



**The Corporation of the City of St. Catharines**  
**CITY COUNCIL AGENDA**  
**Regular, Monday, March 28, 2022**  
**Council Chambers and Electronic Participation, 6:00 PM**

This Meeting of Council will be held in person at Council Chambers and electronically for the Members of Council. Due to capacity limits due to the COVID-19 pandemic the public can only participate electronically.

This Meeting may be viewed online at [www.stcatharines.ca/youtube](http://www.stcatharines.ca/youtube)

*Public Comments: The public may submit comments regarding agenda matters to the Office of the City Clerk by contacting [clerks@stcatharines.ca](mailto:clerks@stcatharines.ca) by Monday, March 28, 2022 before Noon. Comments submitted will be considered as public information and entered into public record.*

*Electronic Delegations: Those wishing to speak to an item on the agenda must complete the [City's Electronic Delegation Form](#) by Monday, March 28, 2022 before 9:00 a.m. and attend a test session with City staff on Monday, March 28, 2022 at 10:00 a.m.*

*His Worship Mayor Walter Sendzik takes the Chair and opens the meeting with a Land Acknowledgement*

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- 1. Mayor's Report**
- 2. Adoption of the Agenda**
- 3. Adoption of the Minutes**

3.1 Regular Council, minutes of [March 7, 2022](#)

- 4. Declarations of Interest**
- 5. Motion to Move Consent Reports**

Consent Reports are approved in one motion which approves all of the recommendations contained in each report. Prior to this motion, a councillor may request that one or more of the reports listed under Item 6 be moved to the list of Discussion Reports.

## **6. Consent Reports**

- 5 - 15      6.1      Office of the Chief Administrative Officer  
2022 City of St. Catharines Beaches Strategy and Amendments to Rates  
and Fees  
*(Approval of this report will set a public meeting for the Council Meeting  
of April 11, 2022)*  
[Addenda]
- 16 - 27      6.2      Municipal Works, Operations  
Bylaw to Regulate Use of Boulevards and Unopened Road Allowances  
*(Approval of this report will set a public meeting for the Council Meeting  
of April 11, 2022)*
- 28 - 29      6.3      Planning and Building Services, Planning Services  
Recommendation Report - Amendment to Comprehensive Zoning By-law  
2013-283; Subject Lands: 119 and 127 Vine Street South
- 30 - 34      6.4      Community, Recreation and Culture Services, Director  
Rodman Hall Task Force Update
- 35 - 39      6.5      Fire Services and Community, Recreation and Culture Services  
Temporary Housing of Fire Station 2 and Port Dalhousie Older Adults  
Centre
- 40 - 45      6.6      Financial Management Services, Accounting and Payroll  
2021 Council Remuneration and Expenses
- 46 - 50      6.7      Financial Management Services, Accounting and Payroll  
Annual Investment Report – Operating Fund as of December 31, 2021
- 51 - 62      6.8      Engineering, Facilities and Environmental Services, Transportation  
Services  
Pedestrian Crossovers
- 63 - 71      6.9      Legal and Clerks Services, Office of the City Clerk  
2021 Annual Report – Animal Control and Licensing Services
- 72 - 110      6.10      Legal and Clerks Services, Office of the City Clerk  
Council Correspondence  
[Addenda]

## **7. Public Meetings**

- 111 - 163      7.1      Planning and Building Services, Planning Services  
Planning Act Public Meeting and Recommendation Report Application to  
Amend Official Plan and Zoning By-law 2013-283 Subject Lands: 60 Vine  
Street South Owner: 2806836 Ontario Inc.

## **8. Presentations**

## **9. Discussion Reports**

- 164 - 169      9.1      Community, Recreation and Culture Services  
Live Nation Canada - Request for Exemption to By-law 95-198  
*(Presentation by Erik Hoffman, Live Nation Canada; Vanessa Arscott, Plan V Productions; and Joel Carriere, Dine Alone Records, will precede discussion of the report)*
- 170 - 185      9.2      Engineering, Facilities and Environmental Services, Environmental Services  
2021 Summary Report for the St. Catharines Drinking Water Distribution System as Required under the Safe Drinking Water Act  
*(Staff presentation will precede discussion of the report)*
- 186 - 209      9.3      Engineering, Facilities and Environmental Services, Transportation Services  
Traffic Calming and Speed Limits  
*(Staff presentation will precede discussion of the report)*
- 210 - 215      9.4      Financial Management Services  
Funding Sources for Masefield Stairs

## **10. Motions**

- 10.1      **Additional Council Meeting - April 7, 2022**  
*Councillor Dodge will present the following motion:*  
That Council approve a Special Council Meeting for Thursday, April 7, 2022, at 5:00 p.m.; and  
That the special meeting be held for the following purposes:
- Discussion of staff report regarding the City's Response to the Province's Housing Affordability Task Force; and
  - Closed session regarding litigation, or potential litigation, including matters before administrative tribunals, affecting the Municipality or Local Board; and
- That the City Clerk be directed to make the necessary notifications.  
[Addenda]

## **11. Call for Notices of Motion**

## **12. Report Requests**

## **13. Committee and Task Force Minutes**

- 13.1      Minutes to Receive:
- Arts and Culture Advisory Committee, meeting of [February 2, 2022](#)

- Equity and Inclusion Advisory Committee, meeting of [March 8, 2022](#)
- Fallen Firefighters Memorial Task, meeting of [February 8, 2022](#)
- Green Advisory Committee, meeting of [October 21, 2021](#), [December 8, 2021](#), [February 2, 2022](#) and [February 17, 2022](#),
- Heritage Advisory Committee, meeting of [February 10, 2022](#) (draft)
- LBGTQ+ Advisory Committee, meeting of [March 2, 2022](#) (draft)
- Older Adults Advisory Committee, meetings of [July 23, 2019](#), [November 12, 2019](#), [February 11, 2020](#), [February 25, 2020](#), [March 10, 2020](#), [June 16, 2021](#), [July 9, 2021](#), [August 17, 2021](#), [September 15, 2021](#), [November 9, 2021](#), [January 11, 2022](#) and [February 8, 2022](#)
- Public Art Advisory Committee, meeting of [February 1, 2022](#)

[Addenda]

#### **14. Closed Session**

Council will meet in Closed Session for the following purposes:

##### **14.1 Office of the Chief Administrative Officer**

Niagara District Airport Operations RFP Negotiations– March 2022

*(Closed session report pursuant to By-law 2021-124, Section H3.1(i), A trade secret or scientific, technical, commercial, financial or labour relations information, supplied in confidence to the municipality or local board, which, if disclosed, could reasonably be expected to prejudice significantly the competitive position or interfere significantly with the contractual or other negotiations of a person, group of persons, or organization; and*

*(k)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)*

##### **14.2 Legal and Clerks Services, Director**

Personal Matters - Identifiable Individual, Member of Local Board

*(Closed session report pursuant to By-law 2021-124, Section H3.1(b), Personal matters about an identifiable individual, including municipal or local board employees)*

#### **15. Motion Arising from Closed Session**

#### **16. By-laws**

216 - 217

##### **16.1 Reading of By-laws**

[Addenda]

#### **17. Adjournment**



## Corporate Report City Council

**Report from:** Office of the Chief Administrative Officer

**Report Date:** March 23, 2022

**Meeting Date:** March 28, 2022

**Report Number:** CAO-044-2022

**File:** 68.32.111 & 77.34.1

**Subject:** 2022 City of St. Catharines Beaches Strategy and Amendments to Rates and Fees

### Strategic Pillar:

This report aligns with the following St. Catharines Strategic Plan pillars: economic, social, and environmental.



