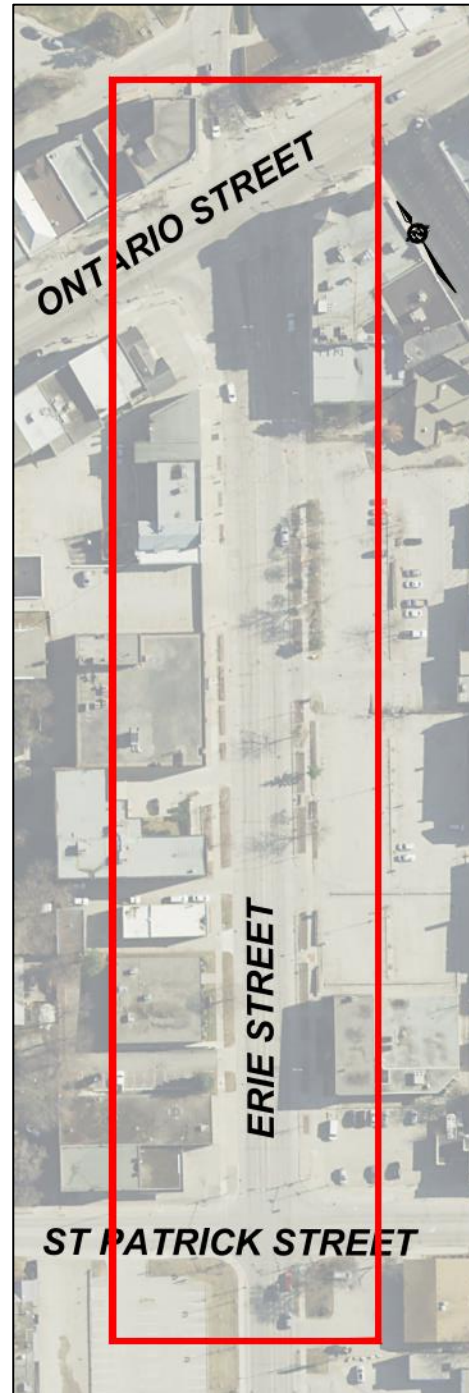


Figure 3: Erie Street Corridor

### 2.2.3 Downie Street

Downie Street is a collector corridor through the study area, under the jurisdiction of the City. The corridor is oriented in a northwest-southeast direction through the study area, with its northwestern and southeastern extents being its intersections at Ontario Street and St. David Street, respectively, as shown in **Figure 4**.

The establishments and land uses fronting the corridor are primarily commercial and institutional, with various retail and employment-based businesses, and some residential uses near its southern extent.

The Downie Street corridor has one signalized intersection within the study area at Ontario Street and ten unsignalized intersections (Albert Street, Brunswick Street, Market Place, George Street, St. Patrick Street / Douro Street, Waterloo Street, Falstaff Street, Milton Street, Shakespeare Street, St. David Street). The posted maximum speed limit of the corridor is 50 km/h in both directions.

The corridor generally has a two-lane cross-section (one lane per direction) plus on-street parking lanes primarily situated north of St. Patrick Street / Douro Street, with some on-street parking spaces immediately north of the transit terminal. The cross-section is urbanized with sidewalks on both sides of the roadway and a controlled pedestrian crossing of Downie Street at the Ontario Street signalized intersection.

The horizontal alignment of the roadway is generally straight, excluding the notable bend just south of Ontario Street, and the vertical alignment has a slight downgrade in the southbound direction through the study area.



Figure 4: Downie Street Corridor



### 2.2.4 Waterloo Street

Waterloo Street is an arterial corridor under the jurisdiction of the City. The corridor is oriented in a north-south direction through the study area, with its northern extent in the study area being its intersection at Ontario Street, and its southern extent in the study area being its intersection with Downie Street, as shown in **Figure 5**.

The establishments and land uses fronting the corridor are primarily commercial and institutional, with some residential, and notably Jeanne Sauvé Catholic School.

The Waterloo Street corridor has three signalized intersections within the study area (Ontario Street, Albert Street, Brunswick Street), and five unsignalized intersections (George Street, Rebecca Street, Grange Street, Douro Street, Downie Street). The posted maximum speed limit of the corridor is 50 km/h in both directions.

The corridor generally has a two-lane cross-section (one lane per direction) with intermittent on-street parking and auxiliary turn lanes at intersections through the study area. The cross-section is urbanized with sidewalks on both sides of the roadway and controlled pedestrian crossings of Waterloo Street at the signalized intersections at Ontario Street, Albert Street, and Brunswick Street, and at its southern extent at the Downie Street intersection.

The horizontal alignment of the roadway is generally straight, and the vertical alignment has a slight downgrade in the southbound direction through the study area.



Figure 5: Waterloo Street Corridor

### 2.2.5 St. Patrick Street

St. Patrick Street is a collector corridor under the jurisdiction of the City. The corridor is oriented in an east-west direction through the study area, with its western extent in the study area being its intersection at Church Street, and its eastern extent in the study area being its intersection with Downie Street, as shown in **Figure 6**.

The establishments and land uses fronting the corridor are primarily commercial and institutional, including University of Waterloo Stratford Campus, with some residential uses near its western extent at Church Street.

The St. Patrick Street corridor has two signalized intersections within the study area (Erie Street, Wellington Street), and four unsignalized intersections (Church Street, George Street, Cooper Street, Downie Street). The posted maximum speed limit of the corridor is 50 km/h in both directions.

The corridor generally has a two-lane cross-section (one lane per direction) with intermittent on-street parking and auxiliary turn lanes at intersections through the study area. The cross-section is urbanized with sidewalks on both sides of the roadway, and designated pedestrian crossings of St. Patrick Street at the signalized intersections at Erie Street and Wellington Street, and at the Church Street and Downie Street unsignalized intersections.

The horizontal and vertical alignments of the roadway are generally straight and level, respectively.



Figure 6: St. Patrick Street Corridor

## 2.3 Active Transportation

Pedestrian facilities within the municipal right-of-way in the study area are provided via concrete pedestrian sidewalks of varying width and are provided on both sides of all study area roads. Configurations vary with some roads having sidewalk widths ranging from 1.5 to 2.5 metres (with and without grass boulevards), and other roads having wide sidewalks ranging from 2.5 to 5 metres (typically without grassy boulevards). The latter is consistent with the higher pedestrian areas with more dense commercial establishments within the downtown urban core settings (i.e., Ontario Street and the northern section of Downie Street), as shown in **Figure 7**.



Figure 7: Typical Sidewalk Treatments

Controlled pedestrian crossings are provided at most study area intersections, identified by crosswalk pavement markings. Crosswalk pavement marking treatments are primarily Ladder Crosswalks (i.e., Erie Street at St. Patrick Street intersection), as is desirable, although some minor intersection locations (i.e., Church Street at St. Patrick Street intersection) consist of Standard Crosswalk treatments; both are shown in **Figure 8**.



Figure 8: Typical Ladder and Standard Crosswalk Treatments

There are no designated bicycle facilities within the study area road network.



## 2.4 Municipal Parking Facilities

On-street parking in the study area is primarily provided by designated paid parking spaces with coin-based parking metres. Spaces are generally parallel curbside parking, although angled parking is currently provided on the westside of Wellington Street between Downie Street and St. Patrick Street; as illustrated in **Figure 9**.



Figure 9: Typical On-Street Parking Configurations (Parallel and Angled)

**Figure 10** is a map of the existing municipal parking facilities in the downtown area, including metered lots, on-street parking, and electric vehicle charging stations.

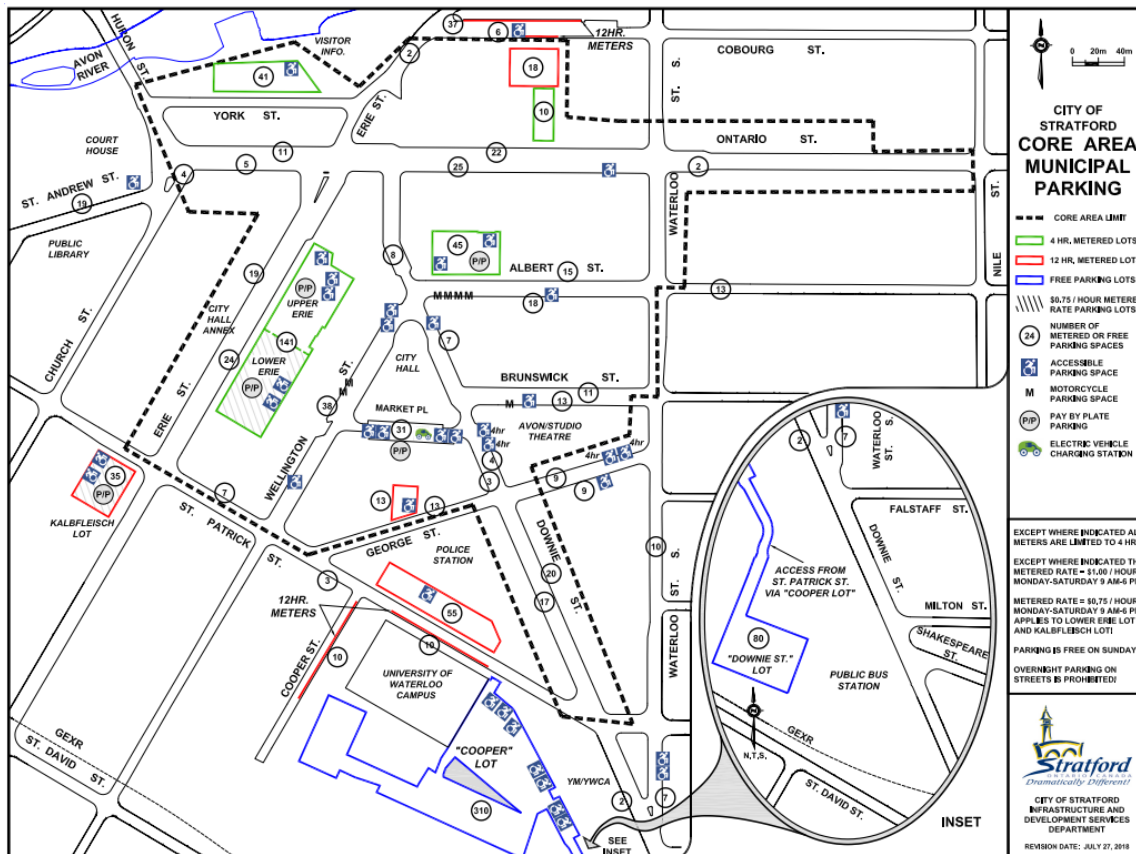


Figure 10: Metered On-Street and Lot Municipal Parking Facilities

## 2.5 Transit

The City provides transit services out of the Transit Terminal situated on Downie Street opposite Milton Street and Shakespeare Street. **Figure 11** illustrates the transit routes and transit stop locations within the limits of the study area.

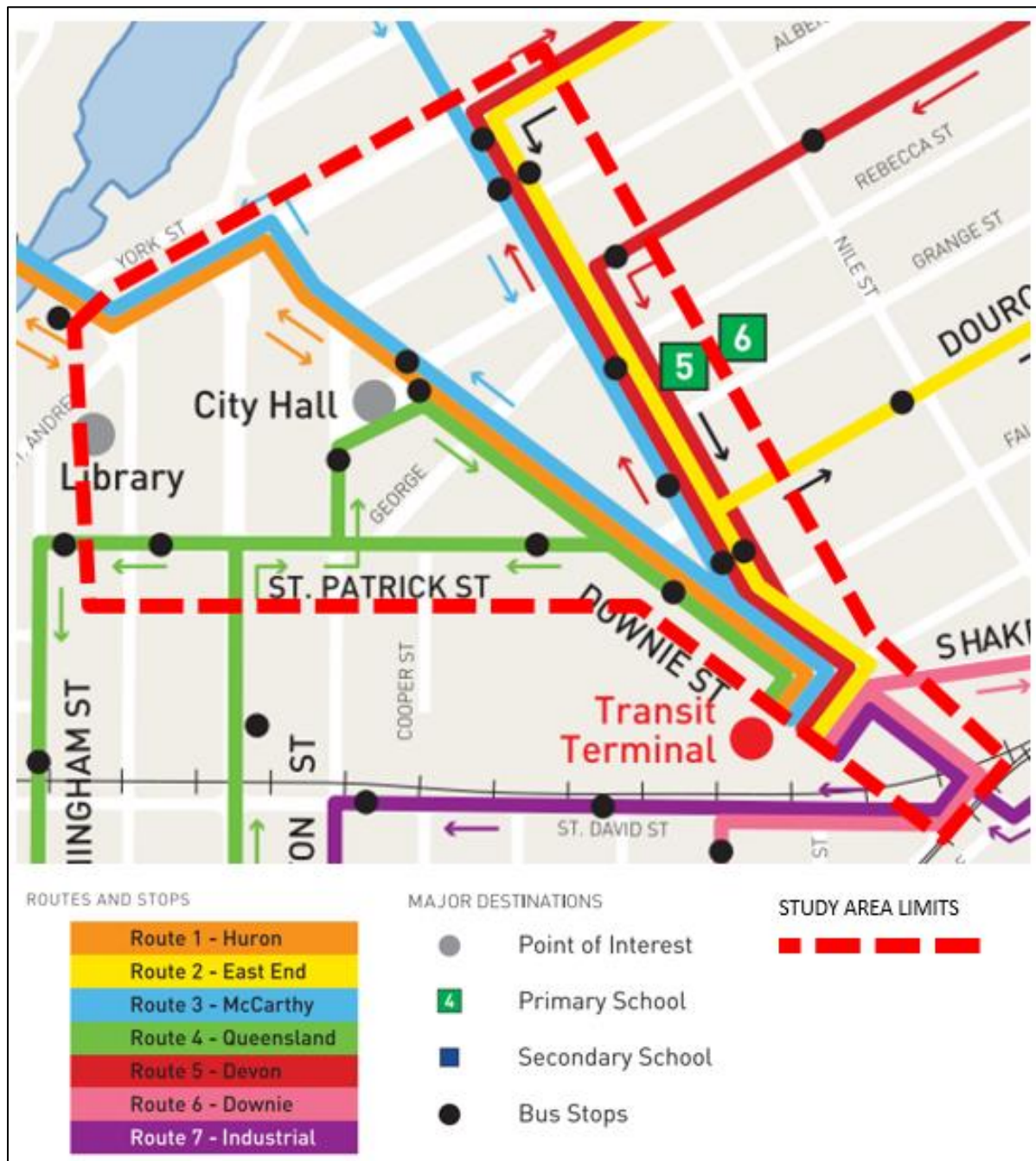


Figure 11: Transit System Map for Downtown Area

## 3.0 Data Collection

The following section describes the data collection phase of the study.

### 3.1 Intersection Traffic Volume Data

Traffic count data, provided in **Appendix A**, was collected at all study area intersections on weekdays and Saturdays in mid-September 2019. Weekday counts were conducted from 7:00 a.m. to 10:00 a.m., 12:00 p.m. to 2:00 p.m., and 3:00 p.m. to 6:00 p.m., and the Saturday counts were conducted from 12:00 p.m. to 8:00 p.m. The counts captured the intersection movements of all vehicles (cars, trucks, buses, bicycles) and pedestrians crossing at the intersections.

### 3.2 Wavetronix Data

Wavetronix multi-day traffic data, provided in **Appendix B**, was collected at the following locations, collecting data pertaining to vehicle volumes, speeds, and classification:

- Downie Street between George Street and Market Place;
- Downie Street between Shakespeare Street and St. Davids Street;
- Erie Street between St. Davids Street and St. Patrick Street; and
- On the Huron Street bridge.

### 3.3 Collision Data

Historical collision data for all study area intersections, from 2014 to 2018 inclusively, was provided by the City and analyzed. The data includes key characteristics of the reported collisions, based on information recorded in Motor Vehicle Accident Reports (MVARs), providing an opportunity to analyze the data for historical trends or patterns that could be contributing to each intersection's respective collision history. Collision data sheets summarizing key characteristics of the historical collision trends are provided in **Appendix C**.

### 3.4 Church Street Origin-Destination Study

An Origin-Destination Study (O-D Study) was completed in the vicinity of Church Street and Erie Street, between St. David Street and Ontario Street, on Wednesday September 11, 2019, from 7:00 a.m. to 10:00 a.m., 12:00 p.m. to 2:00 p.m., and 3:00 p.m. to 6:00 p.m. The purpose of this study is to identify existing levels of shortcutting via Church Street in order to by-pass the Ontario Street at Erie Street intersection, which was identified by City staff as a potential existing issue. The raw O-D Study data is provided in **Appendix D**.



## 4.0 Traffic Operations and Safety Assessments

### 4.1 Intersection Operations Assessment

The following section presents the methodology and findings from the intersection operations assessment undertaken for all study area intersections under existing conditions and a projected future horizon year of 2030.

#### 4.1.1 Intersection Traffic Volume Projections

For the purpose of analyzing future intersection operations at a 2030 horizon year, future intersection volumes at the study area intersections have been forecasted by applying a 1% per annum growth rate to all existing intersection volumes. This is considered a “worst-case scenario” for the year 2030, as it assumes traffic for all movements will increase by 10% over the next ten years; such growth is likely to only occur in isolated areas with notable future development, or along major arterial corridors (i.e., Ontario Street), but is likely not to occur for movements servicing volumes to/from mature residential neighbourhoods on the periphery of the study area. These forecasted future volumes provide a good indicator of specific intersections that should be monitored for potential future operational issues warranting geometric or traffic control improvements.

The existing and future 2030 intersection volumes for the weekday p.m. peak hour and Saturday peak hours are provided in **Appendix E**.

#### 4.1.2 Intersection Analysis Methodology

The industry standard Synchro macroscopic traffic analysis software was utilized to analyse the intersections. Key performance measures such as Level of Service (LOS), volume-to-capacity ratio (v/c ratio), and 95th percentile queuing was reported, and are defined below:

- Average vehicle control delay is used to characterize LOS for the entire intersection, an approach, or movement. Delay quantifies the variations in travel time and is also a surrogate measure of driver discomfort and fuel consumption.
- V/c ratio quantifies the degree to which the capacity of each signal phase is utilized by a defined lane group.
- 95th percentile queue is the queue length which is expected to be exceeded only 5% of the time; it is common practice to identify preferred storage length requirements for auxiliary turn lanes at signalized intersections based on estimated peak hour 95th percentile queueing.

**Table 1** identifies the control delay thresholds (seconds of delay per vehicle) for each LOS based on Highway Capacity Manual (HCM) methodology.

Table 1: Characteristics of Level of Service at Intersections

Level of Service (LOS)	Control Delay (seconds / vehicle)	
	Signalized Intersection	Unsignalized Intersection
A	$\leq 10$	$\leq 10$
B	> 10 to 20	> 10 to 15
C	> 20 to 35	> 15 to 25
D	> 35 to 55	> 25 to 35
E	> 55 to 80	> 35 to 50
F	> 80	> 50

Existing signal timing plans for the seven signalized study area intersections were provided by the City for use in the analysis; the signal timing plans are provided in **Appendix F**. Peak hour factors (PHF) were calculated based on existing traffic volumes, and input into the Synchro model to reflect current traffic “peaking” within the peak hours.

#### 4.1.3 Existing Conditions Analysis Results

**Table 2** presents the intersection analysis results for the study area intersections, during the weekday p.m. peak hour and Saturday peak hour, under existing conditions. The HCM output reports from the existing conditions analysis is provided in **Appendix G**.

Table 2: Existing Conditions - Intersection Analysis Results

Intersection	Movement	Weekday PM Peak Hour			Saturday Peak Hour			Storage Length
		V/C	LOS	95 <sup>th</sup> Percentile Queue (m)	V/C	LOS	95 <sup>th</sup> Percentile Queue (m)	
Church Street at Huron Street/Ont ario Street	WBL NBLR	0.08 0.59	A E	<1 veh 26m	0.10 0.40	A D	<1 veh 14m	- -
Erie Street at Ontario Street	EBLT	0.63	D	68m	0.54	D	59m	-
	EBR	0.07	C	<1 veh	0.09	C	<1 veh	40m
	WBLT	0.49	A	<1 veh	0.44	A	<1 veh	15m
	WBR	0.06	B	<1 veh	0.13	B	<1 veh	15m
	NBL	0.86	F	60m	0.92	F	64m	45m
	NBT	0.81	E	87m	0.60	D	57m	-
	NBR	0.25	D	25m	0.20	D	24m	60m
Downie Street at Ontario Street	SBLTR	0.57	D	52m	0.40	D	38m	-
	EBT	0.45	A	8m	0.42	A	8m	15m
	EBR	0.22	F	34m	0.09	F	26m	15m
	WBLT	0.80	C	80m	0.81	C	86m	180m
	NBL	0.58	D	52m	0.44	D	44m	-
Waterloo Street at Ontario Street	NBR	0.13	D	15m	0.18	D	19m	-
	EBLTR	0.64	C	67m	0.73	C	74m	180m
	WBLTR	0.75	B	67m	0.73	B	63m	490m
	NBL	0.18	B	<1 veh	0.36	B	11m	30m
	NBTR	0.67	C	30m	0.26	B	14m	-
Waterloo Street at Albert Street	SBL	0.39	C	25m	0.24	C	21m	40m
	SBTR	0.61	C	69m	0.45	C	49m	-
	EBLT	0.13	C	19m	0.15	C	22m	-
	EBR	0.02	B	<1 veh	0.03	B	<1 veh	16m
	NBL	0.04	A	<1 veh	0.03	A	<1 veh	25m
	NBT	0.33	A	21m	0.19	A	19m	65m
	NBR	0.06	A	<1 veh	0.05	B	<1 veh	25m
	SBL	0.06	A	<1 veh	0.03	B	<1 veh	30m
	SBTR	0.27	B	27m	0.31	B	35m	74m

Intersection	Movement	Weekday PM Peak Hour			Saturday Peak Hour			Storage Length
		V/C	LOS	95 <sup>th</sup> Percentile Queue (m)	V/C	LOS	95 <sup>th</sup> Percentile Queue (m)	
Waterloo Street at Brunswick Street	EBL	0.09	C	12m	0.09	C	12m	-
	EBR	0.01	B	<1 veh	0.02	B	<1 veh	15m
	WBLTR	0.18	C	23m	0.21	C	28m	-
	NBLT	0.36	B	51m	0.22	B	30m	-
	SBT	0.23	A	9m	0.20	A	13m	65m
	SBR	0.02	A	<1 veh	0.04	A	<1 veh	30m
Waterloo Street at George Street	EBLR	0.16	B	<1 veh	0.09	B	<1 veh	-
	NBLT	0.01	A	<1 veh	0.00	A	<1 veh	-
Waterloo Street at Rebecca Street	SBLT	0.04	A	<1 veh	0.03	A	<1 veh	-
Waterloo at Grange Street	WBLR	0.24	B	8m	0.06	B	<1 veh	-
Waterloo Street at Douro Street	EBL	0.10	C	<1 veh	0.06	C	<1 veh	8m
	EBTR	0.27	C	9m	0.23	B	1 veh	-
	WBL	0.09	C	<1 veh	0.25	C	8m	50m
	WBTR	0.36	C	13m	0.28	B	9m	-
	NBLTR	0.00	A	<1 veh	0.00	A	<1 veh	-
	SBLTR	0.04	A	<1 veh	0.03	A	<1 veh	-
Downie Street at Waterloo Street	WBLR	0.30	C	10m	0.35	B	12m	-
Downie Street at Falstaff Road	WBLR	0.41	C	16m	0.07	B	<1 veh	-
	SBLT	0.02	A	<1 veh	0.01	A	<1 veh	-
Downie Street at Milton Street	WBLR	0.20	C	<1 veh	0.08	B	<1 veh	-
	SBLT	0.01	A	<1 veh	0.01	A	<1 veh	-

Intersection	Movement	Weekday PM Peak Hour			Saturday Peak Hour			Storage Length
		V/C	LOS	95 <sup>th</sup> Percentile Queue (m)	V/C	LOS	95 <sup>th</sup> Percentile Queue (m)	
Downie Street at Shakespeare Street	WBLR SBLT	0.14	C	<1 veh	0.08	B	<1 veh	-
		0.01	A	<1 veh	0.01	A	<1 veh	-
Downie Street at St. David Street	NBLT EBLR	0.01	A	<1 veh	0.01	A	<1 veh	-
		0.26	C	8m	0.12	B	<1 veh	-
Downie Street at Wellington Street/Albe rt Street	EBLTR	0.56	F	23m	0.90	F	38m	-
	WBLT	0.74	F	37m	0.95	F	50m	-
	NBLTR	0.07	A	<1 veh	0.06	A	<1 veh	-
	SBLTR	0.04	A	<1 veh	0.04	A	<1 veh	-
Downie Street at Brunswick Street	WBLR SBLT	0.19	B	<1 veh	0.54	E	23m	-
		0.01	A	<1 veh	0.03	B	<1 veh	-
Downie Street at George Street	EBLTR	0.42	D	16m	0.46	E	18m	-
	WBLTR	0.16	C	<1 veh	0.32	D	10m	-
	NBLTR	0.02	A	<1 veh	0.02	A	<1 veh	-
	SBLTR	0.02	A	<1 veh	0.02	A	<1 veh	-
Downie Street at St. Patrick Street/Dou ro Street	EBLT	0.37	C	14m	0.29	C	9m	-
	WBLT	0.36	C	13m	0.32	B	11m	-
	NBLTR	0.03	A	<1 veh	0.03	A	<1 veh	-
	SBLTR	0.01	A	<1 veh	0.02	A	<1 veh	-
Church Street at St. Patrick Street	EBLTR	0.14	A	<1 veh	0.11	A	<1 veh	-
	WBLTR	0.21	A	<1 veh	0.16	A	<1 veh	-
	NBLTR	0.11	A	<1 veh	0.07	A	<1 veh	-
	SBLTR	0.32	B	<1 veh	0.22	A	<1 veh	-
Erie Street at St. Patrick Street	EBL	0.08	B	1 veh	0.04	B	<1 veh	15m
	EBTR	0.31	B	30m	0.22	B	23m	-
	WBLT	0.65	B	63m	0.35	A	<1 veh	-
	WBR	0.07	A	<1 veh	0.07	A	<1 veh	-
	NBLTR	0.43	B	35m	0.45	B	38m	-
	SBLTR	0.37	B	29m	0.28	B	22m	250m

Intersection	Movement	Weekday PM Peak Hour			Saturday Peak Hour			Storage Length
		V/C	LOS	95 <sup>th</sup> Percentile Queue (m)	V/C	LOS	95 <sup>th</sup> Percentile Queue (m)	
Wellington Street at St. Patrick Street	EBL	0.18	A	<1 veh	0.07	A	<1 veh	50m
	EBTR	0.30	A	29m	0.23	A	21m	-
	WBLT	0.56	B	62m	0.39	B	42m	-
	WBR	0.03	B	<1 veh	0.07	B	8m	-
	NBLTR	0.13	B	14m	0.58	C	52m	-
	SBLT	0.16	B	15m	0.53	C	46m	-
	SBR	0.05	B	<1 veh	0.01	B	<1 veh	15m
St. Patrick Street at George Street	EBLT	0.08	A	<1 veh	0.07	A	<1 veh	-
	SBL	0.19	B	<1 veh	0.14	B	<1 veh	15m

All movements are operating acceptably under existing conditions, except for the following movements:

**Erie Street and Downie Street at Ontario Street:** The closely spaced intersections of Erie Street at Ontario Street and Downie Street at Ontario Street actually operate as a single intersection with a shared signal controller and a common signal timing plan for both intersections. This results in a complex pretimed phasing operation which serves generally high peak hour traffic and pedestrian volumes. Based on the results of the intersection analysis, however, the intersection is currently operating generally well overall. The following specific movements have been identified as having operational concerns for review:

- Northbound left-turn movement from Erie Street onto Ontario Street is reporting a level of service "F" (approximately 90 and 103 seconds during the weekday p.m. and Saturday peak hours, respectively) and 95th percentile queueing slightly exceeding the provided storage capacity (by approximately 2-3 vehicles). Although there may be an opportunity to reduce delays through signal timing optimization, the queueing is not considered a critical issue given the potential queue spillback of 2-3 vehicles would essentially queue in the general-purpose lane on Erie Street immediately upstream of the left-turn lane, with no significant operational implications for other movements. Furthermore, the 95th percentile queue is only exceeded 5% of the time during peak hours, with the average queue (more representative of typical operations during peak hours) only approximately 30 metres which can easily be accommodated.

- Eastbound right-turn movement from Ontario Street onto Downie Street is reporting a level of service “F” (approximately 138 and 115 seconds during the weekday p.m. and Saturday peak hours, respectively) and 95th percentile queueing slighting exceeding the provided storage capacity (by approximately 2-3 vehicles). There may be an opportunity to reduce delays and queueing through signal timing optimization, which will be investigated further.

**Downie Street at Wellington Street and Albert Street:** Delays for traffic turning from Wellington Street (west approach) and Albert Street (east approach) onto Downie Street are generally high during peak hours, ranging from 50 to 70 seconds during the weekday p.m. peak hour, and potentially up to 2-3 minutes during the Saturday peak hour. This is likely largely due to turning side street vehicles having to gap seek when turning onto Downie Street, which is only one lane per direction and thus has reduced gaps, with further delays induced by heavy pedestrian volumes crossing the side-street crosswalks. The turning volume is generally low during peak hours and no critical queueing concerns, with no real impact to operations on Downie Street. This is not considered a critical issue and does not result in operational issues for the intersection overall. Intersection widening or signalization is not considered feasible as there is short spacing between intersections and not available property for geometric improvements.

#### 4.1.4 Existing Conditions Optimizations

As previously identified, there may be opportunity to improve operations for the northbound left-turn movement at the intersection of Erie Street at Ontario Street, and for the eastbound right-turn movement at the intersection of Ontario Street at Downie Street. Therefore, a sensitivity analysis has been undertaken to assess opportunities to optimize the signal timings in order to mitigate the identified issues; the results of this analysis are shown below in **Table 3**.

Table 3: Existing Conditions (Optimized)- Intersection Analysis Results

Intersection	Movement	Weekday PM Peak Hour			Saturday Peak Hour			Storage Length
		V/C	LOS	95 <sup>th</sup> Percentile Queue (m)	V/C	LOS	95 <sup>th</sup> Percentile Queue (m)	
Erie Street at Ontario Street	EBLT	0.70	D	71m	0.60	D	61m	-
	EBR	0.07	C	<1 veh	0.09	C	<1 veh	40m
	WBLT	0.51	A	<1 veh	0.46	A	<1 veh	15m
	WBR	0.06	B	<1 veh	0.13	B	<1 veh	15m
	NBL	0.71	E	53m	0.78	E	59m	45m
	NBT	0.70	D	75m	0.52	D	55m	-
	NBR	0.24	D	23m	0.20	D	23m	60m
	SBLTR	0.50	D	50m	0.35	D	37m	-
Downie Street at Ontario Street	EBT	0.45	A	9m	0.42	A	8m	15m
	EBR	0.22	F	34m	0.09	F	27m	15m
	WBLT	0.85	D	84m	0.86	D	99m	180m
	NBL	0.58	D	52m	0.44	D	44m	-
	NBR	0.13	D	15m	0.18	D	19m	-

The findings of the sensitivity analysis indicate that with optimized the signal timings delays for the northbound left-turn movement on Erie Street were reduced improving the operation from LOS "F" to LOS "E", however the 95th percentile queue remained unchanged. For the eastbound right-turn movement on Ontario Street at Downie Street, the revised timings modestly reduced delay and queuing, however the movement continues to operate at an LOS "F".



### 4.1.5 Future Conditions Analysis Results

**Table 4** presents the intersection analysis results for the study area intersections, during the weekday p.m. peak hour and Saturday peak hour, under 2030 future conditions. The HCM output reports from the future conditions analysis is provided in **Appendix H**. The analysis includes the optimized timings for the Erie Street and Downie Street intersections at Ontario Street, as discussed in Section 4.1.4; all other signal timings remain unchanged.

Table 4: Future 2030 Conditions - Intersection Analysis Results

Intersection	Movement	Weekday PM Peak Hour			Saturday Peak Hour			Storage Length
		V/C	LOS	95 <sup>th</sup> Percentile Queue (m)	V/C	LOS	95 <sup>th</sup> Percentile Queue (m)	
Church Street at Huron Street/Ontario Street	WBL NBLR	0.09 0.85	B F	0m 45m	0.11 0.48	A E	<1 veh 19m	- -
Erie Street at Ontario Street	EBLTR	0.93	E	107m	0.77	D	81m	-
	WBLT	0.62	A	<1 veh	0.55	A	<1 veh	15m
	WBR	0.07	B	<1 veh	0.15	A	<1 veh	15m
	NBL	0.84	F	63m	1.07	F	75m	45m
	NBT	0.79	E	92m	0.67	D	66m	-
	NBR	0.27	D	25m	0.22	D	25m	60m
Downie Street at Ontario Street	SBLTR	0.56	D	56m	0.46	D	42m	-
	EBT	0.51	B	14m	0.47	A	14m	15m
	EBR	0.25	F	29m	0.10	F	23m	15m
	WBLT	0.98	E	118m	0.93	D	120m	180m
	NBL	0.65	D	59m	0.44	D	47m	-
Waterloo Street at Ontario Street	NBR	0.15	D	16m	0.19	D	20m	-
	EBLTR	0.74	C	80m	0.85	C	100m	180m
	WBLTR	0.89	C	96m	0.87	C	88m	490m
	NBL	0.23	B	8m	0.42	B	12m	30m
	NBTR	0.76	C	93m	0.29	B	16m	74m
	SBL	0.49	C	28m	0.28	C	24m	40m
	SBTR	0.69	D	79m	0.50	C	55m	74m

Intersection	Movement	Weekday PM Peak Hour			Saturday Peak Hour			Storage Length
		V/C	LOS	95 <sup>th</sup> Percentile Queue (m)	V/C	LOS	95 <sup>th</sup> Percentile Queue (m)	
Waterloo Street at Albert Street	EBLT	0.15	C	21m	0.17	C	24m	-
	EBR	0.02	B	<1 veh	0.03	B	1 veh	16m
	NBL	0.05	A	<1 veh	0.04	A	<1 veh	25m
	NBT	0.37	A	23m	0.21	A	20m	65m
	NBR	0.06	A	<1 veh	0.06	B	<1 veh	25m
	SBL	0.07	A	<1 veh	0.04	B	<1 veh	30m
	SBTR	0.31	B	27m	0.35	B	36m	74m
Waterloo Street at Brunswick Street	EBL	0.10	C	13m	0.10	C	13m	-
	EBR	0.01	B	<1 veh	0.03	B	<1 veh	15m
	WBLTR	0.21	C	26m	0.24	C	31m	-
	NBLT	0.41	B	58m	0.24	B	34m	-
	SBT	0.25	A	10m	0.23	A	14m	65m
	SBR	0.02	A	<1 veh	0.04	A	<1 veh	30m
Waterloo Street at George Street	EBLR	0.19	C	<1 veh	0.11	B	<1 veh	-
	NBLT	0.01	A	<1 veh	0.00	A	<1 veh	-
Waterloo Street at Rebecca Street	SBLT	0.04	A	<1 veh	0.04	A	<1 veh	-
Waterloo at Grange Street	WBLR	0.29	B	10m	0.07	B	<1 veh	-
Waterloo Street at Douro Street	EBL	0.14	C	<1 veh	0.08	C	<1 veh	8m
	EBTR	0.34	C	12m	0.28	C	9m	-
	WBL	0.12	C	<1 veh	0.32	C	11m	50m
	WBTR	0.44	C	18m	0.33	C	12m	-
	NBLTR	0.00	A	<1 veh	0.00	A	<1 veh	-
	SBLTR	0.05	A	<1 veh	0.03	A	<1 veh	-
Downie Street at Waterloo Street	WBLR	0.37	C	13m	0.42	C	16m	-

Intersection	Movement	Weekday PM Peak Hour			Saturday Peak Hour			Storage Length
		V/C	LOS	95 <sup>th</sup> Percentile Queue (m)	V/C	LOS	95 <sup>th</sup> Percentile Queue (m)	
Downie Street at Falstaff Road	WBLR SBLT	0.52 0.03	C A	23m <1 veh	0.09 0.02	B A	<1 veh <1 veh	- -
Downie Street at Milton Street	WBLR SBLT	0.24 0.01	C A	8m <1 veh	0.10 0.01	B A	<1 veh <1 veh	- -
Downie Street at Shakespea re Street	WBLR SBLT	0.18 0.02	C A	<1 veh <1 veh	0.09 0.01	B A	<1 veh <1 veh	- -
Downie Street at St. David Street	NBLT EBLR	0.01 0.33	A C	<1 veh 11m	0.01 0.15	A B	<1 veh <1 veh	- -
Downie Street at Wellington Street/Albe rt Street	EBLTR WBLT NBLTR SBLTR	0.59 0.78 0.07 0.04	F F A A	25m 41m <1 veh <1 veh	1.29 1.29 0.07 0.04	F F A A	55m 73m <1 veh <1 veh	- - - -
Downie Street at Brunswick Street	WBLR SBLT	0.16 0.01	B A	<1 veh <1 veh	0.48 0.03	D A	20m <1 veh	- -
Downie Street at George Street	EBLTR WBLTR NBLTR SBLTR	0.51 0.19 0.03 0.02	D C A A	21m <1 veh <1 veh <1 veh	0.57 0.39 0.02 0.03	E E A A	24m 14m <1 veh <1 veh	- - - -
Downie Street at St. Patrick Street/Dou ro Street	EBLT WBLT NBLTR SBLTR	0.45 0.44 0.03 0.02	C C A A	18m 18m <1 veh <1 veh	0.35 0.38 0.03 0.02	C C A A	12m 14m <1 veh <1 veh	- - - -

Intersection	Movement	Weekday PM Peak Hour			Saturday Peak Hour			Storage Length
		V/C	LOS	95 <sup>th</sup> Percentile Queue (m)	V/C	LOS	95 <sup>th</sup> Percentile Queue (m)	
Church Street at St. Patrick Street	EBLTR	0.16	A	<1 veh	0.12	A	<1 veh	-
	WBLTR	0.25	A	<1 veh	0.18	A	<1 veh	-
	NBLTR	0.13	A	<1 veh	0.08	A	<1 veh	-
	SBLTR	0.37	B	<1 veh	0.25	A	<1 veh	-
Erie Street at St. Patrick Street	EBL	0.10	B	8m	0.04	B	<1 veh	15m
	EBTR	0.36	B	35m	0.26	B	26m	-
	WBLT	0.77	B	82m	0.40	A	1 veh	-
	WBR	0.08	A	<1 veh	0.07	A	<1 veh	-
	NBLTR	0.49	B	41m	0.50	B	44m	-
	SBLTR	0.42	B	33m	0.33	B	24m	250m
Wellington Street at St. Patrick Street	EBL	0.22	A	<1 veh	0.08	A	<1 veh	50m
	EBTR	0.34	A	34m	0.26	A	21m	-
	WBLT	0.64	C	72m	0.45	B	47m	-
	WBR	0.03	B	<1 veh	0.08	B	8m	-
	NBLTR	0.14	B	15m	0.65	C	59m	-
	SBLT	0.18	B	16m	0.61	C	53m	-
	SBR	0.06	B	1 veh	0.01	B	<1 veh	15m
St. Patrick Street at George Street	EBLT	0.10	A	<1 veh	0.08	A	<1 veh	-
	SBL	0.22	B	1 veh	0.16	B	<1 veh	15m

All movements are operating acceptably under future conditions, except for the following movements:

**Church Street at Ontario Street:** The northbound approach (shared left/right-turn movements) is reporting delays of LOS "F" (approximately 98 seconds) and 95th percentile queueing of just over 6 vehicles during the weekday p.m. peak hour. However, this does not result in operation issues for the intersection overall, and furthermore it may be overly conservative to expect traffic volumes turning from Church Street onto Ontario Street to increase by 10% over the next ten years given most of the residential areas off Church Street are generally built-out. It is expected that if excessive delays are anticipated by motorists, alternative routes may be selected (i.e., Erie Street), which may prove beneficial considering traffic infiltration through the Church Street neighbourhood has been identified as a potential issue as assessed further in this report. Major intersection improvements to mitigate the identified delay to traffic turning from Church Street onto Ontario Street (i.e., signalization, roundabout) are not considered justified nor desirable.

**Erie Street and Downie Street at Ontario Street:** Similar to existing conditions, several movements at the closely spaced intersections of Erie Street at Ontario Street and Downie Street at Ontario Street are reporting some operational concerns under future conditions, although most movements and the intersection overall are expected to operate generally well. This analysis was based on the optimized timings proposed under the existing conditions scenario. The following specific movements have been identified as having operational concerns for review:

- Northbound left-turn movement from Erie Street onto Ontario Street is reporting a level of service "F" (approximately 82 and 145 seconds during the weekday p.m. and Saturday peak hours, respectively) and 95th percentile queueing slightly exceeding the provided storage capacity (by approximately 3-5 vehicles); the movement is essentially at-capacity during the Saturday peak hour. The queueing is not considered overly critical given the potential queue spillback would essentially queue in the general-purpose lane on Erie Street immediately upstream of the left-turn lane, with no significant operational implications for other movements. Furthermore, the 95th percentile queue is only exceeded 5% of the time during peak hours, with the average queue (more representative of typical operations during peak hours) only approximately 30-35 metres which can be accommodated. However, there is an opportunity to improve operations for this movement due to the excessive delays.
- Eastbound right-turn movement from Ontario Street onto Downie Street is reporting a level of service "F" (approximately 130 and 106 seconds during the weekday p.m. and Saturday peak hours, respectively) and 95th percentile queueing slightly exceeding the provided storage capacity (by approximately 1-2 vehicles). There may be an opportunity to reduce delays and queueing through signal timing optimization, which will be investigated further.
- The eastbound approach on Ontario Street at Erie Street during the weekday p.m. peak hour, and the westbound shared through/left-turn movements on Ontario Street at Downie Street during both peak hours, are nearing capacity, although delays experienced by motorists are still considered within acceptable levels. Opportunities to improve operations through signal timing optimizations for these movements should be considered, or at least operations monitored in the future.

A sensitivity analysis was undertaken to determine if additional signal timing optimizations could mitigate the identified concerns; the findings from the sensitivity analysis are described as follows:

- Under future conditions, there are competing movements in need of additional capacity (increasing green time for one result in a decrease in performance for the other movement)

- A review of the current signal phasing found that the current phasing sequence is acceptable for the unique situation at this location (closely spaced intersections).
- Increasing the current cycle length (currently 110 seconds) resulted in increased delays and queueing which is not desirable.
- Given the dense urban environment and anticipated property impacts associated with major geometric improvements (i.e., widening to accommodate additional lanes is limited to only eliminating on-street parking, which is not desirable in the downtown corridor.

It is recommended the City consider implementing the optimized signal timings for this intersection. Additionally, the City should annually monitor key intersections in key corridors such as this to review the need for signal timing/phasing adjustments in response to changing travel demands. Given the limited opportunity for improvements in the Ontario Street Corridor, it is likely that as traffic/delays continue to increase in the future that vehicles will increase their use of alternate routes to bypass the congestion.

**Waterloo Street at Ontario Street:** The westbound approach is beginning to near capacity during both peak hours, and the northbound and southbound shared through/right-turn lanes are experiencing some minor queueing concerns with the 95th percentile queues slightly exceeding the provided storage capacities (1-3 vehicles). A sensitivity analysis was undertaken to determine if signal timing optimizations could mitigate the identified concerns. The analysis found that the northbound and southbound 95th percentile queues were very unresponsive to increases in green time. Aggressively increasing the green time for the side-street movements resulted in operational problems being introduced along Ontario Street, and increasing the overall cycle length of the intersection (currently 90 seconds) either did not resolve the northbound and southbound queueing issues or resulted in increased delays along Ontario Street. It is important to note that the average (typical) queueing for the northbound and southbound through/right-turn movements are reported at only 21 and 48 metres, respectively, well within the available storage space, and that queueing will be notably lower during the remaining off-peak periods of the day. In lieu of major infrastructure improvements at this intersection, considering the dense urban environment, it is recommended the intersection be monitored, but future improvements not recommended at this time.

**Downie Street at Wellington Street and Albert Street:** The east and west approaches have essentially reached capacity during the Saturday peak hour and are expected to have excessive delays (55-75 seconds) during the weekday p.m. peak hour. Similar to existing conditions, this is likely largely due to turning side street vehicles having to gap seek when turning onto Downie Street, which is only one lane per direction and thus has reduced gaps, with further delays induced by heavy

pedestrian volumes crossing the side-street crosswalks. The notable deterioration under future conditions, however, are attributed to the 10% growth applied to traffic over the 10-year horizon period; it is difficult to predict if this level of growth will indeed occur especially for the side street movements (local roads). It is likely more reasonable to anticipate delays for side-street traffic will be generally similar to existing conditions, with comparatively high delays, but not a breakdown in operations. Given the limited options available, with intersection widening or signalization not considered desirable and/or feasible options, there is limited opportunity for geometric improvements. It is recommended the intersection be monitored in the future.

**Erie Street at St. Patrick Street:** The westbound shared left/through movement is reporting a 95th percentile queue of approximately 82 metres during the weekday p.m. peak hour, which extends to the upstream signalized intersection to the east on St. Patrick Street at Wellington Street. However, the intersection is operating well overall, with substantial reserve capacity, no delay concerns, and remaining movements reporting acceptable queueing. RVA has optimized signal timings for the subject intersection utilizing the Synchro software. As show below in **Table 5**, the results of the optimized analysis confirm that minor adjustments to the signal timing splits for the weekday p.m. peak hour are expected to mitigate the queueing concern.

Table 5: Erie Street at St. Patrick Street - Future Conditions (Optimized Timings)

Movement	Weekday PM Peak Hour			Storage Length
	V/C	LOS	95 <sup>th</sup> Percentile Queue (m)	
EBL	0.07	A	<1 veh	15m
EBTR	0.29	B	28m	-
WBLT	0.61	A	10m	-
WBR	0.08	A	<1 veh	-
NBLTR	0.61	C	49m	-
SBLTR	0.54	C	39m	250m

## 4.2 Collision Data Assessment

The following section presents the methodology and findings from the collision data assessment undertaken for all study area intersections based on historical collision data recorded over a five-year period from 2014 to 2018.

### 4.2.1 Collision Rate Overview

Collision rates (collisions per million vehicles entering the intersection) were calculated for each intersection based on the annual frequency of recorded collisions and volume of vehicles entering each respective intersection.

**Figure 12** provides an illustrative comparison of the intersection collision rates. The calculated collision rates provide a useful comparison tool for intersections with varying volumes, although it is still expected intersections with comparatively higher volumes will exhibit higher collision rates.

However, although traffic volumes at the intersection of Ontario Street at Waterloo Street are comparatively higher than most intersections in the study area, the graph illustrates its collision rate is double the next highest calculated collision rate, indicating a potential collision frequency issue when compared against other intersections along the Ontario Street corridor. It is important to note that approximately one third of collisions at this intersection involved on-street parking, which is likely strongly influencing this intersection's comparatively higher collision rate.



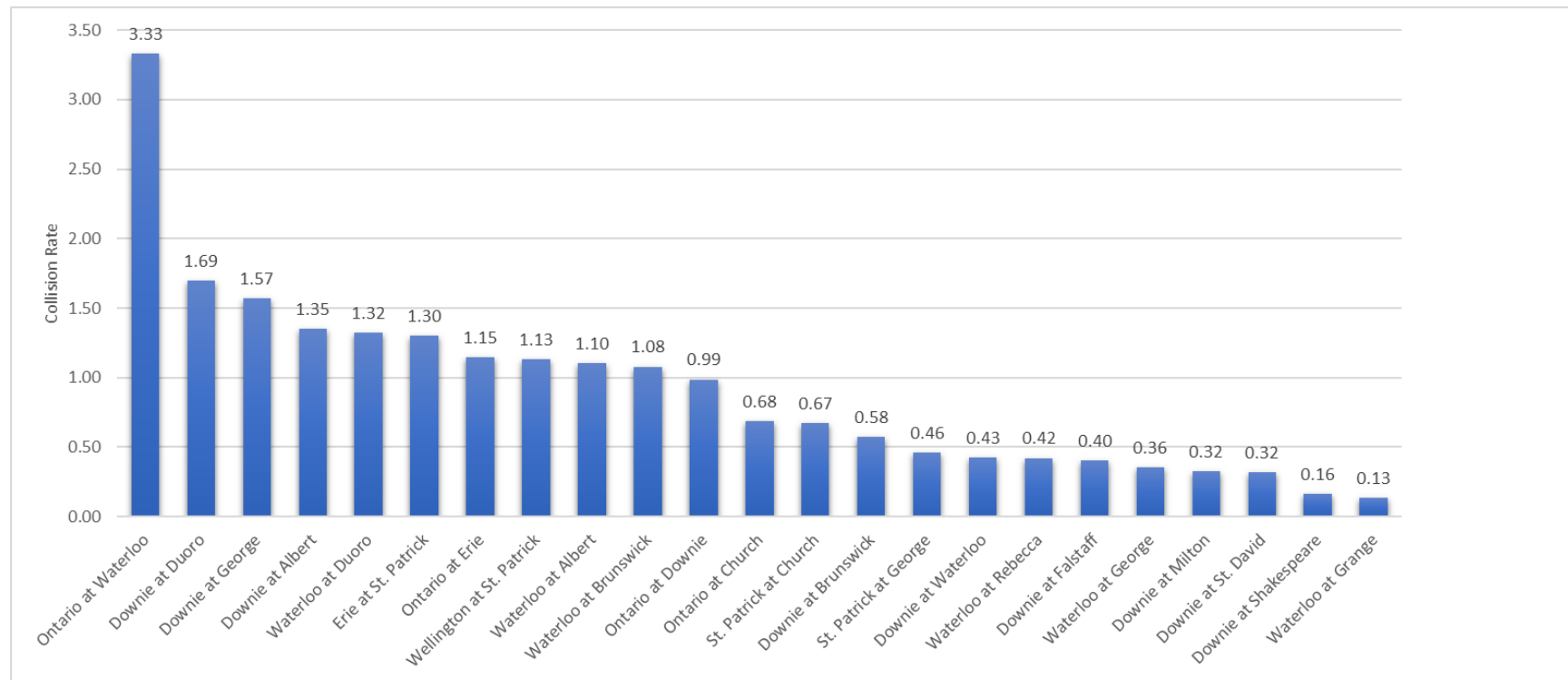


Figure 12: Collision Rates

## 4.2.2 Key Collision Assessment Findings

As previously discussed, historical collision data for all study area intersections from 2014 to 2018 inclusively was provided by the City and analyzed. The data was analyzed for historical trends or patterns that could be contributing to each intersection's respective collision history, and for the identification of any existing geometric or other intersection characteristics potentially contributing to reported collision trends. Collision data sheets illustrating and describing key findings from the collision assessments at each intersection are appended.