## Recommendation

That the Staff Recommendation in Report CAO-044-2022, regarding the 2022 City of St. Catharines Beaches Strategy and Amendments to Rates and Fees, be referred to City Council for consideration after a public meeting to be scheduled as part of the next regular meeting of City Council for which notice will be duly given.

## Staff Recommendation

That Council adopt the City's 2022 Beaches Strategy regarding Residential Beach Parking Permits; and

That Council approve the proposed amendment to By-law 2021-101, 2022 Rates and Fees By-law, to include a residential parking permit during the months of May, June, July, August and September at Sunset Beach and Lakeside Park, to be set at an annual rate of \$15.00; and

That Council approve the proposed amendment to By-law 2021-101, 2022 Rates and Fees By-law, to include a Commercial / Overnight parking permit during the months of May, June, July, August and September at Sunset Beach and Lakeside Park, to be set at a rate of \$20.00 per 24 hours; and

That Council approve the City's 2022 Beaches Strategy budget, as detailed in the Financial Implications of this report, including the addition of one full-time staff complement in the 2023 Parking Budget; and

That staff be directed to report back to Council before the 2023 beach season on the success of the 2022 beach strategy, residential beach parking permits and any recommended amendments to the beach strategy; and

Further, that the City Solicitor be directed to prepare or amend the necessary by-law(s).

## **Summary**

At the January 17, 2022 meeting of Council, staff indicated a report would come back to Council with information resulting from an Expression of Interest (EOI) process to manage resident beach parking permits and an incentive for using transit to commute to City beaches.

After reviewing EOI submissions and meeting with vendors, staff have initiated a 2022 Pilot Project to implement digital parking permits for residents through a web-based platform provided by TicketTracer / Blinky Technologies. Residents will be able to create a parking permit profile online and apply for their parking permits by providing proof of residency. Staff will approve or decline applications based on the information provided.

It is estimated that the cost to implement the pilot project for 2022 will be \$112,371, which includes the custom permit platform; Licence Plate Recognitions scanner (LPR) for handhelds; training; associated fees; implementation costs; and one full-time employee to support the program and the ongoing and future needs of parking. Through this report, staff are recommending a \$15 per resident parking permit with a maximum of two parking permits (vehicle licence plates) per residence. Both vehicles will not be able to be parked in either beach lot at the same time and the parking permit does not guarantee a spot. The \$15 fee will assist in offsetting costs to manage the parking program.

Staff are also recommending the addition of a \$20/day (24 hours) commercial / overnight parking permit in the 2022 Rates and Fees for beach lots. This new rate will assist staff with managing overnight business accommodations as well as other permitting needs at the discretion of City management staff.

This report contains information from the St. Catharines Transit Commission regarding providing patrons with a family pass at a discounted rate of \$3.00, in comparison to the usual \$8.00, on Saturdays and Sundays. The family pass could be offered through the Transit App as an incentive to use transit to commute to City beaches. According to the St. Catharines Transit Commission, there is no way to restrict the number of passes sold to an individual user, which could result in a significant usage in this fare category and an estimated \$12,500 per month in lost revenue that the Transit Commission did not budget for in 2022.

## Relationship to Strategic Plan

The St. Catharines Beaches strategy supports social well-being by giving both resident and non-residents the opportunity to visit St. Catharines – it is a strategy that is equal and fair to all patrons. It encourages a more respectful beach visit and active transportation, which connects people with places and neighbourhoods.

The strategy supports economic sustainability for City operations and beaches, the community, and local businesses.

Providing digital parking permits to residents over paper permits supports the City's environmental stewardship pillar.

Reporting back to council with updates on the Beach Strategy and any recommended amendments and motions passed at Council allows Council to make decisions on the future of beaches that align with the City's Strategic Plan.

## Background

At the January 17, 2022 Meeting of Council, staff provided an update on the 2021 City Beaches Strategy through Report [CAO-004-2022](#), which explored alternative options to offer resident beach parking permits through an Expression of Interest (EOI) process. During that meeting, the following motion was passed by council for staff to report back on for the 2022 Beach Season:

“That staff report back to Council with information from the Resident Beach Parking Permit Expression of Interest (EOI) for the 2022 Beach Season and that the report include information on an incentive for using transit to commute to the beaches”

This report provides Council with the results from the EOI process, a recommended path forward to implement residential beach parking permits and information on an incentive to use transit to commute to the beaches.

## Report

For the 2021 beach season, providing free beach parking permits to residents in a short turn-around time with no additional resources proved to be a challenge for staff as well as residents. The internal solution was inefficient, not economically- or environmentally-friendly, and is not sustainable for the 2022 Beach Season. A total of 14,607 people applied online for a beach parking permit and 500 people mailed-in applications for a permit. City staff manually issued approximately 13,800 permits out of the total received. Within the first two days of implementation, 4,485 resident parking pass applications were received by staff.

In fall 2021, recognizing that the City is not resourced or equipped to verify and distribute a large volume of parking permits, staff initiated an EOI process to collect solutions from vendors on how to properly manage large volumes of parking permits and identify permits for enforcement purposes.

The EOI requested that vendors provide a solution for resident beach parking permits that met the following criteria:

- Provided parking permits that are easily visible to parking enforcement staff;
- Durable permits that will last through high heat and UVA/UVB exposure;
- Automated process;
- Validation of residency; and
- All-encompassing process

The EOI closed on Tuesday, October 19, 2021. Staff then began reviewing submissions and setting up meetings with vendors to present their solution.

## **Results from the EOI Process**

Staff met with three vendors to discuss their solutions and evaluate each vendor based on the following:

- Flexibility and ease-of-use to provide a digital parking permit solution for St. Catharines residents with the ability to expand permitting to meet future parking needs;
- Verified a valid St. Catharines address in a more automated and streamlined process;
- Ability to eliminate duplicate applications;
- Could limit the number of vehicles in beach parking lots from each household;
- Could integrate with other City parking technology; and
- Used licence plates as the digital parking permit.

Based on the presentation provided by the vendors, City staff have agreed to launch a 2022 Pilot Project on digital residential beach parking permits through TicketTracer / Blinkyay Parking solutions.

The solution offered by the vendor Ticket Tracer included a digital parking permit solution for residents that was managed and applied for by the resident online.

## **Digital Residential Permitting Solution Details**

Ticket Tracer's Blinkyay Permit module is designed to make parking enforcement at beaches more manageable, efficient and less resource-intensive than last year's print-and-mail solution.

The web-based parking permit approach includes a public portal that allows residents to apply for and manage their parking permits online, while the City defines which parking uses and permissions apply to beach parking lots. These rules can then be factored into the specific terms of each permit, including location, permissible usages (such as resident, contractor, or business owner) and limits on day / time usage.

TicketTracer would utilize the Licence Plate Reading (LPR) software on existing City handheld devices within an integrated platform that handles parking rule enforcement, ticket issuance, digital permitting and automated LPR. There is the ability to integrate with the current parking meters installed at City beaches that are provided by Precise Parklink.

## How Digital Permits Work

Residents will create a profile on the TicketTracer/Blinkay web-based platform using their email and password. Residents will be required to enter the following information:

- First and Last Name
- Address (must be St. Catharines)
- Phone Number
- Proof of Residency
  - Owners will be required to enter their tax roll number and vehicle registration as proof of residency
  - Tenants can provide proof of residency through vehicle registration or current utility bill or lease agreement
- Vehicle Licence Plates for a maximum of two vehicles per household at \$15 per vehicle. Note: If a resident purchases two parking permits (one for each vehicle) both vehicles cannot be in the beach parking lots at the same time as this would be considered a share violation. This method leaves spaces open for other patrons.
- Vehicle Make and Model and optional nickname for vehicles (e.g. "Mom's car")

The resident will add the annual beach permits to their vehicle and checkout using their credit card.

Rules and regulations for resident parking permits remain the same as 2021. Parking permits are limited to a maximum of two vehicle parking permits per household (must live at address) and only one account can be registered for each residence to limit duplication and abuse of permits. There would be the ability to have one parent account for each residence with the ability to purchase two vehicle parking permits. The parking permit does not guarantee a parking spot.

## Internal Office Process

City staff will review applications and either approve or deny applications based on the above criteria. There will be some automation created by the parking permit vendor to approve applications as well as reduce duplicate applications.

Staff are currently estimating that initial approval of permits can be turned around in five business days in comparison to 10 days in 2021. Once approved, the parking permit is valid instantly and the resident is notified by email. This process eliminates the additional time of manually printing and mailing permits that was experienced last year.

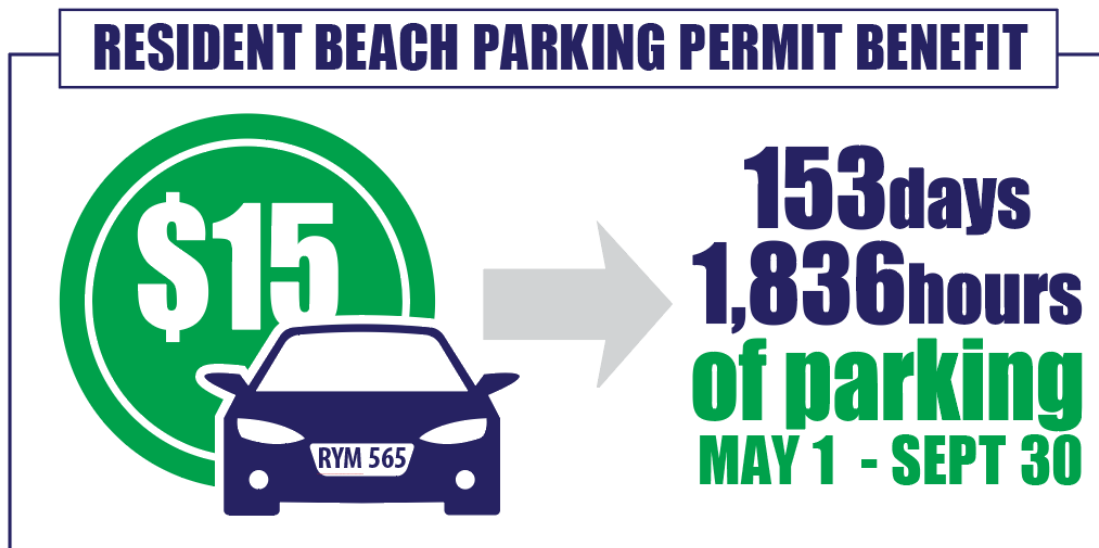
## Benefits of a Digital Parking Permit Solution

- More efficient and environmentally friendly, as the permit is now digital and no longer requires hang tags or mailing;
- The process is more automated with the ability for staff to review applications more efficiently;
- The Digital Permit is the License Plate;
- The resident will provide all proof of residency and vehicle registration via the web and is in control of their application and profile;
- All information submitted will be made available for internal-office review;

- Once approved, the license plate is live immediately for enforcement validation;
- Scalable solution so City can control number of permits allowed to be sold online per parking lot;
- Staff can manage and review all permits active in the system and can define rules for permits for new fiscal year and set new rates;
- Allows Enforcement Officers to scan license plates for enforcement;
- TicketTracer / Blinky has the ability to work with other City parking interfaces;
- The vendor solution has the ability to provide ticketing services for future administrative monetary penalties.

### Resident Benefit

For a nominal annual cost of \$15 per parking permit, residents will receive the benefit of parking at City Beach lots for the full 153 days, or 1,836 hours, of when the Beach Strategy parking provisions are in affect. Additionally, residents are not subject to the three-hour maximum. If residents were to pay the \$3.00 per hour rate, it would cost them \$5,508 for the full time that the Beach Strategy Parking provisions are in place.



### Sunset Beach Non-Resident Boat Launch Permits

In 2021, only one non-resident boat launch pass was distributed. The fee for the non-resident boat launch was \$100. For 2022, non-resident boat launch passes can be available for purchase through the TicketTracer / Blinky Permit application for \$100. For residents, the ability to launch a boat is included in the recommended \$15 residential beach parking permit fee.

## Permits for Businesses in Port Dalhousie

In 2021, a total of 100 beach parking permits were given to 38 businesses in Port Dalhousie at no cost; however only two were utilized throughout the season. For 2022, due to the very low utilization rate in 2021, combined with the limited parking availability in the Lakeside Beach parking lot, staff do not recommend providing parking passes to businesses. This will free-up parking spaces for customers and visitors, which is especially needed for the 2022 Canada Summer Games and the hopeful return of events at Lakeside Park after the COVID-19 pandemic.

## Commercial / Overnight Parking Pass

Staff recommend the rates and fees schedule include a commercial / overnight fee at a cost of \$20 per day (24 hours). This permit will be managed by City staff and reviewed by the Manager of Revenue or Director of Financial Management Services / City Treasurer to ensure the requested parking permit is for reasonable business and commercial purposes.

## Staffing for Implementation of Residential Parking Passes

At the January 17, 2022 meeting of Council, staff informed Council through report [CAO-004-2022](#) that implementing and verifying residential parking permits at City beaches in 2021 was equivalent to approximately two full-time positions. The City had to temporarily utilize staff members from other areas in the interim to assist with the sudden additional administrative workload, which at high-volume times included up to 20 City staff members involved in the overall process.