**Table 6** summarizes the key collision characteristics identified at each intersection based on the assessment of collision data.

Table 6: Key Collision Characteristics

Intersection	Collision Rate	Recorded Collisions	Key Collision Characteristics
Ontario St at Waterloo St	3.33	89	<ul style="list-style-type: none"> <li>Sideswiping and on-street parking collisions</li> <li>Turning movement collisions (shared left/thru lane)</li> <li>Pedestrian collisions</li> </ul>
Downie St at Douro St	1.69	18	<ul style="list-style-type: none"> <li>Angle and turning movement collisions</li> <li>Potential sightlines issues (skewed alignment)</li> </ul>
Downie St at George St	1.57	12	<ul style="list-style-type: none"> <li>Angle collisions (Failing to yield ROW)</li> <li>Potential sightline issues (on-street parking)</li> </ul>
Downie St at Albert St	1.35	12	<ul style="list-style-type: none"> <li>Collisions with on-street parking</li> <li>Angle and turning movement collisions</li> <li>Potential sightline issues (on-street parking)</li> </ul>
Waterloo St at Douro St	1.32	15	<ul style="list-style-type: none"> <li>Angle collisions (failing to yield ROW after stop)</li> <li>Intersection control issue</li> </ul>
Erie St at St. Patrick St	1.30	26	<ul style="list-style-type: none"> <li>Northbound direction (red-light running)</li> <li>Signal head placement / speeds to be reviewed</li> </ul>
Ontario St at Erie St	1.15	28	<ul style="list-style-type: none"> <li>Sideswipe collisions in SB direction on south approach</li> <li>Right-turn collisions in EB direction</li> <li>Pedestrian/cyclist collisions</li> </ul>
Wellington St at St. Patrick St	1.13	12	<ul style="list-style-type: none"> <li>Collisions involving angled parking on north approach</li> </ul>

Intersection	Collision Rate	Recorded Collisions	Key Collision Characteristics
Waterloo St at Albert St	1.10	11	<ul style="list-style-type: none"> <li>No identifiable issues</li> </ul>
Waterloo St at Brunswick St	1.08	10	<ul style="list-style-type: none"> <li>Angle collisions (red-light running)</li> <li>Collisions with on-street parking and driveways</li> </ul>
Ontario St at Downie St	0.99	20	<ul style="list-style-type: none"> <li>Sideswipe collisions and other types with on-street parking and lane changing away from intersection</li> </ul>
Ontario St at Church St	0.68	12	<ul style="list-style-type: none"> <li>Eastbound sideswipe collisions around curve</li> </ul>
St. Patrick St at Church St	0.67	4	<ul style="list-style-type: none"> <li>No identifiable issues</li> </ul>
Downie St at Brunswick St	0.58	4	<ul style="list-style-type: none"> <li>No identifiable issues</li> </ul>
St. Patrick St at George St	0.46	4	<ul style="list-style-type: none"> <li>Two collisions involving on-street parking spaces in close proximity to intersection</li> </ul>
Downie St at Waterloo St	0.43	5	<ul style="list-style-type: none"> <li>No identifiable issues</li> <li>One cyclist collision</li> </ul>
Waterloo St at Rebecca St	0.42	3	<ul style="list-style-type: none"> <li>No identifiable issues</li> <li>One collision involving pedestrian</li> </ul>
Downie St at Falstaff St	0.40	6	<ul style="list-style-type: none"> <li>Turning movement collisions (failing to yield ROW)</li> <li>Potential sightline issues (skewed alignment)</li> </ul>
Waterloo St at George St	0.36	3	<ul style="list-style-type: none"> <li>No identifiable issues</li> <li>One cyclist collision</li> </ul>
Downie St at Milton St	0.32	4	<ul style="list-style-type: none"> <li>No identifiable issues</li> <li>One cyclist collision</li> </ul>
Downie St at St. David St	0.32	4	<ul style="list-style-type: none"> <li>No identifiable issues</li> </ul>
Downie St at Shakespeare St	0.16	2	<ul style="list-style-type: none"> <li>No identifiable issues</li> </ul>
Waterloo St at Grange St	0.13	1	<ul style="list-style-type: none"> <li>No identifiable issues</li> </ul>

### 4.3 Auxiliary Left-turn Lanes Assessment

The existing cross-section of the Ontario Street corridor currently does not provide eastbound/westbound auxiliary left-turn lanes at the signalized intersections at Erie Street, Downie Street, and at Waterloo Street. The left-turn movements currently being made from Ontario Street onto these cross-streets are being made from shared left/through lanes. From an operational standpoint, shared left/through lanes are typically not desirable, given a small left-turning volume can potentially “bottleneck” the corridor creating significant delay and increased driver frustration. From a safety standpoint, shared left/through lanes can increase the frequency of rear-end collisions. The introduction of auxiliary left-turn lanes can result in increased intersection capacity, and reduction in rear-end collisions, and a reduction in turning movement collisions if protected left-turn phasing is introduced.

Therefore, the City has requested RVA assess the feasibility of introducing auxiliary left-turn lanes on Ontario Street at the three signalized intersections:

- Eastbound and westbound left-turns at Erie Street;
- Westbound left-turn at Downie Street; and
- Eastbound and westbound left-turns at Waterloo Street.

Given the provision of on-street parking and limited right-of-way, introducing auxiliary left-turn lanes will require either:

- Elimination of large sections of on-street parking with potential curb and gutter modifications so that two through lanes can be accommodated adjacent to the introduced auxiliary left-turn lane; or
- Re-designating the shared left/through lanes as left turn only lanes, resulting in a lane reduction from two lanes down to one lane upstream of the intersection, with through volumes utilizing a single through lane through the intersection (one lane for through traffic per direction).

The issue with the latter option is that the lane reductions can create bottlenecks along the corridor if sufficient capacity is not available to service the volumes entering the intersection. Additionally, this will generate an increase in the amount of lane changes on the approach to each intersection for traffic continuing along Ontario Street.

A Synchro intersection analysis has been undertaken to assess intersection operations for the three signalized intersections with the left-turn lanes introduced and through lanes reduced, for the 2030 horizon year, to confirm feasibility from capacity and operational standpoints. **Table 7** presents the intersection analysis results; HCM output reports from the analysis is provided in **Appendix I**.

Table 7: Left-Turn Lanes Assessment - Intersection Analysis Results

Intersection	Movement	Weekday PM Peak Hour			Saturday Peak Hour			Storage Length
		V/C	LOS	95 <sup>th</sup> Percentile Queue (m)	V/C	LOS	95 <sup>th</sup> Percentile Queue (m)	
Erie Street at Ontario Street	EBL	0.02	C	<1 veh	0.01	C	<1 veh	-
	EBTR	0.88	D	101m	0.75	D	80m	40m
	WBL	0.48	A	<1 veh	0.48	A	<1 veh	15m
	WBT	0.60	A	<1 veh	0.51	A	<1 veh	15m
	WBR	0.08	A	<1 veh	0.15	A	<1 veh	-
	NBL	0.88	F	65m	1.34	F	81m	-
	NBT	0.79	E	92m	0.67	D	67m	-
	NBR	0.27	D	25m	0.22	D	25m	60m
	SBTLR	0.56	D	56m	0.46	D	43m	-
Downie Street at Ontario Street	EBT	1.18	F	117m	1.29	F	129m	15m
	EBR	0.25	F	30m	0.10	F	23m	15m
	WBL	2.34	F	73m	3.20	F	104m	-
	WBT	1.11	F	239m	0.99	E	224m	180m
	NBL	0.65	D	59m	0.44	D	47m	-
	NBR	0.25	D	18m	0.50	E	40m	-
Waterloo Street at Ontario Street	EBL	0.49	C	23m	0.59	C	33m	-
	EBTR	1.07	F	212m	1.09	D	212m	180m
	WBL	0.61	C	20m	0.60	C	19m	-
	WBT	1.06	E	247m	0.99	D	226m	490m
	NBL	0.24	C	14m	0.49	D	29m	30m
	NBT	0.77	D	99m	0.30	C	35m	74m
	SBL	0.50	D	29m	0.30	C	24m	40m
	SBT	0.70	D	81m	0.53	D	56m	74m

The results of the Synchro analysis indicate that the operational performance of the intersections is anticipated to severely deteriorate to unacceptable levels with conversion of existing shared left/through lanes to dedicated left-turn lanes. Although the left-turn lanes themselves may operate generally well, performance deteriorates for other movements due to reduced approach capacity and reduced overall intersection capacity. Potential impacts may include a reduction in travel time reliability, bottlenecks, and an increase if traffic diverting to alternative routes to bypass bottlenecks. This is most notable at the Waterloo Street at Ontario Street and Downie Street at Ontario Street intersections, in which the intersections overall are considered over capacity.

## 4.4 Lakeside Drive One-Way Operation Assessment

The City's Cycling Master Plan recommends upgrading the existing trail running parallel to Lakeside Drive in the long term (11-20 years). As a short-term measure, the Cycling Master Plan recommends examining the feasibility of converting Lakeside Drive to one-way operation in the eastbound direction to accommodate on-street bike lanes within the existing road width. The City has therefore requested RVA assess the feasibility of converting Lakeside Drive to one-way operation, extending the one-way operation south to Ontario Street where Lakeside Drive intersects opposite Erie Street.

Under one-way operation in the eastbound direction, most traffic currently travelling south on Lakeside Drive towards Ontario street, opposite Erie Street, would likely be diverted to southbound on Waterloo Street towards Ontario Street. Upon reaching the Ontario Street at Waterloo Street intersection, most motorists will have two likely options:

- Turn right to travel westbound along Ontario Street in order to reach Downie Street (southbound), Erie Street (southbound), or to continue west on Ontario Street leaving the downtown core; or
- Continue south on Waterloo Street, through Ontario Street, and turning off at the multiple east-west roads intersection Waterloo Street or continuing to the southern extent of Waterloo Street at Downie Street.

RVA has analyzed two potential re-distribution scenarios for a 2030 horizon year:

1. **Concentrated Scenario:** 100% of redistributed traffic turning right from Waterloo Street onto Ontario Street, and subsequently travelling south on Downie Street, Erie Street, or west on Ontario Street, as shown in **Figure 13**; and
2. **Dispersed Scenario:** 50% of redistributed traffic follow the travel pattern as described in the Concentrated Scenario, and 50% continue south on Waterloo Street before dispersing out to all the numerous side street intersections, as shown in **Figure 14**.

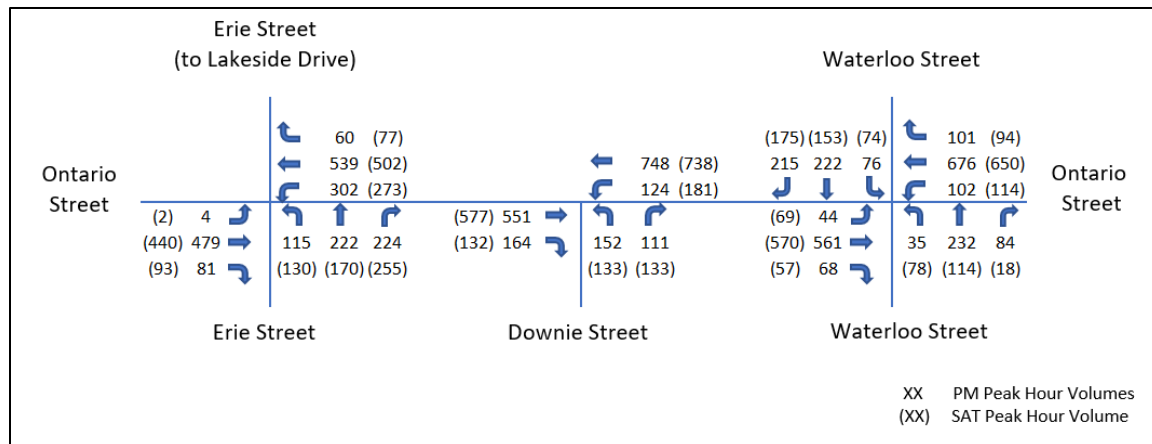


Figure 13: Volume Re-distribution - Concentrated Scenario

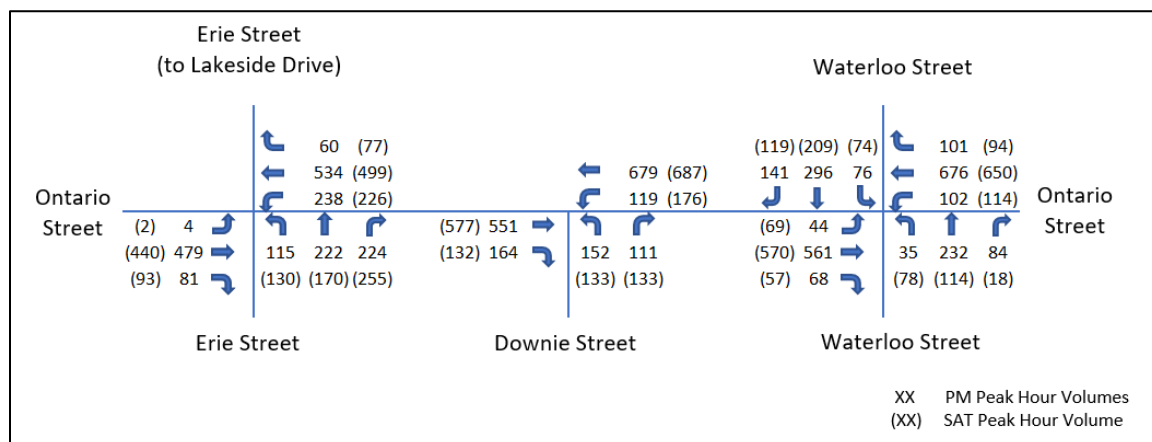


Figure 14: Volume Re-distribution - Dispersed Scenario

For the purpose of assessing the feasibility of the one-way conversion from a traffic operations perspective, RVA has undertaken a Synchro analysis for the signalized intersections along Ontario Street to assess their operations under the diversion scenarios and determine the traffic implications, if any.

**Table 8** and **Table 9** presents the intersection analysis results for the Concentrated and Dispersed re-distribution scenarios, respectively, at the signalized intersections along the Ontario Street corridor. The HCM output reports from the analysis is provided in **Appendix J**.

Table 8: Concentrated Scenario - Intersection Analysis Results

Intersection	Movement	Weekday PM Peak Hour			Saturday Peak Hour			Storage Length
		V/C	LOS	95 <sup>th</sup> Percentile Queue (m)	V/C	LOS	95 <sup>th</sup> Percentile Queue (m)	
Erie Street at Ontario Street	EBLTR	0.93	E	107m	0.77	D	81m	40m
	WBT	0.79	A	<1 veh	0.65	A	<1 veh	15m
	WBR	0.08	A	<1 veh	0.15	A	<1 veh	15m
	NBL	0.49	D	45m	0.79	E	64m	-
	NBT	0.79	E	92m	0.67	D	67m	-
	NBR	0.27	D	25m	0.22	D	25m	60m
Downie Street at Ontario Street	EBT	1.18	F	111m	1.29	F	129m	15m
	EBR	0.25	F	29m	0.10	F	23m	15m
	WBT	2.57	F	203m	3.40	F	194m	180m
	NBL	0.65	D	59m	0.44	D	47m	-
	NBR	0.15	D	16m	0.19	D	20m	-
Waterloo Street at Ontario Street	EBT	0.74	C	80m	0.85	C	99m	180m
	WBT	0.89	C	96m	0.87	C	88m	490m
	NBL	0.48	C	19m	0.59	C	36m	30m
	NBT	0.76	C	93m	0.29	B	16m	74m
	SBL	0.49	C	28m	0.28	C	24m	40m
	SBT	1.10	F	155m	0.83	D	102m	74m

The Synchro analysis results indicate the Concentrated Scenario, which assigns 100% of the re-distributed traffic westwards along Ontario Street from Waterloo Street, deteriorates intersection operations to unacceptable levels, with all three signalized intersections having several movements operating near or at-capacity with excessive queueing and significant travel delays.



Table 9: Dispersed Scenario - Intersection Analysis Results

Intersection	Movement	Weekday PM Peak Hour			Saturday Peak Hour			Storage Length
		V/C	LOS	95 <sup>th</sup> Percentile Queue (m)	V/C	LOS	95 <sup>th</sup> Percentile Queue (m)	
Erie Street at Ontario Street	EBLTR	0.93	E	106m	0.77	D	81m	40m
	WBT	0.71	A	<1 veh	0.60	A	<1 veh	15m
	WBR	0.08	A	<1 veh	0.15	A	<1 veh	15m
	NBL	0.49	D	45m	0.79	E	64m	-
	NBT	0.79	E	92m	0.67	D	67m	-
	NBR	0.27	D	25m	0.22	D	25m	60m
Downie Street at Ontario Street	EBT	1.18	F	111m	1.29	F	129m	15m
	EBR	0.25	F	29m	0.10	F	23m	15m
	WBT	2.46	F	182m	3.29	F	178m	180m
	NBL	0.65	D	59m	0.44	D	47m	-
	NBR	0.15	D	16m	0.19	D	20m	-
Waterloo Street at Ontario Street	EBT	0.74	C	80m	0.85	C	100m	180m
	WBT	0.89	C	96m	0.87	C	88m	490m
	NBL	0.48	C	19m	0.59	C	36m	30m
	NBT	0.76	C	93m	0.29	B	16m	74m
	SBL	0.49	C	28m	0.28	C	24m	40m
	SBT	1.08	F	157m	0.81	D	104m	74m

The Synchro analysis results indicate the Dispersed Scenario, which assigns 50% of the re-distributed traffic westwards along Ontario Street and 50% southwards on Waterloo Street, also deteriorates intersection operations to unacceptable levels, with the Downie Street and Waterloo Street intersections operating at-capacity with significant queuing and delay.

Regardless of the re-distribution assumptions, it is expected that converting Lakeside Drive to one-way eastbound operation will result in a sizeable re-distribution of traffic to the Waterloo Street at Ontario Street intersection, which is not expected to be able to accommodate the additional volumes with the current intersection geometry.

## 4.5 Spot Speed Assessment

Spot speed data was collected at key midblock locations to permit the analysis of operating speeds along study area corridors. Spot speed studies are used to determine the speed distribution of traffic at a specific location, with the collected data used to determine vehicle speed percentiles. The two most common calculated speed percentiles are the 50th and 85th percentiles:

The **50th percentile** is the average speed observed, with half of the observed vehicles below and half above the 50th percentile speed. The **85th percentile** is the speed at which 85% of the observed vehicles are travelling at or below. The 85th percentile is typically used in evaluating posted speed limits, as the general assumption is 85% of drivers are travelling at a speed, they perceive to be safe, meaning the 85th percentile speed is normally assumed to be the highest safe speed for a roadway section.

The recorded 50th and 85th percentile operating speeds recorded at the study area locations are illustrated in **Figure 15**.

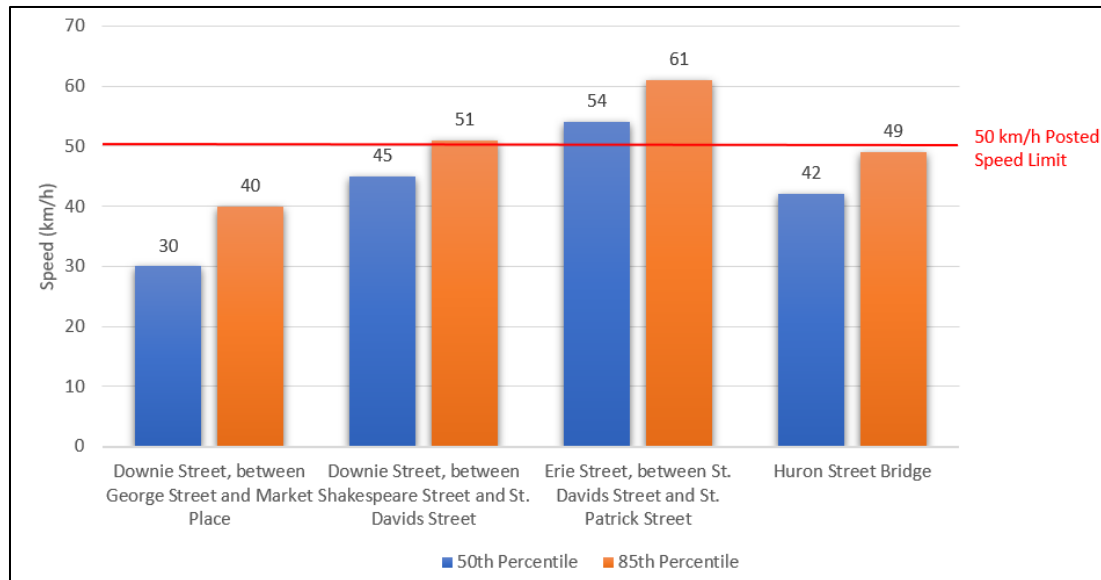


Figure 15: Spot Speed Study Results

With respect to Erie Street, the 85th percentile speed was recorded at 61 km/h, or 11 km/h above the 50 km/h posted speed limit, and furthermore the average speed (50th percentile) was above the posted speed limit by 4 km/h. The straight road alignment, four lane cross-section, and generally uncongested traffic conditions during all typical periods on Erie Street, are all existing factors likely contributing to higher operating speeds and lower compliance to the posted speed limit.

Potential mitigation measures to improve compliance to the speed limit could be increasing the posted speed limit to better reflect the approximate 85th percentile speed (i.e., 60 km/h), or modifying the road geometry to encourage lower operating speeds and improved compliance (i.e., traffic calming; road diet). The City has requested RVA undertake a Road Diet Capacity Assessment for Erie Street, assessing the feasibility of reducing the number of general-purpose lanes for the purpose of introducing dedicated cycling facilities; the methodology and findings of the assessment are provided further in this report. All remaining locations had 85th percentile speeds generally at or below the posted speed limit, and average speeds below the posted speed limit.

## 4.6 Church Street Shortcutting Assessment

The Origin-Destination Study (O-D Study) was completed in the vicinity of Church Street and Erie Street, between St. David Street and Ontario Street, to identify existing levels of shortcutting via Church Street in order to by-pass the Ontario Street at Erie Street intersection, which was identified by City staff as a potential existing issue. It is anticipated the shortcutting is a result of perceived delays at the signalized intersection of Ontario Street at Erie Street.

The O-D Study was completed by recording partial license plate digits of vehicles passing several strategically selected "gateway" locations. Information collected at these locations, and the identification of individual vehicles passing multiple gateway locations, permits the identification of vehicle route selection through the area. **Figure 16** illustrates the gateway locations and vehicle routes for the O-D Study.

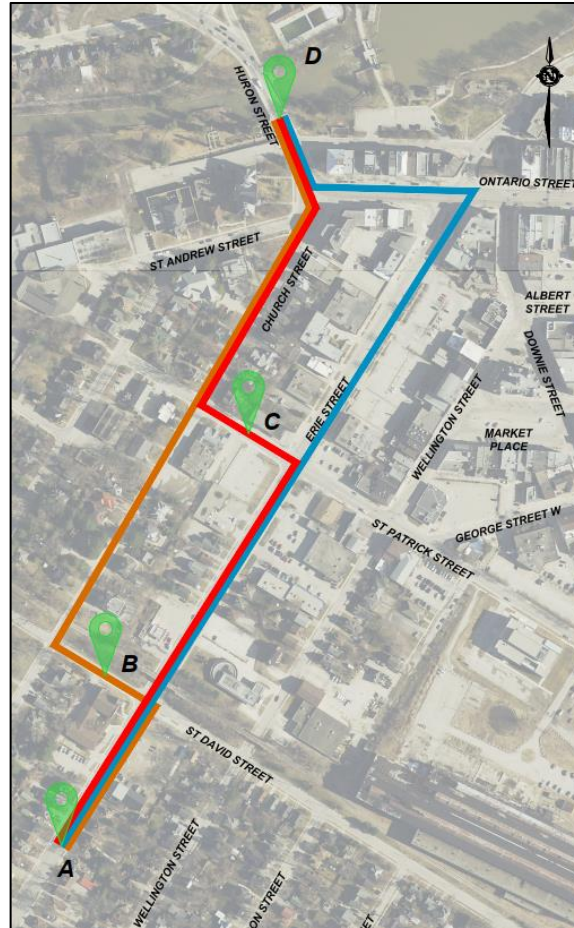


Figure 16: O-D Study Routes

The results of the analysis found that approximately 13-17% (4-5 vehicles) of vehicles recorded travelling from location "A" to location "D" during peak hours turned off Erie Street and utilized Church Street in travelling north towards Ontario Street. Conversely, approximately 16-28% (7-12 vehicles) of vehicles recorded travelling from location "D" to location "A" during peak hours turned off Ontario Street and utilized Church Street in travelling south before turning onto Erie Street.

Although these shortcutting volumes are generally low overall, they are not unnoticeable as they constitute approximately 5% of peak hour traffic on Church Street. Although not warranting major network changes (i.e., road closures, changes in permitted direction of travel, etc.), it is anticipated operational improvements at the intersection of Ontario Street at Erie Street will reduce observed levels of shortcutting. Furthermore, reasonable design improvements at the intersection of Church Street at Ontario Street that reduce the desirability of utilizing Church Street at a shortcut route is also beneficial.

## 4.7 Downie Street Pedestrian Crossing Assessment

There are currently no controlled pedestrian crossing facilities along Downie Street throughout the study area, other than at the Ontario Street traffic signal at the northern limit of Downie Street. Based on a review of pedestrian crossing activity along Downie Street in the downtown area, it is evident there is a need to introduce a designated east-west Pedestrian Crossover (PXO) facility. It is expected a properly located PXO will help reduce the volume of pedestrian crossings currently dispersed along Downie Street, as observed during field investigations.

Based on a review of east-west pedestrian crossing volumes, identification of areas with elevated pedestrian crossing activity and establishments acting as notable pedestrian volume generators/attractors, and with consideration for proper spacing/separation from the existing crossing at the Ontario Street signalized intersection (ideally 200 metres separation), it is recommended the intersection of Downie Street at George Street be considered for the PXO.

The north approach of Downie Street at George Street is considered a preferred location for the following reasons:

- East-west pedestrian crossing activity along Downie Street is observed to gradually decrease moving southerly away from Ontario Street; therefore, it is recommended that the PXO be situated within the downtown core area (i.e., north of St. Patrick Street);
- Given the PXO is expected to service reasonably high volumes of pedestrian volumes during peak hours, this will result in frequent interruptions of vehicular flow along Downie Street; therefore, it is recommended the PXO be situated at least 200 metres south of the Ontario Street signalized intersection (i.e., south of Market Place) so not to concentrate any traffic delays on Downie Street;
- The Avon Theatre is considered a strong pedestrian traffic generator during peak performance times, with observed heavy pedestrian crossing activity at the north approach of the George Street intersection. Given this intersection is within the desirable PXO area as described above (between Market Place and St. Patrick Street), it is considered a justified candidate location.

As shown in **Table 10**, the provincial guideline Ontario Traffic Manual (OTM) Book 15 for Pedestrian Crossing Facilities provides a PXO Selection Matrix, providing a recommended PXO design treatment based on vehicular volumes, posted speed limit, and roadway cross-section. As shown, a **“Level 2 Type B”** PXO facility is warranted, based on the following criteria:

- During the weekday peak 8-hour period in which traffic data was collected, 2,899 vehicles and 564 pedestrians were recorded crossing the north approach;
- During the Saturday peak 8-hour period in which traffic data was collected, 3,227 vehicles and 940 pedestrians were recorded crossing the north approach – the Saturday 8-hour period is therefore considered the peak period utilized in the warrant;
- Both the existing 3,227 two-way vehicular volume, and a forecasted 3,565 two-way vehicular volume in 2030 based on an assumed 1% per annum growth rate, fall within the 2,250-4,500 range as highlighted in the table;
- Downie Street has a posted speed limit of 50 km/h through the study area;
- As presented later in this report, a proposed PXO design concept has been prepared including curb extensions on both sides of Downie Street which reduce the required crossing distance to approximately 10.5 metres; and
- Based on the lane width assumptions described in the footnotes of the table, the 10.5 metre crossing distance equates to a 3-lane cross-section for the purpose of this warrant exercise.



Table 10: Pedestrian Crossover Selection Matrix (OTM Book 15)

Two-way Vehicular Volume			Posted Speed Limit (km/h)	Total Number of Lanes for the Roadway Cross Section <sup>1</sup>			
Time Period	Lower Bound	Upper Bound		1 or 2 Lanes	3 lanes	4 lanes w/raised refuge	4 lanes w/o raised refuge
8 Hour	750	2,250	≤50	Level 2 Type D	Level 2 Type C <sup>3</sup>	Level 2 Type D <sup>2</sup>	Level 2 Type B
4 Hour	395	1,185					
8 Hour	750	2,250	60	Level 2 Type C	Level 2 Type B	Level 2 Type C <sup>2</sup>	Level 2 Type B
4 Hour	395	1,185					
8 Hour	2,250	4,500	≤50	Level 2 Type D	Level 2 Type B	Level 2 Type D <sup>2</sup>	Level 2 Type B
4 Hour	1,185	2,370					
8 Hour	2,250	4,500	60	Level 2 Type C	Level 2 Type B	Level 2 Type C <sup>2</sup>	Level 2 Type B
4 Hour	1,185	2,370					
8 Hour	4,500	6,000	≤50	Level 2 Type C	Level 2 Type B	Level 2 Type C <sup>2</sup>	Level 2 Type B
4 Hour	2,370	3,155					
8 Hour	4,500	6,000	60	Level 2 Type B	Level 2 Type B	Level 2 Type C <sup>2</sup>	Level 2 Type B
4 Hour	2,370	3,155					
8 Hour	6,000	7,500	≤50	Level 2 Type B	Level 2 Type B	Level 2 Type C <sup>2</sup>	Level 1 Type A
4 Hour	3,155	3,950					
8 Hour	6,000	7,500	60	Level 2 Type B	Level 2 Type B		
4 Hour	3,155	3,950					
8 Hour	7,500	17,500	≤50	Level 2 Type B	Level 2 Type B		
4 Hour	3,950	9,215					
8 Hour	7,500	17,500	60	Level 2 Type B			
4 Hour	3,950	9,215					

Type A
  Type B
  Type C
  Type D

Approaches to roundabouts should be considered a separate roadways.

<sup>1</sup>The total number of lanes is representative of crossing distance. The width of these lanes is assumed to be between 3.0 m and 3.75 m according to MTO Geometric Design Standards for Ontario Highways (Chapter D.2). A cross sectional feature (e.g. bike lane or on-street parking) may extend the average crossing distance beyond this range of lane widths.

<sup>2</sup>Use of two sets of side mounted signs for each direction (one on the right side and one on the median)

<sup>3</sup>Use Level 2 Type B PXO up to 3 lanes total, cross section one-way.

The hatched cells in this table show that a PXO is not recommended for sites with these traffic and geometric conditions. Generally a traffic signal is warranted for such conditions.

The components of a Level 2 Type B PXO are listed in **Table 11**, and a typical layout is illustrated in **Figure 17**.

Table 11: Components of Level 2 Type B PXO (OTM Book 15)

Required Components	Desirable Components	Optional Components
<ul style="list-style-type: none"> <li>Side-mounted pedestrian crossover signs, showing a symbol of a person crossing on a road (Ra-5R and Ra-5L), together with their Stop for Pedestrians (Ra-4t) tabs, on both sides of the road mounted back to back (For one-way applications, Stop for Pedestrians tab is required only for the direction of travel)</li> <li>One over-head mounted pedestrian crossover sign showing a symbol of a person crossing on a road to the right (Ra-5R), for each direction of travel</li> <li>Ladder Crosswalk Markings</li> <li>Yield to Pedestrians line markings at 6.0 m from crosswalk</li> <li>Actuated Double-sided Rectangle Rapid Flashing Beacon with Tell Tale and Pedestrian Pushbutton for pedestrians mounted above each set of side-mounted pedestrian crossover signs installed at the pedestrian crossover</li> <li>Advanced Pedestrian Crossover Ahead sign (Wc-27R/Wc-27L) at 50.0 m upstream of the crosswalk</li> <li>Passing restrictions on single lane approaches</li> <li>Stopping prohibition for a minimum of 15 m on each approach to the crossing, and 10 m following the crossing</li> <li>Lane change prohibition on multiple lane approaches using solid white lines (not applicable for exiting legs of roundabouts)</li> <li>No Passing Here to Crossing sign (Ra-10) 30 m upstream of the crosswalk</li> </ul>	<ul style="list-style-type: none"> <li>Stopping prohibition for a minimum of 30 m on each approach to the crossing, and 15 m following the crossing</li> </ul>	<ul style="list-style-type: none"> <li>School Crossing Guard</li> <li>Textured Crosswalk Markings</li> <li>Raised Crosswalk</li> <li>Pedestrian Pushbutton (Ra-11) sign</li> <li>Safety elements including Barricades, Pedestrian Fencing, Gates, Walls, Bollards, and Barriers</li> </ul>





## 4.8 Waterloo Street Cycling Facilities Review

The City's Cycling Master Plan recommends the introduction of on-street bike lanes on Waterloo Street from Ontario Street to Downie Street. However, given the existing pavement width varies from approximately 9 to 11 metres and given the presence of on-street parking as shown in



Figure 18: Waterloo Street Cross-Section

**Figure 18**, the introduction of on-street bike lanes would result in the elimination of all 11 on-street parking spaces and auxiliary turn lanes at signalized intersections. Additionally, some widenings will be required which would impact utilities and/or mature trees. A review of the existing roadside boulevards found that introducing an off-street cycling facility (i.e., 3-metre-wide multi-use path) was not viable given the significant impacts to mature trees, hydro poles and other features.

## 4.9 Erie Street Road Diet Capacity Assessment

Erie Street between Ontario Street and St. Patrick Street currently has a six-lane cross-section (consisting of two general purpose lanes per direction, and on-street parking on each side of the road), building faces at back of sidewalk, and no dedicated and active transportation accommodation other than sidewalks on both sides of the road, as shown in **Figure 19**. Given the limited right-of-way within the corridor, the use of a road diet, which consists of reducing the number of general-purpose lanes and re-allocating the right-of-way space for other modes such as cycling, would provide a mechanism to better accommodate cycling within the corridor



Figure 19: Erie Street Six-Lane Cross-Section

The assumed lane capacities for various road types can vary based on several factors pertaining to the alignment, design, operating parameters, and driving behaviours specific to the road or corridor in question.

Given the study corridor contains on-street parking and numerous driveways on both sides of the road, and no centre two-way left-turn lanes for left-turning vehicles, this corridor would have a reduced operating capacity due to the high number of turning movements and deceleration events. Based on RVA's experience, an urban arterial corridor with such characteristics would likely have an operating capacity of approximately 600 vehicles per hour per lane.

As a conservative measure, for the purpose of this exercise, RVA will compare projected future demand to an ideal baseline capacity of 600 vehicles per hour per lane. If it is determined projected 2030 and 2035 volumes cannot be accommodated by a potential future lane reduction of the corridor using the baseline capacity, it is very likely the corridor would not be able to support a lane reduction from a capacity standpoint.

Adopting a 600 vehicles per hour per lane baseline capacity results in a directional capacity of 1,200 vehicles per hour for the corridor's existing 4-lane cross section, and 600 vehicles per hour per direction for the reduced lane reduction cross-section (2-lanes).

**Figure 20, Figure 21** and **Figure 22** illustrate the peak hour directional link volumes for existing, 2030, and 2035 link volumes, respectively, with the baseline capacities for the existing and road diet cross section scenarios represented by the red horizontal lines. The analysis was completed for Erie Street directional volumes south of Ontario Street and north of St. Patrick Street.

Under the existing cross-section scenario, existing and projected 2030 and 2035 volume demand are expected to be accommodated with substantial reserve capacity.

Under a potential road diet cross-section scenario, existing volume demand is expected to be accommodated with a reasonable level of reserve capacity; however, with projected 2030 volume demand, reserve capacity is expected to reduce to critical levels, and the corridor is considered at-capacity by 2035.

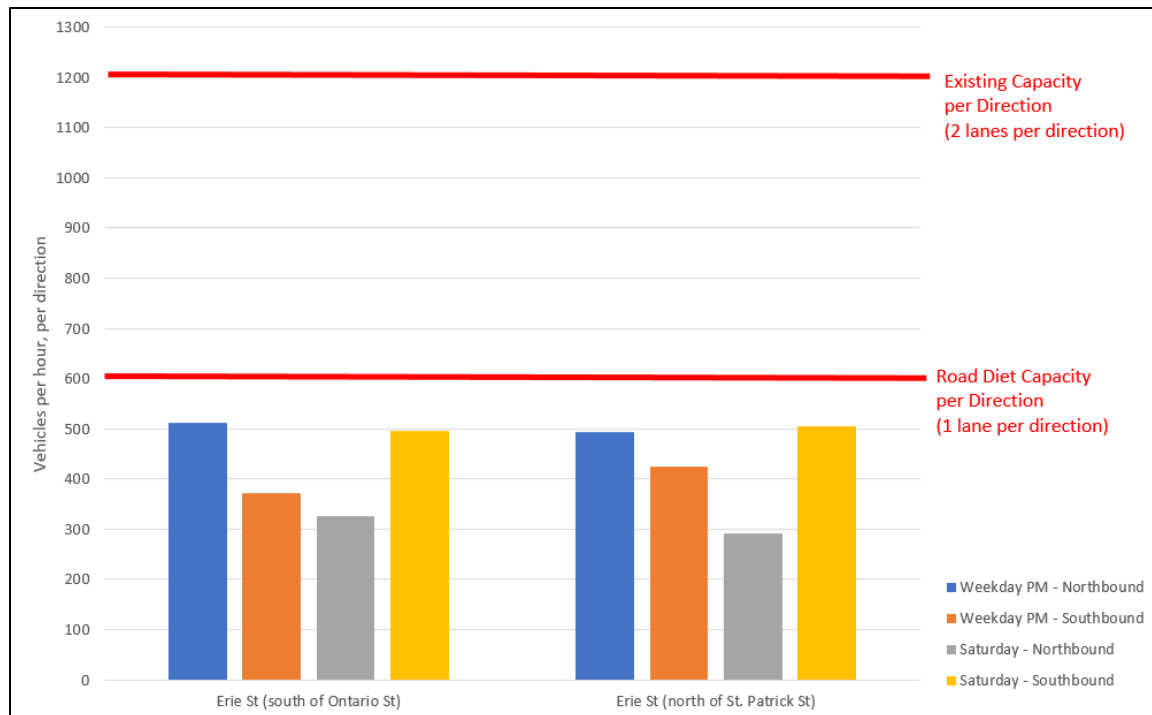


Figure 20: Existing Corridor Demand vs Corridor Capacity

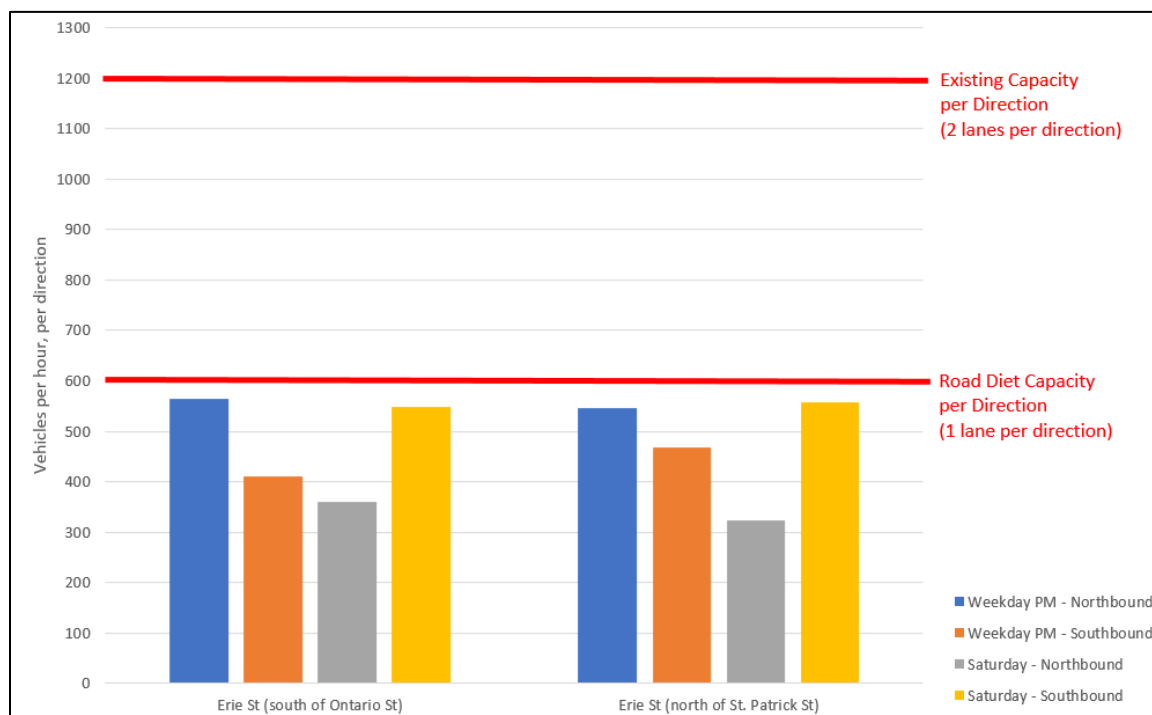


Figure 21: Future 2030 Corridor Demand vs Corridor Capacity

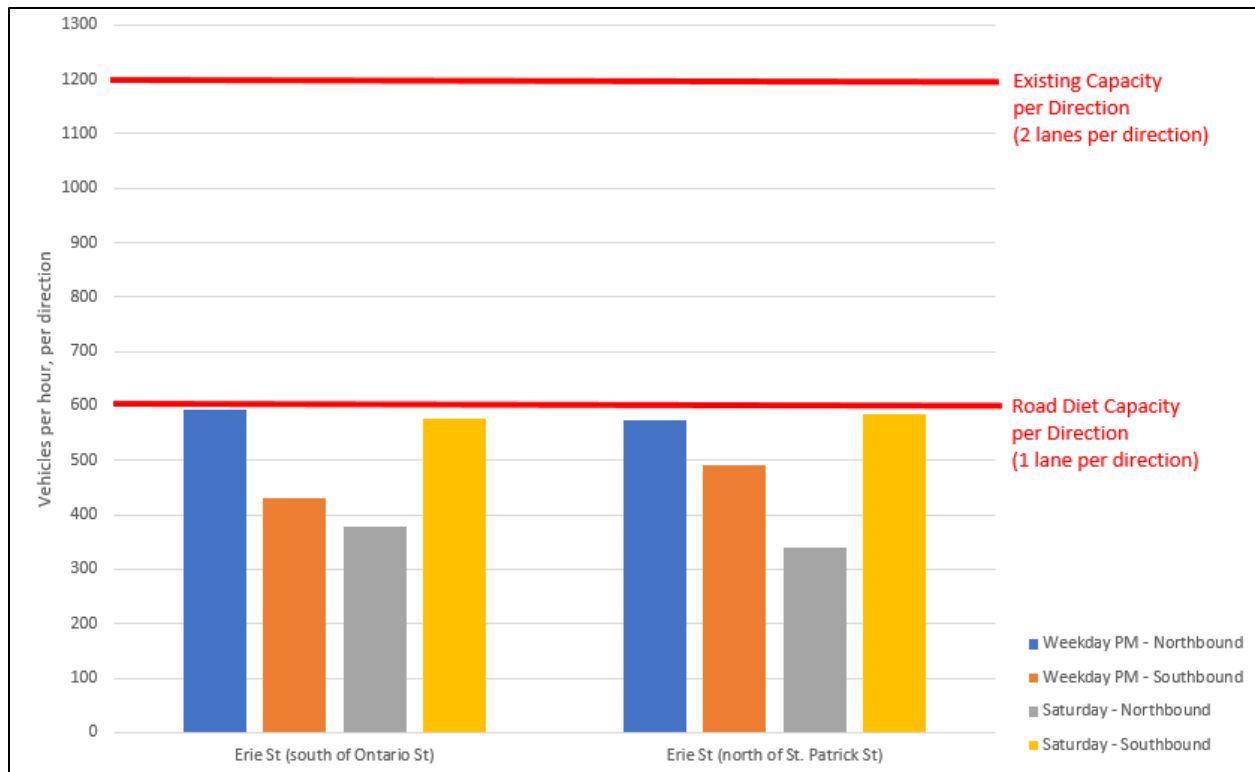


Figure 22: Future 2035 Corridor Demand vs. Corridor Capacity

A volume-to-capacity ratio (v/c ratio) is essentially a measure of the degree of saturation of a given roadway facility, essentially representing a ratio of demand versus available capacity for the given facility. A v/c ratio of 1.00 represents the theoretical maximum (i.e., an “at capacity” condition), and all possible v/c ratios can fall within the range of 0 and 1.00, inclusively. For example, a v/c ratio of 0.25 represents significantly more excess capacity is available compared to a v/c ratio of 0.85, and 1.00 representing an at-capacity situation.

In planning for future road facilities, it is generally expected that the future facility should not have a v/c ratio exceeding 0.80 upon opening year. This is to ensure the future facility has a reasonable level of excess capacity to accommodate future growth in demand, and this is also in response to the expected degree of variability inherent in traffic volume projections for future horizon years.

**Figure 23** and **Figure 24** illustrate the calculated v/c ratios for the existing cross-section and road diet cross-section, respectively, during the 2030 horizon year, and **Figure 2325** and **Figure 2426** illustrate the calculated v/c ratios for the existing cross-section and road diet cross-section, respectively, during the 2035 horizon year. The maximum v/c ratio (1.00) and recommended maximum v/c ratio (0.80) represented by the red horizontal lines.

In 2030 and 2035 under the existing cross-section scenario, as shown in **Figure 23** and **Figure 25**, respectively, future v/c ratios are expected to be acceptable with v/c ratios less than 0.50 along the corridor representing substantial reserve capacity.

In 2030 under a potential road diet cross-section scenario, as shown in **Figure 24**, future v/c ratios are expected to exceed 0.90 during the weekday p.m. peak hour in the northbound direction and the Saturday peak hour in the southbound direction, indicating a near-capacity condition in which motorists could experience increased restriction and instability in flow.

By 2035 under a potential road diet cross-section scenario, as shown in **Figure 26**, future v/c ratios are expected to have reached capacity during the weekday p.m. peak hour in the northbound direction and the Saturday peak hour in the southbound direction.

These v/c ratios do not reflect the operational impacts associated with left-turning vehicles stopping through traffic in a single lane when gap seeking opposing traffic, as well as vehicles accessing and egressing the adjacent on-street parking, which can further deteriorate operations with increase delays and queues and therefore reducing the capacity of the corridor.