Staff have included the addition of one full-time staff complement for the months of May to December 2022 in the financial implications section of this report to lead the process of implementing and managing digital beach parking permits. The position would also assist with the increased volume of violations, screening and customer service duties. In 2021, beach parking screening appointments continued into the late fall of 2021. There was total of 3,857 violations and 507 screening appointments stemming from beaches alone. The full-time staff complement will be included in the 2023 parking budget.

Looking at the long-term goals and needs of City parking, the intent of this position would be to assist with the future planning and vision of parking across the city. This may include planning for a more efficient and digital method to manage City parking lots and spaces and their enforcement.

## Future of Resident Beach Parking Permits

After the 2022 Beach Season, staff will report back to Council on the success of the 2022 Beach Strategy as well as any recommendations for changes. This will include the feasibility of continuing resident beach parking permits at Lakeside Park, as the Lakeside Park parking lot serves more than just patrons attending the beach or walking the pier. There are a variety of services and businesses in Port Dalhousie, such as restaurants, bars, hotels and boating, and Lakeside Beach will soon be in close proximity to a number of large developments which could make offering Resident

Parking Permits beyond 2022 unrealistic and create an issue with the wide variety of uses that the Lakeside Beach Parking Lot is intended for.

In 2021, the Lakeside Beach Parking Lot experienced an average of 20-30% usage of resident beach parking permits. By comparison, Sunset Beach experienced an average of 40% resident beach parking permit usage. This usage is indicative of Lakeside Beach being more of a tourist destination compared to Sunset Beach. The volume of out-of-town patrons at Lakeside Beach was also realized during parking violation screenings.

## **Public Engagement**

Gathering feedback from the public was a key piece to building the 2021 Beaches Strategy. On March 5, 2021, through the [engagestc.ca](https://engagestc.ca) platform, City staff released a survey, "Beach Strategy Survey: getting the best out of beaches," to collect information on how the public uses City beaches and what they would like to see moving forward. The survey was completed by 701 people with the results provided to Council through Report [CAO-058-2021](#) at the April 26, 2021 meeting of Council.

To further engage with the public, but not to duplicate previous efforts, CAO David Oakes, Corporate Executive Administrator Trish Sorrenti and City Councillors Dawn Dodge and Bill Phillips attended the Port Weller Residents Association meeting of February 24, 2022. Staff presented a summary of the results of the 2021 Beach Strategy as well as plans for the 2022 Beach Strategy, which included digital parking permits for residents and the future decommissioning of the Sunset Beach Boat Launch. No questions were asked regarding the Beach Strategy, but three residents had questions regarding the decommissioning of the Sunset Beach Boat Launch.

## **Incentive for Using Transit to Commute to City Beaches**

At the January 17, 2022 meeting of Council, a motion was passed seeking information on an incentive for using transit to commute to the beaches.

St. Catharines Transit was engaged to review options to provide an incentive to use public transit to travel to Sunset and Lakeside Park beaches. As discussed in 2021, it is difficult to provide a free or discounted fare to one area in the city. The St. Catharines Transit Commission provided information to Council through a memo in report [CAO-077-2021](#) at the May 10, 2021 Council meeting and as part of report [CAO-004-2022](#) at the January 17, 2022 meeting of Council, which outlined the difficulty in free or discounted fare to one area in the city.

Transit staff have further examined options with their mobile ticketing app vendor and have determined that a lower cost family pass can be proposed for Saturdays and Sundays. The current family pass sells for \$8.00 and provides unlimited transit for two adults and up to three children. This pass could be offered at a discounted rate of \$3.00 on the Transit App as an incentive to use transit to City beaches.

Unfortunately, with this solution there would be no way to restrict the number of passes sold to an individual user which could result in a significant usage in this fare category.

The result will be a low-cost family pass every Saturday and Sunday with no restriction as to where people travel. There will also be the lost revenue from the existing family pass sales that are regularly purchased on weekends.

The financial impact of the program is estimated at \$12,500 per month. The Transit Commission can provide a full report on sales to determine the final cost. There was no allocation for this in the Commission's 2022 operating budget.

Recognizing the upcoming transfer of St. Catharines Transit Commission to Niagara Regional Transit and that the financial impact wasn't accounted for in the 2022 budget, the implementation of this incentive would require approval by the St. Catharines Transit Commission and could only be implemented for 2022.

## **Financial Implications**

The chart below (see next page) outlines an estimate of the expenses and revenues related to implementing the 2022 Residential Beaches Parking Permit Pilot Project. Estimates are based on 10,000 resident parking permit applications. Staff will report back to Council on additional costs if the 2022 Pilot Project is deemed to be successful and continuing into 2023.

The annual \$15 resident parking permit fee is both reasonable and beneficial to residents. For a nominal annual cost of \$15 per parking permit, residents will receive the benefit of parking at City Beach lots for the full 153 days, or 1,836 hours, of when the Beach Strategy parking provisions are in effect.

Description	Expense	Revenue
Vendor Configuration, training and setup	\$4,579	
Blinkay Permit Platform	\$5,078	
Plate scanning software for devices	\$1,013	
Payment Interface	\$3,562	
Cost per permit (\$2.50 x 10,000 permits) plus taxes Note: this cost will increase to \$3.00 per permit for 2023	\$25,440	
Fulltime Staff Resource May-December (implementation, violations, screening, customer service, future parking program execution) Note: The fulltime staff complement is recommended to be added to the 2023 parking budget and estimated at \$85,000 for the full year.	\$61,700	
Credit Card Transaction fee estimated 4% for 10,000 permits	\$6,000	
Misc. Implementation Expenses (signage, advertising, etc)	\$5,000	
Residential Parking Permit Revenue (estimated 10,000 permits at \$15.00 each)		\$150,000
Commercial Permit Revenue Estimate		\$9,180
<b>Total</b>	<b>\$112,371</b>	<b>\$159,180</b>
<b>Variance</b>		<b>\$46,809</b>

## Environmental Sustainability Implications

While there are no environmental implications associated with this report, staff are supportive for charging for parking to both residents and non-residents to encourage the use of active and public transportation. Although the charge for resident parking permits is nominal, it encourages pay-for-use parking and carpooling.

Additionally, implementing digital parking permits reduces paper consumption and the waste associated with printed parking permits, therefore introducing a more environmentally-friendly approach to parking permits.

## Conclusion

Staff is seeking Council's approval for a new Annual Residential Parking Permit at a rate of \$15.00 for Sunset Beach and Lakeside Park for the months of May to September and a new Commercial / Overnight parking permit at a rate of \$20.00 per 24 hours for Sunset Beach and Lakeside Park for the months of May to September.

Based on the results of the 2021 Beach Strategy, staff have moved forward with an automated approach to administer the City's 2022 beach parking permit system as a

way to optimize the performance of the permit program. The \$15 fee for residents to visit City beaches with no times limitation is a very reasonable benefit in comparison to \$3 per hour for non-residents. Residents will receive the benefit of parking at City Beach lots for the full 153 days, or 1,836 hours, of when the Beach Strategy parking provisions are in effect.