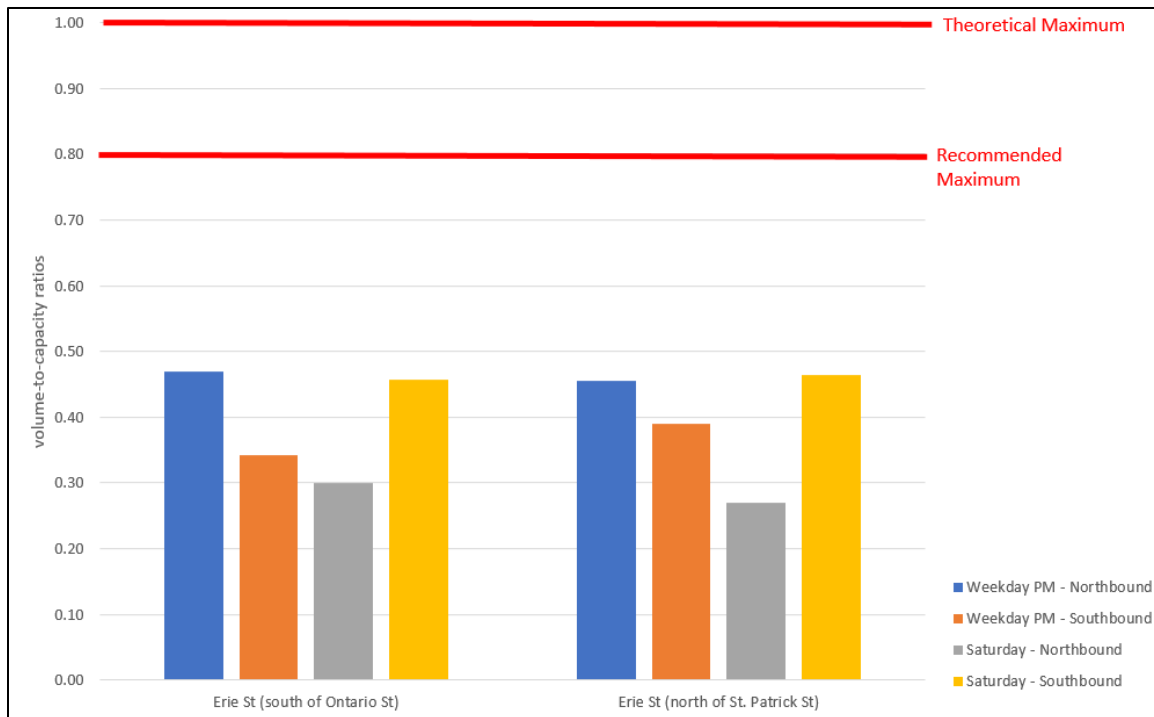


Figure 23: 2030 Volume-to-Capacity Ratios - Existing Cross-Section

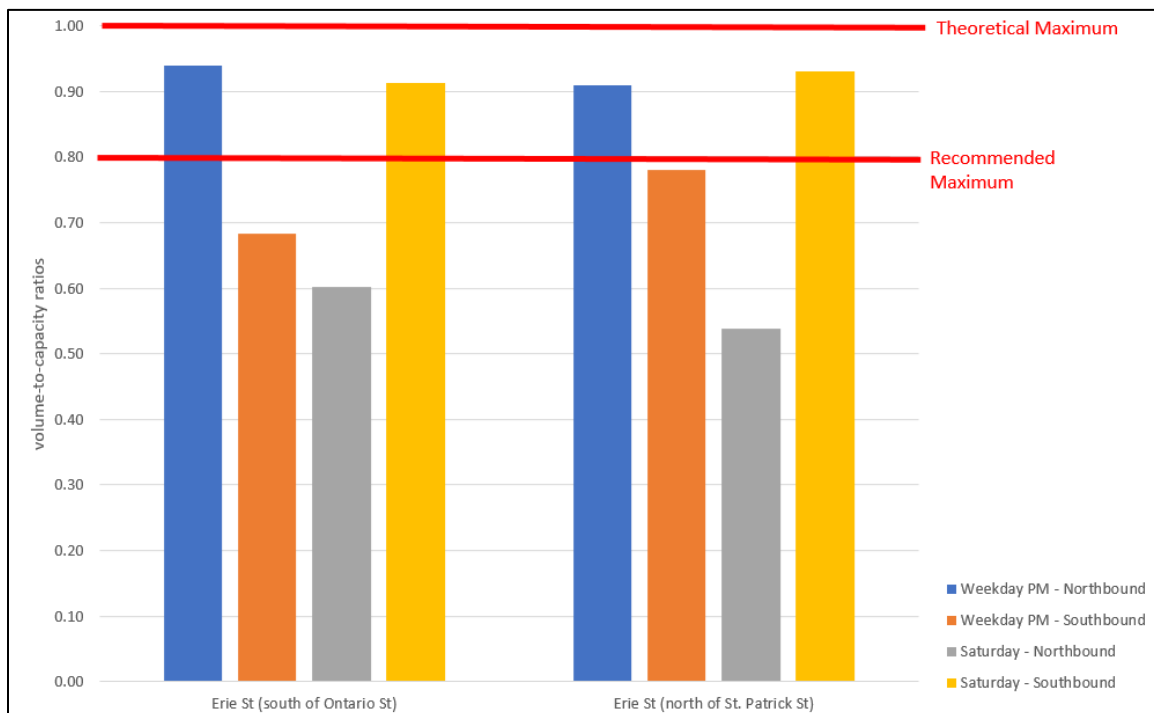


Figure 24: 2030 Volume-to-Capacity Ratios - Road Diet Cross-Section

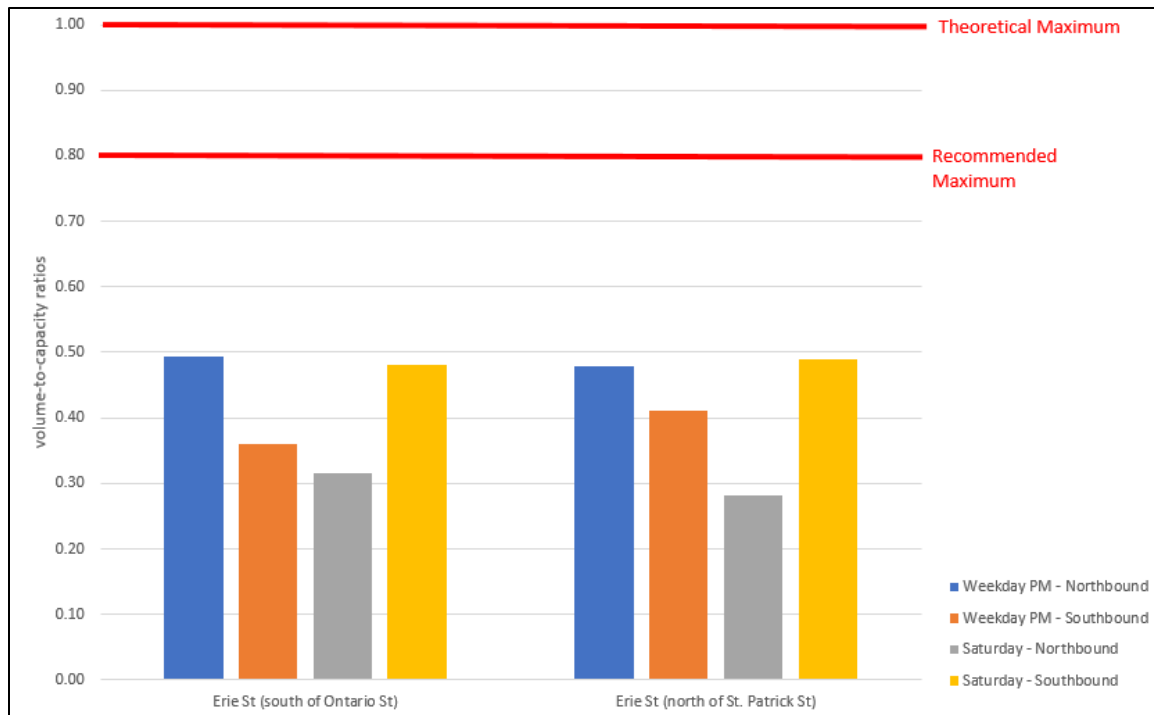


Figure 25: 2035 Volume-to-Capacity Ratios – Existing Cross-Section

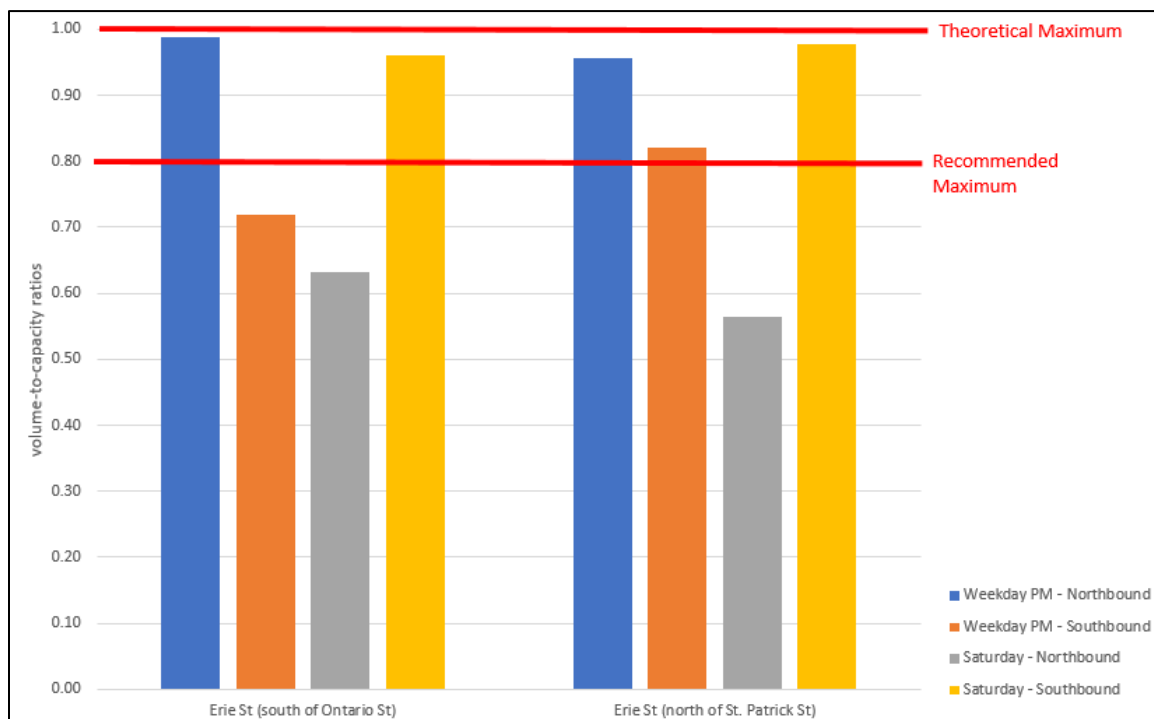


Figure 26: 2035 Volume-to-Capacity Ratios – Road Diet Cross-Section

A road diet would also eliminate a single through lane in both the northbound and southbound directions at the signalized intersection of Erie Street at St. Patrick Street. This would result in the remaining northbound lane operating as a share left and through lane and the southbound lane operating as shared left/through/right lane. These combined lanes result in longer queues on Erie Street and increase periods of blockage as vehicles wait to turn left during all times of the day. Therefore, peak hour intersection analysis has been conducted for the subject intersection under the road diet configuration, the results of which are presented in **Table 12**. All movements are expected to operate acceptable LOS, however both main street and side street queues have increased with the westbound left.

Table 12: Erie Street at St. Patrick Street - Road Diet Intersection Analysis

Intersection	Movement	Weekday PM Peak Hour			Saturday Peak Hour		
		V/C	LOS	95 <sup>th</sup> Percentile Queue (m)	V/C	LOS	95 <sup>th</sup> Percentile Queue (m)
Erie Street at St. Patrick Street	EBL	0.10	B	8m	0.05	B	<1 veh
	EBTR	0.37	B	36m	0.30	B	29m
	WBLT	0.81	C	85m	0.47	B	41m
	WBR	0.08	A	<1 veh	0.08	A	<1 veh
	NBLT	0.69	C	81m	0.67	B	84m
	NBR	0.10	B	8m	0.09	A	8m
	SBLTR	0.75	C	86m	0.53	B	55m

## 4.10 Transit Terminal Operations Assessment

Based on consultation with City staff, there are currently operational concerns with transit vehicles experiencing high levels of delay exiting the new transit terminal and turning onto Downie Street during peak hours, primarily due to limited gaps in traffic on Downie Street.

Additionally, the skewed alignment and closely spaced locations of the Milton Street and Shakespeare Street intersections on Downie Street, opposite the transit terminal access, as shown in **Figure 27**, are undesirable from operational and safety standpoints. A lack of any designated pedestrian crossing facility on Downie Street at this location, given the newly introduced skatepark, has also been identified as a concern by City staff.

The only effective approach for stopping traffic on Downie Street in order to assign priority to transit vehicles egressing the Transit Terminal would be to signalize the intersection of Downie Street at Milton Street / Transit Terminal egress driveway. The intersection would operate under a semi-actuated mode of control, meaning the signal would rest on green for the Downie Street approaches (which constitute approximately 95% of intersection vehicular demand), and would only provide a green phase to the side-street approaches on demand.



Although the intersection does not meet the minimum volume thresholds per the Transportation Association of Canada's (TAC) signal warrant, this warrant is only a guideline, and is not the sole mechanism for justifying signalization at an intersection. The Traffic signal recommendation was made to offset conflicts of the complex intersection between Autos, Transit vehicles and Pedestrians. The signal will provide priority and clarity of ROW for these various movements and pedestrians from the adjacent neighbourhood to the transit or train station.



Figure 27: Transit Terminal on Downie Street

As part of the signalization of the Transit Terminal Access intersection opposite Milton Street on Downie Street, an analysis scenario has been developed with Shakespeare Street being physically separated from Downie Street to eliminate that approach from the intersection; including the Shakespeare Street approach within the signalized intersection would result in an undesirable configuration with operational complications for the signal. The scenario reflects the re-distribution of traffic due to the Shakespeare Street closure, with traffic utilizing parallel routes the north (Milton Street) and south (Guelph Street); cyclist and pedestrian access between Shakespeare Street and Downie Street would be maintained.

The estimated 2030 intersection volumes for the signalized intersection, reflecting the re-distribution of traffic associated with the proposed Shakespeare Street closure is shown in **Figure 28**.

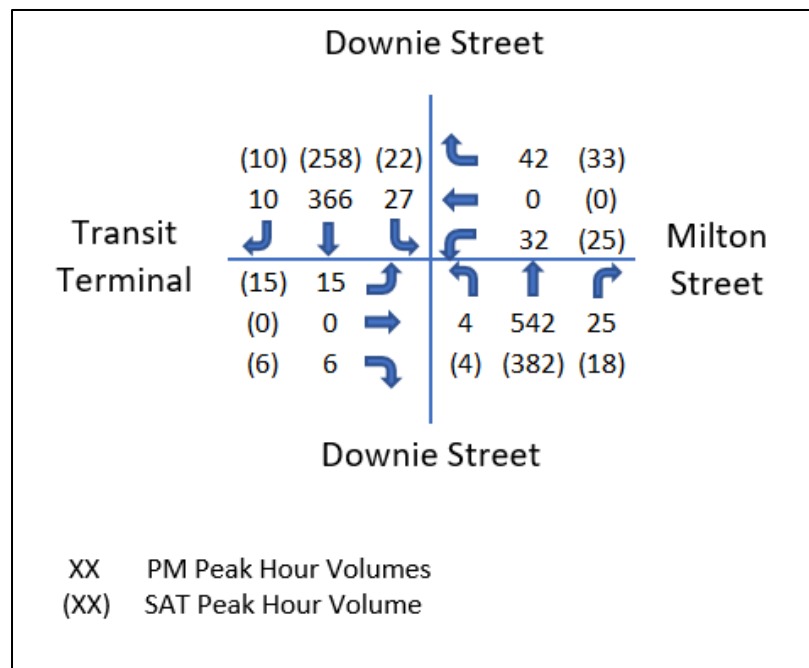


Figure 28: Transit Terminal Intersection Volumes

A Synchro intersection analysis has been completed for the proposed signalized intersection at a 2030 horizon year. The results are presented in **Table 13**, and the HCM output reports from the analysis are provided in **Appendix K**.

Table 13: Downie Street at Milton Street Signalization - Intersection Analysis Results

Movement	Weekday PM Peak Hour			Saturday Peak Hour		
	V/C	LOS	95 <sup>th</sup> Percentile Queue (m)	V/C	LOS	95 <sup>th</sup> Percentile Queue (m)
EBTLR	0.05	B	<1 veh	0.05	B	<1 veh
WBTLR	0.36	C	13m	0.23	B	8m
NBTLR	0.55	A	58m	0.40	A	30m
SBTLR	0.42	A	37m	0.31	A	21m

The results of the Synchro analysis indicate the intersection is expected to operate acceptably with substantial reserve capacity, low levels of delay, and no queueing concerns. Average vehicle control delay for transit vehicles egressing the transit terminal, as well as vehicles turning from Milton Street onto Downie Street, are estimated at less than 20 seconds during peak hours. Average vehicle control delay for traffic on Downie Street is considered negligible at less than 5 seconds. This considers approximately 20 additional vehicles travelling along Milton Street during the weekday p.m. peak hour due to the Shakespeare Street closure, and approximately 30 additional vehicles during the Saturday peak hour.

#### 4.10.1 Cooper Block Master Plan Considerations

As shown in **Figure 29**, a significant expansion is planned for the Cooper Block lands. The future uses, size, and anticipated completion date of the development are largely unknown at this time, although it is expected it will be an “institutional focus area”. Given development details are largely unknown at this time, it is difficult to estimate the traffic-related implications the site may have on the surrounding road network. It is expected required traffic studies will be completed during the development approvals process to identify these impacts and required network improvements.

Given the Cooper Block Lands’ close proximity to the transit terminal, RVA has completed a sensitivity analysis to identify the magnitude of additional traffic the proposed future signal could accommodate along Downie Street, while maintaining an acceptable level of service before further intersection improvements are justified at the intersection.

The results of the sensitivity analysis indicate through volumes on Downie Street at the potential future signalized Transit Terminal Access could increase by approximately 230% (1,277 vehicles per hour) during the weekday p.m. peak hour, and 350% (1,669 vehicles per hour) during the Saturday peak hour, before the intersection is considered at-capacity and requiring additional geometric improvements.

Furthermore, the results of the Synchro analysis for the Downie Street at St. Patrick Street intersection presented in this report indicate the intersection is anticipated to have substantial reserve capacity (less than 50% utilized) in the 2030 horizon, without consideration for the Cooper Block development. A detailed traffic study would be required to identify anticipated implications of the Cooper Block development on individual turning movements at the subject intersection.

Based on the analysis, there would be significant surplus capacity at the proposed signalized intersection of Milton Street at Downie Street (opposite the transit terminal), to accommodate additional surrounding growth, such as the Cooper Block Lands. With the additional traffic, the need for and the benefit of the signals is heightened, as an increase to Downie Street traffic would increase transit vehicle delays as well as create an undesirable uncontrolled pedestrian crossing scenario.

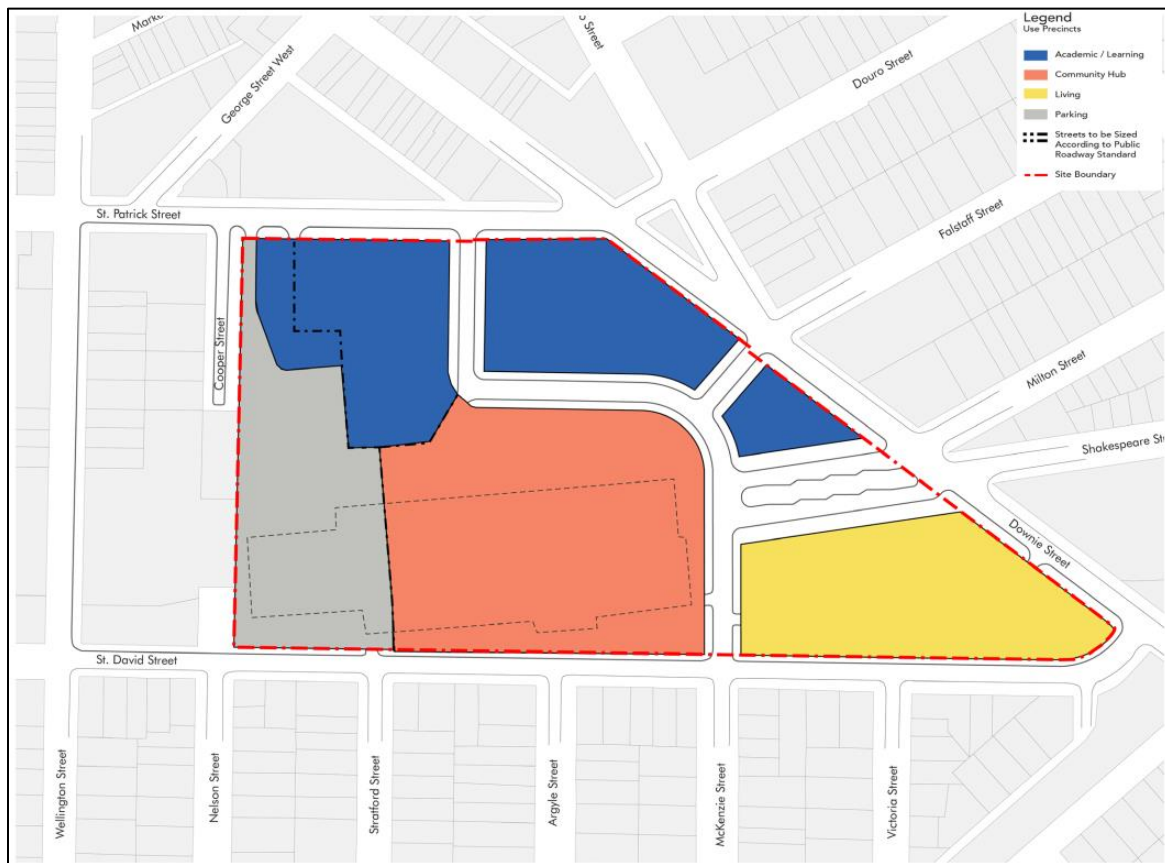


Figure 29: Cooper Block Master Plan - Lane Use Program Map

#### 4.11 Downie Street at St. Patrick / Douro Street Intersection Assessment

The skewed alignment and closely spaced intersections in the vicinity of Downie Street at St. Patrick Street, Douro Street, and Waterloo Street, as shown in **Figure 30**, is undesirable. The skewed alignment of Downie Street through the area generally creates skewed intersection approaches that can reduce motorist visibility and pose challenges for turning movements. Findings from the collision data review indicated a few collisions in this area directly related to visibility concerns, with several more potentially related to visibility, likely associated with on-street parking north of the intersection.

The Transportation Association of Canada (TAC) Geometric Design Guidelines recommend a desirable unobstructed sight distance of 130 and 110 metres for vehicles turning left and right, respectively, onto Downie Street. A preliminary sightline assessment undertaken by RVA found that achieving the 130 metres sightline recommendation for vehicles turning left from Douro Street onto Downie Street would require elimination of the two on-street parking spaces situated on the east side of Downie Street just north of Douro Street. Achieving the 130 metres sightline recommendation for vehicles turning left from St. Patrick Street onto Downie Street



would require elimination of proximately 5-6 on-street parking spaces situated on the west side of Downie Street just north of St. Patrick Street.

As an additional note, the collision analysis also identified potential sightline concerns at other intersections along the Downie Street corridor (i.e., George Street, Fallstaff Street, Albert Street). This is a result of Downie Street's skewed alignment and the prevalence of on-street parking in the downtown core. RVA undertook a preliminary review of sightlines at multiple intersections along the Downie Street corridor and found that achieving the TAC recommended unobstructed intersection sightlines would likely result in the elimination of numerous on-street parking spaces. Alternatively, the City may consider design approaches to improving safety along the corridor, including traffic calming measures (i.e., curb extensions) and intersection re-configurations as recommended in this report, rather than eliminating large sections of on-street parking.

Furthermore, the intersections of Downie Street and Waterloo Street on Douro Street are closely spaced (< 20 metres) which can result in operational issues during peak hours when queues on Douro Street extend between intersections.

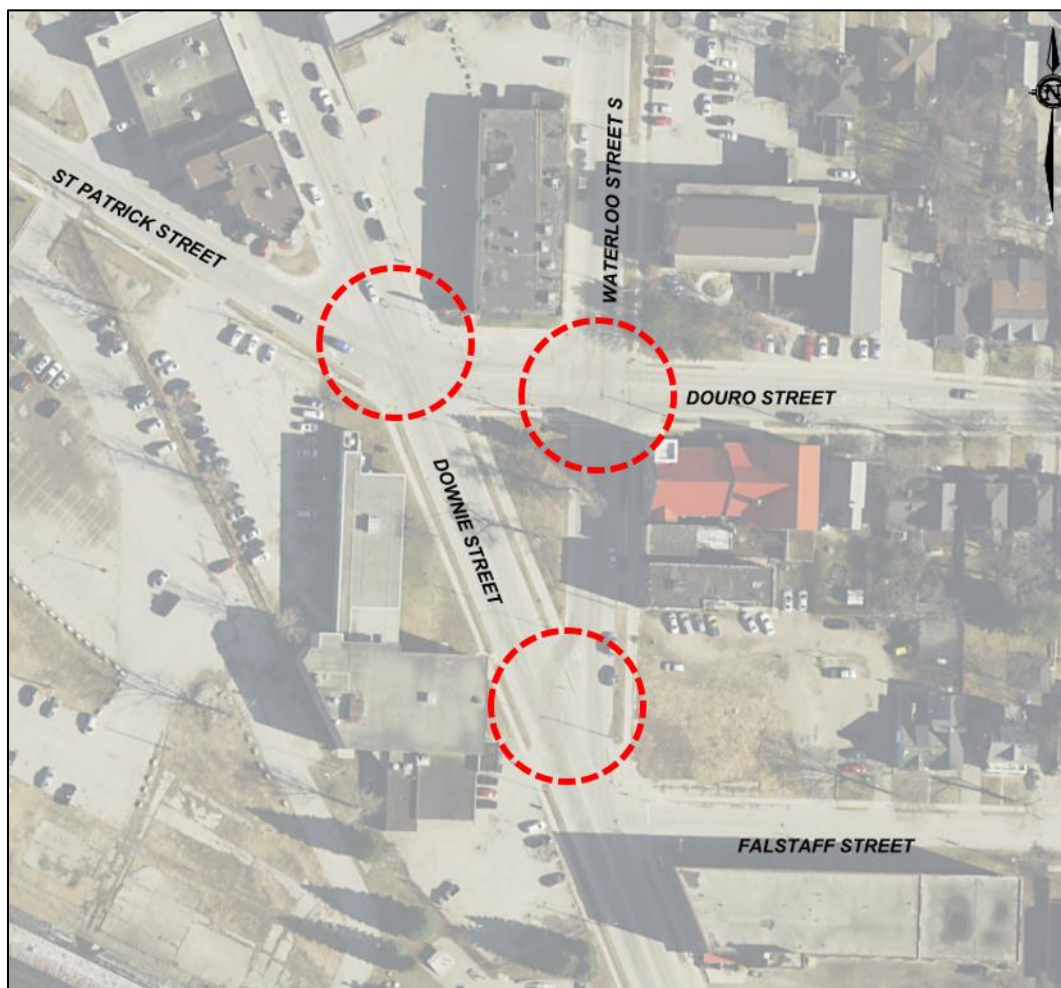


Figure 30: Skewed Intersection Alignment

The current traffic control configuration at the intersection of Waterloo Street at Douro Street is also undesirable, as the collision data indicates several collisions related to motorists mis-interpreting the intersection as all-way stop controlled, when under existing conditions Waterloo Street (north-south) is free flow.

RVA has therefore analyzed a scenario in which the opposing approaches of St. Patrick Street and Douro Street are offset, for the purpose of mitigating the issues identified above. The St. Patrick Street approach would generally remain in its current location, and the Douro Street approach would be shifted south.

The anticipated re-distribution of intersection volumes due to the proposed intersection re-configurations, for the 2030 horizon year, is shown in **Figure 31**.

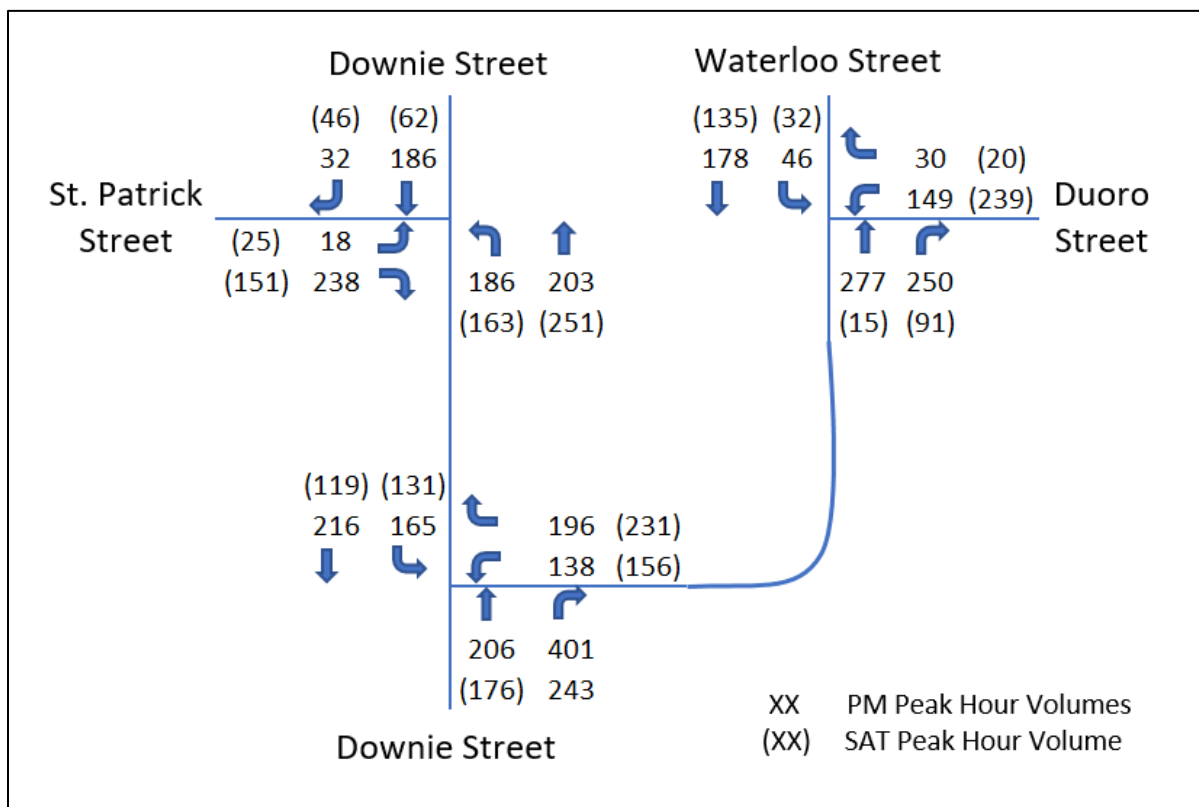


Figure 31: Douro Street and Waterloo Street Volume Re-Distribution

A Synchro intersection analysis has been completed for the offset scenario at a 2030 horizon year, reflecting the anticipated re-distribution of traffic resulting from the intersection modifications. The results are presented in **Table 14**, and the HCM output reports from the analysis are provided in **Appendix L**.

Table 14: Downie Street at St. Patrick Street / Waterloo Street Intersection  
Configuration - Intersection Analysis Results

Intersection	Movement	Weekday PM Peak Hour			Saturday Peak Hour		
		V/C	LOS	95 <sup>th</sup> Percentile Queue (m)	V/C	LOS	95 <sup>th</sup> Percentile Queue (m)
Waterloo Street at Douro Street	WBLR SBTL	0.53 0.06	D A	24m 1m	0.51 0.03	C A	23m 1m
Downie Street at Waterloo Street	WBL WBR SBTL	0.78 0.34 0.19	F B A	42m 12m 6m	0.58 0.37 0.13	D B A	27m 14m 4m
Downie Street at St. Patrick Street	EBL NBTL	0.32 0.16	B A	11m 4m	0.17 0.13	B A	5m 4m

The results of the Synchro analysis indicate the intersection is expected to operate acceptably with substantial reserve capacity, generally low levels of delay, and no queueing concerns.

The westbound left-turn movement turning from Waterloo Street at Downie Street is reporting an average vehicle control delay of 70 seconds (LOS "D"), although the intersection overall is expected to operate acceptably.

## 4.12 Summary of Assessment Findings

1. Based on the traffic analysis, existing and future 2030 intersection operational concerns are generally concentrated to the Ontario Street corridor, specifically at the Erie Street and Downie Street intersections, with nominal indications of operational concerns at other intersections in the study area.
2. Given the constrained urban conditions and limited available right-of-way on Ontario Street, major geometric improvements to provide additional capacity along the corridor (i.e., road widening) are likely not feasible. It is expected localized intersection improvements (i.e., signal timing adjustments) will be the preferred approach in optimizing intersection performance.
3. **Table 6** summarizes the key collision characteristics identified at each intersection based on the assessment of five-year historical collision data.

4. The introduction of new auxiliary left-turn lanes on Ontario Street is not recommended, given widening the roadway would result in significant impacts to on-street parking and the boulevard, and a reduction of the adjacent through lanes to only one general purpose lane is anticipated to result in capacity issues at the intersections.
5. It is expected converting Lakeside Drive to one-way eastbound operation will result in a sizeable re-distribution of traffic to the Waterloo Street at Ontario Street intersection, which is not expected to be able to accommodate the additional volumes with the current intersection geometry while maintaining an acceptable level of service.
6. It is anticipated operational improvements at the intersection of Ontario Street at Erie Street will reduce observed levels of shortcutting along Church Street.
7. A Level 2 Type B PXO facility is warranted at the intersection of Downie Street at George Street, based on the PXO selection matrix provided in the provincial guideline Ontario Traffic Manual (OTM) Book 15 for Pedestrian Crossing Facilities.
8. The introduction of on-street bike lanes on Waterloo Street would result in the elimination of all 11 on-street parking spaces, or require road widening to accommodate on-street bike lanes with significant impacts to utilities and trees.
9. A road diet for Erie Street between Ontario Street and St. Patrick Street would result in anticipated future volume-to-capacity ratios nearing approximately 0.90 during the weekday p.m. peak hour in the northbound direction and the Saturday peak hour in the southbound direction, indicating insufficient future capacity.
10. Signalizing the Transit Terminal would result in acceptable operating conditions, with substantial reserve capacity, low levels of delay, and no queueing concerns, and is expected to mitigate the existing issues with transit vehicles egressing the site experiencing unacceptable delays.
11. The skewed alignment and closely spaced intersections in the vicinity of Downie Street at St. Patrick Street, Douro Street, and Waterloo Street, is undesirable. It is RVA's opinion that a re-design of the intersections and approach alignments to reduce the intersection skew and eliminate the short section of Douro Street between Downie Street and Waterloo Street will result in improved operations.



## 5.0 Proposed Improvement Options

The following sections present proposed improvement options in response to the identified issues requiring mitigation.

### 5.1 Ontario Street Corridor Signal Operation Improvements

During the future condition's intersection analysis utilizing the Synchro software, optimized signal timing splits were developed for the Ontario Street at Downie Street and Erie Street intersections, meaning the provision of green time for various signal phases has been adjusted from the existing signal timing plans so as to optimize intersection performance. The City may choose to implement these signal timings, as part of the traffic signal review which is done in a periodic basis to respond to the changing travel patterns and/or traffic volumes. The proposed signal timing splits are provided in **Appendix M**.

Monitoring the intersection over the next several years and targeting specific movements that demonstrate excessive queueing by targeted signal timing adjustments (i.e., green time adjustments) will help address issues as they arise.

If it is determined that capacity constraints along this section of Ontario Street develop in the future, especially at this unique intersection location, wider and network level improvements (outside the subject study area) that may alleviate some of the downtown traffic demand should be considered.

### 5.2 Vehicle Swept Path Analysis

Vehicle Swept Path Analysis was undertaken utilizing the industry standard AutoTurn software, to confirm and illustrate that the proposed intersection improvement conceptual designs can accommodate the appropriate design vehicles. Of particular importance is confirming that the proposed intersection corner modifications have the appropriate radii to accommodate design vehicles. The following vehicle swept path analysis were undertaken:

- Tractor trailer (WB-20) vehicles were assessed along Ontario Street through the proposed Church Street intersection concept, and for turning movements at the proposed Downie/Erie Street intersection concept;
- School bus vehicles were tested at the proposed Ontario Street at Church Street intersection concept due to the nearby school;
- City bus vehicles were tested at specific turning movements (designated transit routes as illustrated in **Figure 11**) at the following proposed intersection concepts: Waterloo Street at Downie Street, Waterloo Street at Ontario Street, and Downie Street at Ontario Street);

- Coach bus vehicles were tested at the proposed George Street at Downie Street intersection concept due to the adjacent Avon Theatre;
- Medium-sized unit (MSU) design vehicles (typical large delivery vehicle) were tested at the proposed Ontario Street at Waterloo Street intersection concept and proposed Downie Street at Duoro Street intersection concept.

The results of the vehicle swept path analysis for the proposed conceptual designs (presented below) are provided in **Appendix N**.

### 5.3 Ontario Street at Church Street Improvements

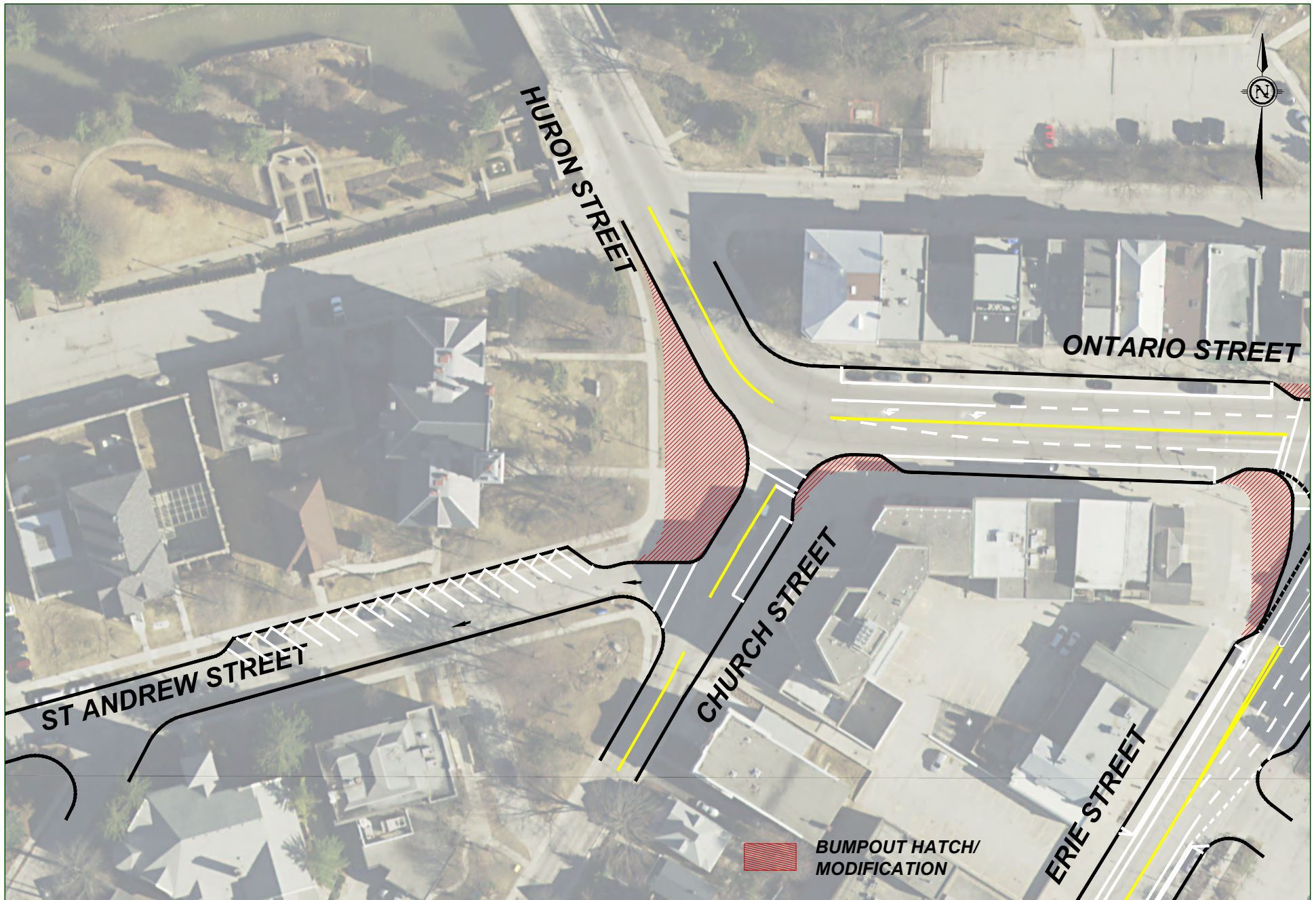
A conceptual re-design of the intersection of Ontario Street at Church Street has been prepared, as shown in **Concept #1**, consisting of the following key features:

- Major curb extension at the southwest corner and minor curb extension at the southeast corner;
- Shorter pedestrian crosswalk; and
- Single eastbound lane through the curve.

It is expected this intersection configuration will improve overall pedestrian safety and traffic operations, and mitigate the identified concerns as summarized below:

- The collision data assessment indicated several sideswipe collisions between the adjacent eastbound lanes through the curve on Ontario Street fronting Church Street. This concept carries a single eastbound lane through the curve, eliminating the existing sideswiping concern.
- The intersection has an undesirably large roadway surface area, which permits high operating speeds and lack of guidance for traffic travelling southbound on Ontario Street straight into Church Street. This concept provides a large curb extension at the southwest corner of the intersection, thus requiring vehicles to decelerate before turning onto Church Street. Additionally, the defined alignment provides guidance to traffic entering the multiple lanes on the east leg.
- The pedestrian crosswalk on the Church Street approach is very long. This concept significantly reduces the length of the crosswalk with the curb extensions on either side of the crosswalk.
- The current design does not provide any disincentives for motorists to not use Church Street as a shortcut route to bypass the signalized intersection of Erie Street at Ontario Street. This concept is expected to provide some level of disincentive due to the curb extensions.

This concept is expected to maintain all existing on-street parking spaces.



**CONCEPT #1 - ONTARIO STREET AT CHURCH STREET IMPROVEMENTS**  
**CITY OF STRATFORD - DOWNTOWN TRAFFIC STUDY**

**NO ELIMINATION OF ON-STREET PARKING SPACES ANTICIPATED**

**SCALE: 1:1000**  
**PAPER SIZE: LETTER (8.5x11)**  
**DATE: JANUARY 19, 2021**





## 5.4 Ontario Street at Erie Street / Downie Street Improvements

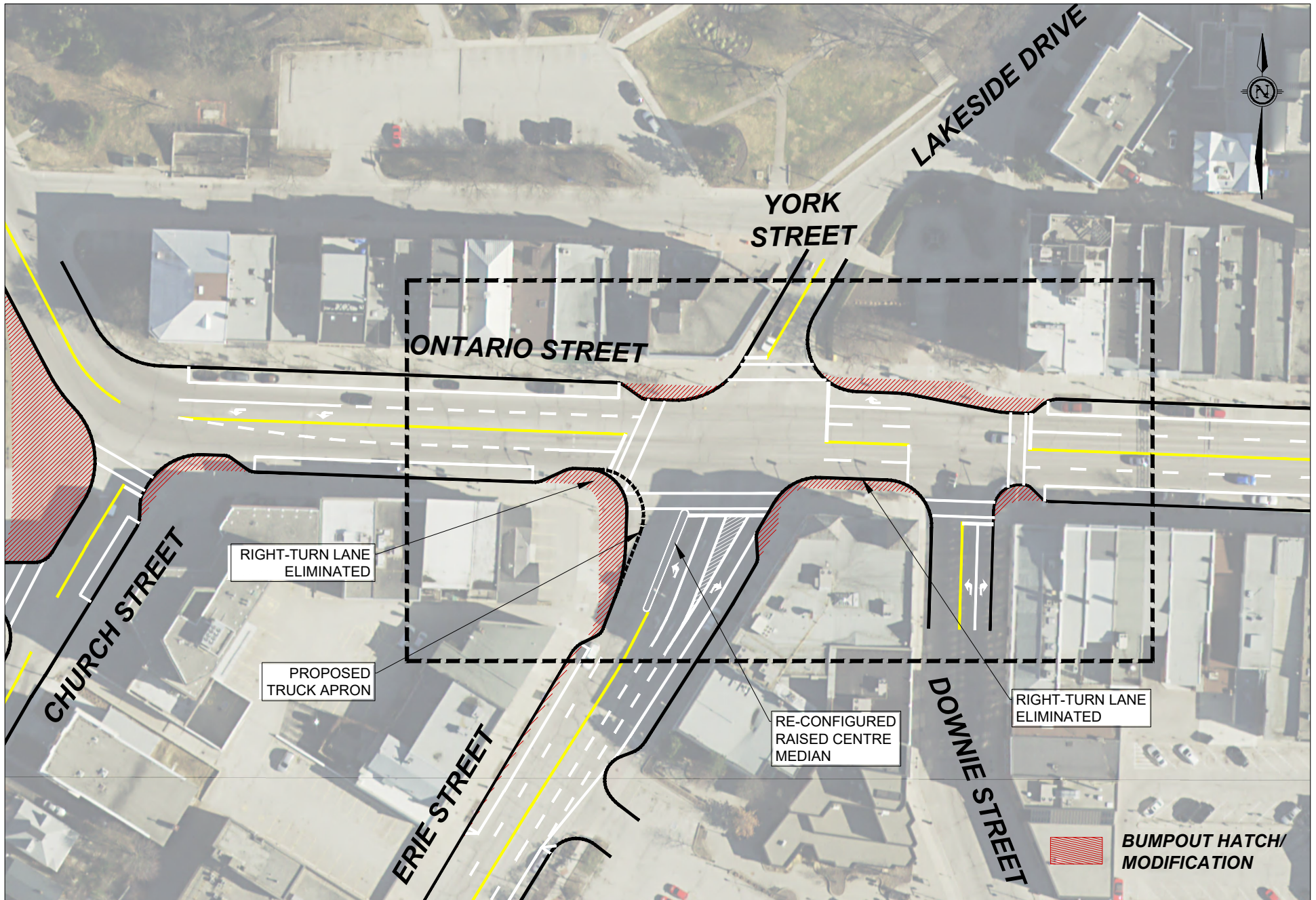
A conceptual re-design of the intersection of Ontario Street at Erie Street / Downie Street has been prepared, as shown in **Concept #2**, consisting of the following key features:

- Curb extensions at all intersection corners;
- Shorter pedestrian crosswalks;
- Elimination of the auxiliary eastbound right-turn lane at Erie Street;
- Removal of the centre median barricade on the south approach, with re-configuration of the raised centre median; and
- Re-alignment of the lane markings on the south approach.

It is expected this intersection configuration will improve overall pedestrian safety and traffic operations, and mitigate the identified concerns as summarized below:

- The collision data assessment indicated several sideswipe collisions between southbound traffic travelling on the south approach of the Erie Street intersection, which is currently a large, unmarked area. The concept reduces the width of the Erie Street south approach receiving lane, and introduces a curb extension at the southwest corner, which is expected to reduce the collisions;
- The collision data assessment also indicated several collisions involving pedestrians on the south approach crosswalk at Erie Street, with some noting visibility issues concerning the centre median barricade. This concept reduces the crosswalk width and eliminates the median barricade.
- The south approach lane alignment on Erie Street is currently offset from the north approach receiving lane, requiring northbound through moving traffic to shift almost one entire lane width through the intersection. This concept re-aligns the lane markings to improve lane alignment.
- The curb extensions improve overall safety by reducing pedestrian crossing distances and providing a form of traffic calming for through moving traffic and right-turning traffic.

This concept is expected to maintain all existing on-street parking spaces.



**CONCEPT #2 - ONTARIO STREET AT ERIE STREET IMPROVEMENTS**  
**CITY OF STRATFORD - DOWNTOWN TRAFFIC STUDY**

**NO ELIMINATION OF ON-STREET  
 PARKING SPACES ANTICIPATED**

SCALE: 1:1000  
 PAPER SIZE: LETTER (8.5x11)  
 DATE: JANUARY 19, 2021





## 5.5 Ontario Street at Waterloo Street Improvements

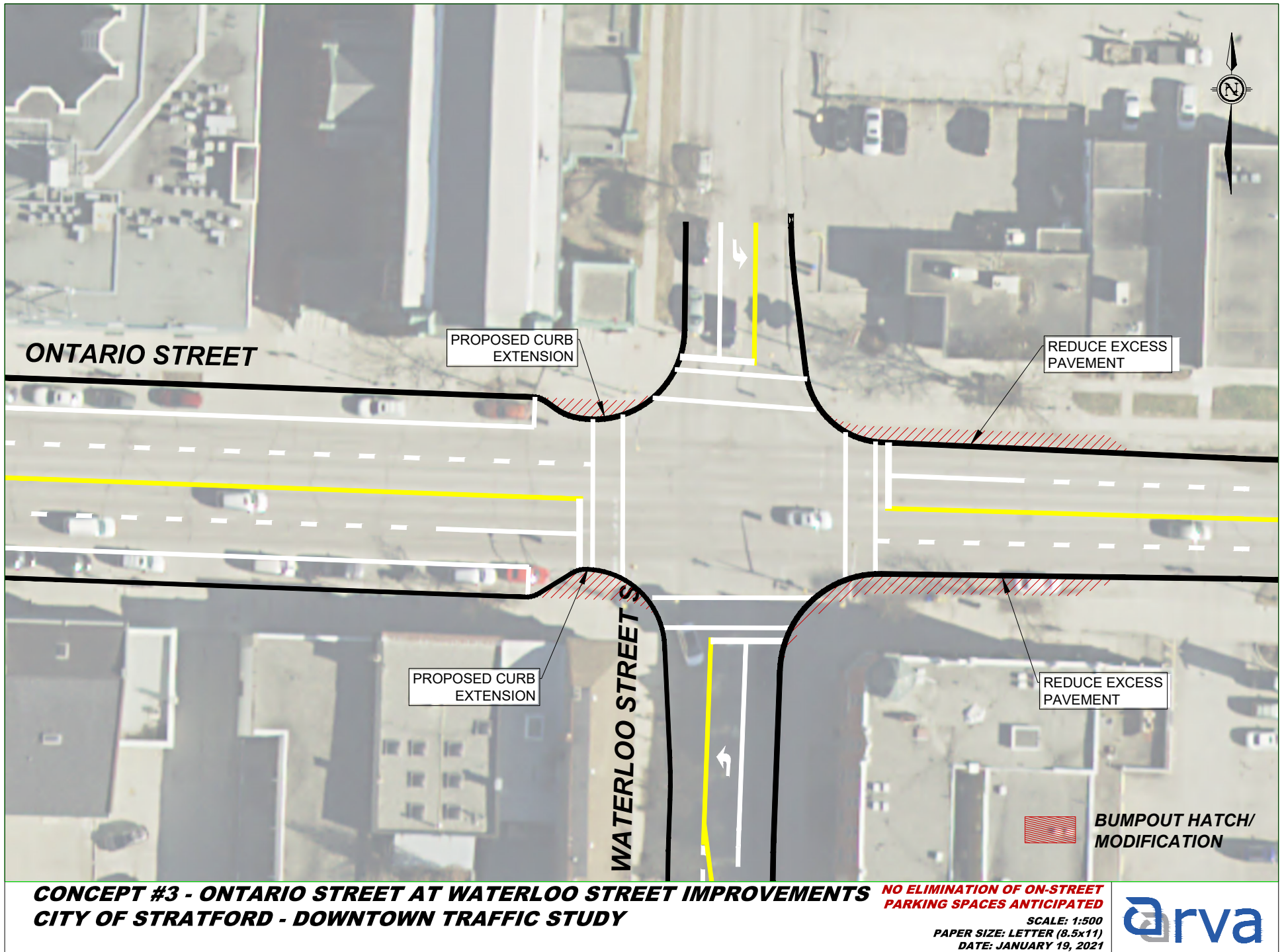
A conceptual re-design of the intersection of Ontario Street at Waterloo Street has been prepared, as shown in **Concept #3**, consisting of the following key features:

- Curb extensions at the northwest and southwest corners; and
- Curb modifications on the east approach.

It is expected this intersection configuration will improve overall pedestrian safety and traffic operations, and mitigate the identified concerns as summarized below:

- The collision data assessment indicated several collisions related to pedestrians and turning vehicles. This concept improves pedestrian safety by reducing crossing distances and introducing a form of traffic calming through the proposed curb extensions. Also, the extends increase the visibility of pedestrians to on coming traffic.
- The north and south sides of the east approach currently have a widened pavement width (the south side previously had 2 on-street parking spaces that have recently been eliminated). This concept eliminates these widened sections, creating a more typical curb alignment on both sides of the road.

This concept is expected to maintain all existing on-street parking spaces.



## 5.6 Erie Street Road Diet

Despite some potential capacity concerns identified for the 2030 horizon year, conceptual designs have been prepared for a potential road diet along Erie Street between Ontario Street and St. Patrick Street for consideration by the City. The primary objective of the road diet is to introduce a dedicated cycling facility while maintaining existing on-street parking.

As shown in **Figure 32**, the existing Erie Street cross-section consists of:

- Road width of 16.0 metres;
- Two general purpose lanes (3.0 metres) per direction;
- Curbside parking lanes (2.0 metres) on each side of the roadway; and
- Boulevards consisting of trees, gardens, and sidewalk of varying width.