The St. Catharines Transit Commission can offer a subsidized fare as an incentive for beachgoers to use public transit to travel to the beach. A discounted family pass valid on Saturdays and Sunday can be made available at a rate of \$3.00; however, there is no way to restrict the number of passes sold to individual users, which could result in a significant usage in this fare category. The St. Catharines Transit Commission estimates this could result in \$12,500 monthly in lost revenue that is not accounted for in the Transit Commission's 2022 budget.

Staff will report back to Council with the results of the 2022 Beach Strategy in advance of the 2023 beach season.

**Prepared and Submitted by**

Trish Sorrenti  
Corporate Executive Administrator

**Approved by**

David Oakes  
Chief Administrative Officer



## Corporate Report City Council

**Report from:** Municipal Works, Operations

**Report Date:** December 31, 2021

**Meeting Date:** March 28, 2022

**Report Number:** MW-010-2022

**File:** 10.13.12

**Subject:** Bylaw to Regulate Use of Boulevards and Unopened Road Allowances

### Strategic Pillar:

This report aligns with the following St. Catharines Strategic Plan pillars: Social



## Recommendation

That the Staff Recommendation in Report MW-010-2022, regarding a proposed bylaw to Regulate Use of Boulevards and Unopened Road Allowances, be referred to City Council for consideration of the Staff Recommendation after the public meeting scheduled for April 11, 2022, for which notice will be duly given.

## Staff Recommendation

That Council approve the Bylaw to Regulate Use of Boulevards and Unopened Road Allowances, attached as Appendix 1; and

That Council approve the companion Policy: MW-P-01-2022, which outlines how the subject bylaw will be implemented, attached as Appendix 2; and

That the City Solicitor be directed to prepare the necessary by-laws.

## Summary

To date, unauthorized works have taken place on both boulevards and unopened road allowances across the city. At best, these incumbrances can be problematic from a liability perspective, while others can compromise public safety. These unauthorized installations are also frequently a catalyst for neighbour disputes. To address these concerns, staff is proposing that Council adopt a new bylaw (attached as Appendix 1) that clarifies what activities are prohibited on these public lands. The bylaw also provides a process for removing unauthorized modifications that are problematic.

## Relationship to Strategic Plan

This bylaw will provide the public with clear guidelines with respect to what is allowed to be located on the boulevard portion of a public road allowance.

## Background

Pursuant to the Municipal Act, the City has the ability to regulate occupancy of both open and unopened road allowances including, modifications, installations and/or construction on these lands. As the owner of these properties, the City can also be found liable by courts for damages and/or injuries arising from activities and fixtures (both natural and built elements) it allows to occupy these areas.

Unauthorized fixtures and/or ground treatments on boulevards of open roads are particularly problematic. For example, landscape bricks located too close to a sidewalk edge will often be clipped by a sidewalk blower or plow. The best case is minor to severe damage occurs to City equipment and a trip hazard results from the heaved brick. The worse case is a dislodged brick can become a projectile and injure the worker, passing pedestrian or motorist. Another common issue is vegetation that is planted in the boulevard that is not trimmed and obstructs sightlines. Numerous other examples of boulevard hazards could be cited.

To date, the City has not regulated alterations on boulevards nor unopened road allowances in a comprehensive manner. Rather, the City has allowed certain things to be installed in boulevards (i.e. signs, driveways) by exception or with stipulations where provided for by other statutes (i.e. hydro and gas utilities). Unopened road allowances have been altered by the construction of built elements by proponents in a number of locations in the municipality without any permissions or requirements being sought from the City.

The City's inconsistent approach to managing these public lands can be frustrating for individuals and companies that seek to do things in a responsible and safe fashion. Furthermore, the lack of a clear corporate process or internal authority to address alterations in these areas makes removal of problematic and/or unsafe built elements unnecessarily time consuming and costly.

## Report

In response to the current situation, staff in Municipal Operations and Transportation Services reviewed bylaws in a number of other municipalities intended to deal with similar challenges. City staff found there is a wide range of approaches. Models that were administratively cumbersome and would require additional staff resources / budget were dismissed and at this time, staff is proposing a passive regulatory approach.

In this regard, staff has drafted both a bylaw (Appendix 1) and an internal policy (Appendix 2) for implementing the provisions of the bylaw. The bylaw focusses on specifying a series of basic prohibitions, while the policy speaks primarily to how non-compliance will be dealt with.

In terms of boulevards, the new bylaw includes the following key provisions:

- Landscaping and built elements within the boulevard must be limited to 1.0 meters in height. This will provide better sightlines for local car and cycle traffic.
- A sodded boulevard cannot be replaced with hard surfaces and/or artificial turf. This will limit the cost of restoration and claims for damages in the case of utility installations and repairs. This does not preclude natural ground cover that meets the other requirements of the bylaw.
- Landscape features or built elements, must be set back at least 1.5 metres from the sidewalk or where no sidewalk exists, 3.0 metres from the shoulder; In locations where the property line is closer than the setbacks specified, the property line will govern, as this bylaw will not regulate anything on private property. This will help ensure that existing sidewalks are not compromised, and where no sidewalks are in place, that area is preserved for future active transportation corridors. Furthermore, this will also help ensure compliance with the Minimum Maintenance Standard Regulation (O. Reg. 239/02) which requires the City to maintain a minimum clear zone of at least 0.45 metres adjacent to a sidewalk. Finally, the setbacks specified reflect the practical reality that decorative elements located close to the sidewalk and/or pavement are subject to damage from routine operations, in particular winter maintenance, and these will not be reinstated by the city if damaged.

Staff note that tree planting by City forces, as part of the City's annual program, are exempt from the prohibitions in this bylaw. Similarly, other public infrastructure such as transit shelters are also exempt.

With regards to implementation, as per the attached implementation policy, intervention will be based primarily on a complaint basis or where municipal staff experience a problem. The relevant Departments are not resourced sufficiently to administer an enhanced permitting or patrol-based compliance model, nor do staff believe that those types of approaches are necessary.

Staff would note that penalties under this bylaw will be integrated into the City's non-parking Administrative Monetary Penalties (AMPs) system, authorized pursuant to the Municipal Act (s.434. ). Therefore, for more routine matters, instead of proceeding via the Provincial Offences Act, contraventions of the bylaw may be dealt with by issuing a penalty notice directly to the party in contravention. Appeals will be made locally to a Screening Officer and subsequent appeal to a Hearing Officer. This process is generally much more expedited and less costly than the Provincial Court system.

Finally, if complaints are received, and upon investigation it is determined to the satisfaction of the Director of Municipal Works that the condition does not negatively impact operations and/or public safety, the bylaw and companion policy contain provisions to allow minor non-compliant elements to remain.

## **Financial Implications**

As noted above, this bylaw will be integrated into the City's non-parking Administrative Monetary Penalties (AMPs) system. If approved, a schedule of fines for routine offences will be prepared and brought to Council for approval as part of a future report.

## **Environmental Sustainability Implications**

There are no direct environmental implications associated with this report.

## **Conclusion**

Currently, the City lacks a clear tool to exert both its rights and responsibilities over boulevards and unopened road allowances. Enacting the draft bylaw (Appendix 1) and operations policy (Appendix 2) will provide clarity for City residents as to what is acceptable on these municipal lands. It also prescribes staff the necessary authority to deal with problematic and/or unsafe alterations of these City lands.

### **Prepared and Submitted by**

John Kukalis, C.E.T.  
Manager of Operations

### **Approved by**

Darrell Smith, P.Eng.  
Director of Municipal Works

## **Appendices**

- Appendix 1 – Draft Bylaw to Regulate Use of Boulevards and Unopened Road Allowances
- Appendix 2 – Draft Implementation Policy for Administration of Bylaw No. ### - Boulevards and Unopened Road Allowance

CITY OF ST. CATHARINES  
BY-LAW NO. \_\_\_\_\_

A by-law to govern and regulate the maintenance, occupancy, use of, and other matters pertaining to, those portions of public highways known as boulevards, and unopened road allowances under the jurisdiction of the City of St. Catharines.

WHEREAS section 11(3)1. of the Municipal Act, 2001, S.O. 2001, c. 25 (the “Municipal Act”), authorizes a municipality to pass by-laws respecting highways;

AND WHEREAS section 63 of the Municipal Act authorizes a municipality to pass by-laws providing for the removal and impounding or restraining and immobilizing any object or vehicle on or near a highway;

AND WHEREAS section 425 of the Municipal Act authorizes a municipality to pass by-laws providing that a person who contravenes a by-law of the municipality is guilty of an offence;

AND WHEREAS section 434.1 of the Municipal Act authorizes a municipality to require a person, subject to certain conditions, to pay an administrative penalty if the municipality is satisfied that the person has failed to comply with a by-law passed by the municipality;

AND WHEREAS section 444 of the Municipal Act provides that if a municipality is satisfied that a contravention of one of its by-laws has occurred, the municipality may make an order requiring the person who contravened the by-law or permitted the contravention or the owner or occupier of the land on which the contravention occurred to discontinue the contravening activity.

NOW THEREFORE the Council of the Corporation of the City of St. Catharines enacts as follows:

**1. TITLE**

1.1 Short title. This by-law may be cited as the “Boulevard By-law”.

**2. DEFINITIONS**

2.1 Meaning. In this by-law, the following definitions shall apply:

“**Boulevard**” means the portion of a Highway between the Street Line and the outside edge of the curb or, where there is no curb, the outside edge of the pavement, granular shoulder, asphalt, or portion of the Highway which is travelled or designed to be travelled. A Boulevard may or may not contain a sidewalk.

“**City**” means the Corporation of the City of St. Catharines.

“**Director**” means the department head responsible for maintenance and operation of City Highways, or his or her designate.

“**Driveway Apron**” means that portion of any driveway, parking lot, or other hard surface, whether paved, poured, laid or otherwise constituted, which extends from private property onto the Highway.

“**Fixture**” means any structure or other fixture affixed or appurtenant to the Boulevard including signs, posts, benches, planters, fixed lighting, and underground irrigation or sprinkler systems.

“**Hard Surface**” means an area covered in whole or in part with asphalt, concrete, interlocking brick or block, crushed or solid stone, gravel, slag, ground asphalt, wood or any non-porous material.

“**Highway**” has the same meaning as in the Highway Traffic Act, R.S.O. 1990, c. H.8.

“**Landscaping**” means vegetation in the form of shrubs, hedges, ornamental plantings, decorative rocks, stones or any combination thereof but, does not include Hard Surfaces or Trees.

**“Officer”** means a municipal law enforcement officer employed by the City.

**“Owner”** means the registered owner but also includes a lessee, tenant, mortgagee in possession or occupant who appears to have care and control of a Property or Fixture, whichever the case may be.

**“Person”** means an individual, association, firm, partnership, corporation, trust, organization, trustee, or agent, and their heirs, executors, or legal representatives of the Person to whom the context can apply according to law.

**“Property”** means any land, including the buildings and structures thereon, registered to a Person on title in the Land Registry Office or Land Titles Division, as the case may be.

**“Street Line”** means the boundary between a lot and the Highway upon which the lot abuts provided that, where a lot abuts a 0.3 metre reserve, the outer edge of the Highway shall be deemed to be the boundary between the 0.3 metre reserve and the Highway upon which the 0.3 metre reserve abuts.

**“Tree”** means a woody perennial plant or part thereof which has reached, or is expected to reach based on the *Manual of Woody Landscape Plants: Their Identification, Ornamental Characteristics, Culture, Propagation and Uses* (Michael A. Dirr), a height of at least 3m at physiological maturity, and includes the whole or parts of the roots, branches, trunk and crown.

**“Unopened Road Allowance”** means any strip of land reserved by the Crown, or identified in a registered plan, for the purpose of establishing a road regardless of whether it exists on the ground, and has not been closed or conveyed by the City.

**“Vehicle”** has the same meaning as in the Highway Traffic Act, R.S.O. 1990, c. H.8.

### 3. **ADMINISTRATION**

3.1 Administration. This by-law shall be administered by the Director.

### 4. **APPLICATION**

4.1 Jurisdiction. This by-law applies to all Boulevards, and Unopened Road Allowances under the jurisdiction of the City.

4.2 Public use exemption. Any Property whose primary purpose is to provide public services and goods, including those lands in ownership, care and control of the City, the Regional Municipality of Niagara, the Province of Ontario, the Government of Canada, school boards or agencies thereof, and government owned utilities, are exempt from the application of this by-law.

4.3 Permitted use. The Director may grant permission to an Owner to perform one of the regulated items listed under sections 5.1 and 5.2, where the Director is satisfied that such permission would maintain the general intent and purpose of this By-law. The Director may impose such conditions as the Director determines are appropriate in relation to such permission, including a requirement for the Owner to enter into a formal encroachment agreement with the City.

### 5. **REGULATIONS**

5.1 Prohibited occupancy.

5.1.1 no Landscaping, Tree, or Fixture shall be permitted:

(a) where a sidewalk is located on the Boulevard, within 1.5m of the outside edge of the sidewalk nor between the sidewalk and edge granular shoulder or where no granular shoulder exists, the edge of asphalt; or

(b) where no sidewalk is located on the Boulevard, within 3m from the outside edge of the curb, pavement, or granular shoulder, whichever the case may be.

5.1.2 no Landscaping, Tree, Fixture, or other thing exceeding 1m in height above the grade of the Boulevard shall be permitted on any Boulevard; or

5.1.3 nothing shall be installed, constructed, built, erected or maintained on any Boulevard which is protruding, sharp, dangerous in any way, or which may otherwise injure a Person.