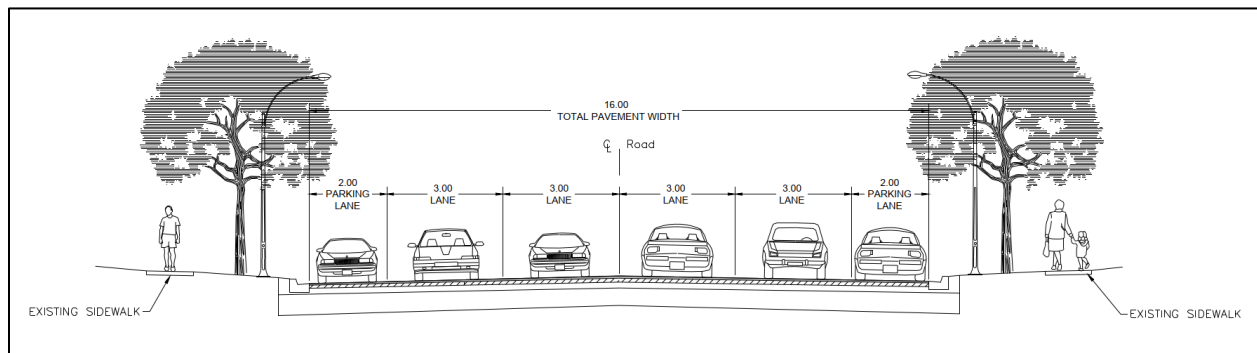


Figure 32: Erie Street - Existing Cross-Section

**Concept #4A – Bike Lanes Option:**

- Existing road width (16.0 metres) maintained;
- One general purpose lane (3.5 metres) per direction;
- On-street bike lanes (1.5 metres) per direction;
- Curbside parking lanes (2.5 metres) on each side of the roadway, plus buffer separation (0.5 metres) from adjacent on-street parking; and
- No boulevard modifications.



Figure 33: On-Street Bike Lane Cross-Section

This option generally replaces the outside general-purpose lanes with on-street bikes lanes, maintaining the roadway width and boulevards. Consequently, left-turning traffic will be required to stop and await gaps from the single available lane, introducing delays and queueing whenever vehicles are waiting to turn. This could be significant considering the presence of driveways and frequently utilized municipal parking lot. Conceptual illustrations of on-street bike lanes separated from on-street parking by a buffer is shown in **Figure 33** and **Figure 34**.



Figure 34: Buffer Configurations



**Concept #4B – Cycle Track Option:**

- Road width reduced (12.0 metres);
- One general purpose lane (3.5 metres) per direction;
- Curbside parking lanes (2.5 metres) on each side of the roadway;
- Directional cycle tracks in boulevard on both sides of roadway (1.5m) plus buffer separation (0.5 metres) from adjacent curb.

This option eliminates a general-purpose lane in each direction and reduces the roadway width, thus providing new boulevard space to accommodate in-boulevard cycle tracks (see **Figure 35**) without major modifications to existing boulevard infrastructure (i.e., landscaping, sidewalk, streetlighting, etc.). Similar to the bike lane concept, left-turning traffic will be required to stop and await gaps from the single available lane, potentially inducing delays and queueing during peak periods, especially considering the presence of driveways, and frequently utilized municipal parking lot. This concept is considered the optimal concept with respect to cycling safety but will be the costliest of the three concepts as it requires approximately ½ kilometres linear distance of curb relocation, construction of approximately 1,000 square metres of additional raised boulevard, and construction of approximately ½ kilometre of asphalt cycle track.

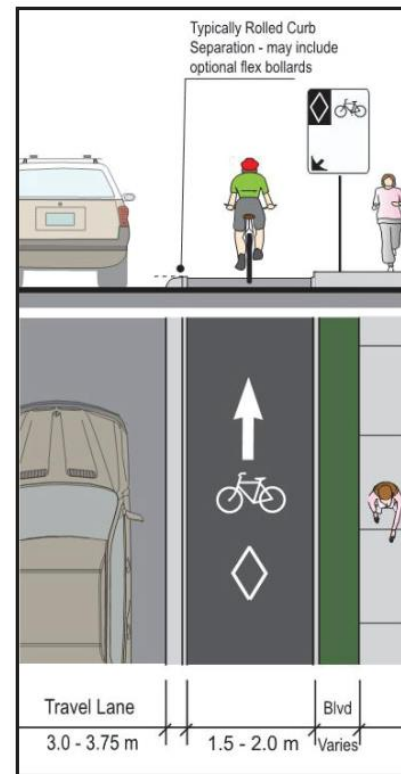
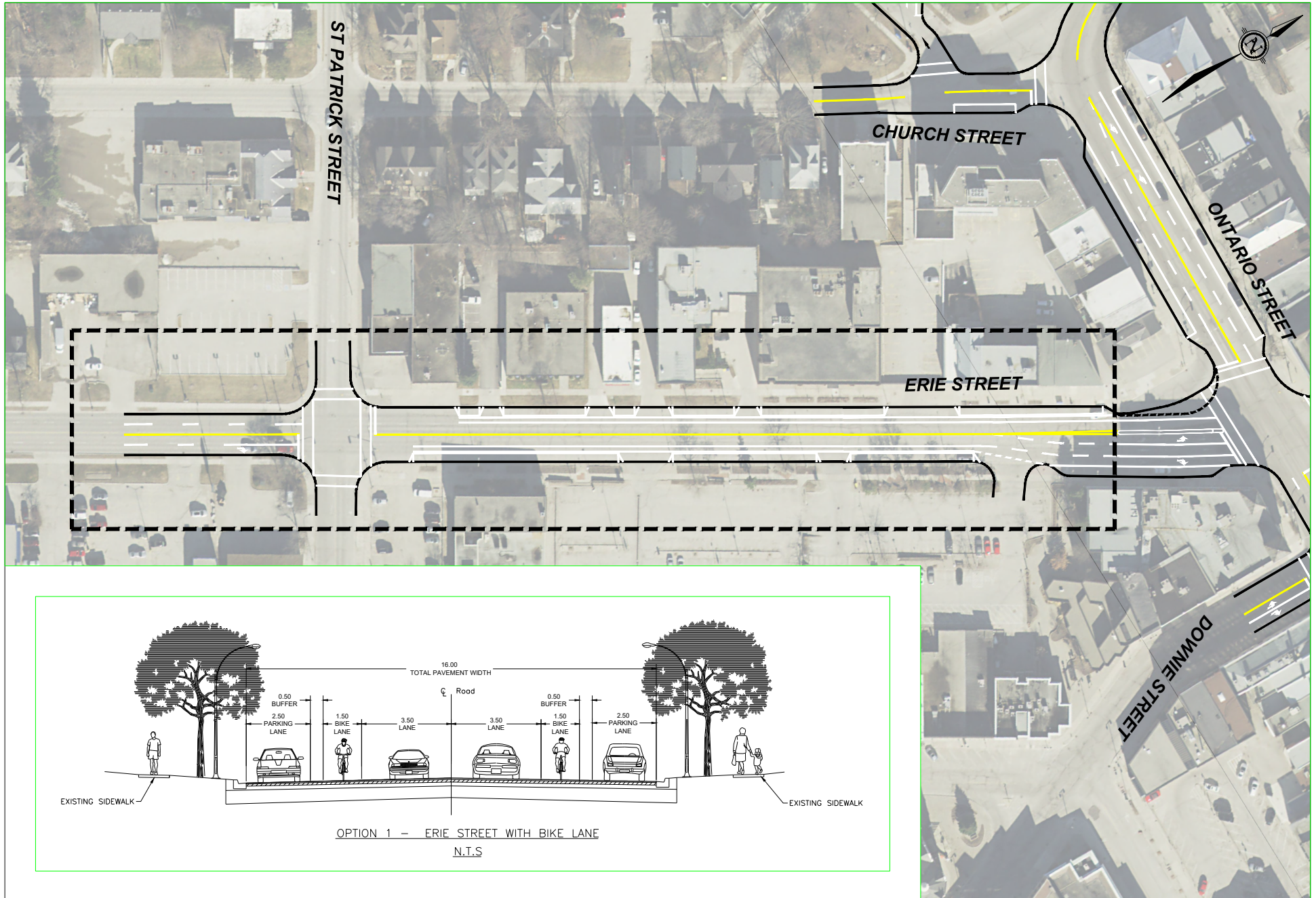


Figure 35: Raised Cycle Track Cross-Section



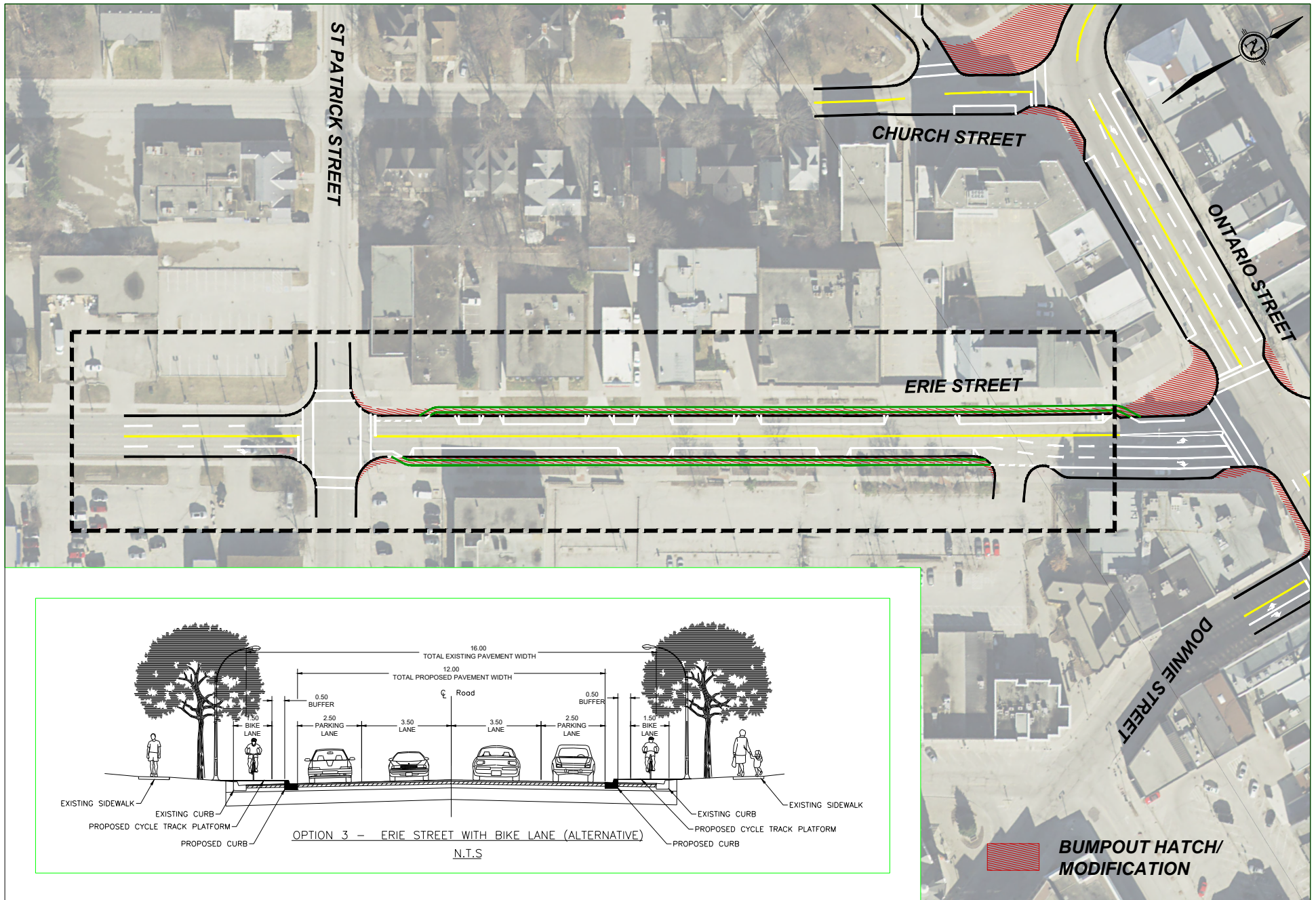
**CONCEPT #4A - ERIE STREET ROAD DIET**  
**BIKE LANES OPTION**  
**CITY OF STRATFORD - DOWNTOWN TRAFFIC STUDY**

**NO ELIMINATION OF ON-STREET  
 PARKING SPACES ANTICIPATED**

**SCALE: 1:1500**  
**PAPER SIZE: LETTER (8.5x11)**  
**DATE: JANUARY 19, 2021**







**CONCEPT #4B - ERIE STREET ROAD DIET  
CYCLE TRACK OPTION  
CITY OF STRATFORD - DOWNTOWN TRAFFIC STUDY**

**NO ELIMINATION OF ON-STREET  
PARKING SPACES ANTICIPATED**

**SCALE: 1:1500  
PAPER SIZE: LETTER (8.5x11)  
DATE: JANUARY 19, 2021**



## 5.7 Downie Street at George Street PXO

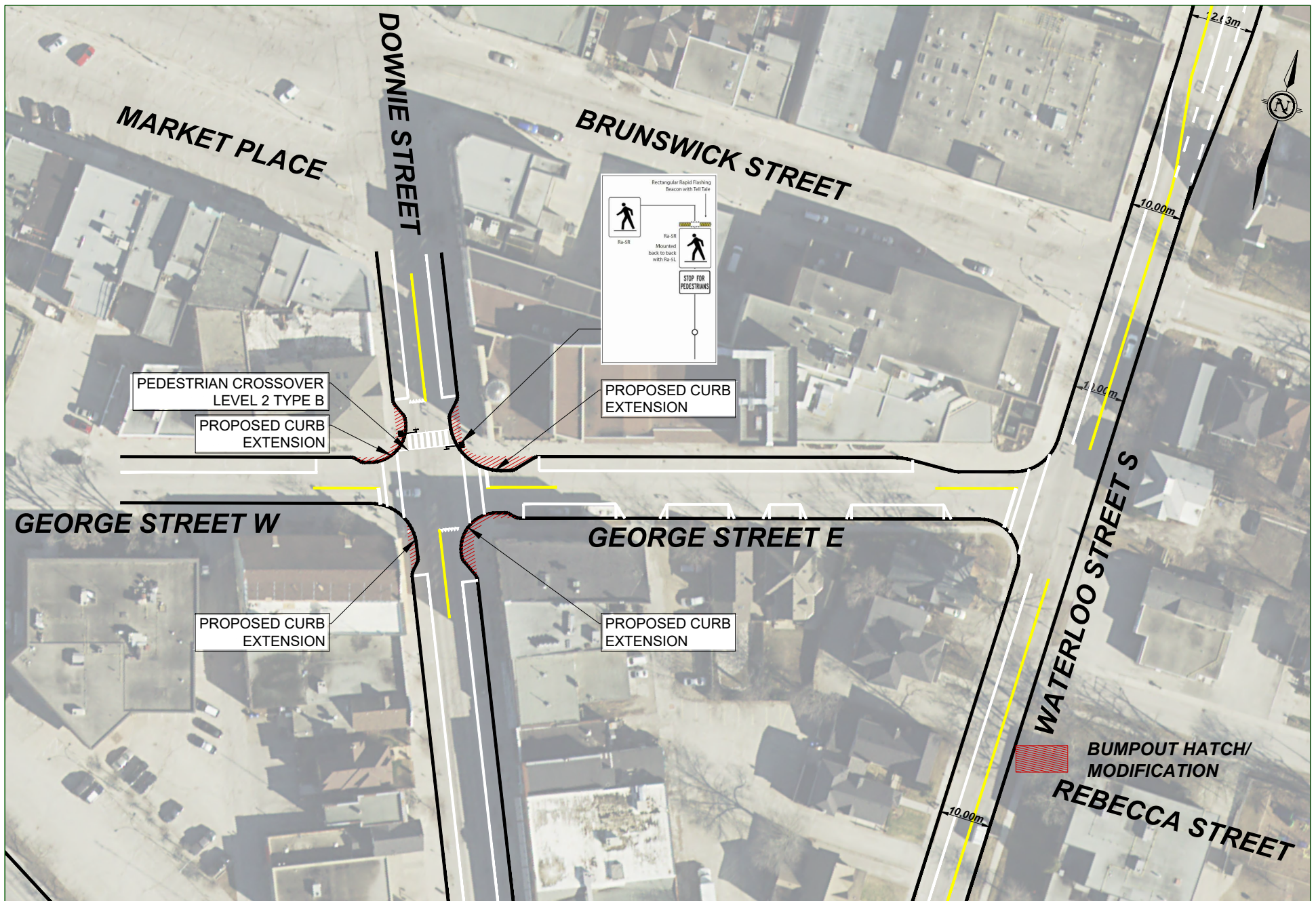
A conceptual re-design of the intersection of Downie Street at George Street has been prepared, as shown in **Concept #5**, consisting of the following key features:

- Level 2 Type B Pedestrian Crossover (PXO) on the north approach; and
- Curb extensions at all intersection corners.

It is expected this intersection configuration will improve overall pedestrian safety, by providing a designated east-west pedestrian crossing on Downie Street, which is currently not provided, with a PXO facility designed per OTM Book 15 guidelines. The curb extensions also contribute to improved pedestrian safety by bringing pedestrians waiting to cross out into the roadway where improved sightlines can be achieved. Furthermore, the curb extensions act as form of traffic calming for right-turning traffic as well as for through moving traffic on Downie Street due to the reduced roadway width and overall tighter urban environment through the intersection from the driver's perspective.

This concept is expected to maintain all existing on-street parking spaces.





**CONCEPT #5- DOWNIE STREET AT GEORGE STREET PXO  
CITY OF STRATFORD - DOWNTOWN TRAFFIC STUDY**

**NO ELIMINATION OF ON-STREET PARKING SPACES ANTICIPATED**

**SCALE: 1:1000**  
**PAPER SIZE: LETTER (8.5x11)**  
**DATE: JANUARY 19, 2021**

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## 5.8 Downie Street at St. Patrick / Douro Street Intersection Improvements

In response to the undesirable road alignments and various operational issues in the vicinity of Downie Street at St. Patrick Street, Douro Street, and Waterloo Street, several conceptual design alternatives have been prepared to address improved road alignments and intersection operations:

### Concept #6A – Waterloo Street Closure Option

- The alignment of the St. Patrick Street and Douro Street approaches at Downie Street have been modified to create a more perpendicular intersection with Downie Street, reducing the operational and sightline issues associated with Downie Street's skewed alignment.
- The opposing Douro Street and St. Patrick Street approaches are now offset by approximately 25 metres.
- Traffic control at the intersection of Waterloo Street and Douro Street has been changed (Douro Street becoming free flow; Waterloo Street stop controlled).
- Waterloo Street is closed at Downie Street eliminating the intersection.
- On-street parking along Waterloo Street south of Douro Street is maintained

This concept improves sightlines by reducing the skewed intersection approaches of St. Patrick Street and Douro Street at Downie Street, and by eliminating the severely skewed intersection of Waterloo Street at Downie Street. It also improves operations by eliminating the closely spaced stop controls that exist on Douro Street given this concept now proposes free flow operations on Douro Street. However, this configuration results in an offset intersection on Downie Street with approximately only 25 metre of offset between St. Patrick Street and Douro Street. The Transportation Association of Canada (TAC) considers offsets between 1.5 metres and 40 metres as undesirable. This offset configuration could result in some new operational concerns if the volume of traffic travelling east-west between St. Patrick and Douro Street remains consistent with existing volumes.

### Concept #6B – Offset Intersection Option

- The intersection of Douro Street at Downie Street has been eliminated, with all traffic travelling to/from Douro Street required to utilize the Waterloo Street at Downie Street intersection.
- The alignment of the St. Patrick Street and Waterloo Street approaches at Downie Street have been modified to create a more perpendicular intersection with Downie Street, reducing the operational and sightline issues associated with Downie Street's skewed alignment.

- Traffic control at the intersection of Waterloo Street and Douro Street has been maintained (Douro Street stop controlled; Waterloo Street free flow), although the intersection is now a T-intersection.
- On-street parking along Waterloo Street south of Douro Street is relocated to new parking spaces on Douro Street

Similar to **Concept 6A**, this concept improved sightlines by reducing the skewed intersection approaches at Downie Street, and by eliminating the severely skewed intersection of Waterloo Street at Downie Street. Similarly, it also improves operations by eliminating the closely spaced stop controls that exist on Douro Street. However, where this concept is considered a notable improvement from Concept 6A is in the increased separation of the St. Patrick Street intersection from the Waterloo Street intersection. With an approximate 75 metre separation, this is technically not considered an offset configuration, as these are considered two distinct intersections operating independently. The offset has created additional greenspace which could enhance the surrounding urban realm by integrating streetscape enhancements/community greening.

#### **Concept #6C – Offset Intersection with Left-turn Lanes Option**

This concept is considered an improvement to **Concept 6B**, as it introduces auxiliary back-to-back left-turn lanes on Downie Street, thus improving operations and overall traffic safety by removing decelerating left-turning traffic from the general-purpose lanes. This will likely result in the elimination of 3 on-street parking spaces in order to provide the necessary lane tapers north of the northbound left-turn lane on Downie Street.

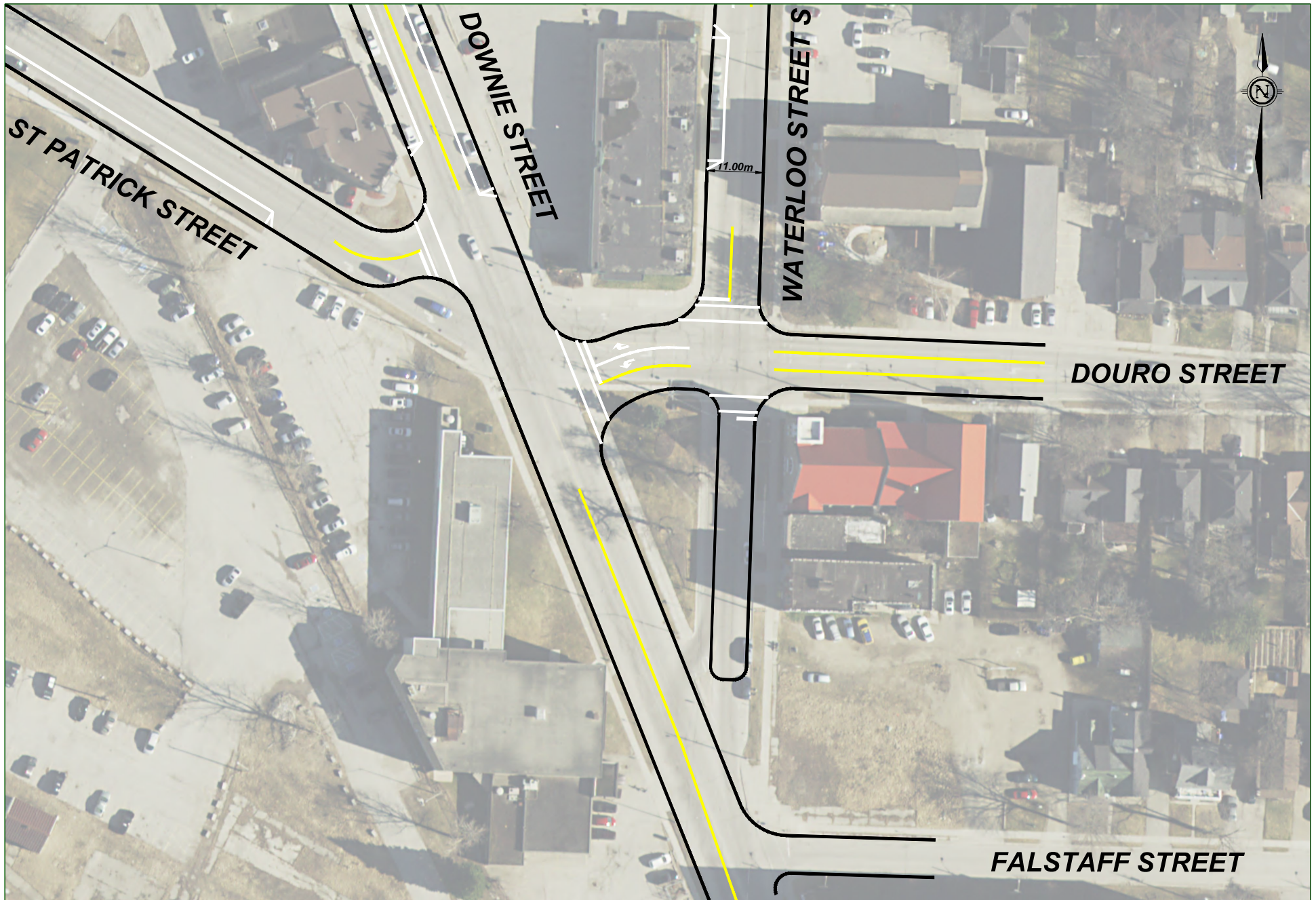
This concept is considered the preferred design approach, as it reduces the operational and sightline issues associated with Downie Street's skewed alignment (similar to **Concept 6A** and **Concept 6B**), it maximizes the intersection spacing along Downie Street (similar to **Concept 6B**) and introduces auxiliary left-turn lanes improving operations and safety (enhancement to **Concept 6B**).

#### **Concept #6D – Roundabout Option**

Roundabouts are beneficial in reducing the operational and safety-related implications associated with skewed approach alignments and generally unusual road alignments with multiple approaching roads. Given the skewed intersection alignments and closely spaced intersections, a roundabout concept was considered for review.

Due to the constrained urban environment (limited ROW) and large buildings in the immediate vicinity of the intersection, there is insufficient space to adequately accommodate the requirements for passenger cars, trucks, pedestrians, and cyclists. As such, a roundabout is not a feasible option at this location given the anticipated severe property impacts.





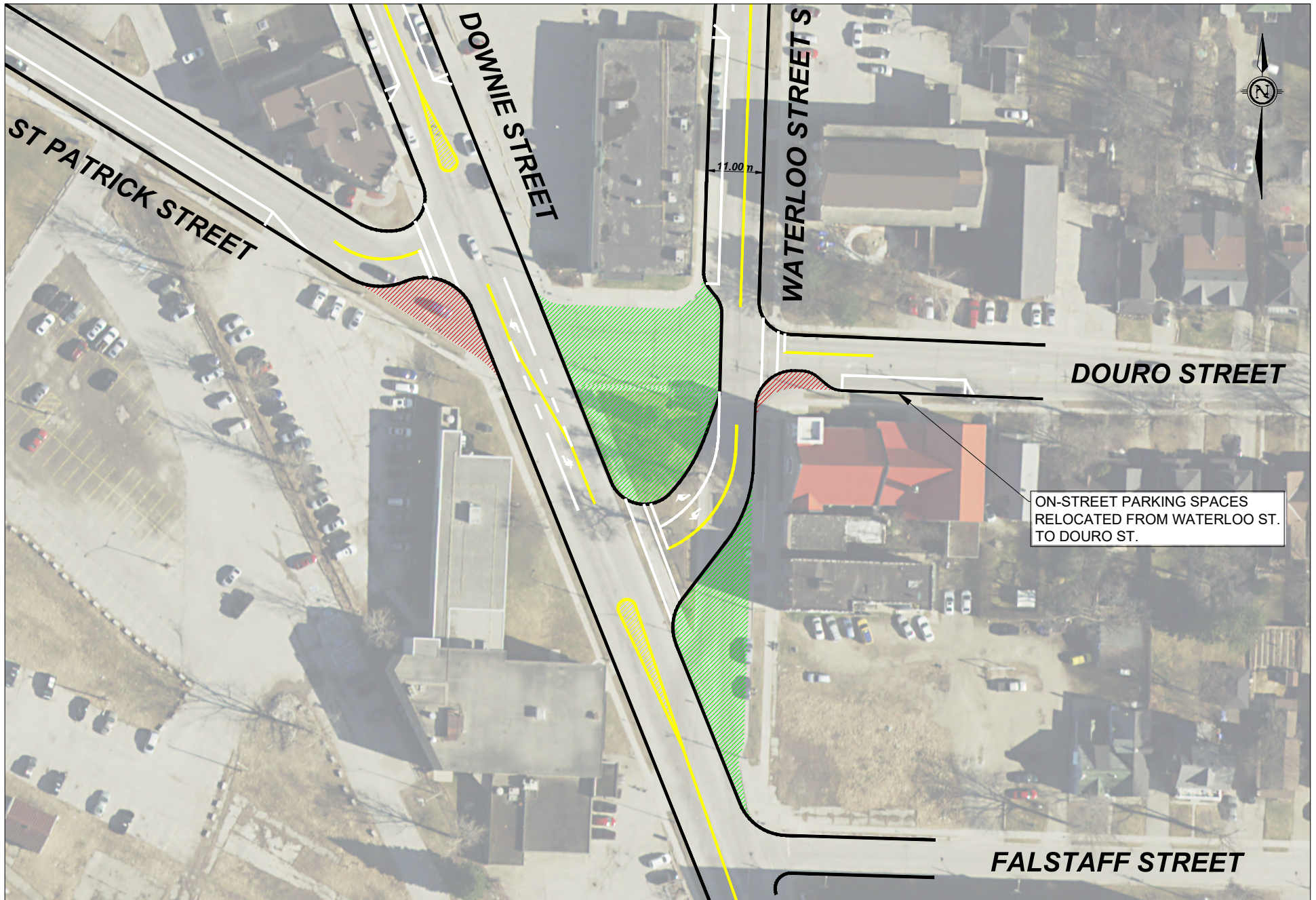
**CONCEPT #6A - DOWNIE STREET AT DUORO STREET IMPROVEMENTS  
WATERLOO STREET CUL-DE-SAC OPTION  
CITY OF STRATFORD - DOWNTOWN TRAFFIC STUDY**

**NO ELIMINATION OF ON-STREET  
PARKING SPACES ANTICIPATED**

SCALE: 1:1000  
PAPER SIZE: LETTER (8.5x11)  
DATE: JANUARY 19, 2021







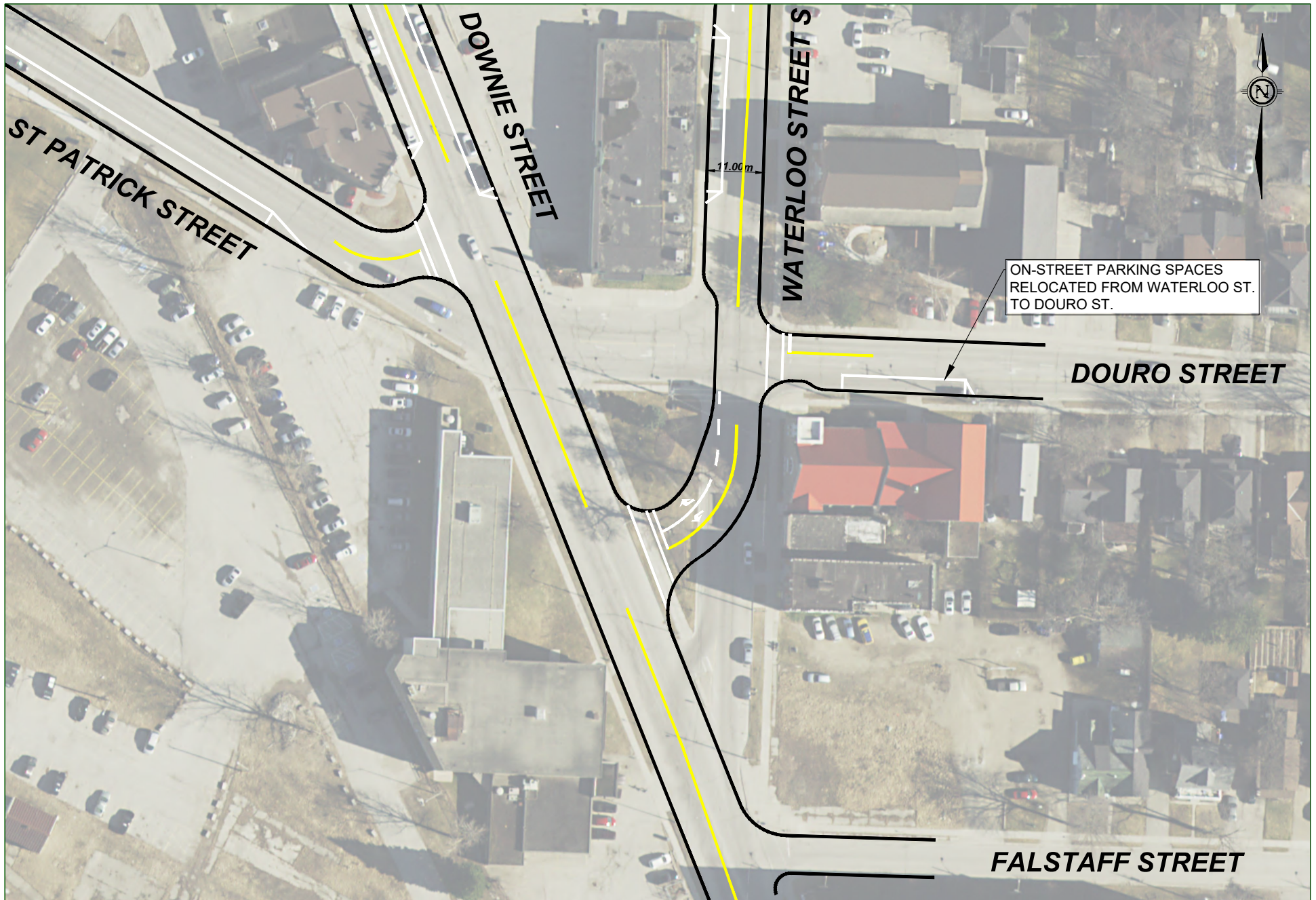
**CONCEPT #6C - DOWNIE STREET AT DUORO STREET IMPROVEMENTS  
OFFSET INTERSECTION WITH LEFT-TURN LANE OPTION  
CITY OF STRATFORD - DOWNTOWN TRAFFIC STUDY**

**ELIMINATION OF ON-STREET  
6 PARKING SPACES ANTICIPATED**

SCALE: 1:1000  
PAPER SIZE: LETTER (8.5x11)  
DATE: JANUARY 19, 2021

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**CONCEPT #6B - DOWNIE STREET AT DUORO STREET IMPROVEMENTS  
OFFSET INTERSECTION OPTION  
CITY OF STRATFORD - DOWNTOWN TRAFFIC STUDY**

**NO ELIMINATION OF ON-STREET  
PARKING SPACES ANTICIPATED**

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PAPER SIZE: LETTER (8.5x11)  
DATE: JANUARY 19, 2021

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## 5.9 Transit Terminal Access Signalization

A conceptual re-design of the intersection of Downie Street at Milton Street / Transit Terminal north driveway has been prepared, as shown in Concept #7, consisting of the following key features:

- Signalization of the intersection operating in a semi-actuated mode of control, meaning the signal would rest on green for the Downie Street approaches and would only provide a green phase to the side-street approaches (Milton Street and Transit Terminal north driveway) on demand.
- Crosswalks provided on all four approaches, with pedestrian pushbuttons required for the north and south approach crosswalks.
- The transit terminal's north driveway will remain outbound only, and south driveway inbound only, per existing conditions.
- The intersection of Shakespeare Street at Downie Street will be eliminated, with a cul-de-sac introduced at the westerly extent of Shakespeare Street.
- Pedestrian and cycling access will be maintain from/to Shakespeare Street.

It is expected this intersection configuration will fulfill the primary objective of assigning priority to transit vehicles egressing the Transit Terminal in a timely manner, while also maintaining an acceptable level of service at the intersection for all movements and providing a designated and protected east-west pedestrian crossing facility connecting the Transit Terminal, adjacent park lands and the Train Station. Furthermore, the proposed Shakespeare Street cul-de-sac is not expected to result in any significant issues pertaining to vehicle accessibility and wider network connectivity.

This concept is expected to maintain all existing on-street parking spaces, as shown in the appended vehicle swept path analysis.





**CONCEPT #7 - TRANSIT TERMINAL SIGNALIZATION**  
**CITY OF STRATFORD - DOWNTOWN TRAFFIC STUDY**

**NO ELIMINATION OF ON-STREET  
 PARKING SPACES ANTICIPATED**

SCALE: 1:1000  
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 DATE: JANUARY 19, 2021



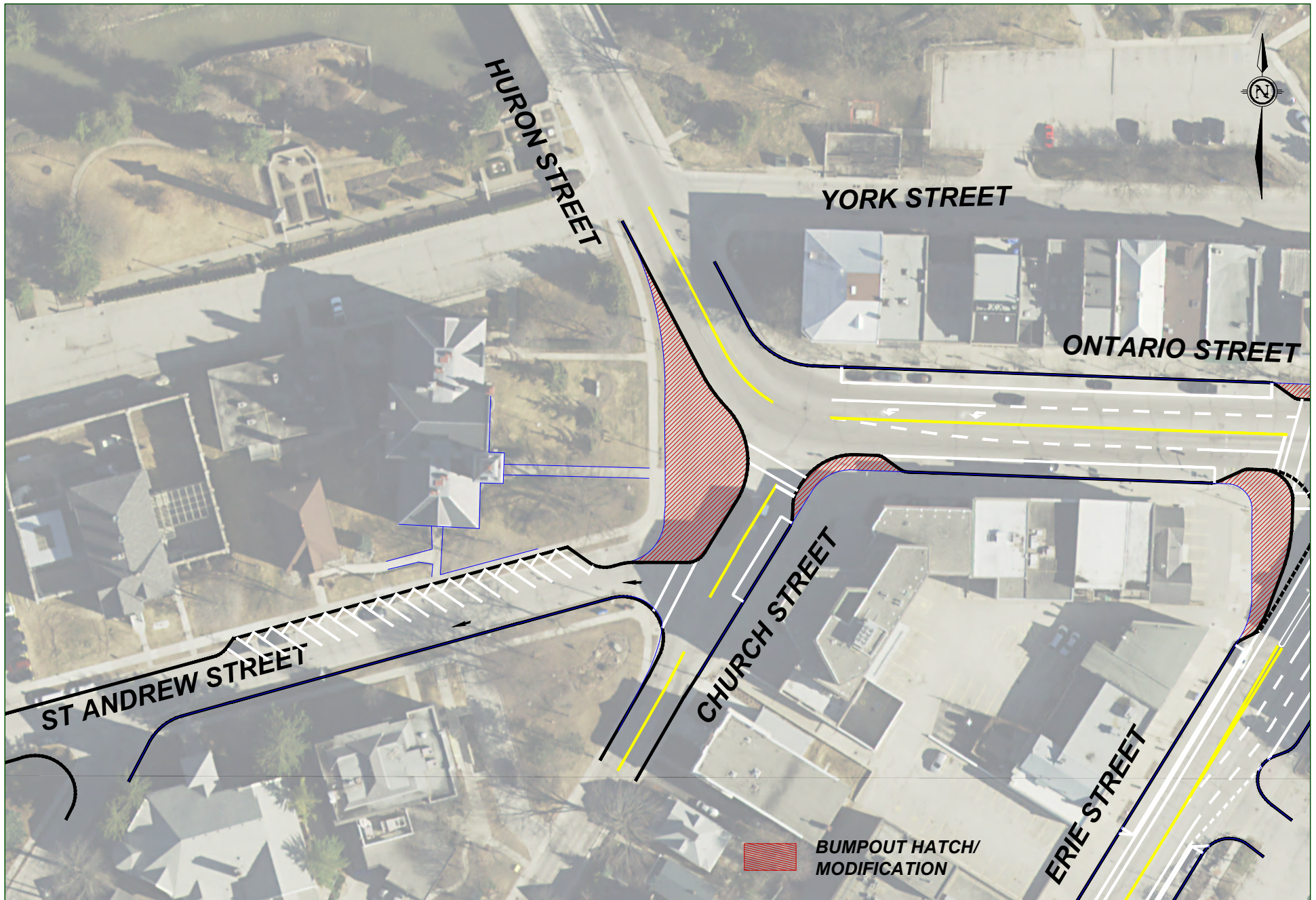


## 5.10 Summary of Proposed Improvement Options

The following is a summary of proposed improvement options:

1. Signal timing adjustments at the signalized intersections of Downie Street and Erie Street at Ontario Street, and Erie Street at St. Patrick Street.
2. Geometric improvements at the intersection of Ontario Street and Church Street (**Concept #1**).
3. Geometric improvements at the intersection of Ontario Street and Downie / Erie Street (**Concept #2**).
4. Geometric improvements at the intersection of Ontario Street and Waterloo Street (**Concept #3**).
5. Level 2 Type D PXO at the intersection of George Street and Downie Street (**Concept #5**).
6. Geometric improvements at the Downie Street intersections with St. Patrick Street, Douro Street, and Waterloo Street (**Concept #6C**).
7. Signalization of Transit Terminal driveway opposite Milton Street on Downie Street, and Shakespeare Street cul-de-sac (**Concept #7**).

Due to the projected capacity constraints anticipated for the 2030 horizon year under a Road Diet scenario and given this section of Erie Street is part of the MTO's Connecting Links program and a critical link within the City's transportation system, a reduction in through lanes to one lane per direction is not recommended.



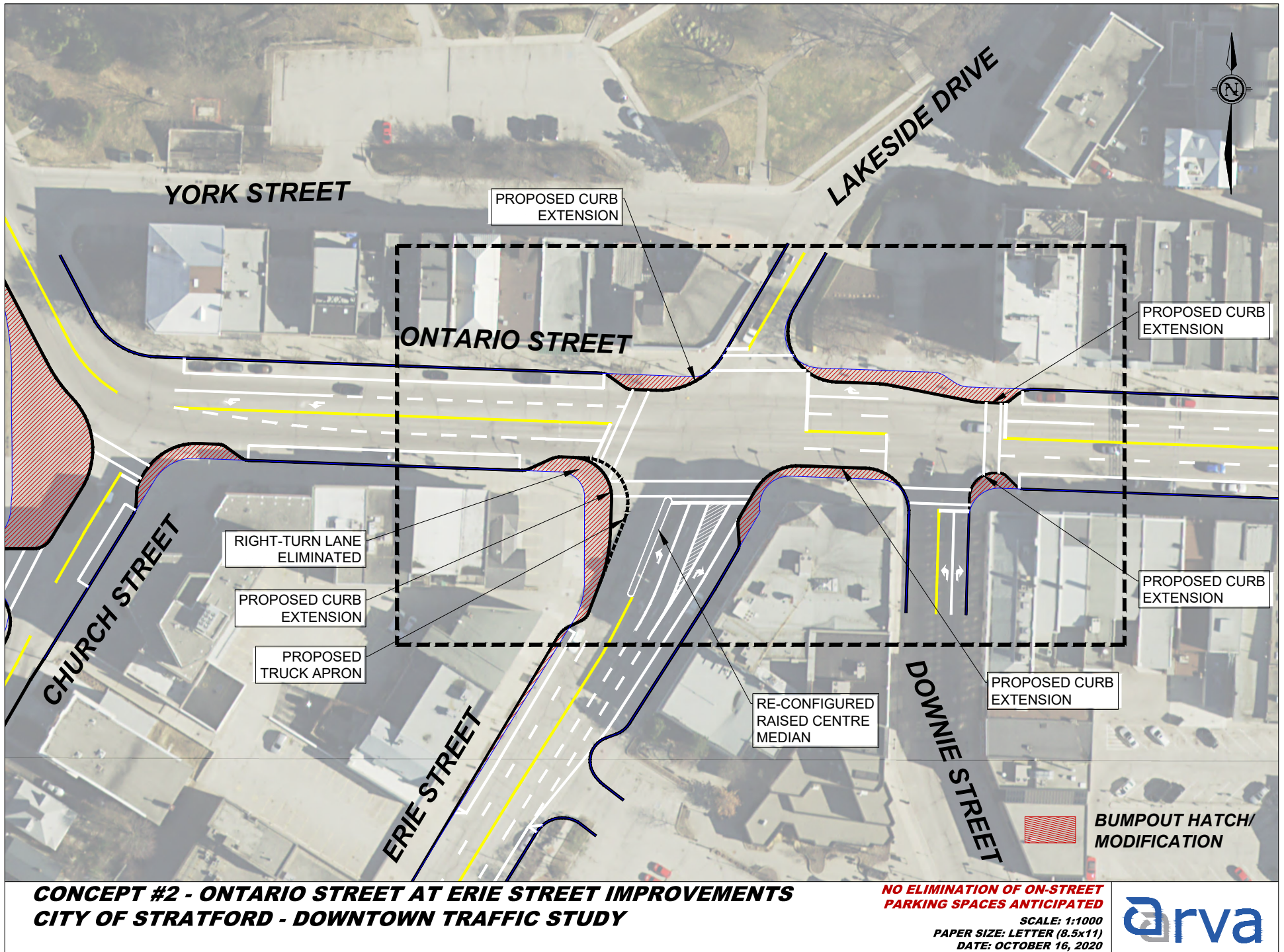
**CONCEPT #1 - ONTARIO STREET AT CHURCH STREET IMPROVEMENTS  
CITY OF STRATFORD - DOWNTOWN TRAFFIC STUDY**

**NO ELIMINATION OF ON-STREET  
PARKING SPACES ANTICIPATED**

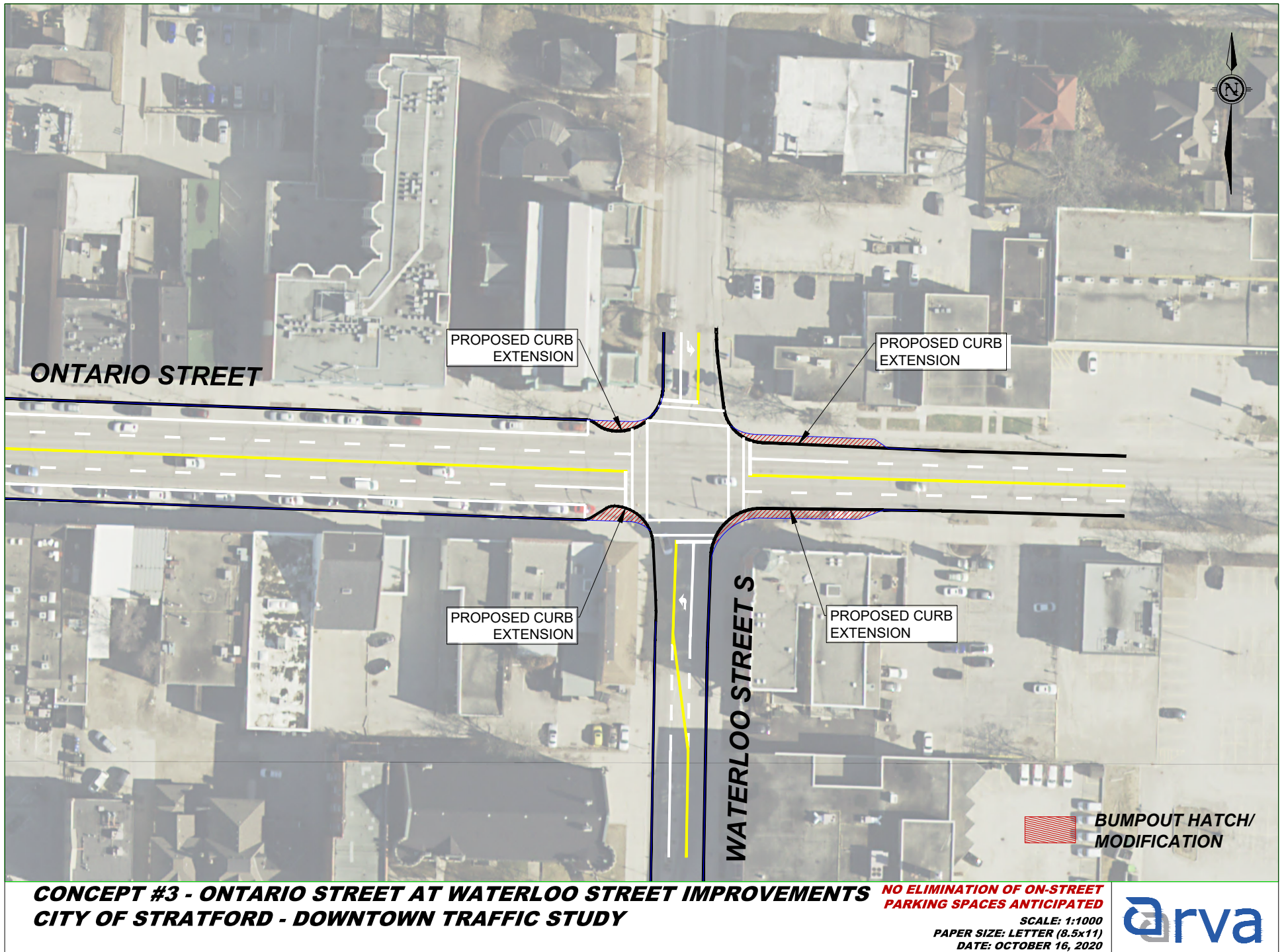
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PAPER SIZE: LETTER (8.5x11)  
DATE: OCTOBER 16, 2020, 2020

**arva**

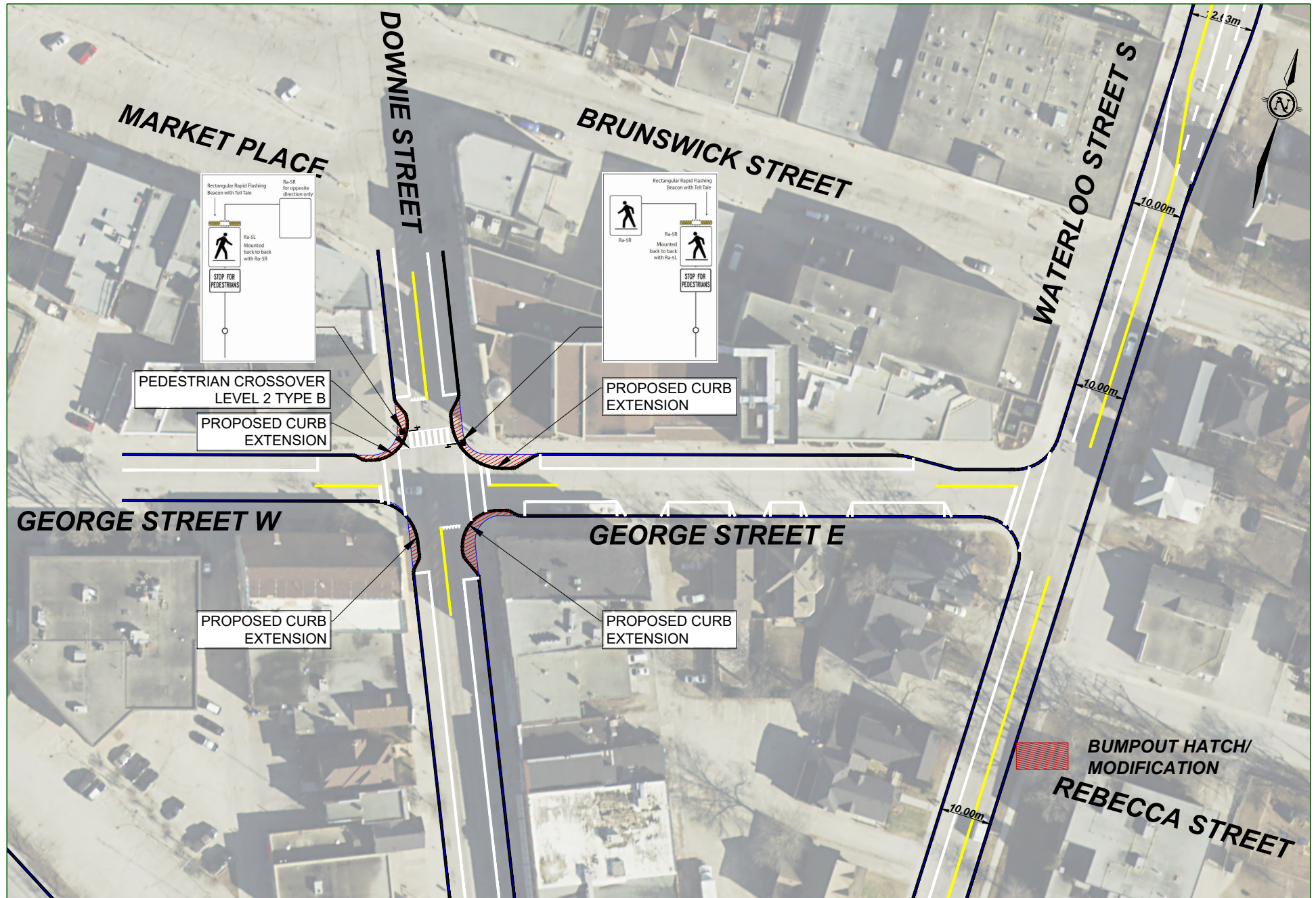












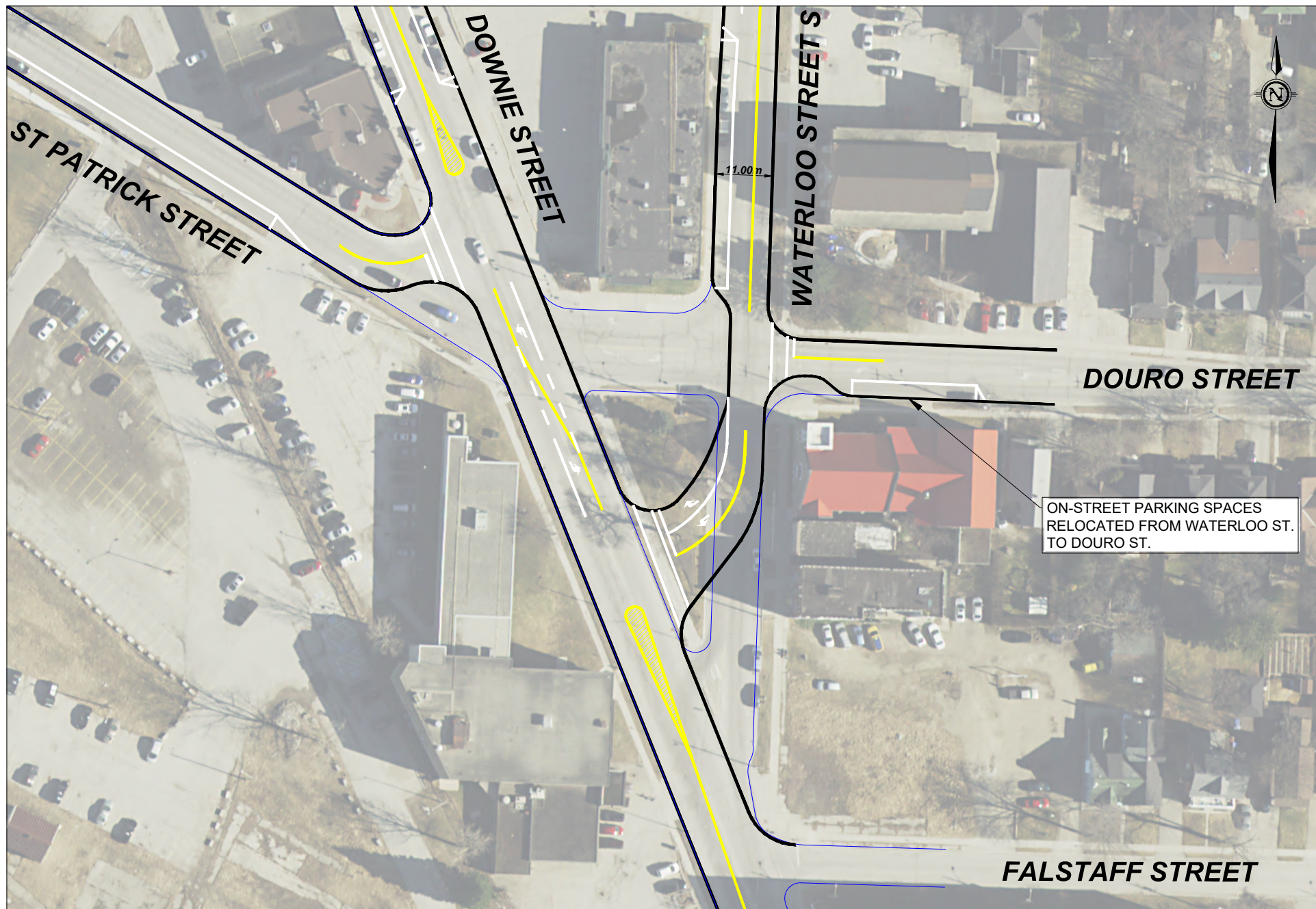
**CONCEPT #5- DOWNIE STREET AT GEORGE STREET PXO  
CITY OF STRATFORD - DOWNTOWN TRAFFIC STUDY**

**NO ELIMINATION OF ON-STREET  
PARKING SPACES ANTICIPATED**

SCALE: 1:1000  
PAPER SIZE: LETTER (8.5x11)  
DATE: OCTOBER 16, 2020

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**CONCEPT #6C - DOWNIE STREET AT DUORO STREET IMPROVEMENTS  
OFFSET INTERSECTON WITH LEFT-TURN LANE OPTION  
CITY OF STRATFORD - DOWNTOWN TRAFFIC STUDY**

***ELIMINATION OF ON-STREET  
6 PARKING SPACES ANTICIPATED***

***SCALE: 1:1000***

***PAPER SIZE: LETTER (8.5x11)***

***DATE: OCTOBER 16, 2020***







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## MANAGEMENT REPORT

<b>Date:</b>	January 25, 2021
<b>To:</b>	Mayor and Members of Council
<b>From:</b>	Alyssa Bridge, Manager of Planning
<b>Report#:</b>	COU21-007
<b>Attachments:</b>	None

**Title:** Update on Draft Plan of Subdivision 31T19-001 and Zone Change application Z09-19 for 236 Britannia Street

**Objective:** The purpose of this report is to provide an update on Draft Plan of Subdivision Application (our file 31T19-001) and Zone Change Application (our file Z09-10) from GSP Group on behalf of Werner Bromberg Limited for lands on the north side of Britannia Street between Glastonbury Drive and Briarhill Drive, municipally known as 236 Britannia Street.

**Background:** At the December 21, 2020 Regular meeting, Council adopted the following resolution:

THAT Item 9.2.1 "Planning Report on Draft Plan of Subdivision 31T19-001 and Zone Change Application Z09-19 at 236 Britannia Street (PLA20-009)" be deferred for consideration to the January 25, 2021 Regular Council meeting.

**Analysis:** Since that time, staff have participated in discussions with the applicant and neighbourhood residents in an attempt to address concerns raised by residents related to the proposed Draft Plan of Subdivision and Zone Change Application. These discussions are ongoing. Staff will bring forward a recommendation related to the proposed Draft Plan of Subdivision and Zone Change application at a later date.

**Financial Impact:** None.

### Alignment with Strategic Priorities:

#### Strengthening our Plans, Strategies and Partnerships

Partnering with the community to make plans for our collective priorities in arts, culture, heritage and more. Communicating clearly with the public around our plans and activities.

**Staff Recommendation: THAT the report on Draft Plan of Subdivision 31T19-001 and Zone Change application Z09-19 for 236 Britannia Street (COU21-007), be received for information;**

**AND THAT the Planning Report on Draft Plan of Subdivision 31T19-001 and Zone Change Application Z09-19 at 236 Britannia Street be presented to Council for consideration when discussions between the developer and the residents have concluded.**



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Alyssa Bridge, MCIP, RPP, Manager of Planning



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Ed Dujlovic, Director of Infrastructure and Development Services



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Joan Thomson, Chief Administrative Officer



From: Bonnie Lindsay [REDACTED]  
 Sent: Sunday, January 10, 2021 3:33 PM  
 To: Bev Mason [REDACTED]; Marcel Paradis <[REDACTED]>; Pat&ed ilowski  
 [REDACTED]; Chris Gayler [REDACTED]; Geoff&tanya McAllister  
 [REDACTED]; John And Kate Dickenson [REDACTED]; Stuart And Kate  
 MacCuaig [REDACTED]; Paul Schuster [REDACTED]; Angela Schuster  
 [REDACTED]; Amanda and Duncan Racher [REDACTED]; Jaren Eydt  
 [REDACTED]; Bill Haggerty [REDACTED]; Claudia and Dave Stott  
 Cc: Planning <[Planning@stratford.ca](mailto:Planning@stratford.ca)>  
 Subject: Committee To Oppose

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

This message is to all Council members in Stratford. I hope you have all had a chance to reconsider the plan submitted by Bromberg Construction. The ramifications to myself and my neighbours on the north side of Briarhill Drive are unique and untenable. If the changes to current zoning bylaws are passed we will all be faced with up to three townhouses in each of our backyards. With the limited plots and proposed building heights our ability to enjoy any modicum of privacy will unfortunately disappear. Limited sunlight, reduced property values and privacy are a reality for all of us. Our committee as a whole does not oppose new building construction behind us, just please not a wall twelve metres high! I know if the tables were turned and you we're sitting on our side you would certainly understand our position. We respectfully request the City of Stratford planning department reject this proposed zoning change application.

With regards  
 Committee To Oppose

**Ministry of  
Transportation**

Office of the Minister

777 Bay Street, 5<sup>th</sup> Floor  
 Toronto ON M7A 1Z8  
 416 327-9200  
[www.ontario.ca/transportation](http://www.ontario.ca/transportation)

**Ministère des  
Transports**

Bureau de la ministre

777, rue Bay, 5<sup>e</sup> étage  
 Toronto ON M7A 1Z8  
 416 327-9200  
[www.ontario.ca/transports](http://www.ontario.ca/transports)



January 14, 2021

107-2020-5060

Mayor Dan Mathieson  
 City of Stratford  
 PO Box 818, 1 Wellington Street  
 Stratford ON N5A 6W1

Dear Mayor Mathieson:

I am pleased to announce the launch of the 2020-21 Gas Tax Program and to advise you of your funding allocation.

Our government is committed to working with municipalities to improve Ontario's transportation network and support economic growth. Investing in transit will reduce traffic congestion, create jobs and help businesses to develop and prosper.

The City of Stratford will be eligible to receive an allocation of **\$467,239** for this program year.

In the coming days, we will forward the electronic versions of your Letter of Agreement, along with program guidelines, reporting forms and the Canadian Content for Transit Vehicle Procurement policy to the primary contact at the City of Stratford.

Please return a scanned copy of the signed Letter of Agreement in pdf format, the required supporting by-law (if applicable) and the 2020 Reporting Forms to **MTO-PGT@ontario.ca**.

In the 2019 Budget, the province committed to reviewing the current program, in consultation with municipalities, to identify opportunities for improvement. Following a careful consideration of municipal and transit stakeholder feedback, the ministry implemented two changes that were identified as areas for improvement to the 2019-20 program:

- The baseline spending requirement was removed; and
- Municipalities were permitted to submit a scanned copy of the municipal by-law instead of a certified copy.

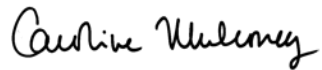
The review of the Gas Tax program has been completed and no additional changes are being considered for the 2020-21 program.

-2-

The ministry recognizes the impact that COVID-19 has had on municipal transit systems in 2020. We will continue to monitor the impacts to key elements, such as municipal transit ridership and the availability of funding that is generated from the sale of gasoline, as these influence the Gas Tax allocations for the 2021-22 program.

If you have any questions regarding the program, please contact Jamie Pearce, Director, Municipal Programs Branch, at (437) 218-1788.

Sincerely,

A handwritten signature in black ink, reading "Caroline Mulroney". The signature is written in a cursive, flowing style.

Caroline Mulroney  
Minister of Transportation

c. Randy Pettapiece, MPP, Perth—Wellington



From the Desk of Melissa Schenk, Executive Officer  
 Stratford & Area Builders' Association  
 P.O. Box 23024, Stratford, ON N5A 7V8  
 Phone: 519 276-0006

**Monday, January 18<sup>th</sup>, 2021**

**RE: Panelist of Heritage Stratford Advisory Committee Meeting**

Attention: Casey Riehl

Dear Casey,

As per your request, on behalf of the SABA Board of Directors, I would like to formally update the Heritage Stratford Advisory Committee that as of December 31<sup>st</sup>, 2020 Derek Smith officially stepped down from his position as Executive Officer.

He had mentioned that he would be in contact with you to update you of his decision.

As you mentioned, Derek was the alternative SABA representative. Our next Board Meeting will be on Wednesday, February 3rd, 2021, at which time I will bring this to the boards attention, and will put out a request for an alternative replacement for your approval.

If you have any questions, please connect with me anytime.  
 Thank you for your understanding.

Respectfully,  
 Melissa

Melissa Schenk | Executive Officer, SABA





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## MANAGEMENT REPORT

**Date:** January 25, 2021  
**To:** Mayor and Council  
**From:** Nathan Bottema, Project Manager  
**Report#:** COU21-008  
**Attachments:** T2020-29 Vehicular Conflict Points; T2020-29 Concept Cross-Sections

---

**Title:** T2020-29 Huron Street Reconstruction Road Preliminary Design Report

**Objective:** To inform Council of the road diet configuration being proposed as part of the Huron Street Reconstruction.

**Background:** At the June 22, 2020 Council Meeting, Report COU20-095 was presented to retain IBI Group for the consulting services for the Huron Street Reconstruction.

IBI Group is responsible for delivering design, plans and specifications for the Huron Street reconstruction, from Matilda Street to the Huron Street Bridge. The design will include new watermains, storm and sanitary sewers, road reconstruction and signalized intersection upgrades as appropriate. The project will be completed in two phases: Phase 1 will be to design and obtain all approvals for the 1.6 km stretch of Huron Street, and to reconstruct Huron Street from the bridge to Avondale Avenue (approximately 800m). Phase two will be to reconstruct Huron Street from Avondale Avenue to Matilda Street (approximately 800m).

### Traffic Impact Study

IBI Group has completed the transportation impact study (TIS). The purpose of this report was to review the traffic operations and to analyze how improvements at signalized intersections may impact the transportation network for current and horizon years. IBI used a traffic software called Synchro to model, optimize and simulate the traffic signal timing at the four signalized intersections. The following three scenarios were analyzed:

- Status quo plus signal timing adjustment/intersection improvements;
- Road diet in both directions; and
- Road diet in one direction.

IBI's transportation impact assessment report recommends that implementing a road diet with both eastbound and westbound lane reductions is supportable for the 2021 and 2030 horizon years, based on the Synchro modelling parameters, proposed lane reconfigurations, and assumptions implemented.

Road Diet:

A road diet is a transportation planning technique wherein the number of traffic lanes and/or the lane width is reduced to improve safety and level of service. The reduction in the number of travel lanes allows systematic improvements to be realized with the goal of improving safety. The resulting available space can be used for the following:

- adding a two-way left turn lane or centre turn lane;
- widening of the travel lanes;
- widening of boulevards;
- transit use; and
- improved pedestrian and cycling routes.

A Huron Street road diet configuration would convert the 4-lane undivided road to a 3-lane undivided road consisting of two through lanes and a centre turn lane. A typical road diet design is illustrated in Figure 1.

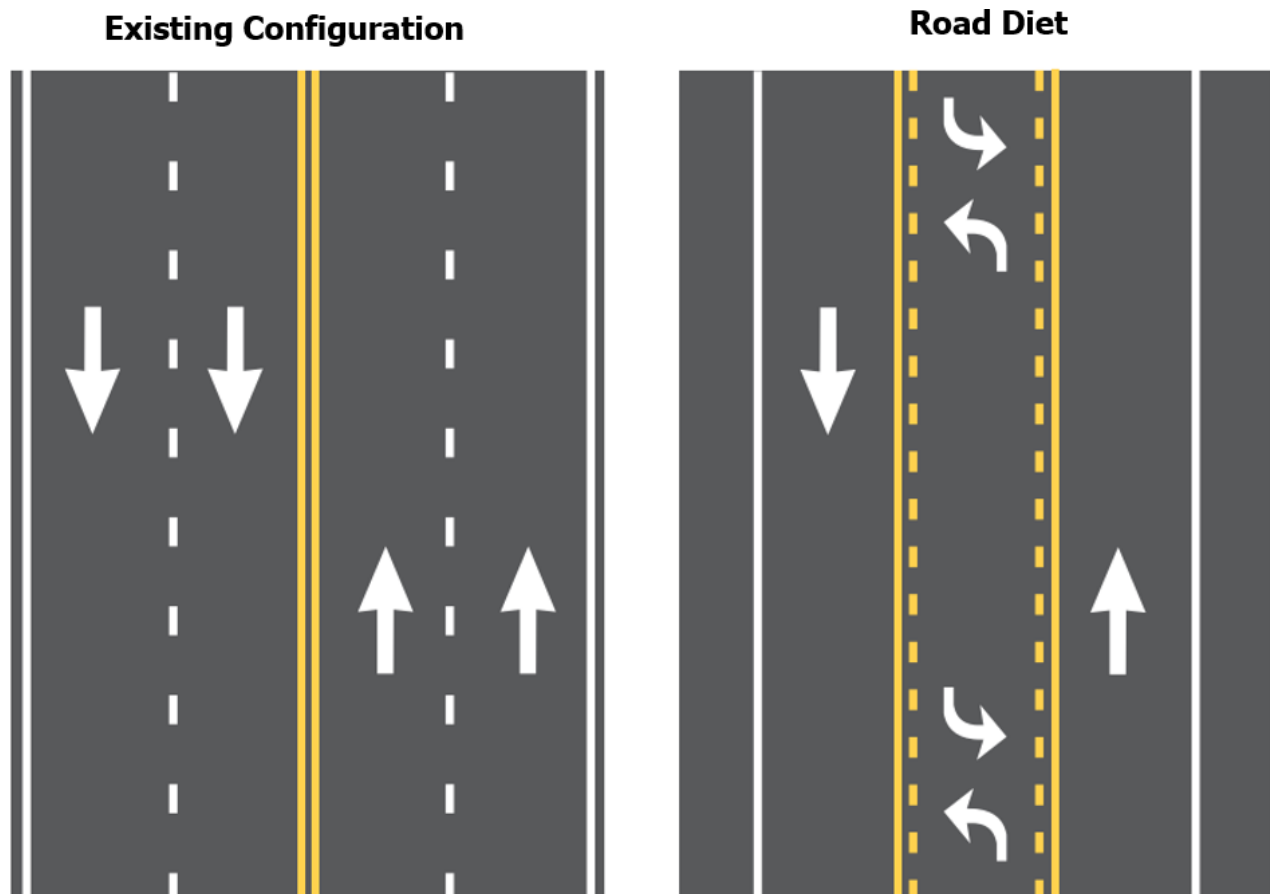


Figure 1: Typical Road Diet Configuration.

## Road Diet Benefits & Drawbacks

Benefits of a road diet include:

- Improved safety for all forms of transportation;
- Reduction of vehicle-to-vehicle conflicts by eliminating potential conflict points at mid-block and intersection locations. Note: Attachment 1 depicts the typical conflict points for a four-lane roadway and a three-lane road diet configuration;
- Traffic calming resulting in a more consistent traffic flow and less slow-and-go operations;
- Reduction in travel speeds as a result of having one through lane with no passing opportunities and eliminating the drivers that may weave in and out of traffic at high speeds;
- Improved sight distance for turning motorists;
- Simplifying road scanning and gap selection for motorists entering or crossing from side streets because there are fewer lanes to cross;
- Reduction in queues associated with left-turning traffic; and
- Reduction in road width crossings for pedestrians.

The potential drawbacks associated with road diets include:

- Increased travel delays;
- Loss of passing opportunities; and
- Increased delay at unsignalized access points as there is only 1 lane per direction to accommodate opposing vehicles.

**Analysis:** It is proposed to perform a road diet conversion of the current 4-lane configuration of Huron Street within the project limits to a 2-travel lane (one lane for each direction) with a common centre turn lane as shown in Figure 1. The additional space saved by performing the road diet may be used to widen the travel lanes, widen the boulevard space between the curb and sidewalk, and/or to develop transit bus stop pull-outs. At the signalized intersections, a dedicated left turn lane will take the place of the common centre turn lane. Options for maintaining the on-street parking available on weekends near St. Joseph's Church are being considered.

The existing conditions and proposed configuration are illustrated in Attachment 2 and detailed below:

<u>4-Lane Cross Section</u>	<u>3-Lane Cross Section (Road Diet)</u>
<ul style="list-style-type: none"> <li>- 4 vehicle lanes ranging from 2.95m to 3.25m wide</li> <li>- Average road width of 12.7m</li> </ul>	<ul style="list-style-type: none"> <li>- 2 vehicle lanes at 3.5m wide</li> <li>- Centre turn lane at 3.5m wide</li> <li>- Average road width of 10.5m</li> </ul>

Huron Street is a Provincial Highway, major arterial road, transit route and a Ministry of Transportation designated truck route. Currently, there are no bike lanes on Huron Street and the Bike and Pedestrian Master Plan does not identify Huron Street as having

bike lanes in the proposed network. Road diets commonly introduce the opportunity to include bike lanes, however, given the traffic volumes, safety concerns and bike lane availability on parallel streets, designated bike lanes on Huron Street are not foreseen to be included in the design. Additionally, including bike lanes in the road diet would result in a wider roadway surface (13.5 m) when compared to the existing roadway surface width (average of 12.7 m).

#### Traffic Capacity:

According to the *Road Diet Information Guide* published by the U.S. Department of Transportation Federal Highway Administration, roadways with an average daily traffic volume of 20,000 vehicles per day (vpd) or less may be good candidates for a road diet. The projected 2030 average daily traffic volumes on Huron Street is estimated at 17,500 vpd which is below the noted level.

The City of Stratford's Transportation Impact Study Guidelines (2011) use the following criteria in identifying critical operations at signalized intersections:

- Volume to capacity ratio (v/c ratio) for shared through/turning movements exceeds 0.85, or exclusive turning movement exceeds 0.90;
- Level of service (LOS) for through movements or shared/exclusive/turning lanes exceeds 'E'; and
- Queue lengths for movements exceed available storage.

The intersection Level of Service (LOS) is a key parameter when considering a road diet. The term Level of Service (LOS) is a qualitative measure of traffic flow at an intersection based on the expected vehicle delay and vehicle queue lengths at the approaches. The Traffic Impact Study revealed that the intersection operations during the 2030 peak hours are expected to operate with LOS 'C' or better with the road diet.

The volume-to-capacity ratio measures the level of congestion on a roadway. The modeling shows that a road diet will lead to some overall intersection congestion during the peak hour with v/c ratios of 0.85 or better. The only exception is the John Street North / Huron Street intersection, which reaches a v/c ratio of 0.87 during the PM peak hour.

The traffic operation modeling completed in the Transportation Impact Study show that the queue lengths at signalized intersections do not exceed the available storage, which meets the final criteria outlined in the City's guideline.

The Ministry of Transportation (MTO) have reviewed the Transportation Impact Study and provided technical feedback. The MTO has acknowledged that a road diet will lead to additional delays, as detailed in the study, but did not object to the road diet concept for Huron Street. Close consultation with the MTO will continue as the project progresses through the design phase.

#### Conclusion:



A road diet on Huron Street appears to be feasible and would provide benefit to motorists and pedestrians while maintaining acceptable traffic flow. A road diet will lead to additional delays and congestions; however, the safety benefit outweighs the operational drawbacks. On behalf of the City, IBI Group is preparing the detail design of the reconstruction to include a road diet. The design will be presented to the residents at open house in March. Following the open house, staff will prepare a report for the Infrastructure, Transportation and Safety Sub-committee addressing the comments and concerns raised by residents, and to obtain approval of the prepared design.

**Financial Impact:** The Huron Street Reconstruction project is part of the Ministry of Transportation 2020-21 Connecting Links Program. The City will receive funding for up to 90% of the cost of eligible works with a maximum of \$3,000,000 for Phase 1. Funds for the City portion of the project are included in the proposed 2021 Capital Budget. The remainder of the costs, currently estimated as \$1,210,000.00 will be funded through sanitary, storm and road reserves.

### **Alignment with Strategic Priorities:**

#### **Developing our Resources**

Optimizing Stratford's physical assets and digital resources. Planning a sustainable future for Stratford's resources and environment.

**Staff Recommendation: THAT the report on Huron Street Reconstruction (COU21-008) be received for information;**

**AND THAT staff report back to the Infrastructure, Transportation and Safety Sub-committee after the conclusion of the open house.**




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Nathan Bottema, Project Manager




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Ed Dujlovic, Director of Infrastructure and Development Services




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Joan Thomson, Chief Administrative Officer

## Attachment 1

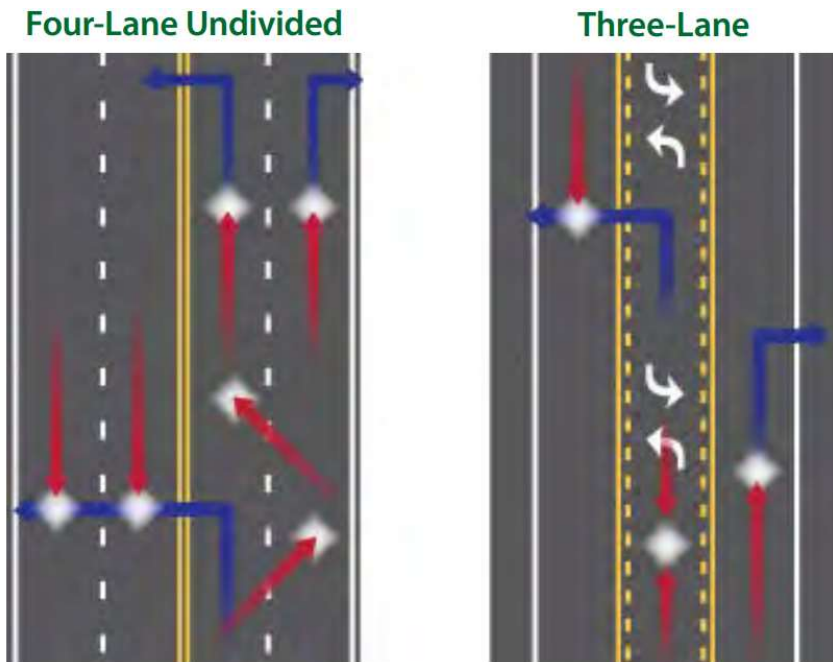


Figure 1: Mid-block Conflict Comparison.<sup>1</sup>

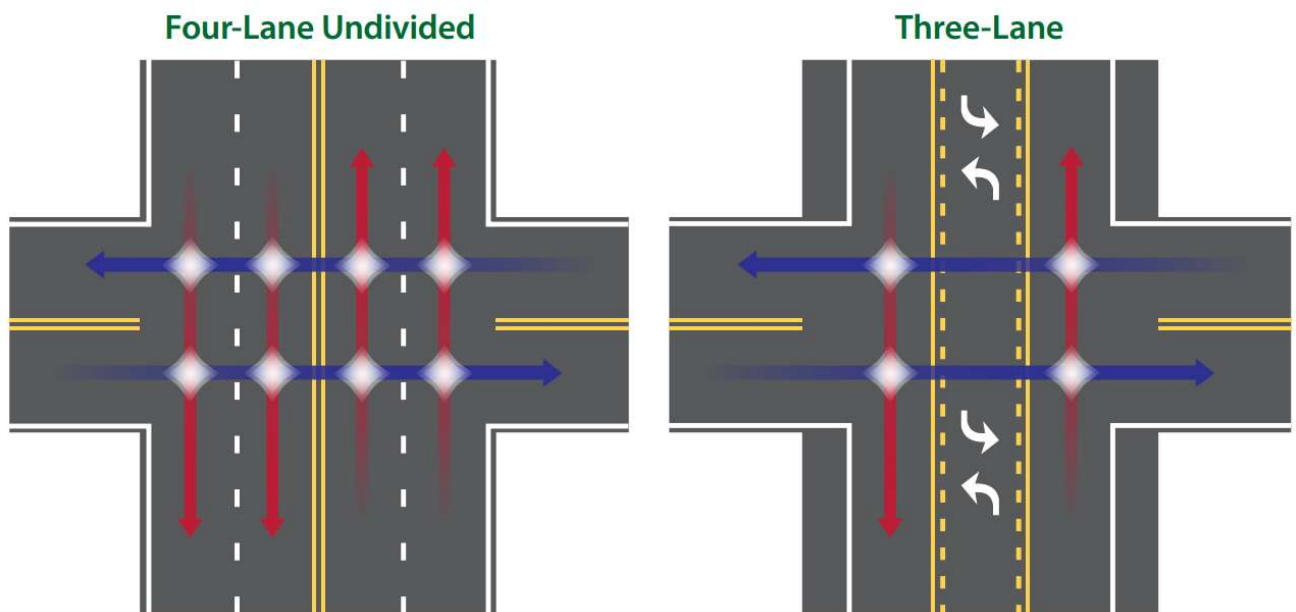


Figure 1: Intersection Conflict Comparison.<sup>1</sup>

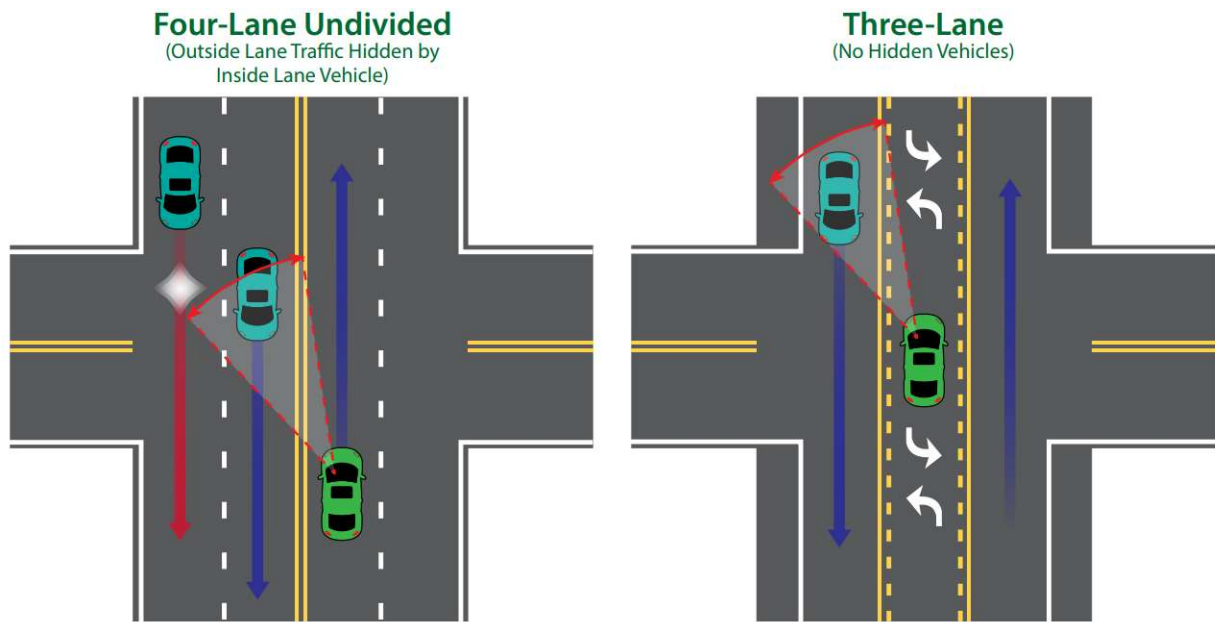


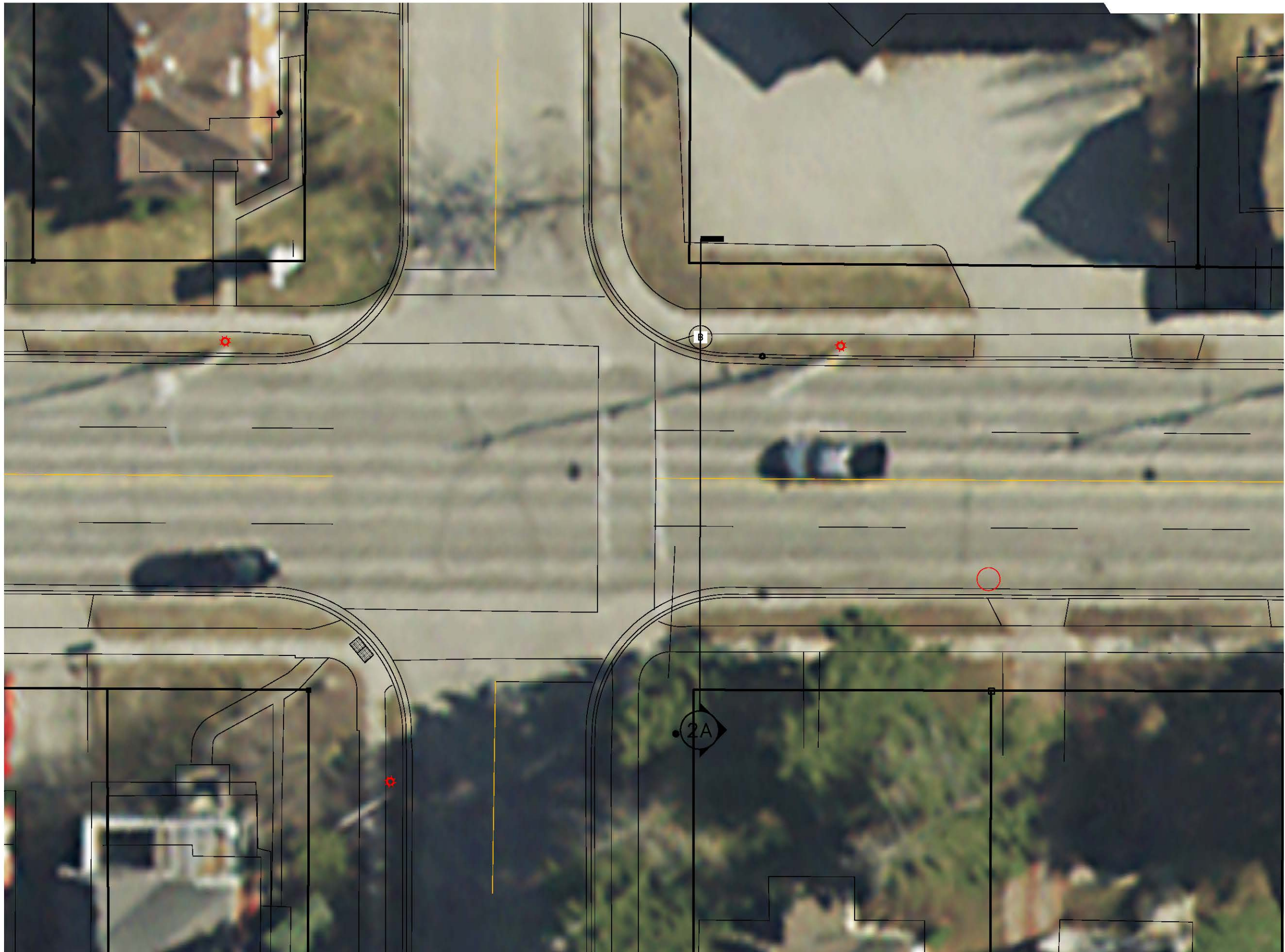
Figure 1: Sight Line Triangle Comparison.<sup>1</sup>

<sup>1</sup> Road Diet Information Guide, U.S. Department of Transportation Federal Highway Administration, November 2014.

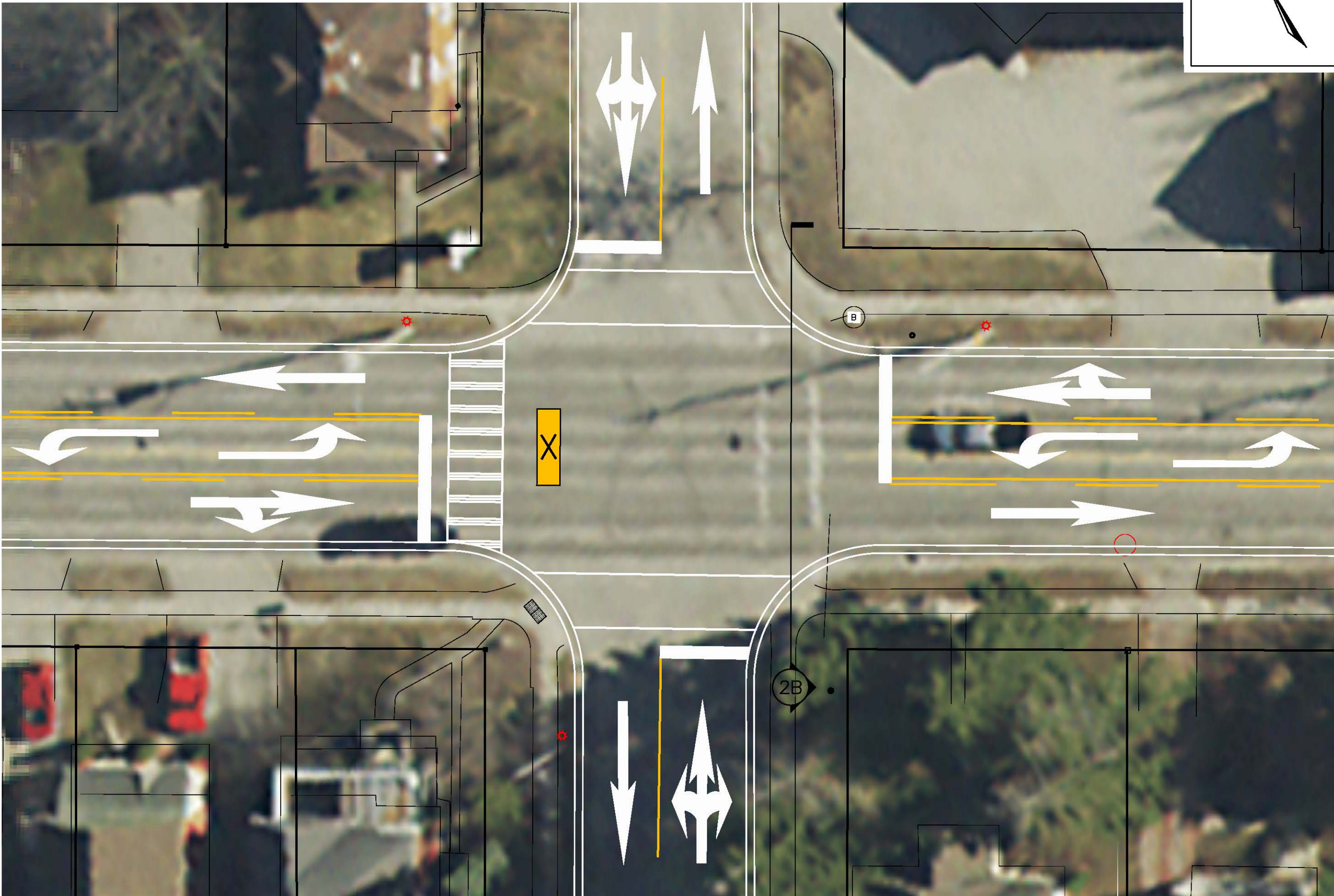








HURON ST / HWY. 8 at HUNTINGDON AVENUE



HURON ST / HWY. 8 at HUNTINGDON AVENUE

KEY PLAN

GENERAL NOTES

THE POSITION OF POLE LINES, CONDUITS, WATERMAINS, SEWERS AND OTHER UNDERGROUND AND ABOVE GROUND UTILITIES AND STRUCTURES ARE NOT NECESSARILY SHOWN ON THE CONTRACT DRAWINGS, AND WHERE SHOWN, THE ACCURACY OF THE POSITION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED.

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ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE NOTED.

ALL DIMENSIONS RELATED TO CURB ARE FROM BASE OF CURB AT GUTTER.

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- - SEDIMENT CONTROL REQUIRED
- - ACCESSIBLE RAMP
- - EX. ELEVATION
- - PROP. ELEVATION

GEODETIC BENCHMARK ELEV. = 362.547m

CITY OF STRATFORD MONUMENT No. 09620020016.  
CAP IN CONCRETE CURB AT THE N/E CORNER OF THE INTERSECTION OF HURON STREET AND HUNTINGDON AVENUE.

MUNICIPAL SERVICES:

- EX. SANITARY SEWER
- EX. STORM SEWER
- EX. WATER MAIN
- PROP. SANITARY SEWER
- PROP. STORM SEWER
- PROP. WATER MAIN

UTILITIES:

- BELL TELEPHONE
- UNION GAS
- FESTIVAL HYDRO
- HYDRO ONE
- CABLE TELEVISION

1	BASE DRAWING COMPLETED	MAY 13/20	S.Mc.
No.	DESCRIPTION	DATE	BY

REVISIONS

THE CORPORATION OF THE CITY OF STRATFORD  
INFRASTRUCTURE AND DEVELOPMENT  
SERVICES DEPARTMENT

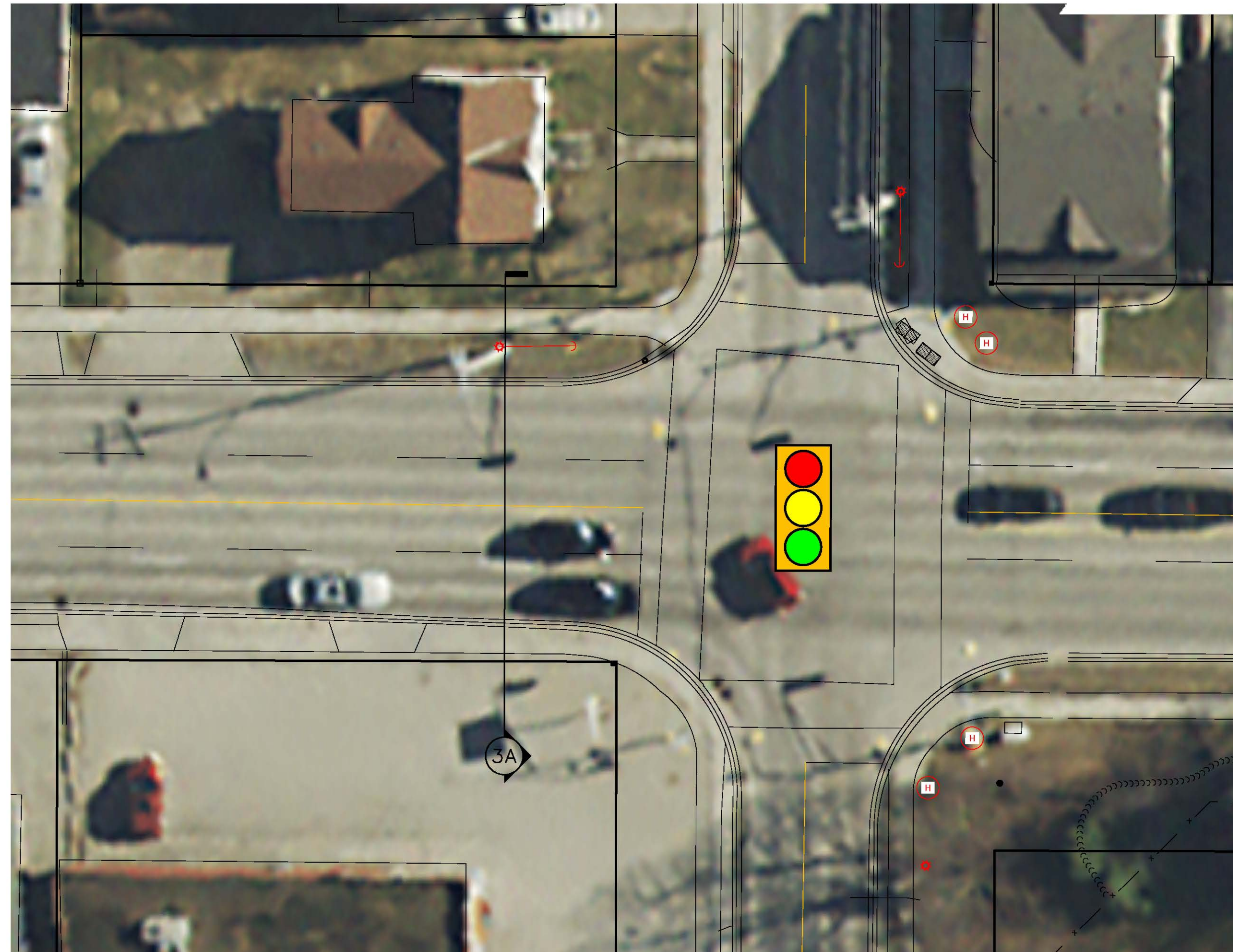
HURON ST  
ROAD RECONSTRUCTION  
CONTRACT T20-29

HURON STREET  
STA. 0+000 TO 1+000

EXISTING CONDITIONS PLAN - SAMPLE

SCALE:	HORIZ: 1:200 VERT: 1:50	0 5m 10m
DATE:	MAY 13, 2020	ENGINEERS STAMP
DRAWN BY:	S. McMILLAN	
DESIGNED BY:	XX	
REVIEWED BY:	N. BOTTEMA	
SHEET:	1 OF 1	





**HURON ST / HWY. 8 at JOHN STREET**



**HURON ST / HWY. 8 at JOHN STREET**

### KEY PLAN




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CITY OF STRATFORD MONUMENT No. 09620020018.  
CAP IN CONCRETE CURB AT THE N/E CORNER OF THE INTERSECTION OF  
HURON STREET AND HUNTINGDON AVENUE.