5.2 Prohibited alterations. No person shall:

5.2.1 alter a Boulevard by adding or maintaining any Hard Surface material or artificial turf, in whole or in part, to the surface;

5.2.2 alter a roadside drainage ditch in a Boulevard, in anyway, including by installing Landscaping, Hard Surface, and Fixtures;

5.2.3 cut, alter, or extend in any manner whatsoever, a concrete curb, or open or contain an culvert or culvert overpass; or

5.2.4 damage any portion of a Boulevard including Landscaping, Trees, light poles, street signs, or other objects within the Boulevard.

5.3 Non-prohibition. This By-law shall not be interpreted as preventing or prohibiting anything that would otherwise be permitted under an agreement with the City, anything done pursuant to the City's written approval, or under any applicable law.

5.4 Boulevard maintenance standards. Every Owner shall maintain the Boulevard that abuts that Owner's Property (hereinafter called the "Abutting Boulevard") by doing the following:

5.4.1 maintaining existing Landscaping on any Abutting Boulevard so that it does not encroach to within 0.5m of the adjacent sidewalk; or if no sidewalk exists to within 0.5m of the outside edge of the curb, pavement, or granular shoulder, whichever the case may be;

5.4.2 maintaining all Landscaping on the Boulevard to a height not exceeding 1m;

5.4.3 maintaining or restoring Landscaping and Hard Surface areas on the Boulevard; and;

5.4.4 maintain in a good state of repair, the paved portion of a Boulevard that forms part of a Driveway Apron in front of, alongside, or at the rear of the property;

5.4.5 keep the Boulevard free from holes, ruts, divots, hazardous objects or materials, and excavations;

5.4.7 any motorized equipment, containers, trailers, or motorized tools on the Boulevard removed by the City may, at the discretion of the Director, be deposited on the property from which it originated from, relates to, or was created for, or be stored at a City facility for sixty (60) days at the owner's expense.

5.4.8 any item in subsection 5.4.7 that is stored at a City facility for more than sixty (60) days and for which the owner, having been identified, has failed to pay the applicable expenses and claim the item, may be disposed of pursuant to the provisions of the Repair and Storage Liens Act, R.S.O. 1990, c.R.25;

5.4.9 Any item in subsection 5.4.7 shall only be related to its owner after the owner has shown proof of ownership and paid the City any applicable expense for the removal and storage of the item;

5.4.10 Any item in subsection 5.4.7 that is stored at a City facility for more than sixty (60) days and for which an owner has not been identified may be disposed of by the City in any manner it deems appropriate.

- 5.5 Unopened road allowances. No person shall place, put, plant, or otherwise permit any Landscaping, Tree, Fixture, or other thing on an Unopened Road Allowance.
6. **ENFORCEMENT**
- 6.1 Orders. The Director or an Officer who finds that a Boulevard, Unopened Road Allowance, or a Fixture does not conform to any of the standards prescribed in this By-law may make an Order to an Owner or a Fixture Owner:
- 6.1.1 stating the municipal address of the Property which abuts the Highway or Unopened Road Allowance, or in the case of a Fixture, the municipal address closest to that Fixture;
  - 6.1.2 giving reasonable particulars of the repairs, restoration or maintenance to be made to the Boulevard, Unopened Road Allowance, or Fixture;
  - 6.1.3 indicating the time frame for complying with the terms and conditions of the Order;
  - 6.1.4 giving notice that if the Order is not complied with within that time, the City may carry out the work at the Owner's or Fixture Owner's expense; and
  - 6.1.5 every person who fails to comply with an order made under section 6.1 is guilty of an offence
- 6.2 Effective date. Any notice or document respecting this by-law may be given in writing in any of the following ways and is effective:
- 6.2.1 when a copy is personally delivered to the Person to whom it is addressed;
  - 6.2.2 on the fifth (5th) day after a copy is sent by registered or regular mail to the Person's last known address;
  - 6.2.3 on the same day of the transmission of a copy by electronic transmission, to the Person's last known electronic transmission number, including electronic mail and facsimile transfer, if it was sent before 4 p.m., otherwise, it is deemed to be given the day after; or
  - 6.2.4 immediately upon posting a copy of the document at or on a conspicuous location on the Property, or on the Property.
- 6.3 Compliance with order. Every Owner and Fixture Owner shall comply with an Order issued pursuant to this by-law within the time provided for therein.
- 6.4 Remedy and disposition. Where the Owner is in default of doing the matter or thing required to be done in an order under this by-law, the Director or an Officer may direct an agent or employee to do anything or combination of things that is necessary to bring the Property into compliance with any section of this by-law. Anything removed in accordance with this section may be immediately disposed of by the City.
- 6.5 Recovery of costs. The City shall recover the costs in doing a matter or thing referred to in section 6.4 by action, or in like manner as municipal taxes from the person named in the order. The costs include interest calculated at a rate of fifteen (15) percent, calculated for the period commencing on the day the City incurs the costs and ending on the day the costs, including interest, are paid in full. The amount of costs, including interest, constitutes a lien on the land upon the registration in the land registry of an order of lien. The lien shall be in respect of all costs that are payable at the time the order is registered plus interest accrued at the rate of fifteen (15) percent to the date the payment is made in full.
- 6.6 Obstruction of Duties. No Person shall hinder or obstruct the Director or an Officer, who is carrying out an inspection of the Property for the purpose of enforcing this by-law, nor shall any Person hinder or obstruct any employee or agent of the City directed to carry out work to bring the Property into compliance with any section of this by-law.

## 7. **OFFENCES**

- 7.1 **Offence.** Every Person who contravenes any provision of this By-law is, upon conviction, guilty of an offence and is liable to a fine, and such other penalties, as provided for in the Provincial Offences Act, R.S.O. 1990, c. P.33 and the Municipal Act, 2001, S.O. 2001, c. 25.
- 7.2 **Director or officer of corporation.** A director or officer of a corporation who knowingly concurs in the contravention of this by-law by the corporation is guilty of an offence and, upon conviction, is subject to the penalties as set out in this by-law.
- 7.3 **Administrative penalties.** An Officer who finds that a person has contravened any provision of this By-law may issue a penalty notice pursuant to the City's Non-Parking AMPS By-law.
- 7.4 **Continuing offence.** A contravention of the requirements set out in this By-law is deemed to be a continuing offence on each day or part of a day that the contravention continues.
- 7.5 **Additional penalties.** If this by-law is contravened and a conviction entered, in addition to any other remedy and to any penalty imposed by this by-law, the court in which the conviction has been entered and any court of competent jurisdiction thereafter may make an order:
- 7.5.1 prohibiting the continuation or repetition of the offence by the Person convicted; and
- 7.5.2 requiring the Person convicted to correct the contravention in the manner and within the period that the court considers appropriate.