**MUNICIPAL SERVICES:**

- EX. SANITARY SEWER  
EX. STORM SEWER  
EX. WATER MAIN  
PROP. SANITARY SEWER  
PROP. STORM SEWER  
PROP. WATER MAIN

- UTILITIES:**  
BELL TELEPHONE  
UNION GAS  
FESTIVAL HYDRO  
HYDRO ONE  
CABLE TELEVISION


1	BASE DRAWING COMPLETED	MAY 13/20	S.Mc.
<b>No.</b>	<b>DESCRIPTION</b>	<b>DATE</b>	<b>BY</b>

## REVISIONS

**THE CORPORATION OF THE CITY OF STRATFORD  
INFRASTRUCTURE AND DEVELOPMENT  
SERVICES DEPARTMENT**

**HURON ST**


## ROAD RECONSTRUCTION

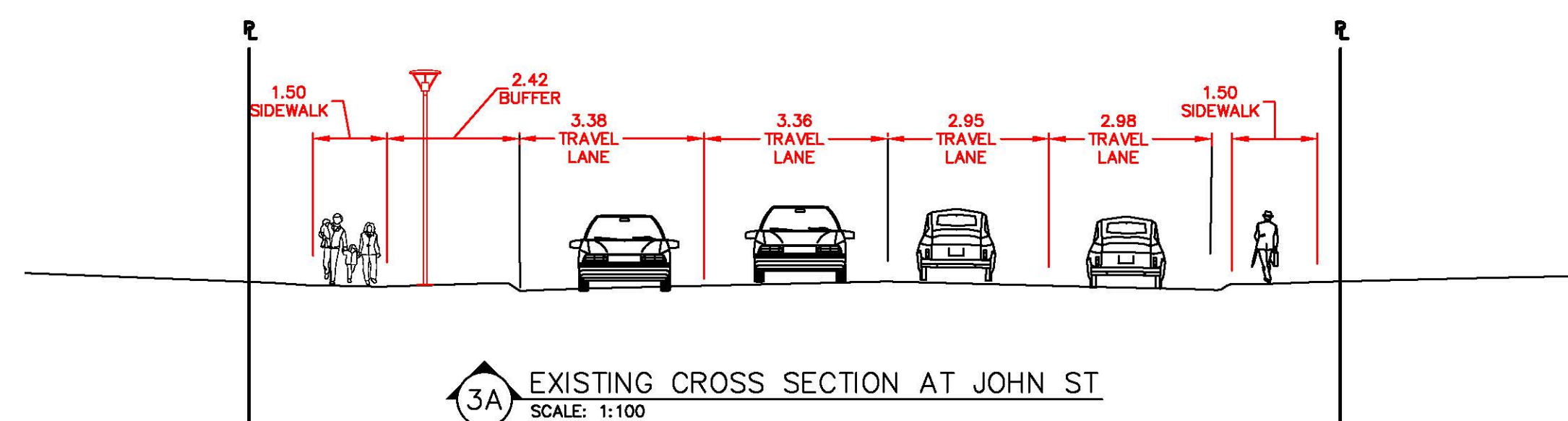
**CONTRACT T20-29**

**HURON STREET**

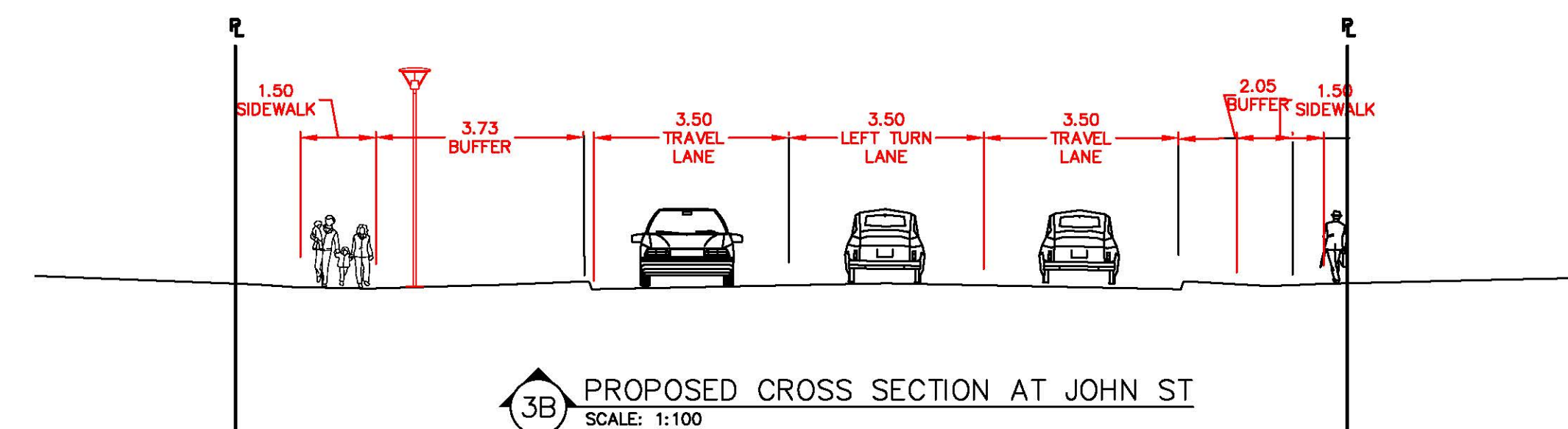
**STA. 0+000 TO 1+000**

### EXISTING CONDITIONS PLAN - SAMPLE

SCALE:	HORIZ: 1:200 VERT: 1:50	
DATE:	MAY 13, 2020	ENGINEERS STAMP
DRAWN BY:	S. McMILLAN	
DESIGNED BY:	XX	
REVIEWED BY:	N. BOTTEMA	
SHEET:	1 OF 1	

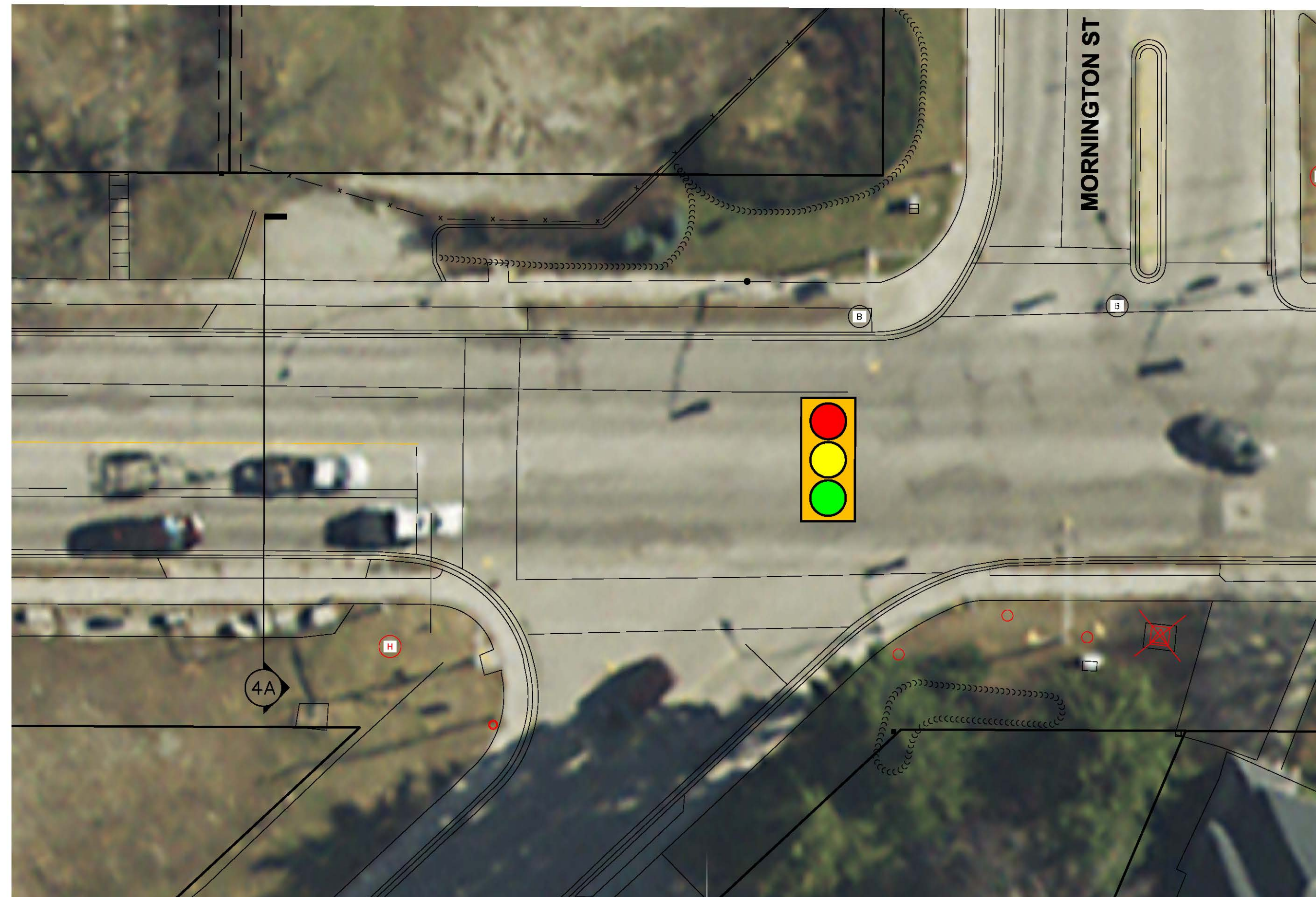


3A EXISTING CROSS SECTION AT JOHN ST  
SCALE: 1:100

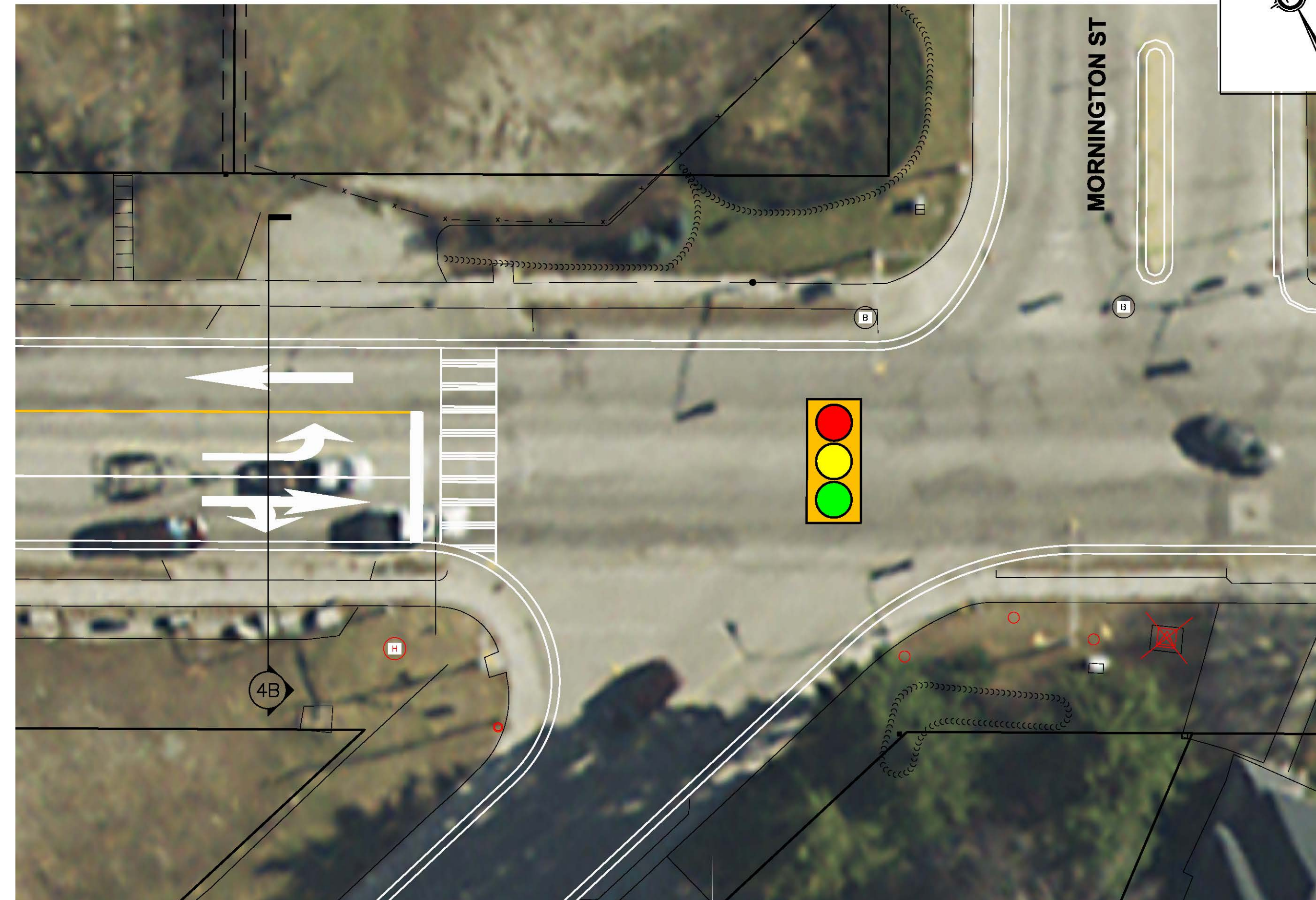


3B PROPOSED CROSS SECTION AT JOHN ST  
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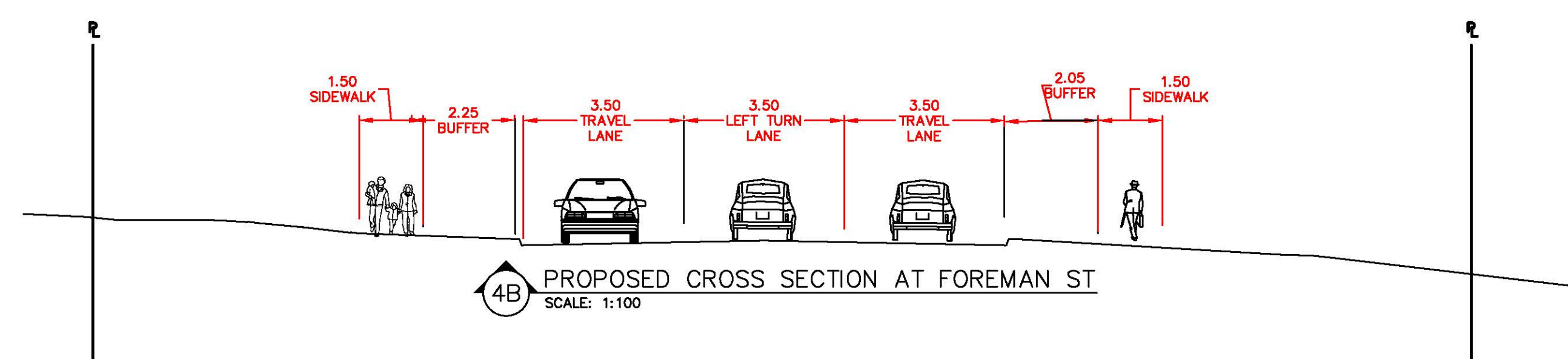
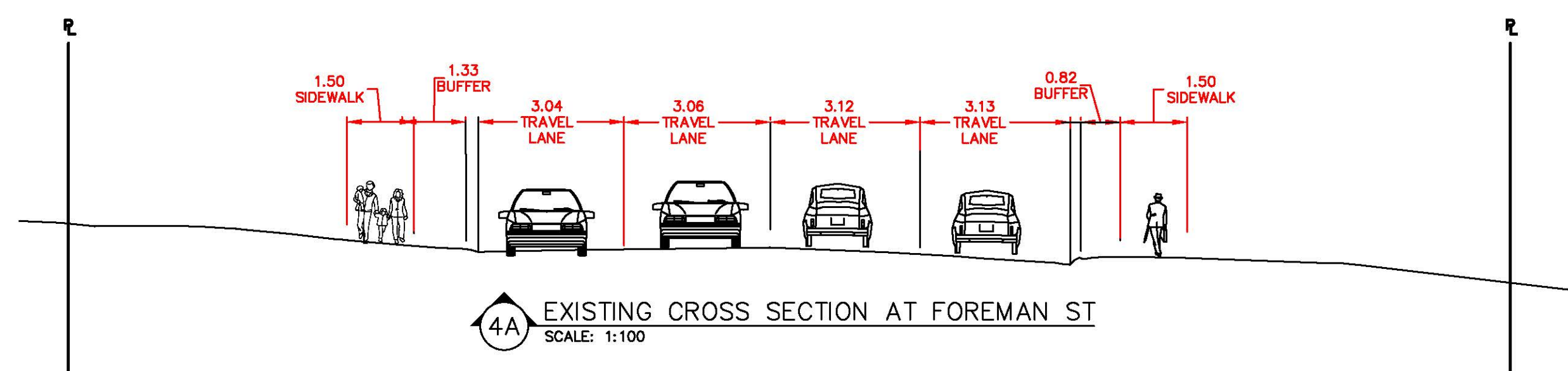




**HURON ST / HWY. 8 at DOUGLAS STREET**



**HURON ST / HWY. 8 at DOUGLAS STREET**



## KEY PLAN




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 EX. WATER MAIN  
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 PROP. WATER MAIN
- SAN  
 STM  
 W

**UTILITIES:**

- BELL TELEPHONE**  
**UNION GAS**  
**FESTIVAL HYDRO**  
**HYDRO ONE**  
**CABLE TELEVISION**

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1	BASE DRAWING COMPLETED	MAY 13/20	S.M.
No.	DESCRIPTION	DATE	BY

## REVISIONS

**THE CORPORATION OF THE CITY OF STRATFORD  
INFRASTRUCTURE AND DEVELOPMENT  
SERVICES DEPARTMENT**

**HURON ST**

## ROAD RECONSTRUCTION

**CONTRACT T20-29**

**HURON STREET**

**STA. 0+000 TO 1+000**

### EXISTING CONDITIONS PLAN - SAMPLE

SCALE:	HORIZ: 1:200 VERT: 1:50	0 5m 10m
DATE:	MAY 13, 2020	ENGINEERS STAMP
DRAWN BY:	S. McMILLAN	
DESIGNED BY:	XX	
REVIEWED BY:	N. BOTTEMA	
SHEET:	1 OF 1	





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## MANAGEMENT REPORT

**Date:** January 25, 2021  
**To:** Mayor and Council  
**From:** Eden Grodzinski, Manager of Housing  
Kim McElroy, Director of Social Services  
**Report#:** COU21-010  
**Attachments:** None

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**Title:** Social Services Relief Fund Phase 2

**Objective:** To authorize the Mayor, the City Clerk and the Director of Social Services to execute the necessary agreements and documentation in order to allocate Phase 2 holdback funding from the Social Services Relief Fund (SSRF) toward the construction costs of the Alternative Housing Pilot project.

**Background:** On December 21, 2020 Council endorsed the submission of a proposal to Canada Mortgage and Housing Corporation (CMHC) for the Rapid Housing Initiative (RHI) for the development of an Alternative Housing Pilot project on a parcel of City-owned land at 398 Erie Street, Stratford (**SOC20-012**). The initial concept plan calls for eight (8) modular units, which are well designed, integrated into the community, universally accessible and energy efficient. The units would be dedicated to single adults on the By Name List, who are experiencing chronic or episodic homelessness, and who are also dealing with complex mental health and addictions issues. There would also be 24/7 on-site staff which would be delivered in partnership with local social services and health agencies. The funding for ongoing operations (support staff and rent subsidies) would be provided through 100% provincial funds, such as the Community Homelessness Prevention Initiative (CHPI) and/or Home for Good (HFG).

Further to Report **SOC20-012**, the City of Stratford Social Services Department has been allocated \$428,255 in holdback funds through Phase 2 of the SSRF. It is recommended that this funding be used to support the development of the Alternative Housing Pilot project.

**Analysis:** To receive the capital funding from the Ministry of Municipal Affairs and Housing (MMAH), the following documents must be signed and submitted to the Province by January 31, 2021:



- SSRF Phase 2 Holdback Investment Plan 2020-21 - submitted on December 21, 2020;
- Project Information Form (PIF) for the construction of a New Facility - submitted on January 19, 2021;
- Conditional Letter of Commitment – issued by the MMAH to the City; and
- Contribution Agreement - signed between the City and the Proponent for the development of the project.

The Social Services Department is requesting that as a final step in the MMAH capital approval process that Council authorize the Mayor and City Clerk to enter into Contribution Agreement with its department directorate, the Housing Division, for the purpose of establishing the City's obligations to use the funds in accordance with the SSRF Program Guidelines.

Without the option of having a separate City of Stratford housing corporation for the development of Affordable Housing, and because an entity cannot have an agreement with itself, the MMAH requires that the Contribution Agreement be between The Corporation of the City of Stratford and the City of Stratford Housing Division.

The MMAH recommended that the City follow a similar process for setting up the Contribution Agreement as was undertaken for the Britannia Street Affordable Housing project, which was reviewed by legal counsel.

When the Proponent is an external entity, the Housing Division would be responsible for monitoring the Contribution Agreement and reporting regularly to MMAH. In this instance, the proponent is the City of Stratford Service Manager, and the Housing Division will report directly to the MMAH on its own activities.

**Financial Impact:** The financial impact of not executing the SSRF Contribution Agreement is that the City would not meet the requirements needed to receive the SSRF Phase 2 Holdback allocation of \$428,255 for the Alternative Housing Pilot project.

### **Alignment with Strategic Priorities:**

#### **Strengthening our Plans, Strategies and Partnerships**

Partnering with the community to make plans for our collective priorities in arts, culture, heritage and more. Communicating clearly with the public around our plans and activities.

#### **Developing our Resources**

Optimizing Stratford's physical assets and digital resources. Planning a sustainable future for Stratford's resources and environment.

**Not applicable:**

The RHI proposal for a 24/7 supportive housing project is fully aligned with all four of the strategic priorities identified in the **Housing and Homelessness Plan for Stratford, Perth County and St. Marys:**

- Ending Homelessness
- Creating Attainable Housing Options
- Sustaining Community Housing
- Addressing a Diversity of Needs

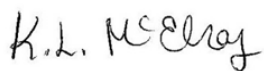
It will also help support the forthcoming **Community Well-being and Safety Plan**, by increasing the availability of low-barrier affordable housing for individuals with complex mental health and addiction needs.

**Staff Recommendation: THAT Council authorize the Mayor and the City Clerk and the Director of Social Services to execute the Contribution Agreement for the Social Service Relief Fund (SSRF) Phase 2 Holdback with the Ontario Ministry of Municipal Affairs and Housing (MMAH) as required for the purpose of establishing the City's obligations to use the funds in accordance with the SSRF Program Guidelines for the construction of eight modular supportive housing units at 398 Erie Street, Stratford.**




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Edén Grodzinski, Manager of Housing




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Kim McElroy, Director of Social Services




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Joan Thomson, Chief Administrative Officer



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## MANAGEMENT REPORT

**Date:** January 25, 2021  
**To:** Mayor and Council  
**From:** Ed Dujlovic  
**Report#:** COU21-011  
**Attachments:** Updated Schedule 12, Map of Proposed Heavy Truck Restrictions

---

**Title:** Heavy Truck Restrictions on Forman Ave., Fraser Dr., Matilda St., Oakdale Ave., Orr St., and Short St.

**Objective:** To implement heavy truck restrictions because of construction traffic for nearby residential development that are using local residential streets.

**Background:** The City has received several concerns regarding the use of local residential roads, Orr St., Fraser Ave. Culliton St., by large trucks to access the residential development that is occurring in the northwest corner of the City. In the past City staff have reached out to the developers to reroute the trucks so that they would use McCarthy Rd. W. from Mornington St. to access their sites. Unfortunately, compliance is short lived as the McCarthy/Mornington route is a longer route for the trucks to use.

**Analysis:** To prevent the through movement of the trucks on the local residential roads, staff recommends that a heavy truck restriction be implemented on several local roads to prevent the cut through traffic.

Schedule 12 – Heavy Truck Restrictions of By-law 159-2008 to regulate traffic and parking is to be amended. The implementation of the restriction does not apply to any vehicle actually engaged in making a delivery or a collection from a property which cannot be reached except by way of a road or portion of road where heavy trucks are restricted.

**Financial Impact:** The cost associated with installing the signs, material, and staff time, are included within the operating budget.



### **Alignment with Strategic Priorities:**

#### **Mobility, Accessibility and Design Excellence**

Improving ways to get around, to and from Stratford by public transit, active transportation, and private vehicle.

**Staff Recommendation: THAT Schedule 12 – Heavy Truck Restrictions of Traffic and Parking By-law 159-2008 be amended to include the following roads:**

**Forman Avenue between Short Street and Orr Street  
Fraser Drive between McCarthy Road West and Forman Avenue  
Matilda Street between Oakdale Avenue and Short Street  
Oakdale Avenue between Short Street and Matilda Street  
Orr Street between McCarthy Street West and Forman Avenue  
Short Street between O’Loane Avenue and Forman Avenue;**

**AND THAT the restrictions be for anytime.**




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Ed Dujlovic, Director of Infrastructure & Development Services




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Joan Thomson, Chief Administrative Officer

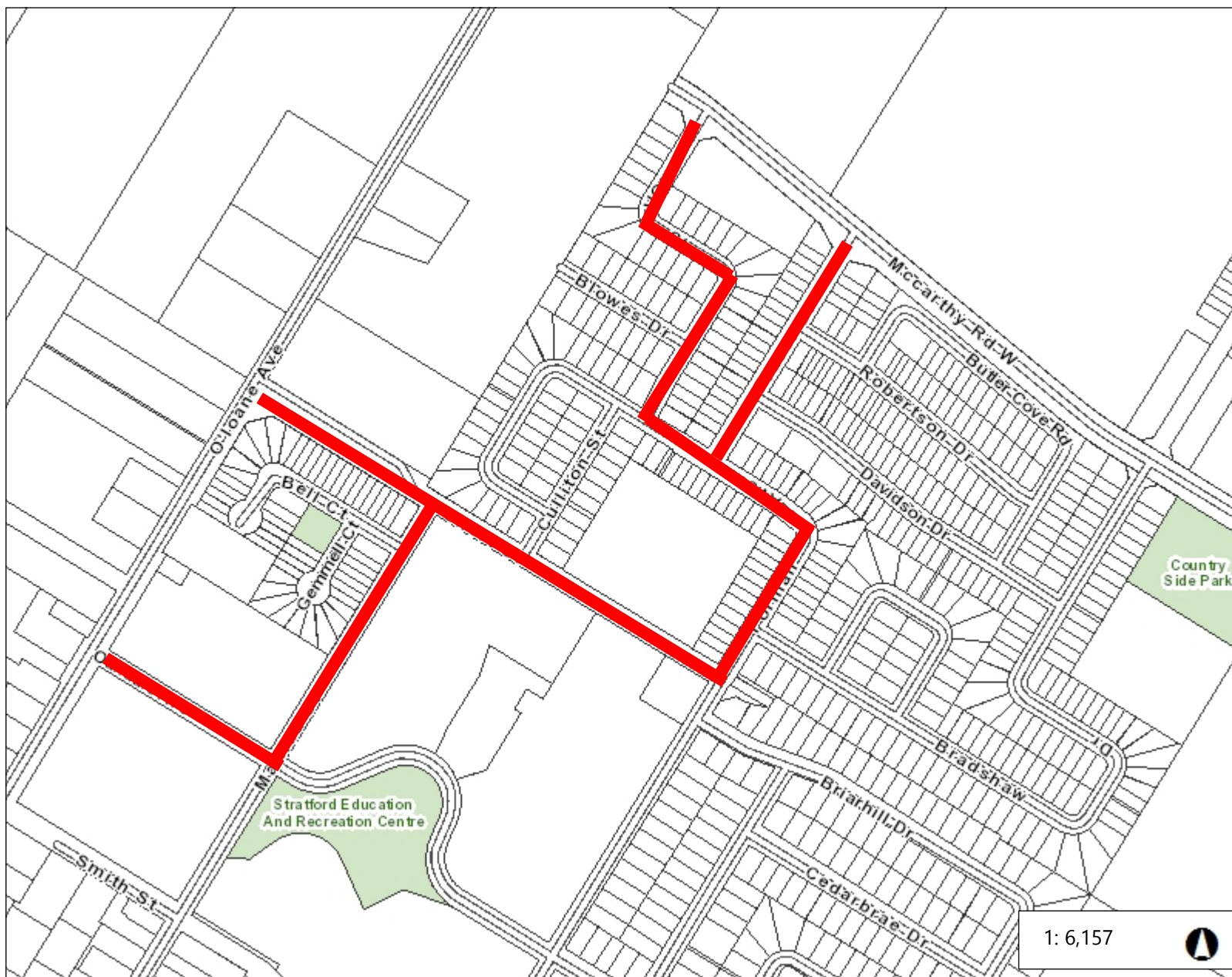
**SCHEDULE 12 – HEAVY TRUCK RESTRICTIONS**

COLUMN 1	COLUMN 2 Between	COLUMN 3 Times/Days
Britannia Street	Churchill Circle and Mornington Street	Anytime
Burritt Street	Ontario Street and Devon Street	Anytime
C. H. Meier Blvd.	Ontario Street and Devon Street	Anytime
Church Street	Ontario Street and St. Patrick Street	Anytime
Delamere Avenue	Mornington Street and Romeo Street	Anytime
Devon Street	Romeo Street and C. H. Meier Boulevard	Anytime
Forman Avenue	Short Street and Orr Street	Anytime
Fraser Drive	McCarthy Road West and Forman Avenue	Anytime
Gordon Street	Ontario Street and Devon Street	Anytime
Graff Avenue	Mornington Street and Glendon Road	Anytime
Home Street	From a point 44.2 metres south of the south curb line of Maple Avenue to Whitelock Street (temporary)	Anytime
John Street	Huron Street and Churchill Circle	Anytime
John Street	West Gore St & Huron St	Anytime




**SCHEDULE 12 – HEAVY TRUCK RESTRICTIONS**

COLUMN 1	COLUMN 2 Between	COLUMN 3 Times/Days
Lakeside Drive	Waterloo Street and Queen's Park Drive West	Anytime
Lakeside Dr. North		Anytime
Matilda Street	Oakdale Avenue and Short Street	Anytime
Oakdale Avenue	Short Street and Matilda Street	Anytime
Orr Street	McCarthy Street West and Forman Avenue	Anytime
Pleasant Drive	Ontario Street and Devon Street	Anytime
Queen's Park Dr. East		Anytime
Queen's Park Dr. West		Anytime
Queen's Park Dr. South		Anytime
Short Street	O'Loane Avenue and Forman Avenue	Anytime
Veterans Drive	North curb line of Cobourg Street to Waterloo Street	Anytime
West Gore Street	Erie Street and John Street	Anytime
William Street	Waterloo Street and Martin Street	Anytime





## Legend

-  Property Parcel
-  Avon River/Lake Victoria
-  Parks

1: 6,157



312.8 0 156.38 312.8 Meters

NAD\_1983\_UTM\_Zone\_17N

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

## Notes

Heavy Truck Restrictions



## MANAGEMENT REPORT

**Date:** January 11, 2021  
**To:** Chair and Members of Planning and Heritage Committee  
**From:** Alyssa Bridge, Manager of Planning  
**Report#:** PLA21-001  
**Attachments:** Planning and Heritage Sub-committee Report – November 28, 2019

**Title:** January 2021 Comprehensive Zoning By-law Review Update

**Objective:** To provide Council an update in the Comprehensive Zoning By-law Review.

**Background:** In a report submitted to the November 28, 2019 Planning and Heritage Sub-committee staff recommended the following:

*THAT Council adopt the new Comprehensive Zoning By-law dated May 29, 2019, as modified by Table 2 above;*

*THAT Council repeal City of Stratford Comprehensive Zoning By-law No. 201-2000 in its entirety;*

*THAT Council repeal the Township of Perth East Zoning By-law No. 30-1999 as it applies to those lands located within City limits in its entirety;*

*THAT Council repeal the Township of Perth South Zoning By-law No. 4-1999 as it applies to those lands located within City limits in its entirety;*

*AND THAT Council, in accordance with Section 34 (10.0.0.2) of the Planning Act, declare that all zoning by-law amendment applications may be submitted before the second anniversary of the day this By-law is adopted and the previous By-laws are replaced;*

Following a lengthy discussion, focused on the proposed regulations around short-term rental establishments, the Sub-committee resolved the following:

*THAT staff look at the City of Toronto LPAT decision and bring back options related to that model to the Planning and Heritage Sub-committee;*

*AND THAT the effective area be expanded beyond the Heritage Area.*

Also,

*THAT staff bring back statistics on the workload of the by-law enforcement officers and a breakdown on the types of occurrences and the resolutions.*

On February 3, 2020, staff submitted a report on the City of Toronto Local Planning Appeal Tribunal (LPAT) decision and By-law Enforcement Services workload to the Planning and Heritage Sub-committee. In this report, several approaches to dealing with short term rental accommodations in the new comprehensive zoning by-law were evaluated. This resulted in an approach being recommended by Council on March 9, 2020 as it related to the governance and licensing of short-term rentals in principal residences and/or one other dwelling unit.

Staff reviewed the approach recommended by the March 9, 2020 Council resolution and identified concerns with allowing for one other dwelling unit as a short term rental.

At the December 21, 2020 Regular Council meeting, following a motion to reconsider, Council adopted the following resolution:

*THAT the March 9, 2020 Council resolution regarding short term rental accommodations (R2020-113) be rescinded;*

*AND THAT staff be directed to proceed to prepare the short term rental accommodations provisions of the Comprehensive Zoning By-law to limit short term rental accommodations to principal residences for a maximum of 180 days and that safety inspections be incorporated as part of the City's licensing process of short term rentals.*

The revised regulations no longer restrict short term rental establishments by geographic area. In its place, the proposed regulations permit short term rental accommodations throughout the City and require that short term rental accommodations to be operated by principal resident for a maximum of 180 days. The December 21, 2020 Council resolution regulating short term rental accommodations will be implemented through a combination of the Zoning By-law and a Licensing by-law. For example, regular inspections to ensure safety standards will be implemented through a Licensing by-law.

Other changes to the Draft By-law recommended in November 2019 include zoning amendments adopted by Council during the intervening period, for example Council amended the zoning for 3194 Vivian Line 34 (our file Z10-10) from a Future Residential



(FR) Zone and Agricultural (A) Zone to a Residential Fifth Density R5(1)-Special Provision Zone in February 2020, and other minor revisions such as typo's, format corrections and terminology for example, term "marihuana" is recommended to be deleted and replaced with "cannabis".

**Analysis:** Since the November 28, 2019 Planning and Heritage Sub-committee report, and based on the December 21, 2020, Council resolution, staff have:

- Continued to update the draft comprehensive By-law, both text and schedules, to include amendments adopted by Council.
- Revised the Short-Term Rental Accommodations regulations to limit short term rental accommodations to the principal resident for a maximum of 180 days per year and that safety inspections be incorporated as part of the City's Licensing process; and
- Continue to make minor revisions to the By-law when errors identified by staff or members of the public. For example – replacement of "cannabis" with "marijuana".

### **Next Steps**

In accordance with Council Policy on changes to the Zoning By-law, Notice of Consideration shall be circulated to individuals who requested notice 14 days in advance of any meeting to consider the matter. As the number of individuals and organizations who have requested to be notified when the Comprehensive Zoning By-law will be submitted for adoption is approximately ±180, staff believe the matter should be considered at a special meeting of Council. The recommended next steps are the following:

- Schedule a special meeting of Council to receive a report recommending adoption of the new Comprehensive Zoning By-law, as amended from November 2019. (Expected in January or February of 2021); and,
- Send out Notice of Consideration to the ±180 individuals/organizations who requested notice when the By-law would be submitted for adoption

**Financial Impact:** None.

### **Alignment with Strategic Priorities**

#### **Strengthening our Plans, Strategies and Partnerships**

Partnering with the community to make plans for our collective priorities in arts, culture, heritage and more. Communicating clearly with the public around our plans and activities.

#### **Developing our Resources**

Optimizing Stratford's physical assets and digital resources. Planning a sustainable future for Stratford's resources and environment.

**Staff Recommendation: THAT Council receive for information this report on Comprehensive Zoning By-law Review;**

**AND THAT staff send Notice of Consideration to consider adoption of a new Comprehensive Zoning By-law to all those who requested receiving such notice.**



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Jeff Leunissen, Planner



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Alyssa Bridge, Manager of Planning



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Joan Thomson, Chief Administrative Officer



## MANAGEMENT REPORT

**Date:** November 28, 2019  
**To:** Planning and Heritage Sub-committee  
**From:** Jeff Leunissen, Manager of Development Services  
**Report#:** PLA19-042  
**Attachments:** None

**Title:** Report recommending adoption of a new Comprehensive Zoning By-law and repealing the existing Zoning By-laws No. 201-2000 (Stratford), 30-1999 (Perth East) and 4-1999 (Perth South)

**Objective:** To adopt a new Comprehensive Zoning By-law for the City of Stratford that satisfies the requirements of the *Planning Act*, incorporates the policies of Comprehensive Official Plan Amendment No. 21, addresses emerging issues and trends, and includes the annexed lands.

To repeal the existing Comprehensive Zoning By-law No. 201-2000 and remove annexed lands from inherited Township of Perth East Zoning By-law No. 30-1999 and inherited Township of Perth South Zoning By-law No. 4-1999.

**Background:** Following the adoption of Official Plan Amendment No. 19, being the City's five year review of its Official Plan on December 14, 2014, the City retained MMM Group, a WSP Company, at a total price of \$79,690 (excluding HST), to undertake a comprehensive review of the City's Comprehensive Zoning By-law (February 9, 2015).

Council ultimately repealed Official Plan Amendment No. 19 and adopted Official Plan Amendment No. 21 (OPA No. 21). OPA No. 21 contains updated mapping from the Upper Thames River Conservation Authority, and Agricultural policies and lands annexed into the City of Stratford as of January 1, 2015.

On July 21, 2016, the Ministry of Municipal Affairs and Housing approved OPA No. 21 without any amendments. One site specific appeal to OPA No. 21 was received that was subject of a Local Planning Appeal Tribunal (LPAT) decision dated March 25, 2019. Official Plan Amendment No 21 is now in effect for all lands in the City of Stratford, with the exception of the lands annexed on January 1, 2019.

This comprehensive zoning review was undertaken in accordance with Section 26(9) of the *Planning Act* that states that “no later than three years after a revision under subsection (1) or (8) comes into effect, the Council of the municipality shall amend all zoning by-laws that are in effect in the municipality to ensure that they conform with the official plan.” The reason the *Planning Act* requires zoning by-laws to be amended following adoption of a comprehensive Official Plan amendment is because a zoning by-law is the principal tool relied upon to implement the policies of the official plan. Zoning by-laws control the use of land through regulations and restrictions on the placement of buildings and structures on a lot.

#### Public Consultation Process

In preparation of this By-law for adoption, staff and the City’s consultant conducted a comprehensive public consultation process that consisted of the following:

- October 21, 2015 – Public Information Centre (PIC) #1. Approximately 20 members of the public attended;
- November 2015, Discussion Paper released and posted on the [shapingstratford](http://shapingstratford.ca) website. The Discussion Paper contained a number of zoning issues that would be addressed through the review including the following:
  - Revisions to implement new policies in the Official Plan, including secondary suites, source water protection, bonusing and open space uses;
  - Bringing annexed lands into the City of Stratford zoning by-law;
  - New parking provisions including shared parking (complementary parking requirements for mixed use buildings), bicycle parking, and parking requirements for single detached dwellings;
  - Standardized holding provisions;
  - The need to review the Home Occupation provisions; and
  - Revisions to bed and breakfast establishment regulations.
- November 2016 - The initial draft of the new Comprehensive Zoning By-law was released on [shapingstratford](http://shapingstratford.ca) website;
- March 9, 2017 – PIC #2. 24 individuals signed in. Similar to PIC #1, most of the questions were focused on bed and breakfast establishments and a new use listed in the draft Comprehensive Zoning By-law - “short term rental accommodations”;
- May 15, 2017 – Public open house focused solely on bed and breakfast establishments and short term rental accommodations. 62 individuals signed in;
- June 2017 – Update report to Council;



- August 15, 2018 – Second draft of the Comprehensive Zoning By-law released on shapingstratford website;
- November 14, 2018 – PIC #3. Approximately 50 individuals attended (41 signed in);
- February 28, 2019 – Update and Directions Report submitted to Planning and Heritage Sub-committee;
- April 8, 2019 – Council resolution confirming directions set out in Update and Directions report;
- May 30, 2019 – Notice of Statutory Public Meeting advertised in Beacon Herald. The Notice was sent to required departments and agencies, and emailed to individuals on the City's mailing list; and
- June 19, 2019 – Statutory Public Meeting.

Notice of the PIC's and open house were advertised in the Beacon Herald and sent by email to individuals who have requested to be kept informed of the review. Currently, there are 170 individuals on the City's mailing list. Individuals were also emailed and notified when the draft by-law was posted on shapingstratford for review and comment. Staff recommend a Notice of Consideration be circulated to the individuals on the City's mailing list when this matter is scheduled to be heard by Planning and Heritage Committee.

In addition to consulting with individuals, staff met with stakeholder groups such as Heritage Stratford, Accessibility Advisory Committee (AAC), Stratford and Area Builders' Association (SABA) and the Town and Gown Committee on three occasions.

#### Public Feedback

In response to the May 30, 2019, Notice of Public Meeting, staff received 14 written responses, with one being signed by 14 individuals. Three individuals spoke at the statutory public meeting. The table below contains a summary of the oral and written comments received. Staff's response to those comments is in *italics*.

**Table 1**

Section	Comment
Section 16(3) (b) of the <i>Planning Act</i>	Provisions to permit use of residential unit in a building ancillary to a single detached, semi-detached or rowhouse containing a single residential unit. <i>Section 16(3)(a) of the Planning Act requires an Official Plan to contain policies allowing two residential units in a detached house, semi-detached house or townhouse if no building or structure ancillary to the dwelling contain a residential unit and (b) requires the Official Plan to contain policies allowing a residential unit in</i>

Section	Comment
	<i>building ancillary to a detached house, semi-detached house or a townhouse if that dwelling contain a single unit. These provisions have been incorporated into the updated Official Plan in Table 1, Land Uses Permitted In All Designations, and Section 4.24 of the Zoning By-law which allow second suites in a single detached, semi-detached or townhouse dwelling subject to certain criteria including being above the UTRCA Regulatory Limit, serviced by public water and sanitary sewers, and providing 1 additional parking space. No change.</i>
Table of Contents, Section 2, Section 4.14, Table 9.2	Replace "Marihuana" with "Cannabis" <i>To be consistent with federal and provincial legislation, "marihuana" should be deleted and replaced by "cannabis".</i>
Section 1.9 Measurements and Rounding Provisions	Clarification of the rounding provisions. <i>No change</i>
1.10 Transition Protocol	Should we require a complete building permit application or building permit issued? <i>Staff is concerned that if Section 1.10 was amended from building permit issued to building permit submitted, building permit applications may be submitted prior to adoption of the By-law to avoid the new regulations. The existing zoning by-law contains a similar provision requiring the building permit to be issued. No change.</i>
2.3.2 – Lots More Than One Zone	Is this just split zoning? Wording makes it seem like two lots. <i>Section 2.3.2, Lots with More Than One Zone, is a carry forward of Section 4.4.2, More Than One Zone, of the existing By-law. No change.</i>
2.3.3 a) Lots with Compounding Zone	a) not required <i>There are no subsects within Section 2.3.3. Delete "a)".</i>
3.0 Definition of Commercial Greenhouse	Would this include cannabis? <i>A commercial greenhouse would be permitted to grow cannabis as cannabis is a plant.</i>
3.0 Definition of Marihuana	Change to cannabis <i>Reference to the term "Marihuana" should be deleted from the by-law and replaced with the term "Cannabis", add definition of Cannabis contained in the Cannabis Control Act.</i>
3.0 Definition of Outdoor Amenity Space	What about an open air roof? <i>An open air roof falls within the definition of Landscaped Open Space as a "recreation area". No change.</i>
3.0 Definition of Parking Aisle	Depending on the design, could a parking aisle be driveway? It is difficult to distinguish between the two. <i>It can be difficult to distinguish between a parking aisle and a driveway. To assist in the interpretation, the By-law contains an</i>

Section	Comment
	<i>illustration of parking area and parking aisle. No change.</i>
3.0 Definition of Pet Care Establishment	<p>The term is confusing. Would it be better to call the use "pet grooming".</p> <p><i>The term "Pet Grooming Establishment" is used only once in the existing By-law. The term "Pet Care Establishment" was selected to match the naming convention of "Personal Care Establishment". While defined, the term Pet Care Establishment may lead one to believe a broader range of services are available than just washing and grooming. It may be confused with that for a veterinary clinic. Pet Care Establishment should be replaced with Pet Grooming Establishment.</i></p>
3.0 - Definition of Private Home Day Care	<p>Reference the Early Years and Child Care Act. It allows licensed home day care up to 6 children and unlicensed home day care up to 5 children.</p> <p><i>The existing definition of Private Home Day Care does not reflect recent amendment to the Child Care and Early Years Act. Licensed operators are permitted to care for 6 children and unlicensed operators are permitted to care for 5 children. The definition in the By-law should be revised to reflect provincial regulations.</i></p>
3.0 - Definition of Quadruplex Dwelling	<p>Would inclusion of a common vestibule not create an apartment building?</p> <p><i>The By-law defines an apartment building as a building containing 5 or more units. No change.</i></p>
4.1 2 Accessory Structure Location	<p>This section is confusing. Can it be simplified.</p> <p><i>Placing the regulations in a table form would make it less confusing to a reader and easier to understand.</i></p>
4.2.1 c) Lot Frontage Requirements	<p>Condominium common element roadway - also known as a private road. Is there a way to incorporate either terminology?</p> <p><i>Staff have no concerns allowing development as-of-right on lots tied to a condominium common element roadway because a mechanism is in place to maintain the road. Staff is concerned with allowing development as-of-right on other private streets as there may not be a mechanism for the long-term maintenance of the road. No change.</i></p>
4.3 Short Term Rental Accommodations	<p>Do not support current approach.</p> <p><i>A detailed review of the Short Term Rental Accommodations regulations can be found elsewhere in this report.</i></p>
4.3 Short Term Rental Accommodations	<p>Opposed to proposed Short Term Rental Accommodations provisions.</p> <p><i>A detailed review of the Short Term Rental Accommodations regulations can be found elsewhere in this report.</i></p>

Section	Comment
4.3 Short Term Rental Accommodations	<p>Supports no principal resident requirement for Short Term Rental Accommodations</p> <p><i>A detailed review of the Short Term Rental Accommodations regulations can be found elsewhere in this report.</i></p>
4.3.1 Short Term Rental Accommodations	<p>Are density provisions required to assist with noise/parking, perhaps 3 bedrooms maximum?</p> <p><i>Intensity of Short Term Rental Accommodations is proposed to be regulated through a combination of regulations including, minimum parking requirements, maximum tandem parking depth of two vehicles, restrictions on the location of parking areas and minimum outdoor amenity space and the prohibition of other uses (i.e. no home occupations or garden suites). Inclusion of an additional regulation to limit the number of bedrooms is not considered warranted at this time. No change.</i></p>
4.3.2 a) ii) Short Term Accommodations	<p>The parking rate seems insufficient. Should it be 1 space per bedroom? If it is too large, it can be rolled back later.</p> <p><i>The recommended rate of 0.66 spaces per bedroom would require the following number of parking spaces:</i></p> <p><i>1 bedroom – 1 parking space</i></p> <p><i>2 bedroom – 2 parking spaces</i></p> <p><i>3 bedroom – 2 parking spaces</i></p> <p><i>4 bedroom – 3 parking spaces</i></p> <p><i>5 bedroom – 4 –parking spaces</i></p> <p><i>In addition to the parking rate provision, the by-law permits tandem parking to a depth of 2 vehicles only.</i></p> <p><i>It is expected most Short Term Rental Accommodations will contain 2 or 3 bedrooms that would require 2 parking spaces regardless of whether the rate is 0.66 spaces per bedroom or 1 parking space per bedroom. Requiring Short Term Rental Accommodations to provide 1 parking space per bedroom would limit the number of properties that could accommodate the use and only those properties that could accommodate the use would have large driveway and parking areas that may be out of character for the area. The By-law requires single detached dwellings to provide 2 parking spaces. No change.</i></p>
4.3.4 c) Short Term Accommodations	<p>A 1.5 m high planting strip is too large for a corner lot.</p> <p><i>The by-law defines a planting strip as 1.5 m in height by 1.5 m in depth if a fence. Section 4.6, Daylight and Visibility Triangles contains provision to protect sightlines at intersections and where driveways access a street.</i></p> <p><i>Section 4.3.4 f) of the by-law states that "all other applicable City by-laws shall remain applicable to bed and breakfast establishments and short term rental accommodations." One of</i></p>



Section	Comment
	<p><i>these "other applicable by-laws" would be By-law No. 128-2003, the Fence and Hedge By-law. The Fence and Hedge By-law contains provisions to maintain a visibility along streets and at the edge of each driveway. To reinforce, visibility at intersections and driveways, it is recommended that the Fence and Hedge By-law be referenced in 4.3.4.f).</i></p>
4.4 Consents Subject to an Agreement	<p>This does not take into account parcels that do not abut each other. The wording is difficult.</p> <p><i>Conformity with the Zoning By-law is a requirement of site plan approval. After site plan approval is granted, it is not uncommon for a property owner to want to subdivide their property. Examples of where this may arise include property owner wanting to sell a separate building in a commercial development or apply for a plan of condominium. In such instances, lot and Unit boundaries may match a number of physical features including curbs, walkways, or buildings. Matching lot or Unit boundaries to such features can result in the lots and/or Units that do not comply with all the provisions of the zoning by-law. The purpose of this provision is to allow lots or Units to be created even if such lots or Units do not meet all the provisions of the By-law. To ensure the development functions properly, this provision will only apply where site plan agreement, plan of subdivision or plan of condominium is registered on title.</i></p> <p><i>This provision is expected to reduce the number of minor variance applications submitted to the Committee of Adjustment.</i></p> <p><i>The future parcels of land do not have to be contiguous for this provision to apply. The provision is wordy but it must include all instances where this provision may apply. No change</i></p>
4.6.3 c) Prohibition of Obstructions within Visibility Triangles	<p>How finished grade determined for the average owner</p> <p><i>Section 4.6.3 c), Prohibition of Obstructions within the Visibility Triangle, is a carry forward of Section 3.18.1 c) Sight Triangles of the existing by-law. Interpretation of average finished grade of the highest point of the adjacent street has not been an issue. No change.</i></p>
4.7 iii) – Drive Throughs, Stacking Lanes and Stacking Spaces	<p>10 stacking spaces seem excessive as we are trying to reduce the amount of asphalt.</p> <p><i>The current by-law requires 10 stacking spaces for all drive-through lanes. The proposed by-law varies the number of drive-through stacking spaces by use. Restaurant drive-throughs require 10 spaces, other uses such as financial institutions require only 4 stacking spaces. The City of London Zoning By-law requires 15 stacking spaces for restaurants and the City of Kitchener has proposed to require 13 stacking spaces for restaurants. No</i></p>

Section	Comment
	<i>change.</i>
4.9 – Garden Suites	Is a Garden Suite the same a coach house? <i>A Garden Suite is a small, independent building that may be used as a dwelling unit and may be in a coach house if it satisfies the other provisions of the by-law. No change.</i>
4.12 – Home Occupations	Concerns about impacts of Home Occupations – <i>Home Occupations can have impacts but so can Bed and Breakfast Establishments and Short Term Rental Accommodations. The regulations attempt to balance a reasonable use of a dwelling unit and impacts on surrounding properties. No change</i>
4.12 c) – Home Occupations	Including any signage? <i>The proposed by-law limits signs to what is permitted in the Sign By-law and the Sign By-law would only permit an 0.2m<sup>2</sup> sign that may include the name of the place, business, and person. No change</i>
4.12 e) – Home Occupations	Reword to “permit the retail sale of products produced on the premise or those products directly associated with the home occupation but ...”. <i>Home occupations are not required to include the retail sale of products. The revised wording is preferred.</i>
4.12 h) – Home Occupations	Does this include tandem parking <i>4.12.g) requires one parking space for a home occupation and it does allow it tandem. No change</i>
4.21 Planting Strips	Fence heights not listed. Will this review include looking at fence heights. <i>Section 4.21 does state the minimum height of a fence or wall shall be 1.5 m. It is not the intent of this review to alter existing City of Stratford Fence and Hedge By-law requirements.</i>
4.22 Public Uses - allowed in every zone	Table 1 of Official Plan indicates public uses are subject to a zoning by-law amendment where proposed in a residential area. <i>The Official Plan permits a broad range of public uses in all designations. It separates some public uses, such as water intake and filtration plants and sewage treatment plants, from other public uses because they may impact adjacent lands. Where new, separated public uses are located in a Residential designation, they are subject to a zoning by-law amendment.</i> <i>Section 4.22, Public Uses, of the By-law does not distinguish between parks and pumping stations, which have no negative impacts, from water intake and filtration plants and sewage treatment plants which may impact adjacent uses. Section 4.22 of the By-law should be revised to require a Zoning By-law Amendment prior to allowing a new public agency and public</i>

Section	Comment
	<i>utility uses which may have noise, odour, vibration and/or dust impacts in a Residential zone.</i>
5.1 Minimum Parking Requirements – Duplex Dwelling	Why does a duplex require 1.5 spaces per unit and a triplex requires 1 per unit. The current standard for a duplex dwelling is 1 per unit <i>Duplex dwellings are purpose designed 2 unit buildings. Requiring 1.5 spaces per duplex dwelling unit is in keeping with current parking demands. No change.</i>
5.1 Minimum Parking Requirements – Apartment Dwellings	Should the parking rate for apartment dwellings be 2.0 not 1.25? <i>Parking rates for apartment buildings have been reduced from the current requirement of 1.5 spaces per dwelling unit to 1.25 spaces per dwelling unit to encourage multi-unit form of intensification. At the same time, minimum visitor parking requirements have been added to the By-law to ensure residential developments do provide visitor parking. No change</i>
Section 5.2 – Parking Space Dimensions and Requirements	Reduce parking stall length to 5.5 m <i>The By-law requires a parking space to be 5.6 m. This is a reduction from the current requirement of 6.0 m. No further reduction is recommended given the mix of vehicles common to Stratford. No change.</i>
5.4.3 a) and b) – Barrier Free Parking Space Requirements (5 like responses have been received to this same regulation)	Type B accessible parking space should be 2.8 m wide not 2.4 m, <i>The By-law requires Type B accessible parking spaces to be a minimum of 2.4 m wide which satisfies Provincial requirements. No change</i>
Section 6 - R3 Zone	R3 Zones should permit semi-detached dwellings <i>This requested change has the potential to alter existing streetscapes. No change</i>
Section 15 - various special provisions	Regulations should be flexible to reflect all existing uses (and special regulations) over time <i>Site specific zones including permitted existing uses are reflected in Section 15 the proposed By-law. No change</i>
Map 1 203, 211, 233 Britannia St & 2 Churchill Cir ) Section 15.5	Change from R5(1) to R5(1) - 19 Special Provisions maximum density 100 uph, maximum height 15 m <i>These existing regulations have been incorporated into the final by-law.</i>
Map 2 - Countryside Subdivision	Proposed zoning should recognize current planning applications on the lands <i>The existing zoning is incorporated into the By-law. Applications in process cannot be included in the By-law in advance of a decision of Council.</i>

Section	Comment
Map 6 - 25 to 105 Oxford Street	R5(1)-18 should reflect minor variances <i>Incorporation of all minor variances would result in a cumbersome, lengthy By-law. Section 1.10.2 Minor Variances and Consent Applications recognizes and carries forward all minor variances issued since November 9, 2000. No change</i>
Schedule B	Existing width not listed in HCD. Design width says HCD. Should we change how this is displayed? <i>The purpose of including HCD in the table was to identify why no road widening is required. Including "Heritage Conservation District – HCD, no road widening required" would provide an explanation why no road widening is required on these streets.</i>
Schedule B	Some road segments are missing, Downie west side between Ontario and St Patrick's, Romeo St S between Ontario to Frederick and York St north side. <i>No change to Ontario Street and Romeo St. S. Replace 18 with HCD for York Street (North Side)</i>

At the Statutory Public Meeting on June 19, 2019, members of the public raised the following matters:

- Proposed regulations surrounding cement foundations and what constitutes as a sunroom;  
*The By-law contains a definition for Sunroom. A sunroom is treated similar to a porch. The By-law is silent on whether a sunroom requires a cement foundation or not but as it contains a roof, provisions in the Building Code would apply. Both sunrooms and porches are permitted to encroach into a front, exterior and rear yard. No change.*
- The lack of accessible parking and the size of the parking spots.  
*The By-law's provisions for accessible parking spaces are in compliance with the Accessibilities for Ontario with Disabilities Act.*  
  
*The size of a standard parking space has been reduced from the current requirement of 2.8m x 6m to 2.8m x 5.6m. This reduction in the size of a parking space is intended to match the trend to smaller, more fuel efficient vehicles. Most vehicles have dimensions less than the proposed minimum dimension of a parking space. It is recognized, some vehicles, particularly pickup trucks are longer than 5.6 m in length. No change.*
- A recommendation to use the Festival Theatre parking lot;  
*This comment appears to be regarding a specific development and not a proposed regulation in the By-law.*



- A suggestion to put parking on the west side of City Hall;  
*This comment appears to be regarding a specific development and not a proposed regulation in the By-law.*
- The by-law should restrict having a secondary suite and a Bed and Breakfast Establishments in the same building;  
*This concern is addressed in Section 4.3.4 d). No change.*
- The Grand Trunk site needs to have provision for real potential of the site. In addition, the development should be linked to allow for pedestrian traffic between buildings under cover.  
*On March 26, 2018 Council adopted the Grand Trunk Master Plan. The Master Plan will inform and guide future detailed design decisions for development and redevelopment of the site. A Key Direction in the Master Plan is to "promote safety and ease-of-movement within and from the site for buses, vehicles, bicycles and pedestrians". Another Key Direction is to "promote shared and phased parking solutions to address on-site needs and contribute to Downtown supply.*

*The By-law contains a site specific zone to facilitate the redevelopment of the Grand Trunk lands and this zone is designed to implement the recommendations and directions of the Master Plan. Pedestrian links between buildings and underground parking will be considered as part of any detailed development. It would be inappropriate to require such a provision through the comprehensive zoning by-law review. No change.*

- A recommendation to include additional affordable high-density housing and include underground parking.  
*The Grand Trunk Anchor District Zone, and the By-law in general, is enabling regarding with respect to affordable high density housing and underground parking. The proposed by-law permits such uses and also contains Bonusing Provisions that allow an increase in height and density if developments incorporate affordable and/or underground parking. No change.*
- The regulations for Short Term Rental Accommodations should not be restricted to having the owner on site.  
*The proposed By-law does not restrict Short Term Rental Accommodations to the principal resident. That provision was included in earlier drafts but has since been removed. No change.*
- Both a Bed and Breakfast Establishments and Short Term Rental Accommodations should be licensed. Licencing will allow the City to limit the number of Short Term Rental Accommodations in a certain area.  
*The proposed By-law requires both bed and breakfast establishments and short term rental accommodations be licensed. No change.*

- It is recommended the number of Short Term Rental Accommodations be limited in order to see how the new rules will work and then once the licencing program is firmly in place, open the program up to additional units. Licencing will allow the City to limit the number of STRA in a certain area.

*A detailed review of the Short Term Rental Accommodations regulations can be found elsewhere in this report.*

- Concerns were expressed with the proposed 28 consecutive day limit, as this will limit rental options during the theatre's off-season.

*A detailed review of the Short Term Rental Accommodations regulations can be found elsewhere in this report.*

### Proposed Changes From the Current Zoning By-law

The proposed By-law is a significant change from the current Comprehensive Zoning By-law No. 201-2000. The major changes listed below, will make it easier to use, implement the policies of the Updated Official Plan, and reflect new and emerging trends. The Updated Comprehensive Zoning By-law contains the following:

- New format
- New definitions
- Revisions to the Bed and Breakfast Establishment provisions
- New Short Term Rental Accommodations regulations
- Revised Home Occupations regulations
- Revised Non-Conforming Use regulations
- Revised Parking Regulations including – revisions to the minimum size of a parking space, revised barrier free parking requirements, new shared parking provisions, cash-in-lieu of parking and new bicycle parking requirements
- Revised Drive Through, Stacking Lanes and Stacking Space regulations
- New regulations allowing Second Suites
- New Source Protection regulations (Wellhead Protection Areas)
- New Overlay of Upper Thames River Conservation Authority Regulated Areas
- New Bonus Provisions
- New Holding Provisions
- New structure to allow for Temporary Zones
- New Theatre Zone
- New Grand Trunk Anchor District Zone
- New Open Space Zones
- Revisions to the Industrial Zone structure
- New Urban Reserve Zone
- New Agricultural Zone

In addition to the revisions noted above, the proposed Comprehensive Zoning By-law incorporates all the lands in the City limits. Upon the By-law coming into effect, Zoning By-laws from the Township of Perth East and Township of Perth South will no longer apply to the annexed lands.

### Pre-Zoning

As noted in previous reports to Council, the Comprehensive By-law does not contain significant pre-zoning underutilized lands for new or additional uses. Neither staff nor its consultants have the information necessary to undertake a detailed review of underutilized or underdeveloped lands to propose alternate zoning. The process to adopt the Comprehensive By-law did not allow the site specific community consultation necessary to pre-zone lands for a broader range of uses or different uses entirely. One exception to this approach is the recommended zoning for the Cooper Block. As part of the Grand Trunk District Master Plan, the City did conduct a detailed evaluation of the Cooper Block and undertook extensive public consultation. Based on the work conducted through the Master Plan process and the Council adopted Grand Trunk Community Hub Master Plan, staff are recommending site specific zoning provisions in conformity with the Grand Trunk Anchor District policies (Section 4.11) of the Official Plan.

**Analysis:** Section 26 of *The Planning Act* requires a municipality to amend its zoning by-law within three years of a new Official Plan or comprehensive Official Plan Amendment coming into effect to ensure it conforms to the Official Plan. The Ministry of Municipal Affairs approved Comprehensive Official Plan Amendment in July 2016 creating the City's new updated Official Plan. The existing comprehensive Zoning By-law was adopted in 2000, it does not contain provisions to permit secondary suites, contemporary definitions and parking rates, is not AODA compliant and was not created using current technology such as hyperlinks, GIS mapping and colour coding, it was decided a new By-law would be required.

### Bed and Breakfast Establishment and Short Term Rental Accommodation

Throughout the public consultation process, the issue of Short Term Rental Accommodations generated the most feedback. While comments ranged from "they are a commercial use and should be prohibited in residential areas" to "they should be allowed everywhere", the majority of respondents supported permitting these uses within the City limits. There was no support for maintaining the status quo, which from a zoning perspective is omitting Short Term Rental Accommodation regulations from the by-law entirely. In preparing regulations around Short Term Rental Accommodations, staff has considered the Guiding Principles in the Official Plan including Complete Communities, Economic Development and Public Participation. Staff believe the proposed regulations address the following: the needs of tourists, changes in the way people book accommodations, the needs of the local economy, the desire to promote stable residential neighbourhoods and the need to maintain a rental housing stock. Below are several dot matrix boards from a public open house dedicated to bed and breakfast establishments and short term rental accommodations).

Public Open House Board 2

Board 2

**GUIDING PRINCIPLE PRIORITIES**  
(IDENTIFY THE 4 BOXES MOST IMPORTANT TO YOU)

4 Blue Dots

NOISE	PARKING PROBLEMS (PARKING ON GRASS, ETC.)	GENERATE INCOME
SUPPLY LOCAL BUS STOPS FOR BUS STOP	CONTRIBUTES TO CHARACTER OF AREA	INCREASED PROPERTY MAINTENANCE
SIGNAGE	TECHNOLOGICAL INNOVATION	DIVERSIFY ECONOMY
WASTE STORAGE AND DISPOSAL	INCREASE TAX BASE	COMMERCIAL VEHICLES
DESTABILIZE NEIGHBOURHOOD	CONTRIBUTE TO CITY'S POSITIVE REPUTATION	HOURS OF OPERATION
COMMUNITY STORES	UNKNOWN NEIGHBOURS	LOSS OF RENTAL HOUSING
ABSENTEE LANDLORDS	SHARING ECONOMY	PROMOTE CITY
INCREASE REVENUE TO CITY	LOSS OF ON-STREET PARKING	LOSS OF RENTAL ACCOMMODATION

*don't use blue dots as our*  
*measures*  
*me*

Public Open House Board 3

Board 3

**OPTIONS BEING CONSIDERED**  
(IDENTIFY THE OPTION YOU PREFER – 1 RED DOT)

<p><b>1</b></p> <p><b>STATUS QUO</b></p> <p>PERMIT ACCESSORY GUEST ROOMS &amp; BED AND BREAKFAST ESTABLISHMENT BUT NOT SHORT-TERM RENTAL ACCOMMODATIONS</p>	<p><b>2</b></p> <p><b>MINIMAL REGULATIONS</b></p> <p>PERMIT ACCESSORY GUEST ROOMS, BED AND BREAKFAST ESTABLISHMENTS &amp; SHORT-TERM RENTAL ACCOMMODATIONS SUBJECT TO HEALTH &amp; SAFETY MATTERS BEING ADDRESSED</p>
<p><b>3</b></p> <p><b>COMPREHENSIVE REGULATIONS</b></p> <p>PERMIT ACCESSORY GUEST ROOMS, BED AND BREAKFAST ESTABLISHMENTS &amp; SHORT-TERM RENTAL ACCOMMODATIONS SUBJECT TO HEALTH, SAFETY &amp; COMMUNITY COMPATIBILITY MATTERS BEING ADDRESSED</p>	<p><b>4</b></p> <p><b>NO REGULATIONS</b></p> <p>PERMIT ACCESSORY GUEST ROOMS, BED AND BREAKFAST ESTABLISHMENTS &amp; SHORT-TERM RENTAL ACCOMMODATIONS WITH NO REGULATIONS</p>

Public Open House Board 4

Board 4

**REFINEMENT OF OPTION 2**  
**MINIMAL REGULATIONS**  
FOR ACCESSORY GUEST ROOMS, B&B'S  
& SHORT-TERM RENTAL ACCOMMODATIONS  
(ASSUME LICENSING) (IDENTIFY THE 2 BOXES MOST  
IMPORTANT TO YOU – 2 RED DOTS)

GUEST REGISTER	INSURANCE
INSPECTION BY BUILDING, FIRE & HEALTH UNIT	EMERGENCY ESCAPE PLAN POSTED, EMERGENCY EXIT LIGHTING INSTALLED INTERCONNECTED SMOKE ALARMS
ALL OF THE ABOVE	OTHER HEALTH AND SAFETY MATTERS

Public Open House Board 5

Board 5

**REFINEMENT OF OPTION 3**  
**COMPREHENSIVE REGULATIONS**  
FOR ACCESSORY GUEST ROOMS, B&B'S & SHORT-  
TERM RENTAL ACCOMMODATIONS TO ADDRESS  
COMMUNITY ISSUES (ASSUME LICENSING)  
(IDENTIFY THE THREE BOXES MOST IMPORTANT TO YOU – 3 YELLOW DOTS)

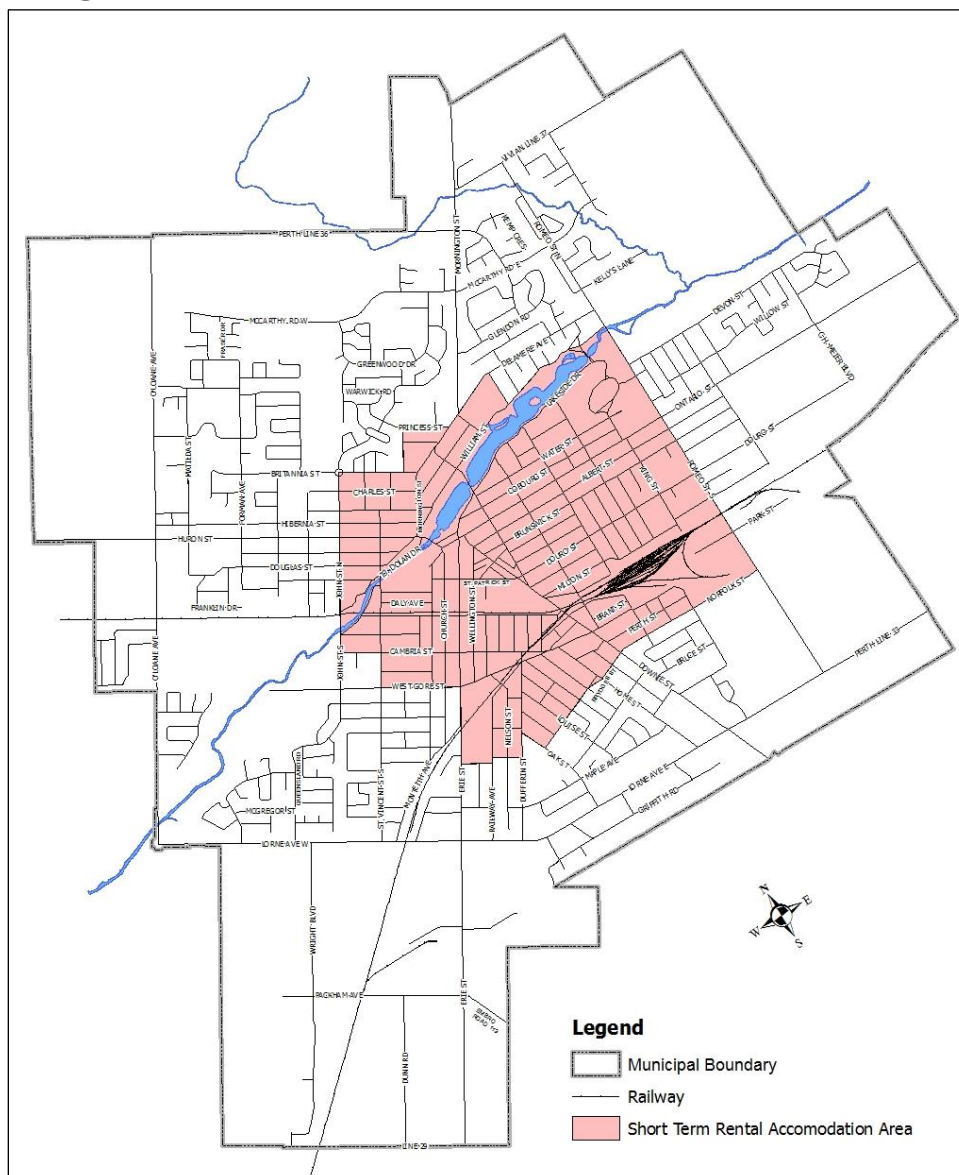
LOCATIONAL CRITERIA: PROXIMITY TO FESTIVAL FACILITIES & DOWNTOWN	SITE CRITERIA: PARKING
LOCATIONAL CRITERIA: RESTRICTED TO ARTERIAL ROADS	SITE CRITERIA: ALLOWED IN SINGLE DETACHED DWELLING ONLY
LOCATIONAL CRITERIA: RESTRICTED TO ARTERIAL AND COLLECTOR ROADS	SITE CRITERIA: ALLOWED IN MULTI-UNIT BUILDINGS
LOCATIONAL CRITERIA: ONLY ALLOWED IN CERTAIN ZONES	LIMIT ON THE NUMBER OF LICENCES ISSUED
LOCATIONAL CRITERIA ONLY	ALLOWED PROVIDED THEY DO NOT IMPACT HOUSING MARKET
LOCATIONAL CRITERIA: SEPARATION DISTANCE	
ALLOWED WITH REGULATIONS TIED TO OWNERSHIP	ALL OF THE ABOVE



In preparation of the revised regulations (set out below), staff has considered not only public and stakeholder input and sound planning principles, but also input from the City solicitor as some proposed regulations are not available to a municipality. For example, the City is not able to restrict licenses to only individuals who live in, or near, Stratford.

The By-law recommended for adoption does not require Bed and Breakfast Establishments and Short Term Rental Accommodations to be operated by the principle resident. It does limit Short Term Rental Accommodations to a defined geographic area only (See Figure 4.3.1 below). The Comprehensive Zoning By-law allows Short Term Rental Accommodation in a dwelling unit beyond 30 days and limits the number of Short Term Rental Accommodations in a converted dwelling to one (1). The recommended By-law would not permit Short Term Rental Accommodations in apartment dwellings.

**Figure 4.3.1 Short Term Rental Accommodation Area**



Bed and Breakfast Establishments were originally allowed to provide an accommodation option for tourists. While the type of accommodation has expanded since Bed and Breakfast Establishments were originally allowed to now include Short Term Rental Accommodations, the reasons most tourists are coming to Stratford has not. Most tourists using Bed and Breakfast Establishments and Short Term Rental Accommodations are in the City to visit the downtown core and attend the Festival. In order to meet the needs of tourists while maintaining rental housing stock, staff believes it is necessary to restrict Short Term Rental Accommodations to a specified geographic area. The Heritage Area, Schedule "E" of the Official Plan was selected as the area where Short Term Rental Accommodations should be permitted for the following reasons:

- It is a geographic area already delineated in a City document;
- It includes all the major tourist attractions such as the downtown core and the Festival theatres;
- It contains a mix of dwelling types and lot sizes;
- Restricting Short Term Rental Accommodations to a geographic area allows the City to monitor their use, their impact on surrounding properties and the rental housing market to determine if changes are required; and
- Allows an area that can be licensed through the City.

To see all the changes to Section 4.3 Bed and Breakfast Establishments and Short Term Rental Accommodations see Table 2 below.

In addition to new zoning regulations, staff is recommending a revision to the existing Bed and Breakfast Establishment Licensing By-law and adoption of new Short Term Rental Accommodation and Inn Licensing By-laws. Those by-laws are attached.

#### Non-Conforming Uses

Staff indicated in the Update and Directions Report earlier this year, that it would review the Non-Conforming Uses provisions of section 4.17 with the intention of "resetting the clock" to a date other than when the first comprehensive zoning by-law was adopted (October 15, 1951). While the recommended revisions in Table 2 do include some minor changes to section 4.17, it does not contain provisions "resetting the clock". Staff has researched this matter further and has received advice from the City's solicitor. While such a provision may address difficulties obtaining information about long-standing uses, it may inhibit the City's ability to prosecute where deemed appropriate and may expose the City to liability should an "illegal" use be deemed legal by the by-law and an actionable claim arise. For these reasons, no provision to "reset the clock" is recommended.

#### Proposed Changes to Final Draft By-law (dated May 29, 2019)

Comments received in advance of, at, and following the Statutory Public Meeting have resulted in revisions to the May 29, 2019 Final Draft By-law. During this period staff has continued to review and refine the May 29 version of the By-law. A complete list of the revisions to the May 29, 2019 Final Draft Comprehensive By-law are listed below:

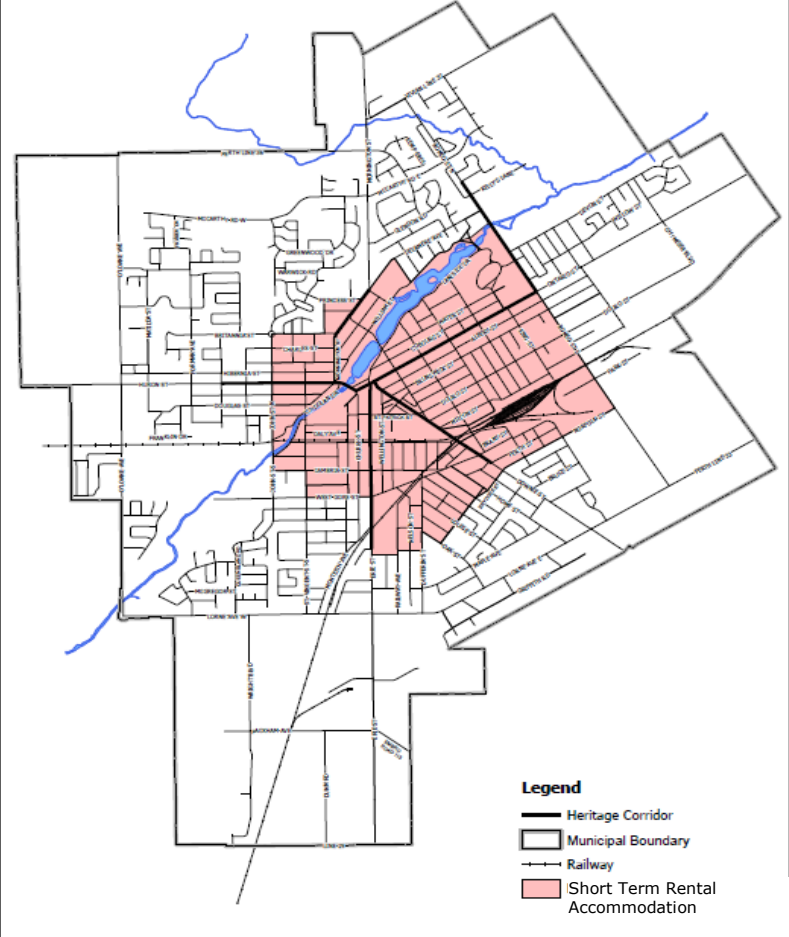
**Table 2**

<b>SECTION or MAP</b>	<b>CHANGE</b>
1.8 Clarification and Convenience	<p>Add the following:</p> <p>"1.8.h) Revisions may be made to this by-law without the need for a zoning by-law amendment in the following cases:</p> <p>i) correction of numbering, cross-referencing, grammar, punctuation or typographical errors or revisions to format in a manner that does not</p> <p>ii) adding or revising technical information on maps or schedules that does not affect the zoning of lands including, but not limited to, matters such as updating and correcting infrastructure information, keys, legends or title blocks; and</p> <p>iii) changes to appendices, footnotes, headings, indices, marginal notes, tables of contents, illustrations, historical or reference information, page numbering, footers and headers, which do not form a part of this by-law and are editorially inserted for convenience of reference only."</p>
2.3.3. a) Lots with Compounding Zoning	Delete "a)", and reformat.
Table 2.5.2 Holding Provisions, H15	Delete "asthe" in the first line and replace it with "as the".
Table 2.5.3 Bonus Provisions	In two locations, correct spelling of Heritage
3.0 – Definitions Agriculture use	Add "and may include a farm dwelling" after "structures".
3.0 – Definitions - Pet Care Establishment; Tables, 5.1, 6.2 and 7.2; Sections 6.3.6.1 and 15.2.28.1	Delete "Care" in "Pet Care Establishment" and replace it with "Grooming".

SECTION or MAP	CHANGE																				
3.0 – Definitions - Private Home Day Care	Delete existing definition and replace with the following "PRIVATE HOME DAY CARE" means the temporary care and custody for reward or compensation of not more than six persons in a provincially licensed home day care, or not more than five persons in an unlicensed home day care in a private residence other than the home of a parent or guardian of any such person for a continuous period not exceeding 24 hours. Care may be provided for children, seniors and/or persons with disabilities.																				
3.0 – Definitions Religious Institution	Delete "Religious Institution" and replace with "Place of Worship", definition will have to be relocated.																				
3.0 – Definitions Short Term Rental Accommodation	Delete ""for a period of up to 28 consecutive days" and add the end. "When occupied continuously as a principal residence, a "Short Term Rental Accommodation" can be used as a "dwelling unit"."																				
4.1.2 Accessory Buildings – Location	Add "yard other than" after "any" in the first line.																				
4.1.2 a) Accessory Building – Location	<div>Delete "a)" in its entirety and replace it with the following: "an accessory building or structure in accordance with Table 4.1.2.</div> <table><tr><th colspan="5">Table 4.1.2 Accessory Building or Structure Locations</th></tr><tr><th></th><th>Interior Lot Zoned C1 or Residential R</th><th>Corner lot Zoned C1 or Residential R</th><th>Interior Lot not zoned C1 or Residential R</th><th>Corner Lot not zoned C1 or Residential R</th></tr><tr><td>Distance from a Front lot line</td><td>6.0 m or existing building setback whichever is the greater</td><td>6.0 m or existing building setback whichever is the greater</td><td>Setback as set out in the zone</td><td>Setback as set out in the zone</td></tr><tr><td>Distance from an</td><td>N/A</td><td>6 m or existing</td><td>Setback as set out in</td><td>Setback as set out in</td></tr></table>	Table 4.1.2 Accessory Building or Structure Locations						Interior Lot Zoned C1 or Residential R	Corner lot Zoned C1 or Residential R	Interior Lot not zoned C1 or Residential R	Corner Lot not zoned C1 or Residential R	Distance from a Front lot line	6.0 m or existing building setback whichever is the greater	6.0 m or existing building setback whichever is the greater	Setback as set out in the zone	Setback as set out in the zone	Distance from an	N/A	6 m or existing	Setback as set out in	Setback as set out in
Table 4.1.2 Accessory Building or Structure Locations																					
	Interior Lot Zoned C1 or Residential R	Corner lot Zoned C1 or Residential R	Interior Lot not zoned C1 or Residential R	Corner Lot not zoned C1 or Residential R																	
Distance from a Front lot line	6.0 m or existing building setback whichever is the greater	6.0 m or existing building setback whichever is the greater	Setback as set out in the zone	Setback as set out in the zone																	
Distance from an	N/A	6 m or existing	Setback as set out in	Setback as set out in																	



SECTION or MAP	CHANGE					
	exterior lot line		building setback whichever is the greater	the zone	the zone	
	Distance from an interior lot line	1.0 m	1.0 m where a 1.5 m continuous unobstructed path is provided, otherwise 1.5 m	Setback as set out in the zone	Setback as set out in the zone	
	Distance from a rear lot line	1.0 m	1.0 m where a 1.5 m continuous unobstructed path is provided, otherwise 1.5 m	Setback as set out in the zone	Setback as set out in the zone	
4.3. Bed and Breakfast Establishments and Short Term Rental Accommodation	Delete 4.3 in its entirety and replace with the following: "No person shall use a building or operate a <i>bed and breakfast establishment</i> or <i>short term rental accommodation</i> unless they hold a valid license issued by The Corporation of the City of Stratford in accordance with all of the applicable provisions of this by-law and the provisions set out in this section 4.3. Where there is a conflict between the general provisions and this section 4.3, the specific provisions relating to <i>bed and breakfast establishment</i> and <i>short term rental accommodation</i> shall apply."					
4.3.1 Bed and Breakfast Establishments and Short Term Rental Accommodation	Add the following as 4.3.1: "4.3.1 Bed and Breakfast Establishment The regulations below applicable to bed and breakfast establishments apply within the Residential R1, R2, R3, R4, and R5 Zones, the Mixed Use Residential MUR Zone, the Commercial C1, C2, and C3 Zones, the Urban Reserve UR Zone and the Agricultural A Zone."					

SECTION or MAP	CHANGE
<p>4.3.2 Bed and Breakfast Establishments and Short Term Rental Accommodation</p>	<p>Add the following as 4.3.2: "4.3.2 Short Term Rental Accommodation Area</p> <p>The regulations below applicable to short term rental accommodations apply within the Residential R1, R2, R3, R4, and R5 Zones, the Mixed Use Residential MUR Zone, the Commercial C1, C2, and C3 Zones, and the Urban Reserve UR Zone within the area identified in Figure 4.3.2 <i>Short Term Rental Accommodation Area</i>. <i>The Short Term Rental Accommodation Area matches the Heritage Area as shown on Schedule "E" of the City of Stratford Official Plan.</i></p> <p><b>Figure 4.3.2 Short Term Rental Accommodation Area</b></p> 

SECTION or MAP	CHANGE																																																												
Table 4.3.1 Bed and Breakfast Establishments and Short Term Rental Accommodation	<div>Delete Table 4.3.1 and replace it with the following:</div> <div><b>4.3.3 Permitted Dwelling Types, Permitted Zones, Maximum Number of Bedrooms, and Licensing</b></div> <div><table><tr><th colspan="6">Table 4.3.3: Bed and Breakfast Establishments and Short Term Rental Accommodation Requirements</th></tr><tr><th></th><th></th><th colspan="4">Type of Dwelling</th></tr><tr><th></th><th></th><th>Single Detached Dwelling</th><th>Semi-Detached Dwelling (each unit)</th><th>Converted Dwelling</th><th>Street Townhouse Dwelling (each unit)</th></tr><tr><td>Permitted Dwelling Type</td><td>bed and breakfast establishment</td><td>Permitted</td><td>Permitted</td><td>Permitted</td><td>Permitted</td></tr><tr><td></td><td>short term rental accommodation</td><td>Permitted</td><td>Permitted</td><td>Permitted</td><td>Permitted</td></tr><tr><td>Permitted Zones</td><td>bed and breakfast establishment</td><td colspan="4">R1, R2, R3, R4, R5, MUR, C1, C2, C3, UR, and A Zones</td></tr><tr><td></td><td>short term rental accommodation</td><td colspan="4">R1, R2, R3, R4, R5, MUR, C1, C2, C3 and UR Zones within Short Term Rental Accommodation Area on Figure 4.3.2</td></tr><tr><td>Maximum Number by Type of Dwelling</td><td>bed and breakfast establishment</td><td>1</td><td>1</td><td>1</td><td>1</td></tr><tr><td></td><td>short term rental accommodation</td><td>1</td><td>1</td><td>1</td><td>1</td></tr><tr><td>Maximum Number of Bedrooms</td><td>bed and breakfast establishment</td><td colspan="4">R1 Zone (Local Street): 2 bedrooms R1 Zone (Collector or Arterial Street): 4 bedrooms R1 Zone (Erie Street, Huron Street or Ontario Street): no maximum  R2 and R3 Zones (Local, Collector or Arterial Street): 4 bedrooms R2 and R3 Zones (Erie Street, Huron Street or Ontario Street): no maximum  R4 and R5 Zones: 2 bedrooms  MUR, C2, and C3 Zones: no maximum  UR Zone: 4 bedrooms. No expansion to an existing dwelling shall be permitted to accommodate a Bed and Breakfast Establishment</td></tr></table></div>	Table 4.3.3: Bed and Breakfast Establishments and Short Term Rental Accommodation Requirements								Type of Dwelling						Single Detached Dwelling	Semi-Detached Dwelling (each unit)	Converted Dwelling	Street Townhouse Dwelling (each unit)	Permitted Dwelling Type	bed and breakfast establishment	Permitted	Permitted	Permitted	Permitted		short term rental accommodation	Permitted	Permitted	Permitted	Permitted	Permitted Zones	bed and breakfast establishment	R1, R2, R3, R4, R5, MUR, C1, C2, C3, UR, and A Zones					short term rental accommodation	R1, R2, R3, R4, R5, MUR, C1, C2, C3 and UR Zones within Short Term Rental Accommodation Area on Figure 4.3.2				Maximum Number by Type of Dwelling	bed and breakfast establishment	1	1	1	1		short term rental accommodation	1	1	1	1	Maximum Number of Bedrooms	bed and breakfast establishment	R1 Zone (Local Street): 2 bedrooms R1 Zone (Collector or Arterial Street): 4 bedrooms R1 Zone (Erie Street, Huron Street or Ontario Street): no maximum  R2 and R3 Zones (Local, Collector or Arterial Street): 4 bedrooms R2 and R3 Zones (Erie Street, Huron Street or Ontario Street): no maximum  R4 and R5 Zones: 2 bedrooms  MUR, C2, and C3 Zones: no maximum  UR Zone: 4 bedrooms. No expansion to an existing dwelling shall be permitted to accommodate a Bed and Breakfast Establishment			
Table 4.3.3: Bed and Breakfast Establishments and Short Term Rental Accommodation Requirements																																																													
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Maximum Number by Type of Dwelling	bed and breakfast establishment	1	1	1	1																																																								
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SECTION or MAP	CHANGE					
			in an UR Zone. A Zone: 4 bedrooms			
		short term rental accommodation	Not Applicable			
	Business License	bed and breakfast establishment	Required	Required	Required	Required
		short term rental accommodation	Required	Required	Required	Required
4.3.2 b) Bed and Breakfast Establishments and Short Term Rental Accommodation – Parking Requirements	Add the following between “vehicles” and “.” “provided such parking does not in any way block, obstruct or otherwise hinder the sidewalk.”					
4.3.2 c) Bed and Breakfast Establishments and Short Term Rental Accommodation – Parking Requirements	Delete “, and provided all other requirements herein are satisfied” and replace it with “in accordance with the provisions of this zoning by-law”					
4.3.2 f) Bed and Breakfast Establishments and Short Term Rental Accommodation – Parking Requirements	Delete “be complied with” and replace it with “apply to bed and breakfast establishments and short term rental accommodations.”					
4.3.3 Bed and Breakfast Establishments and Short Term Rental Accommodation –Private Streets	Delete “which has” and replace it with “having a” and delete “4.3.5” and replace it with “4.3.7.”					



<b>SECTION or MAP</b>	<b>CHANGE</b>
4.3.4 a) Bed and Breakfast Establishments and Short Term Rental Accommodation – Other Requirements	Delete 4.3.4 a) in its entirety and renumber b) to f)
4.3.4 d) Bed and Breakfast Establishments and Short Term Rental Accommodation – Other Requirements	Delete "A" and replace it with "When a dwelling unit is used as a" and delete "shall comprise the sole use of the lot, and"
4.3.4 e) Bed and Breakfast Establishments and Short Term Rental Accommodation – Other Requirements	Delete the word "appropriately"
4.3.4 f) Bed and Breakfast Establishments and Short Term Rental Accommodation – Other Requirements	Delete "The" and replace it with "All City by-laws including but not limit to the", add "Fence and Hedge By-law," after "Noise By-law", delete "any municipal", and delete "and all other applicable City by-laws shall remain applicable to" and replace it with "apply to". .
4.3.2, 4.3.3, 4.3.4, 4.3.5, 4.3.6	Renumber to 4.3.4. 4.3.5, 4.3.6, 4.3.7 and 4.3.8
4.4 Consents Subject to An Agreement	delete "Subdivision Agreement" and "or any one of them"
Table of Contents 4.14, 3.0 Definition,	Delete "Marihuana" and replace with it "Cannabis", add the following definition of cannabis, "CANNABIS has the same meaning as in subsection 2(1) of the Cannabis Act (Canada), as may be amended

<b>SECTION or MAP</b>	<b>CHANGE</b>
4.14	and or replaced from time to time."
4.12 e) Home Occupations	Delete "include" in the first line and replace it with "permit" Delete "are permitted" in the second line
4.17.1 – Non-Conformity - Continuation	Delete "November 9, 2000" and replace it with "the day of the passing of this By-law".
4.17.4 – Legally Existing Lots	Delete "least" in the last sentence and replace it with "most".
4.18 b) – Outdoor Swimming Pools and Hot Tubs	add ", heaters" after pumps in the first line
4.22 Public Uses	add the following: "c) Notwithstanding a) and b) above, new public agency and public utility uses which have noise, odour, vibration and/or dust impacts are shall require a Zoning By-law Amendment to be permitted in a Residential Zone.
4.26.4 Established Building Line in Residential and MUR Zones	Delete in its entirety and replace with the following: "In any residential or mixed use residential zone where the lot has a frontage of not more than 20m, the required front yard depth may be reduced: a) where a vacant interior lot abuts lots on which dwellings have setbacks from the front lot line or exterior side lot line of a lesser depth than that required by this by-law, the minimum setback from the front lot line for any dwelling to be erected on the said vacant interior lot is equal to the average of the setbacks from the front lot line of the dwellings on the abutting lots but shall not be greater than the minimum front yard setback required for the zone; b) where a vacant interior lot abuts a lot on which a dwelling has a setback from the front lot line or exterior side lot line of a lesser depth than that required by this by-law and also abuts a vacant lot, the minimum setback from the front lot line for any dwelling to be erected on the vacant interior lot is equal to the average of the setback from the front lot line of the adjacent dwelling and the required setback of the adjacent vacant lot but shall not be greater than the minimum front yard setback required for the zone; c) where a vacant corner lot abuts a lot on which a dwelling has

<b>SECTION or MAP</b>	<b>CHANGE</b>
	<p>setbacks from the front lot line of a lesser depth than that required by this by-law, the minimum setback from the front lot line for any dwelling to be erected on the corner lot is equal to the setback from the front lot line of the dwelling on the abutting lot;</p> <p>Provided it does not conflict with Section 4.6.(Daylight Triangles and Visibility Triangles) of this By-law.</p>
Table 7.2 – Permitted Uses in Commercial Zones	add "Commercial School" as a permitted use in the C3 Zone
Table 7.2 – Permitted Uses in Commercial Zones	Add "Private School" as a permitted use in the C3 Zone
Table 7.4 – Regulations in the Commercial Zones	<p>Add "and Exterior side" after "Front" to the row "Minimum Front Yard Setback" and the Row "Maximum Front Yard Setback".</p> <p>Delete "side" and replace it with "rear" in the rows under "Rear Yard Depth".</p>
8.3.2 - Parking Rates and 8.3.3. - Shared Parking	Delete "Director, Transportation Services" and replace it with "Director of Infrastructure and Development Services".
Table 9.2 – Permitted Uses In Industrial Zones	add "Service Trade" as a permitted use in the I2 Zone
Table 11.2 Theatre District	Delete " ① " after " <i>Business and / or Professional Office</i> "
11.3 Special Use Regulations	Add "11.3.1 Theatre District Zone" in front of "Business and/or professional office"
13.3. – Agricultural Special Use Regulations	Add "13.3.1.3. In an Agricultural Zone, a dwelling unit shall not be established except on a lot with an area of 15 ha or larger and in accordance with the Minimum Separation Distance I Formulae (MDSI).
15.1.5 – R1 Zone Exception	210 Water Street R1(3)-5 to add clinic as a permitted use
15.1.22 e) – R1 Zone Exception	Delete "4.3.2 b)" and replace it with "4.3.2 d)".

<b>SECTION or MAP</b>	<b>CHANGE</b>
15.1.29 – R1 Zone Exception	Delete 15.1.29 in its entirety
15.1.33 – R1(2)-33 Zone	Delete “Kelly`s” and replace it with Kelly’s”.
15.1.34 – R1(2)-34 Zone	Delete “Kelly`s” and replace it with Kelly’s”.
15.1.35 & 15.1.34 – R1 Zone Exception	Delete “15.1.35” and add “The portion of the lot that abuts the private right-of-way (Kelly’s Lane) is deemed to be the front lot line” to 15.1.34 c).
15.1.42 – R1 Zone Exception	Add the following: “15.1.42 a) <u>Defined Area</u> (northeast corner of Mornington Street and Perth Line 36) R1(4)-42 and R1(4)- 42 H12 b) Minimum Rear Yard Depth: 6.0m c) Minimum Lot Frontage (Corner Lot): 12.6 m d) Minimum Lot Area (Corner Lot) 415 m <sup>2</sup> e) Minimum Interior Side Yard: 1.2 m f) Minimum Landscaped Open Space: 35% g) Minimum Lot Coverage: 45% h) General Use Regulation: If the exterior side yard is less than 4.5 m, no driveway shall be permitted along the exterior lot line or off the exterior lot line”
15.2.1 b) – R2 Zone Exception	Delete “home occupation” as a permitted use
15.2.4 b) – R2 Zone Exception	R2(1)-4 - to add “clinic” as a permitted use
15.2.5 c) – R2 Zone Exception	Delete “Section 9.2” and replace it “R5(3) of Table 6.4.5”
15.2.38 c) – R2 Zone Exception	Delete “Section 9.2” and replace it with “R5(3) of Table 6.4.5”
15.2.40 a) – R2 Zone Exception	Delete “R2(1)-40” and replace it with “R2(2)-40”
15.2.42 – R2 Zone Exception	add “15.2.42 a) defined area northeast corner of West Gore and Dufferin Street (Pt Lot 30 C Plan 93- By-law 74-2019) R2(2)-42 as shown on Schedule "A" Map 8"- b) permitted uses: Parking Area for lands known municipally as 45 Cambrian Street c) Minimum setback to a parking area or parking aisle – West Gore Street 2.7 m.
15.4.12 – R4 Zone Exception	Delete “seniors’ apartment dwelling” from “b) Permitted uses”
15.4.13 – R4 Zone Exception	Delete “seniors’ apartment dwelling” from “b) Permitted uses”



SECTION or MAP	CHANGE
15.4.18 – R4 Zone Exception	<p>Add the following:</p> <p>"15.4.18 a) <u>Defined Area</u> 355 Douro Street (south side of Douro Street between High Street and Romeo Street South R4(2)-18</p> <p>b) Permitted Uses:</p> <ul style="list-style-type: none"> <li>• Back to back townhouse dwellings</li> <li>• Townhouse dwellings</li> </ul> <p>c) Front Lot Line Douro Street</p> <p>d) Required parking spaces to be allowed in tandem and count toward the minimum required parking for each individual townhouse dwelling</p> <p>e) Maximum density 40uph</p> <p>f) Minimum common element landscaped open space 1225m<sup>2</sup></p> <p>g) Minimum setback - Douro Street 6.0m</p> <p>h) Minimum interior side yard width 6.0 m</p> <p>i) Minimum rear yard depth 7.5 m</p> <p>j) Minimum setback from a patio door to a patio door 12.0 m</p> <p>k) Minimum setback from a patio door to a side wall 6.0m</p> <p>l) Minimum setback from an end unit wall to end unit wall 2.5m</p> <p>m) Maximum building height 10.5m</p> <p>n) Minimum Front Yard Depth: 4.5 m</p> <p>o) General Use Regulation: Any attached or detached garage shall not exceed sixty (60) percent the width of the elevation facing the front lot line or an exterior side lot line, where the garage is oriented to said lot line of a dwelling erected on the lot (measured from inside face of outside wall to inside face of outside wall."</p>
15.4.19 – R4 Zone Exception	<p>Add the following:</p> <p>"15.4.19 a) <u>Defined Area</u> 355 Douro Street (south side of Douro Street between High Street and Romeo Street South R4(2)-1</p> <p>b) Permitted uses and regulations</p> <ul style="list-style-type: none"> <li>• All uses and regulations as described in the R4(2)-21 Zone</li> </ul> <p>c) Maximum building height 13m"</p>
15.4.20 – R4 Zone Exception	<p>Add the following:</p> <p>"15.4.20 a) <u>Defined Area</u> 355 Douro Street (south side of Douro Street between High Street and Romeo Street South R4(2)-20</p> <p>b) Permitted uses and regulations</p> <ul style="list-style-type: none"> <li>• All uses and regulations as described in the R4(2)-21 Zone</li> </ul> <p>c) Minimum setback</p> <ul style="list-style-type: none"> <li>- High Street 6.0m</li> <li>- King Street 6.0m</li> </ul> <p>d) Minimum interior side yard width 2.3 m"</p>

<b>SECTION or MAP</b>	<b>CHANGE</b>
15.4.21 – R4 Zone Exception	Add the following: "15.4.21 a) <u>Defined Area</u> 355 Douro Street (south side of Douro Street between High Street and Romeo Street South R4(2)-21 b) Permitted uses and regulations • All uses and regulations as described in the R4(2)-21 Zone c) Minimum setback - High Street 4.5m"
15.4.22 – R4 Zone Exception	Add the following: "15.4.19 a) <u>Defined Area</u> (northeast corner of Mornington Street and Perth Line 36) R4(2)-22 b) Permitted Use: Street townhouse dwellings c) Minimum Front Yard Depth: 4.5 m d) General Use Regulation: Any attached or detached garage shall not exceed sixty (60) per cent the width of the elevation facing the front lot line or an exterior side lot line, where the garage is oriented to said lot line of a dwelling erected on the lot (measured from inside face of outside wall to inside face of outside wall."
15.5.15 – R5 Zone Exception	Delete "(4117 Perth Line 36 Con 2 Pt Lot 4 Pt Lot 3 – By-law 64-2015)" and replace it with "125 Orr Street" and add the following: "15.5.15 a) <u>Defined Area</u> 125 Orr Street) R5(1)-15" and c) Maximum Height: 15 m
15.5.17 – R5 Zone Exception	Delete "swelling" in g) and replace it with "dwelling".
15.5.18 – R5 Exception Zone	Delete "1.5" following "Planting Strip" and replace it with "7.5".
Section 15.5.19 – R5 Zone Exception	Add "15.5.29 a) <u>Defined Area</u> : 379 Romeo Street North R5(1) – 19 b) Permitted Uses: shared living residence, townhouse dwelling, all uses permitted in the R5 Zone 5) Definition: • shared living residence means a building containing dwelling units or rooms used for the accommodation for people as their residence, and includes the living accommodations of the operator of the establishment and which contains a common dining area for the residents thereof, any may contain a common lounge, recreation room and other amenities. d) Minimum Rear Yard Setback: 7.5 m e) Minimum Density: 30 units per hectare f) Maximum Density: townhouse dwellings: 40 units per hectare, all other permitted uses: 60 units per hectare g) Density Equivalence: shared living residence: where dwelling units are not proposed, 2 beds shall equal 1 dwelling unit, retirement

<b>SECTION or MAP</b>	<b>CHANGE</b>
	<p>home/ lodge and nursing home: 3 beds shall equal 1 dwelling unit</p> <p>h) Parking: shared living residence: 1 parking space per dwelling unit or 1 parking space per 2 beds.</p> <p>i) General Use Regulations: With the exception of the provisions contained 15.5.19 d), e) and f), townhouse dwellings shall be developed in accordance with the Residential Fourth Density R4(2) zoning provisions in Table 8-1."</p>
Section 15.5.20 R5-Zone Exception	<p>Add "15.5.20</p> <p>a) Defined Area: 203, 211, 233 Britannia and 2 Churchill Circle R5(1) – 20</p> <p>b) Maximum Density: 100 uph</p> <p>c) Maximum Height: 15 m"</p>
Section 15.10.3 – C4 Zone Exception	<p>Delete definition of "Brew Pub" in c) Definition and renumber</p> <p>Delete subsection e) ii) and renumber</p>
Section 15.10.4 – C4 Zone Exception	<p>Delete "brewery" and "scientific and medical laboratory" from b) Permitted Uses,</p> <p>Delete section "c) Definition" in its entirety and renumber</p> <p>Delete subsection e) i) and renumber</p> <p>Delete "4.4.2 a)" e) ii) and replace it with "2.3"</p>
15.14.25 – I2 Exception Zone	<p>Add "animal shelter" to "b) Permitted Uses"</p>
15.14.30 – I2 – Zone Exceptions	<p>add "15.14.30- a) Defined Area (45 Cambria- By-law 74-2019) I2-30 as shown on Schedule "A", Map 8 –b) permitted uses- business office, contractor's yard or shop, dwelling unit as an accessory use, eat-in or take out restaurant, factory store, food processing establishment, industrial use, personal care establishment, personal service establishment, private club, professional office, veterinary clinic, warehouse,</p> <p>c) Maximum setback to a parking area or parking aisle – West Gore Street 2.7 m,</p> <p>d) Maximum size of a restaurant at 45 Cambria Street (excluding space dedicated to permitted industrial use or a food processing establishment – 350 m<sup>2</sup></p> <p>e) Maximum size of all restaurants at 45 Cambria Street (excluding space dedicated to permitted industrial use or a food processing establishment – 500 m<sup>2</sup></p> <p>f) The require parking space for any restaurant use shall not include square footage dedicated permitted industrial use or a food processing establishment."</p>

<b>SECTION or MAP</b>	<b>CHANGE</b>
15.14.31 – I2 Exception Zone	<p>Add "15.14.31</p> <p>a) Defined Area: 667 Erie Street (southeast corner of Lorne Avenue East and Erie Street –I2-31</p> <p>b) Permitted Uses:</p> <ul style="list-style-type: none"> <li>• business office of a consulting engineer or surveyor</li> <li>• car wash</li> <li>• commercial school</li> <li>• data centre</li> <li>• dry cleaning establishment</li> <li>• equipment service establishment</li> <li>• factory store</li> <li>• food processing establishment</li> <li>• gas bar</li> <li>• industrial use</li> <li>• motor vehicle repair shop</li> <li>• motor vehicle sales or rental establishment</li> <li>• motor vehicle service station</li> <li>• neighbourhood store</li> <li>• private club</li> <li>• public use</li> <li>• scientific or medical laboratory</li> <li>• recreational park</li> <li>• veterinarian clinic</li> <li>• warehouse</li> </ul> <p>c) Maximum floor area of a neighbourhood store: 300 m<sup>2</sup>"</p>
15.14.32 – I2 Exception Zone	<p>Add "15.14.32</p> <p>a) Defined Area: approximately 61 m east of the intersection of Lorne Avenue East and Erie Street I2-32</p> <p>b) Permitted Uses:</p> <ul style="list-style-type: none"> <li>• business office of a consulting engineer or surveyor</li> <li>• car wash</li> <li>• commercial school</li> <li>• data centre</li> <li>• dry cleaning establishment</li> <li>• equipment service establishment</li> <li>• factory store</li> <li>• food processing establishment</li> <li>• hotel</li> <li>• industrial use</li> <li>• motor vehicle repair shop</li> <li>• motor vehicle sales or rental establishment</li> </ul>



<b>SECTION or MAP</b>	<b>CHANGE</b>
	<ul style="list-style-type: none"> <li>• motor vehicle service station</li> <li>• private club</li> <li>• public use</li> <li>• scientific or medical laboratory</li> <li>• recreational park</li> <li>• veterinarian clinic</li> <li>• warehouse"</li> </ul>
15.14.33 – I2 Exception Zone	Add "15.14.33 a) Defined Area 58 Griffith Road West I2-35 b) Permitted Uses: <ul style="list-style-type: none"> <li>• religious institution</li> <li>• all uses permitted in the I2 Zone</li> </ul> c) Minimum parking for a religious institution: 1 per 5.5 persons seating capacity"
15.17.1 – IN1 Exception Zone	Delete "IN-1-1" in a) and replace it with "IN1-1" Delete "Figure 13.14.2" in a), the title of the figure and e) and replace it with "Figure 15.17.1".
15.17.2 IN1 Exception Zone	Add "15.17.2 a) Defined Area 426 Britannia Street IN1-2 b) Permitted Uses: <ul style="list-style-type: none"> <li>• Type 1 Group Home</li> <li>• All uses permitted in the IN1 zone</li> </ul> d) Setbacks: The minimum front yard setback for parking is 3m. e) Parking Rate: <ul style="list-style-type: none"> <li>i) Notwithstanding the minimum parking standards in Section 5.1, where the subject lands contain an Auditorium associated with a Type 1 Group Home or Business Office of an incorporated not-for-profit organization a minimum of 25 parking spaces is required.</li> <li>ii) A minimum of 0.25 bicycle parking spaces per each required parking space.</li> </ul> f) Design Width of Britannia Street: Notwithstanding Schedule B, the design width of the road allowance of Britannia Street along the subject lands shall be 20m."
15.22.9 – A Exception Zone	Add "15.22.9 a) Defined Area 4272 Line 34 A-9 5) Permitted Uses: <ul style="list-style-type: none"> <li>• Agricultural use</li> <li>• Conservation use</li> <li>• Forestry use</li> </ul> c) Definitions:

<b>SECTION or MAP</b>	<b>CHANGE</b>
	<p>Agricultural use means the growing of crops such as nursery and horticultural crops; aquaculture; apiaries; agro-forestry; maple syrup production; and associated on-farm buildings and structures. No dwelling units shall be permitted.</p> <p>d ) Minimum Lot Area: 33 ha</p> <p>e ) Minimum Lot Frontage: 200 m</p> <p>f ) Minimum Distance Separation (MDS) Formula: Any repairs or rebuilds to any existing buildings or structures and enlargements and new buildings or structures shall comply with MDS.</p> <p>g ) Services: Notwithstanding section 4.25, on lands within the A-9 zone no building shall be erected, or enlarged unless the requirements for service connections defined by the Ontario Building Code are provided."</p>
15.22.10 – A Exception Zone	<p>Add "15.22.10</p> <p>a) Defined Area west side of 4272 Line 34 A-10</p> <p>b) Permitted Uses:</p> <ul style="list-style-type: none"> <li>• Single detached dwelling</li> <li>• Home occupation</li> <li>• Bed and breakfast establishment</li> </ul> <p>5) Bed and Breakfast Site Specific Regulations: Notwithstanding section 3.3 a Bed and Breakfast is permitted in the A-2 zone with a maximum of four (4) accessory guest rooms. All other provisions of section 3.3 apply.</p> <p>5) Minimum Setbacks (Main Building):</p> <ul style="list-style-type: none"> <li>• Front Yard: 15 m</li> <li>• Side Yard: 7.5 m</li> <li>• Rear Yard: 15 m</li> </ul> <p>e) Minimum Lot Area: 3000 m<sup>2</sup></p> <p>f) Minimum Lot Frontage: 37 m</p> <p>g) Maximum Lot Coverage: 30%</p> <p>h) Minimum Landscaped Open Space: 30%</p> <p>i) Maximum Height: Maximum 12 m</p> <p>j) Minimum Setbacks (Accessory Structures):</p> <ul style="list-style-type: none"> <li>• Side Yard: 3 m</li> <li>• Rear Yard: 3 m</li> <li>• Shall not be located in a front yard or within a required setback.</li> </ul> <p>k) Maximum Lot Coverage (Accessory Structures): 5%</p> <p>l) Services: Notwithstanding section 4.25, on lands within the A-10</p>

<b>SECTION or MAP</b>	<b>CHANGE</b>
	zone no building shall be erected, or enlarged unless the requirements for service connections defined by the Ontario Building Code are provided."
15.23.5 – UR Exception Zone	Delete b) Permitted Uses bullets in their entirety and replace with the following: <ul style="list-style-type: none"> <li>• automobile sales and service establishment</li> <li>• automobile repair establishment</li> <li>• and accessory uses.</li> </ul> Delete c) and d) in their entirety.
Index Map and Map 5	Change Central Business District Boundary to match Central Business District Boundary in By-law 201-2000
Map 1	Remove "R1(3)-29" Zone from 220 Hibernia Street and replace it with "R1(3)".
Map 1	Remove "A" Zone on 4272 Line 34 and replace it with "A-9" and "A-10"
Map 2	Remove "R5(1)" Zone on 203, 211, 233 Britannia and 2 Churchill Circle and replace it with "R5(1) – 20"
Map 2	Move the R4(1)-10 label off the zone boundary.
Map 2	Delete "R1(5) 34(H1)" and "R1(5) 35(H1)" on the west side of Orr Street (108 to 134, both inclusive) and replace it with a "R1(5)-8 (H1)" Zone
Map 2	Remove "A" Zone from lands on the north-northeast corner of Mornington Street and Perth Line 36 and replace it with "R1(4)-42, R1(4)-42H12, R4(2)-22, R4(2)-22 H12, and OS".
Map 2	Remove "IN2" from 426 Britannia Street and replace it with "IN2-2"
Map 2	Change the west boundary of the R1(5) – 32 Zone from the east limit of Block 97, 44M-44 to the west limit of Block 97 44M-44
Map 3	Add label for "Morison Street"
Map 3	Label Perth Line 37
Map 3	Remove "UR" Zone on 379 Romeo Street North and replace it with "R5(1) – 19 and OS"
Map 4	Remove "IN1" Zone on 46 General Hospital Drive and 130 Young Street and replace it with "IN1-1"
Map 4	Remove "I4" Zone on 355 and 365 Douro Street, 267 King Street and 54 Frederick Street and replace it with a "R4(2) – 18 Zone, a R4(2) – 19 Zone, a R4(2) – 20 Zone, a R4(2) – 21 Zone and a R2(2) Zone".
Map 7	Remove UTRCA regulation area from 90 Packham Ave
Map 7	Remove "I2-9" Zone from lands on the southeast corner of Lorne Ave East and Erie Street and replace it with "I2-31 and I2-32".
Map 8	Remove "R2(2) Zone from lands on the northeast corner of West Gore and Dufferin Street Pt Lot 30 c Plan 93 and replace it with

<b>SECTION or MAP</b>	<b>CHANGE</b>
	"R2(2)-42"
Map 8	Remove "I2" Zone from lands at 45 Cambria Street and replace it with "I2-30"
Map 8	Remove "I2" Zone from lands at 58 Griffith Road West and replace it with "I2-33."
Schedule B - Brunswick	Delete "Bruniswick" and replace it with "Brunswick"
Schedule B	Add "- HCD, no road widening required" in the footnote.
Schedule B - York	Delete "18" and a replace it with "HCD" for York Street (North Side)
Schedule B – Quinlin	Delete "Quinlin Road"
Schedule B – Gibb	Delete "Gibb Road"
Schedule B – first Lorne Avenue	Delete "easterly City" and replace it with Romeo Street S
Schedule B – second Lorne Ave	Add "O'Loane Avenue" after "widening for" Add "Avenue" after "O'Loane"
Schedule B	Add "Perth Line 33 – Class A – From Romeo Street S To Eastern City Limits, Existing Width (m) 20, Design Width (m) 30.

In addition to the revisions to the By-law regulations and maps noted above, the following changes to the By-law format is recommended:

- Revise the Index map to include the lands annexed in 2019;
- Increase the scale of all the maps in Schedule "A";
- Allow the street names in front of the map boundaries;
- Add "HCD, no road widening required" in the footnote on Schedule "B"; and
- Add recently approved subdivisions i.e. Plan 44M-47

Following adoption of the new Comprehensive Zoning By-law, staff will bring forward revisions to Bed and Breakfast Establishment Licensing By-law and new Short Term Rental Accommodation and Inn Licensing By-laws. The three licensing by-laws are required to implement the provisions contained in the new Comprehensive Zoning By-law.

#### Bill 73 – Smart Growth For Our Communities Act

In 2015, the *Planning Act* was amended to include a provision applicable to municipal councils when they pass a comprehensive zoning by-law as a requirement of section 26(9). Section 26(9) states that no person or public body shall submit an application for an amendment to any of the by-law before the second anniversary of the day Council repeals



and replaces them unless the council has declared by resolution that such application is permitted. As this review did not include the pre-zoning of lands, it is the opinion of staff that all zone change applications should be permitted to be submitted before the second anniversary that Council adopts the by-law. Included in the recommendation below is a clause that would allow zone change applications to be submitted.

#### Bill 108 – the More Homes, More Choices Act

On June 6, 2019, the Province gave Third Reading and Royal Assent to Bill 108, the More Homes, More Choices Act. This comprehensive piece of legislation amends a number of statutes including The *Conservation Authorities Act*, the *Development Charges Act*, the *Local Planning Appeal Tribunal Act*, the *Ontario Heritage Act*, and the *Planning Act*. Some of Bill 108's changes repeal recent changes to the Planning Act including the following:

- Appeals are no longer limited to inconsistency with inconsistency with the PPS, provincial plan or Official Plan.
- The Local Planning Appeal Tribunal (LPAT) has the authority to make a final decision. (They will no longer be referred back to a municipal Council.).
- Bonusing provisions and cash-in-lieu of parkland dedication are to be combined into a Community Benefits Charge.
- Timelines before an application can be appealed has been reduced
  - Official Plan Amendments – 120 days
  - Zoning By-law Amendments – 90 days
  - Draft Plan of Subdivisions – 120 days
- Only applicants, municipalities or public bodies have the right to appeal a decision on a draft plan of subdivision.
- Inclusionary zoning is limited to areas around major transit stations that are areas with a development permit system; and
  - Municipalities are required enact zoning regulations to permit additional dwelling units in single detached, semi-detached, townhouse or ancillary buildings if the single detached, semi-detached or townhouse dwelling contains only one unit.

Portions of Bill 108 were Proclaimed on September 3, 2019.

Adoption of the Comprehensive By-law will conform to Bill 108 as it permits additional dwelling units in all single detached, semi-detached and townhouses.

This report has been prepared with the assistance of the City Solicitor.

**Financial Impact:** None. If appealed, a subsequent report will be submitted and this report will provide financial impact details.

**Staff Recommendation: THAT Council adopt the new Comprehensive Zoning By-law dated May 29, 2019, as modified by Table 2 above;**

**THAT Council repeal City of Stratford Comprehensive Zoning By-law No. 201-2000 in its entirety;**

**THAT Council repeal the Township of Perth East Zoning By-law No. 30-1999 as it applies to those lands located within City limits in its entirety;**

**THAT Council repeal the Township of Perth South Zoning By-law No. 4-1999 as it applies to those lands located within City limits in its entirety;**

**AND THAT Council, in accordance with Section 34 (10.0.0.2) of the *Planning Act*, declare that all zoning by-law amendment applications may be submitted before the second anniversary of the day this By-law is adopted and the previous By-laws are replaced;**

**Council takes the actions above for the following reasons:**

- **The actions above implements and conforms to the Planning Act and the Provincial Policy Statement;**
- **The actions above implements the City of Stratford Official Plan;**
- **The actions above are the result of a comprehensive public consultation process that included**
  - **over 150 individuals attending one of 4 open houses or the statutory public meeting,**
  - **approximately 150 individuals who provided feedback and/or requested to be kept informed of the process (on the mailing list);**
  - **discussions with stakeholder groups; and**
  - **offered feedback through the City's Shaping Stratford web-page;**
- **The new Comprehensive By-law will be more user friendly and AODA compliant; and**
- **The new Comprehensive By-law is considered appropriate and will result in sound land use planning.**




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Jeff Leunissen, Manager of Development Services



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Ed Dujlovic, Director of Infrastructure and Development Services



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Joan Thomson, Acting Chief Administrative Officer

11.1



**BY-LAW NUMBER \_\_\_\_-2021  
OF  
THE CORPORATION OF THE CITY OF STRATFORD**

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BEING a By-law to amend By-law 178-2018 as amended, to make appointments to the Festival Hydro Services Inc., Board of Directors.

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**WHEREAS** Council of The Corporation of the City of Stratford adopted By-law 178-2018 to appoint Council Members to Sub-committees of Council and Standing Committees of Council and to Advisory Committees, Boards and Agencies and to appoint Citizens to Advisory Committees and Boards during the 2018 term of municipal office;

**AND WHEREAS** Council of The Corporation of the City of Stratford deems it necessary to make further appointments to its Advisory Committees, Committees and Boards;

**NOW THEREFORE BE IT ENACTED** by Council of The Corporation of the City of Stratford as follows:

1. That By-law 178-2018 as amended, is further amended by deleting section 2.8 b) and replacing it with the following new Section 2.8 b):

"2.8 b) Gerry Guthrie be appointed to Festival Hydro Services Inc., Board of Directors for a two year term to November 14, 2022 or until a successor is appointed by City Council."

2. All other provisions of By-law 178-2018 remain in force and effect.
3. This By-law shall come into force and take effect upon final passage thereof.

Read a FIRST, SECOND and THIRD time and

FINALLY PASSED this 25th day of January, 2021.

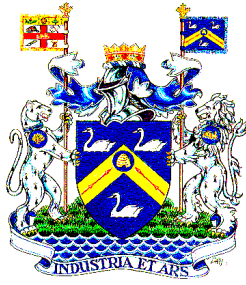
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Mayor – Daniel B. Mathieson

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Clerk – Tatiana Dafoe





**BY-LAW NUMBER \_\_\_\_\_-2021  
OF  
THE CORPORATION OF THE CITY OF STRATFORD**

---

BEING a by-law to adopt the budget (estimates of revenues and expenditures) for tax supported and user pay purposes for the year 2021.

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**WHEREAS** Section 290 of the *Municipal Act, S.O. 2001, c.25*, as amended, requires municipalities to prepare and adopt a budget and establishes requirements under that legislation to set out the estimated revenues and expenditures for the municipality;

**AND WHEREAS** in accordance with Section 290 of the *Municipal Act, S.O. 2001, c.25*, as amended, Council has considered the sums required during the year for Municipal purposes and is prepared to pass a budget for the year 2021;

**AND WHEREAS** it is now necessary to adopt the estimates of revenue and expenditures for tax supported and user pay services for the Corporation of the City of Stratford;

**NOW THEREFORE BE IT ENACTED** by the Council of The Corporation of the City of Stratford as follows:

1. That the current estimates of operating revenues and expenditures for tax supported purposes and for user pay purposes for the City of Stratford are hereby adopted as set out in the attached Schedule "A", to be known as the 2021 Operating Budget.
2. That the capital project estimates for expenditures and revenues for tax supported purposes and for user pay purposes for the City of Stratford are hereby adopted as set out in the attached Schedule "B", to be known as the 2021 Capital Budget.
3. That Schedules "A" and "B" as attached hereto form and become part of this by-law.
4. That this by-law shall come into force and effect upon receiving the final passing thereof.

Read a FIRST, SECOND and THIRD Time and

FINALLY PASSED this 25th day of January, 2021.

---

Mayor – Daniel B. Mathieson

---

Clerk – Tatiana Dafoe

<b>SCHEDULE "A" TO BY-LAW _____-2021</b> <b>PASSED THIS 25TH DAY OF JANUARY 2021</b>	
<b>CITY OF STRATFORD - 2021 OPERATING BUDGET</b>	
100 TAXATION AND GENERAL REVENUES	-\$ 65,366,790
101 MAYOR'S OFFICE	106,025
102 CITY COUNCIL	379,802
111 CAO'S OFFICE	705,590
112 HUMAN RESOURCES	646,540
121 CITY CLERK	535,930
131 FINANCE & TREASURY	1,227,950
134 INFORMATION TECHNOLOGY	1,656,030
135 PARKING	-575,000
136 CROSSING GUARDS	227,415
139 GENERAL GOVERNMENT	1,980,650
141 CITY BUILDINGS	715,208
211 FIRE	7,922,470
231 POLICE	11,656,557
251 DEVELOPMENT SERVICES	635,545
310 ENGINEERING	1,233,785
315 FLEET	1,931,440
320 ROADS	5,708,323
330 SANITARY	0
340 STORM	2,729,981
350 WATER	0
360 WASTE	911,170
411 STRATFORD PUBLIC LIBRARY	2,565,117
512 STRATFORD MUNICIPAL AIRPORT	195,050
513 INDUSTRIAL LAND SERVICING	0
610 SOCIAL SERVICES ADMINISTRATION	0
611 ONTARIO WORKS	619,180
613 ANNE HATHAWAY DAY CARE CENTRE	48,350
615 HOUSING	2,130,050
616 CHILDREN SERVICES	262,090
617 EARLY LEARNING & CHILD CARE	109,880
618 BRITANNIA ST APARTMENTS	0
711 PARKS	2,038,922
721 RECREATION	4,611,440
731 CEMETERY	241,800
750 TRANSIT	1,964,063
751 PARALLEL TRANSIT	381,630
810 REQUISITIONS FROM OTHERS	8,985,512
820 COMMITTEES OF COUNCIL	109,245
872 COMMUNITY SUPPORT & GRANTS	769,050

SCHEDULE "B" TO BY-LAW ____-2021 PASSED THIS 25TH DAY OF JANUARY 2021						
City of Stratford 2021 Capital Budget Summary		(excl. gas tax) (Fed/Prov) Grants	Development Charges	Developer/ Homeowner	City Reserve	Long Term Debt
	TAX SUPPORTED PROJECTS:					
	A. Corporate Services - total all divisions \$475,000					
	A.1. Parking					
1	Downie Lot Improvements \$ 60,000				\$ (60,000) R-R11-PRKG	
	A.2. Information Technology					
2	Personal Computers 55,000				\$ (55,000) R-R11-ITCA	
3	Unified Communication System 25,000				\$ (25,000) R-R11-ITCA	
4	Network Enhancements 90,000				\$ (90,000) R-R11-ITCA	
5	Wireless Enhancements 65,000				\$ (65,000) R-R11-ITCA	
6	Learning Management System 25,000				\$ (25,000) R-R11-ITCA	
7	Financial, Payroll and Tax Enhancements 25,000				\$ (25,000) R-R11-ITCA	
8	Website Enhancements 30,000				\$ (30,000) R-R11-ITCA	
9	Records Management Enhancement 100,000				\$ (100,000) R-R11-ITCA	
	B. Fire/Airport					
	NIL					
	C. Community Services - total all divisions \$1,983,000					
	C.1. Facilities					
10	Scissor Lift \$ 42,000				\$ (42,000) R-R11-RECR	
11	Ice Resurfacer 154,000				(154,000) R-R11-RECR	
12	Allman Cooling Tower 128,000				(128,000) R-R11-RECR	
13	Allman Plate and Frame Rebuild 26,000				(26,000) R-R11-RECR	
14	Water Fountains (3) 25,000				(25,000) R-R11-RECR	
15	Rotary Parking Lot Repairs 32,000				(32,000) R-R11-RECR	
16	Back Stop Replacement at Packham 20,000				(20,000) R-R11-RECR	
	C.2. Parks					
17	Optimist Park Playground Equipment Replacement 82,000				\$ (82,000) R-R11-RPLT	
	C.3. Cemetery					
18	Cemetery Road Repair 22,000				\$ (22,000) R-R11-CEME	
19	Riding Mower with Leaf Picker Replacement 42,000				(42,000) R-R11-CEME	
	C.4. Transit					
20	(2) 40 foot Bus 1,160,000	\$ (928,000)			\$ (232,000) R-R11-RGAS	
21	Mobility Bus 100,000	\$ (80,000)			\$ (20,000) R-R11-RGAS	
22	Bus Shelters 150,000	\$ (120,000)			\$ (30,000) R-R11-RGAS	
	D. Infrastructure & Development Services - total all divisions \$55,245,000					
	D.1. Roads					
23	Sidewalk Improvements \$ 130,000				\$ (130,000) R-R11-WORK	
24	Accessibility Improvements 50,000				\$ (50,000) R-R11-WORK	
25	Bridge Appraisals 20,000				\$ (20,000) R-R11-WORK	
26	Bridge Improvements 450,000				\$ (450,000) R-R11-RFED	
27	New Sidewalks on Collector or Arterial Roads 200,000		\$ (100,000)		\$ (100,000) R-R11-WORK	
	D.2. Storm					
28	SWM Facility Cleanout Reserve 50,000				\$ (50,000) R-R11-STRM	
	D.3. Sanitary (User Pay)					
29	Pumping Station Upgrades 150,000				\$ (150,000) R-R11-WWTR	
30	Residential Service Upgrades - sewer subsidy progran 75,000			\$ (25,000)	\$ (50,000) R-R11-WWTR	
31	Basement Isolation 30,000				\$ (30,000) R-R11-WWTR	
32	WPCP Improvements 350,000				\$ (350,000) R-R11-WWTR	
33	Sewer Relining Various Streets 500,000				\$ (500,000) R-R11-WWTR	
34	Line 29 Pumping Station and Forcemains 4,000,000			\$ (1,264,000)		\$ (2,736,000)
35	Renewable Natural Gas Project 22,700,000	\$ (5,000,000)				\$ (17,700,000)
	D.4. Water (User Pay)					
36	Miscellaneous Water Repairs 100,000				\$ (100,000) R-R11-WATR	
37	Mechanical Upgrades to Wells 100,000				\$ (100,000) R-R11-WATR	
38	Hydrant Distribution Monitoring 30,000				\$ (30,000) R-R11-WATR	
39	Romeo Reservoir Works Phase 2 100,000				\$ (100,000) R-R11-WATR	
40	Erie Street Watermain Extension 575,000			\$ (345,000)		\$ (230,000)
	COMBINATION - TAX SUPPORTED/USER PAY PROJECTS:					
	D.5. Linear Infrastructure					
41	Asphalt Resurfacing \$ 1,550,000				\$ (1,075,000) R-R11-WORK	
					\$ (325,000) R-R11-STRM	
					\$ (75,000) R-R11-WATR	
					\$ (75,000) R-R11-WWTR	
42	Huron St Reconstruction Phase 1 (Mornington to Avondale) 3,825,000	\$ (2,623,500)			\$ (291,500) R-R11-WORK	
					\$ (350,000) R-R11-WWTR	
					\$ (560,000) R-R11-WATR	
43	Queen St Storm Trunk Sewer (Brunswick to Lakeside) 14,470,000				\$ (220,000) R-R11-WORK	\$ (11,655,000)
					\$ (2,300,000) R-R11-STRM	
					\$ (220,000) R-R11-WWTR	
					\$ (75,000) R-R11-WATR	
44	Argyle St Reconstruction (St. David to Cambria) 950,000				\$ (390,000) R-R11-RFED	
					\$ (180,000) R-R11-STRM	
					\$ (160,000) R-R11-WWTR	
					\$ (220,000) R-R11-WATR	

SCHEDULE "B" TO BY-LAW ____-2021 PASSED THIS 25TH DAY OF JANUARY 2021							
City of Stratford 2021 Capital Budget Summary			(excl. gas tax) (Fed/Prov) Grants	Development Charges	Developer/ Homeowner	City Reserve	Long Term Debt
45	MacKenzie St Reconstruction (St. David to Cambria)	1,150,000				\$ (500,000) R-R11-WORK \$ (270,000) R-R11-STRM \$ (160,000) R-R11-WWTR \$ (220,000) R-R11-WATR	
	D.6. Shared Program Funding						
46	House Service Applications	400,000			\$ (400,000)		
	D.7. Traffic						
47	Street Lighting Improvements	\$ 25,000				\$ (25,000) R-R11-WORK	
48	Signal Intersection Updates for AODA	42,000				\$ (42,000) R-R11-WORK	
49	Pedestrian Crossing Improvements	100,000				\$ (100,000) R-R11-WORK	
	D.8. Fleet						
50	Roll Off Plow/Sander/Brine Truck	420,000				\$ (420,000) R-R11-FLET	
51	Shop Hoist	85,000				\$ (85,000) R-R11-FLET	
52	Sidewalk Tractor	150,000				\$ (150,000) R-R11-FLET	
53	Truck 1 Ton w/Front Plow/Sander	80,000				\$ (80,000) R-R11-FLET	
54	4 x 4 Pick Up Trucks (3)	178,000				\$ (178,000) R-R11-FLET	
55	Front End Loader	250,000				\$ (250,000) R-R11-FLET	
	D.9. Landfill (User Pay)						
56	New Landfill Cell	1,200,000				\$ (1,200,000) R-R11-WAST	
57	Landfill Buffer Purchase	150,000				\$ (150,000) R-R11-WAST	
	D.10. Buildings						
58	47 Downie St - Masonry Repairs	85,000				\$ (85,000) R-R11-FACI	
59	82 Erie St - HVAC Replacement	85,000				\$ (85,000) R-R11-FACI	
60	82 Erie St - Masonry Repairs	10,000				\$ (10,000) R-R11-FACI	
61	270 Water St - Window Replacement	30,000				\$ (30,000) R-R11-FACI	
62	1 Wellington St - Front Stair & Masonry Repairs	25,000				\$ (25,000) R-R11-FACI	
63	1 Wellington St - Exterior Painting	30,000				\$ (30,000) R-R11-FACI	
64	17 George St - Accessible Access to Police Station	30,000				\$ (30,000) R-R11-FACI	
65	17 George St - Shower replacement	35,000				\$ (35,000) R-R11-FACI	
66	19 St. Andrew St - Bench and Accessible Ramp	35,000				\$ (35,000) R-R11-FACI	
	D.11. Miscellaneous						
67	Transportation Master Plan Update	175,000		\$ (175,000)			
68	Development Charges Study	70,000				\$ (70,000) G-R18-STUD	
	E. Social Services - total all divisions	\$6,673,000					
	E.1. Housing						
69	Driveways and Parking Lots	\$ 35,000				\$ (35,000) R-R11-HOUS	
70	Connectivity/Security Systems	145,000				(145,000) R-R11-HOUS	
71	Fire Alarm Systems	268,000				(268,000) R-R11-HOUS	
72	Kitchens	175,000				(175,000) R-R11-HOUS	
73	Furnaces	50,000				(50,000) R-R11-HOUS	
	E.2. Britannia St Apartments						
74	Phase 2 Build of New 25 Unit Building	6,000,000	\$ (1,063,920)				\$ (4,936,080)
	F. Stratford Public Library - total	\$300,500					
75	Library Collection	\$ 250,500		\$ (20,000)		\$ (230,500) R-R11-LIBR	
76	Computer Equipment	32,200				\$ (32,200) R-R11-LIBR	
77	Carpet Replacement	17,800				\$ (17,800) R-R11-LIBR	
	G. Stratford Police Service - total	\$748,000					
78	Telephone System Upgrade	\$ 158,000				\$ (158,000) R-R11-POLI	
79	Radio System Upgrade	590,000				\$ (590,000) R-R11-POLI	
	TOTALS	\$ 65,424,500	\$ (9,815,420)	\$ (295,000)	\$ (2,034,000)	\$ (16,023,000)	\$ (37,257,080)





**BY-LAW NUMBER \_\_\_\_\_-2021  
OF  
THE CORPORATION OF THE CITY OF STRATFORD**

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BEING a By-law to authorize the entering into and execution of a Letter of Agreement with Her Majesty the Queen in Right of the Province of Ontario as represented by the Minister of Transportation for the Province of Ontario, related to funding under the Dedicated Gas Tax Funds for the Public Transportation Program for 2020/2021.

---

**WHEREAS** Section 8.(1) of the *Municipal Act, 2001, S.O. 2001, c.25 as amended*, provides that the powers of a municipality under this or any other Act, shall be interpreted broadly so as to confer broad authority on the municipality to enable the municipality to govern its affairs as it considers appropriate and to enhance the municipality's ability to respond to municipal issues;

**AND WHEREAS** Section 10(1) of the *Municipal Act 2001* provides that a single-tier municipality may provide any service or thing that the municipality considers necessary or desirable for the public;

**AND WHEREAS** the Government of Ontario desires to continue to support public transportation services in the municipality through the Dedicated Gas Tax Funds for Public Transportation Program to improve the transportation network and support economic development in communities for public transportation expenditures;

**AND WHEREAS** the Council of The Corporation of the City of Stratford agreed to participate in the Dedicated Gas Tax Funds for Public Transportation Program for the renewal and expansion of its public transportation system;

**AND WHEREAS** it is deemed necessary to enter into a Letter of Agreement to define the terms and conditions of a financial contribution relating to the said program;

**NOW THEREFORE BE IT ENACTED** by Council of The Corporation of the City of Stratford as follows:

1. That the Letter of Agreement dated the 14th day of January, 2021 between The Corporation of the City of Stratford and Her Majesty The Queen in Right of the Province of Ontario as represented by the Minister of Transportation for the Province of Ontario, with respect to the Dedicated Gas Tax Funds for Public Transportation Program funding, be entered into and the Mayor and Clerk, or their respective delegates, be and the same are hereby authorized to execute the said Letter of Agreement and all other documents necessary, on behalf of and for this Corporation and to affix the corporate seal thereto.

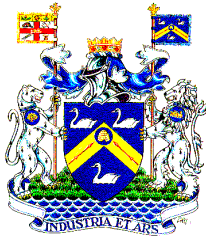
Read a FIRST, SECOND and THIRD Time and  
FINALLY PASSED this 25th day of January, 2021.

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Mayor – Daniel B. Mathieson

---

Clerk – Tatiana Dafoe



**BY-LAW NUMBER \_\_\_\_\_-2021  
OF  
THE CORPORATION OF THE CITY OF STRATFORD**

---

BEING a By-law to authorize the entering into and execution of a Contribution Agreement, and all other necessary documents, with Her Majesty the Queen in Right of the Province of Ontario as represented by the Minister of Municipal Affairs and Housing and the Minister of Children, Community, and Social Services for the Province of Ontario and/or the Government of Canada, related to funding under the Social Services Relief Fund Phase 2 Holdback.

---

**WHEREAS** Section 8.(1) of the *Municipal Act, 2001, S.O. 2001, c.25 as amended*, provides that the powers of a municipality under this or any other Act, shall be interpreted broadly so as to confer broad authority on the municipality to enable the municipality to govern its affairs as it considers appropriate and to enhance the municipality's ability to respond to municipal issues;

**AND WHEREAS** Section 10(1) of the *Municipal Act 2001* provides that a single-tier municipality may provide any service or thing that the municipality considers necessary or desirable for the public;

**AND WHEREAS** in March 2020, the Province announced the creation of the Social Services Relief Fund, a \$200 million dollar shared initiative between the Ministry of Municipal Affairs and Housing and the Ministry of Children, Community, and Social Services;

**AND WHEREAS** the Council of The Corporation of the City of Stratford agreed to participate in order to expand a wide range of services and supports for vulnerable populations based on local need;

**NOW THEREFORE BE IT ENACTED** by Council of The Corporation of the City of Stratford as follows:

1. That the Contribution Agreement between The Corporation of the City of Stratford and Her Majesty The Queen in Right of the Province of Ontario as represented by the Minister of Municipal Affairs and Housing and the Minister of Children, Community, Social Services and/or the Government of Canada with respect to funding under the Social Services Relief Fund Phase 2 Holdback, be entered into and the Mayor, the City Clerk, and the Director of Social Services, or their designates, be and the same are hereby authorized to execute the Contribution Agreement and all other documents necessary, on behalf of and for this Corporation and to affix the corporate seal thereto.

Read a FIRST, SECOND and THIRD time and

FINALLY PASSED this 25th day of January, 2021.

---

Mayor – Daniel B. Mathieson

---

Clerk – Tatiana Dafoe





**BY-LAW NUMBER \_\_\_\_-2021  
OF  
THE CORPORATION OF THE CITY OF STRATFORD**

BEING a By-law to amend Schedule 12, Heavy Truck Restrictions, of the Traffic and Parking By-law 159-2008 as amended to include additional restrictions.

**WHEREAS** Section 10(1) of the *Municipal Act 2001* provides that a single-tier municipality may provide any service or thing that the municipality considers necessary or desirable for the public;

**AND WHEREAS** Council of The Corporation of the City of Stratford adopted Traffic and Parking By-law 159-2008 to regulate traffic and the parking of motor vehicles in the City of Stratford;

**AND WHEREAS** Council has amended Traffic and Parking By-law 159-2008 from time to time as necessary to further regulate traffic and parking of motor vehicles;

**AND WHEREAS** Council deems it necessary to further amend Traffic and Parking By-law 159-2008, to amend Schedule 12, Heavy Truck Restrictions to include additional restrictions;

**NOW THEREFORE BE IT ENACTED** by Council of The Corporation of the City of Stratford as follows:

1. That Schedule 12, Heavy Truck Restrictions, to Traffic and Parking By-law 159-2008 as amended, be further amended to include the following:

COLUMN 1	COLUMN 2 Between	COLUMN 3 Times/Days
Forman Avenue	Short Street and Orr Street	Anytime
Fraser Drive	McCarthy Road West and Forman Avenue	Anytime
Matilda Street	Oakdale Avenue and Short Street	Anytime
Oakdale Avenue	Short Street and Matilda Street	Anytime
Orr Street	McCarthy Street West and Forman Avenue	Anytime
Short Street	O’Loane Avenue and Forman Avenue	Anytime

2. The provisions of this By-law shall come into effect upon final passage.
3. All other provisions of Traffic and Parking By-law 159-2008, as amended, shall remain in force and effect.

Read a FIRST, SECOND and THIRD time and

FINALLY PASSED this 25th day of January, 2021.

---

Mayor – Daniel B. Mathieson

---

Clerk – Tatiana Dafoe



## **STRATFORD CITY COUNCIL CONSENT AGENDA**

January 25, 2021

### **REFERENCE NO.    CONSENT AGENDA ITEM**

CA-2021-004            Municipal Information Form for Liquor Licence Application for an outdoor area at 156 Waterloo Street S. (Keystone Beer Garden).

Section 2 to be completed by the City Clerk.

Section 3 – Asking if Council has specific concerns regarding zoning, non-compliance with by-law or general objections to this application

Stratford Fire Department and the Planning Department have not expressed concerns with this application.

The Building Department is not in support of this liquor license at this point in time. The following would be required to be completed by the applicant prior to approval from their office:

- The site plan provided by the applicant is showing the existing detached garage/shed to have an Employee Entrance. This building will require the applicant to indicate the new proposed use of the building and apply for permits to convert the building.
- A building permit is required to be obtained for any conversions to the existing detached garage/shed to the applicants proposed new use. (ie. Restaurant, retail premise etc.).
- Applicant will be required to denote the proposed occupant loads on the site, any seating layouts that maybe proposed and washroom locations & numbers provided. The calculations are to be provided by a qualified designer.
- If a separate liquor license letter is required from our office to support the application to the AGCO after Municipal approval, the applicant will be required to pay a \$76.00 fee and provide this information for their application.

- CA-2021-005      Resolution from the Township of Huron-Kinloss providing support for the Region of Peel resolution regarding support for property tax exemptions for veterans' clubs.
- Attachment – Letter from Huron-Kinloss dated January 6, 2021 with attachments
- Endorsement of the resolution is requested.
- CA-2021-006      Resolution from the Township of Larder Lake providing support for the Municipality of Charlton and Dack resolution requesting that the Province of Ontario address municipal insurance costs.
- Attachment – Resolution from Larder Lake dated January 12, 2021
- Endorsement of the resolution is requested.
- CA-2021-007      Resolution from the Township of South Glengarry in support of Bill 156 to protect all Ontario farm families and food processors.
- Attachment – Resolution from South Glengarry dated February 3, 2021
- Endorsement of the resolution is requested.
- CA-2021-008      Resolution from the United Counties of Stormont, Dundas and Glengarry requesting that the Province of Ontario allow for small businesses to immediately reopen with required health guidelines and protocols in place.
- Attachment – Resolution from Stormont, Dundas and Glengarry dated January 18, 2021
- Endorsement of the resolution is requested.
- CA-2021-009      Resolution from the Township of Southwest-Oxford supporting the use of Automatic Speed Enforcement by municipalities.
- Attachment – Resolution from Southwest-Oxford dated January 11, 2021
- Endorsement of the resolution is requested.




**The Corporation of the Township of Huron-Kinloss**

P.O. Box 130  
21 Queen St.  
Ripley, Ontario  
N0G2R0

Phone: (519) 395-3735

Fax: (519) 395-4107

E-mail: [info@huronkinloss.com](mailto:info@huronkinloss.com)

Website: <http://www.huronkinloss.com>

Lisa Thompson, MPP  
Unit 2, 807 Queen Street  
Kincardine, ON N2Z 2Y2  
[lisa.thompsonco@pc.ola.org](mailto:lisa.thompsonco@pc.ola.org)

January 6, 2021

Dear Lisa Thompson,

Please be advised the Council of the Township of Huron-Kinloss at its regular meeting held on December 21, 2020 passed the following resolution;

Re: Copy of Resolution #788

Property Tax Exemptions for Veteran Clubs

Resolution No.: 788

Moved by: Jeff Elliott

Seconded by: Jim Hanna

THAT the Township of Huron-Kinloss Council support the Region of Peel in their support for Property Tax Exemptions for Veteran Clubs and the proposed amendment to the 2020 budget bill (Bill 229) to amend the Assessment Act that would provide a full property tax exemption to veterans' clubs retroactive to January 1, 2019 AND FURTHER directs staff to forward a copy of this resolution to local members of Parliament and all Ontario Municipalities.

Carried

Sincerely,

Kelly Lush  
Deputy Clerk



**Nando Iannicca**  
Regional Chair & CEO

10 Peel Centre Dr.  
Suite A, 5th Floor  
Brampton, ON L6T 4B9  
905-791-7800 ext. 4310

November 26, 2020

The Honourable Rod Phillips  
Minister of Finance  
95 Grosvenor St.  
Toronto, ON M7A 1Y8

Dear Minister Phillips:

**Re: Motion Regarding Property Tax Exemptions for Veteran Clubs**

Each year on November 11<sup>th</sup> we pause to remember the heroic efforts of Canadians who fought in wars and military conflicts and served in peacekeeping missions around the world to defend our freedoms and secure our peace and prosperity. One way that the Province and Ontario municipalities have recognized veterans and veteran groups is by exempting their properties from property taxation.

In late 2018, your government introduced a change to the *Assessment Act* that exempted Royal Canadian Legion Ontario branches from property taxes effective January 1, 2019. Veterans clubs however were not included under this exemption. While veterans' clubs in Peel are already exempt from Regional and local property taxes, they still pay the education portion of property taxes.

To address this gap, your government has proposed in the 2020 budget bill (*Bill 229*) to amend the *Assessment Act* that would provide a full property tax exemption to veterans' clubs retroactive to January 1, 2019. The Region of Peel thanks you for introducing this change in recognition of our veterans.

At its November 12, 2020 meeting, Peel Regional Council approved the attached resolution regarding this exemption and look forward to this change coming into effect as soon as possible after Bill 229 is passed. This would ensure that veteran clubs benefit from the exemption in a timely way.

I thank your government for moving quickly to address this gap and for your support of veterans.

Kindest personal regards,

Nando Iannicca,  
Regional Chair and CEO

CC: Peel-area MPPs  
Ontario Municipalities  
Stephen Van Ofwegen, Commissioner of Finance and CFO

**Resolution Number 2020-939**

Whereas each year on November 11, Canadians pause to remember the heroic efforts of Canadian veterans who fought in wars and military conflicts, and served in peacekeeping missions around the world to defend our freedoms and democracy so that we can live in peace and prosperity;

And whereas, it is important to appreciate and recognize the achievements and sacrifices of those armed forces veterans who served Canada in times of war, military conflict and peace;

And whereas, Section 6.1 of the Assessment Act, R.S.O. 1990, c. A31 as amended, Regional Council may exempt from Regional taxation land that is used and occupied as a memorial home, clubhouse or athletic grounds by persons who served in the armed forces of His or Her Majesty or an ally of His or Her Majesty in any war;

And whereas, through By-Law Number 62-2017 Regional Council has provided an exemption from Regional taxation to Royal Canadian Legions and the Army, Navy and Air Force Veterans Clubs that have qualified properties used and occupied as a memorial home, clubhouse or athletic grounds;

And whereas, local municipal councils in Peel have provided a similar exemption for local property taxes;

And whereas, Royal Canadian Legion branches in Ontario are exempt from all property taxation, including the education portion of property taxes, under Section 3 (1) paragraph 15.1 of the Assessment Act, and that a municipal by-law is not required to provide such an exemption;

And whereas, the 2020 Ontario Budget provides for amendments to the Assessment Act to apply the existing property tax exemption for Ontario branches of the Royal Canadian Legion, for 2019 and subsequent tax years, to Ontario units of the Army, Navy and Air Force Veterans in Canada;

Therefore, be it resolved, that the Regional Chair write to the Minister of Finance, on behalf of Regional Council, to request that upon passage of the 2020 Ontario Budget, the amendment to the Assessment Act be implemented as soon as possible;

And further, that copies of this resolution be sent to Peel-area Members of Provincial Parliament as well as to all Ontario municipalities for consideration and action.

# THE CORPORATION OF THE TOWNSHIP OF LARDER LAKE

69 Fourth Avenue, Larder Lake, ON

Phone: 705-643-2158 Fax: 705-643-2311



## MOVED BY:

☐ Thomas Armstrong  
☐ Patricia Hull  
☐ Paul Kelly  
☒ Lynne Paquette

## SECONDED BY:

☐ Thomas Armstrong  
☐ Patricia Hull  
☒ Paul Kelly  
☐ Lynne Paquette

Motion #: 56

Resolution #: 6

Date: January 12, 2021

WHEREAS, the council of the Township of Larder Lake supports the resolution of the Municipality of Charlton and Dack, requesting that the Province of Ontario address municipal insurance cost; And

WHEREAS, the Association of Municipalities of Ontario Outlined seven recommendation to address insurance issues including:

1. The provincial government adopt a model of full proportionate liability to replace joint and several liability.
2. Implement enhancements to the existing limitations period including the continued applicability of the existing (10) day rule on slip and fall cases given recent judicial interpretations and whether a one-year limitation period may be beneficial.
3. Implement a cap for economic loss awards.
4. Increase the catastrophic impairment default benefit limit to \$2 million and increase the third-party liability coverage to \$2 million in government regulated automobile insurance plans.
5. Assess and implement additional measures which would support lower premiums or alternatives to the provision of insurance services by other entities such as non- profit insurance reciprocals.
6. Compel the insurance industry to supply all necessary financial evidence including premiums, claims and deductible limit changes which support its and municipal arguments as to the fiscal impact of joint and several liability.
7. Establish a provincial and municipal working group to consider the above and put forward recommendations to the Attorney General.

THEREFORE, BE IT RESOLVED THAT the Council for the Municipality of Larder Lake call on the Province of Ontario to immediately review these recommendations and to investigate the unethical practice of preferred vendors who are paid substantial amounts over industry standards, despite COVID 19 delays, as insurance premiums will soon be out of reach for many communities.

AND FURTHER BE IT RESOLVED THAT this motion be provided to the Honourable Doug Ford, Premier of Ontario, the Honourable Rod Phillips, Minister of Finance, the Honourable Doug Downey, Attorney General of Ontario, the Honourable John Vanthof, MPP for Timiskaming- Cochrane, and all Ontario municipalities.

Recorded vote requested: ☐

	For	Against
Tom Armstrong	✓	
Patricia Hull	✓	
Paul Kelly	✓	
Lynne Paquette	✓	
Patty Quinn	✓	

I declare this motion

<input checked="" type="checkbox"/> Carried
<input type="checkbox"/> Lost / Defeated
<input type="checkbox"/> Deferred to: _____ (enter date)
Because:
<input type="checkbox"/> Referred to: _____ (enter body)
Expected response: _____ (enter date)

## Disclosure of Pecuniary Interest\*


Chair:

\*Disclosed his/her (their) interest(s), abstained from discussion and did not vote on this question.





**CORPORATION OF THE TOWNSHIP OF SOUTH GLENGARRY**

**MOVED BY** Sam McDonell

**RESOLUTION NO** 29-2020

**SECONDED BY** Martin Lang

**DATE** February 3, 2020

WHEREAS the Township of South Glengarry has a strong agricultural tradition and continues to play an important role in Ontario's agri-food sector.

AND WHEREAS the Township of South Glengarry recognizes the importance of the safety of those working in the agri-food sector and the need to protect the safety of our food chain.

AND WHEREAS in December 2019, the Ontario government introduced legislation in Bill 156 – Security from Trespass and Protecting Food Safety Act, 2019 which will ensure farm businesses have a legal standing to protect their farm, family and employees, livestock, crops and ultimately the entire food supply.

AND WHEREAS the Council of the Township of South Glengarry appreciates the effort being made by the Ontario government to protect those working in the agri-food sector.

NOW THEREFORE BE IT RESOLVED THAT the Council of the Township of South Glengarry strongly supports Bill 156 and urges all members of the Legislative Assembly of Ontario to pass this legislation to protect all Ontario farm families and food processors.

AND FURTHER that this motion be forwarded to the Honourable Doug Ford, premier of Ontario, the Honourable Ernie Hardman, Minister of Agriculture, Food and Rural Affairs and all Ontario municipalities for their consideration.

☒ CARRIED

☐ DEFEATED

☐ POSTPONED

  
Mayor Frank Prevost

Recorded Vote:	Yes	No
Mayor Prevost	___	___
Deputy Mayor Warden	___	___
Councillor Lang	___	___
Councillor Jaworski	___	___
Councillor McDonell	___	___



*United Counties of*  
**Stormont, Dundas & Glengarry**

**RESOLUTION**

**MOVED BY Councillor McGillis**

**RESOLUTION NO** 2021-04

**SECONDED BY Councillor Warden**

**DATE** January 18, 2021

THAT the Council of the United Counties of Stormont, Dundas and Glengarry request that the Province of Ontario allow for small businesses to immediately reopen with the required health guidelines and protocols in place; and

THAT this resolution be sent to the Premier of Ontario, the Minister of Municipal Affairs and Housing, MPP Jim McDonnell, and circulated to all municipalities in Ontario.

☒ **CARRIED**

☐ **DEFEATED**

☐ **DEFERRED**

*Frank Prevost*  
 WARDEN

**Recorded Vote:**

Councillor Armstrong	_____
Councillor Byvelds	_____
Councillor Fraser	_____
Councillor Gardner	_____
Councillor Landry	_____
Councillor MacDonald	_____
Councillor McGillis	_____
Councillor Prevost	_____
Councillor Smith	_____
Councillor Warden	_____
Councillor Wert	_____
Councillor Williams	_____



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Fax: (519) 485-2932  
[www.swox.org](http://www.swox.org)

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January 11, 2021

Premier Doug Ford  
Legislative Building, Queens Park  
Toronto, ON M7A 1A1

Dear Premier Ford:

Speeding on provincial, county and municipal roadways continues to put the lives of Ontarians at risk. While we have access to several tools to help mitigate speeding traffic, the one tool that is currently not fully available to us is Automatic Speed Enforcement (ASE) (aka Photo Radar). Over the past decade, in South West Oxford the vast majority of charges laid are for drivers travelling well in excess of the posted speed limit. The cost of providing police time for something that could be done through the use of technology is disturbing to our council. The Council feels that it would be far more effective to have police concentrate on other problems such as Break and Enters, illegal drugs and domestic problems.

We need a way to address the poor behaviours and habits that are putting our citizens at risk and tying up much needed first responder resources that could be better utilized to improve the well-being of our communities. Speeding, particularly through our small villages, creates community concerns for the safety and wellbeing of our children and other vulnerable members. We need your help.

In keeping with this The Council of the Township of South-West Oxford duly moved and carried the following resolution at the regular meeting held on January 5, 2021:

*...RESOLVED that the Council of the Township of South-West Oxford provide direction to the Clerk to send a letter to the Premier, MPP Ernie Hardeman, AMO and all Ontario municipalities in support of the use of Automatic Speed Enforcement (photo radar) by municipalities.*

Please help municipalities in the Province by passing the necessary regulations for municipalities to use ASE (if they choose) that will bring about the driving behavioural changes we need.

We look forward to your help with this issue.

Yours truly,

A handwritten signature in cursive script that reads 'Mary Ellen Greb'.

Mary Ellen Greb, CAO

c.c. AMO, Honourable Ernie Hardeman, Ontario Municipalities



**BY-LAW NUMBER \_\_\_\_-2021  
OF  
THE CORPORATION OF THE CITY OF STRATFORD**

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BEING a By-law to confirm the proceedings of Council of The Corporation of the City of Stratford at its meeting held on January 25, 2021.

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**WHEREAS** subsection 5(1) of the *Municipal Act, 2001, S.O. 2001 c.25* as amended, provides that the powers of a municipal corporation are to be exercised by its council;

**AND WHEREAS** subsection 5(3) of the *Act* provides that the powers of council are to be exercised by by-law unless the municipality is specifically authorized to do otherwise;

**AND WHEREAS** it is deemed expedient that the proceedings of the Council of The Corporation of the City of Stratford at this meeting be confirmed and adopted by By-law;

**NOW THEREFORE BE IT ENACTED** by the Council of The Corporation of the City of Stratford as follows:

1. That the action of the Council at its meeting held on January 25, 2021 in respect of each report, motion, resolution, recommendation or other action passed and taken by the Council at its meeting, is hereby adopted, ratified and confirmed, as if each report, motion, resolution or other action was adopted, ratified and confirmed by its separate by-law.
2. The Mayor of the Council and the proper officers of the City are hereby authorized and directed to do all things necessary to give effect to the said action, to obtain approvals where required, and, except where otherwise provided, to execute all documents necessary in that behalf in accordance with the by-laws of the Council relating thereto.

Read a FIRST, SECOND and THIRD time and

FINALLY PASSED this 25th day of January, 2021.

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Mayor – Daniel B. Mathieson

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Clerk – Tatiana Dafoe