## 8. **GENERAL**

- 8.1 **Severability.** If any provision or part of a provision of this by-law is declared by any court or tribunal of competent jurisdiction to be illegal or inoperative, in whole or in part, or inoperative in particular circumstances, the balance of the by-law, or its application in other circumstances, shall not be affected and shall continue to be in full force and effect.
- 8.2 **Compliance with other by-laws and regulations.** This by-law shall not be construed to reduce or mitigate any restrictions or regulations lawfully imposed by the City or by any governmental authority having jurisdiction to make such restrictions or regulations.
- 8.3 **Gender and number.** In this by-law, unless the contrary intention is indicated, words used in singular shall include the plural and words used in the male gender shall include the female gender and vice versa.
- 8.4 **Measurements.** The abbreviation "mm" stands for millimetres, "cm" stands for centimetres, and "m" stands for metres.
- 8.5 **And/or.** The word "and" is an inclusive conjunction, the use of which indicates that all items or phrases in that subsection, article, or list in which it appears are permitted or required as the case may be. The word "or" is an alternate conjunction, the use of which indicates that alternate or optional items or phrases in the subsection, article or list in which it appears are permitted or required, as the case may be; however, notwithstanding the foregoing, where the context permits, the word "or" may also be an inclusive conjunction having the same meaning as the word "and".
- 8.6 **Delegation.** For the purposes of subsection 23.2(4) of the Municipal Act, 2001, S.O. 2001, c. 25, it is the opinion of Council that the powers delegated pursuant to this By-law are minor
- 8.7 **Legislation.** Any reference to legislation in this by-law includes the legislation referred to and its amendments as well as any subsequent legislation which may replace the legislation referred to, and its amendments thereto.

- 8.8 Conflict. Where this by-law conflicts with any previous City by-law or policy pertaining to matters related to encroachments on Highways, including road allowances, this by-law shall prevail.
- 8.9 Effective date. This by-law shall come into force on the date of passage by Council.

Read and passed this                      day of                      2022.

CLERK

MAYOR

**Subject:** Administration of Bylaw No. XXXX - Boulevards and Unopened Road Allowance

**Prepared by:** Municipal Works

**Approved by:** Darrell Smith, Director Municipal Works

**Issue Date:** February 28, 2022

**Policy #:** MW-P-01- 2222

**Review Date:** February 28, 2022

**Revision Date:**  
N/A

## Policy

### Purpose

The purpose of this policy is to outline when and how staff will implement the provisions of the subject bylaw.

### Scope

The primary purpose of the subject “Boulevard Bylaw” is to govern and regulate public occupancy, use of, and maintenance of boulevards and unopened road allowances in the City of St. Catharines.

### Application

When the City receives a complaint and/or experiences a problem, including risks to public safety related to use, alteration and/or occupancy of a boulevard or unopened road allowance, it will be investigated by relevant staff in Municipal Works Department to determine if a contravention of the bylaw has occurred.

Where a contravention of the bylaw is found that in the opinion of the Director of Municipal Works does not conform to the standards of the bylaw and warrants repair, removal and/or modification, a “notice of non-compliance” may be issued to the party responsible for the non-conformance, specifying a reasonable time frame for response and/or removal of the non-conformance. If the non-conformance is not addressed as per the notice, the matter will be escalated to the By-law Enforcement Unit for pursuit and resolve in accordance with the full provisions of the bylaw.

Notwithstanding the above, the Director of Municipal Works may effect removal of any alteration and/or occupancy of a boulevard that contravenes the bylaw and that their opinion, constitutes an imminent risk to public safety. Costs incurred for removals and restoration of public lands will be pursued in accordance with the provisions of the bylaw.

Where a contravention of the bylaw is found that in the opinion of the Director of Municipal Works does not represent a risk to safety, nor contravenes another regulatory, code or guideline requirement, and/or does not compel immediate repair and/or removal, the Director of Municipal Works may issue a Letter of Tolerance (LOT) to the current owner. The LOT will be issued to the current owner and will expire at a time deemed appropriate by the Director. In no case, will an LOT extend beyond transfer of ownership. An LOT will not be used where a formal Encroachment Agreement is deemed necessary by the Director.



## Corporate Report City Council

**Report from:** Planning and Building Services, Planning Services

**Report Date:** March 11, 2022

**Meeting Date:** March 28, 2022

**Report Number:** PBS-042-2022

**File:** 19 115431 ZA

**Subject:** *Recommendation Report*  
Amendment to Comprehensive Zoning By-law 2013-283  
Subject Lands: 119 and 127 Vine Street South

### Recommendation

That Council approve an amendment to the City of St. Catharines Zoning By-law 2013-283 as follows:

- a) That Section 14.1, List of Holding Provisions, be amended by changing the number of Holding Provision 24, applicable to lands municipally known as 119 and 127 Vine Street South, to Holding Provision 25 (H25).

That Council approve the modification as being minor and administrative in nature, and that further public notice is not required, pursuant to Section 34(17) of the Planning Act.

That the Mayor and City Clerk be authorized to execute the necessary By-law to give effect to Council's decision; and

Further, that the Clerk be directed to make all necessary notifications.

### Report

On February 22, 2021, Council passed By-law 2021-24, amending the City's Zoning By-law to apply a Holding Provision to 119 / 127 Vine Street South. The number given to this Holding Provision (H24) inadvertently duplicated a previous Holding Provision. To avoid any confusion regarding the two, the Provision applicable to the Vine Street lands should be re-designated as H25. There are no changes necessary to the substance of the holding Provision nor the initial amending by-law.

Section 34(17) of the Planning Act states that, a change is made in a proposed by-law after the required public meeting is held, the council shall determine whether any further notice is to be given in respect of the proposed by-law. Due to the extremely minor and technical nature of this amendment, a public meeting is not considered necessary. Staff recommend that a Public Meeting is not required for this technical amendment to correct an administrative error to the Zoning By-law.

## **Financial Implications**

There are no financial implications associated with this report.

## **Environmental Sustainability Implications**

There are no environmental implications associated with this report.

## **Notifications**

It is in order to advise Stephen Bedford, the agent on the Zoning Amendment application.

### **Prepared by**

Charlotte McEwan, RPP, MCIP  
Planner I

### **Submitted by**

Margaret Josipovic, MPA  
Manager of Planning Services

### **Approved by**

Tami Kitay, MPA MCIP RPP  
Director of Planning and Building Services



## Corporate Report City Council

**Report from:** Community, Recreation and Culture Services, Director

**Report Date:** February 28, 2022

**Meeting Date:** March 28, 2022

**Report Number:** CRCS-039-2022

**File:** 35.65.107

**Subject:** Rodman Hall Task Force Update

### Strategic Pillar:

This report aligns with the following St. Catharines Strategic Plan pillars: cultural.



## Recommendation

That Council receive report CRCS-039-2022, regarding Rodman Hall Task Force Update, for information.

## Summary

Report CRCS-039-2022 is intended to summarize the work of the Rodman Hall Task Force and satisfy the Terms of Reference (Appendix 1). The Terms of Reference state that the task force will be disbanded by presenting a final report to the Cultural Sustainability Committee and Council with their findings, and as such the task force will be disbanded following approval of this report.

As the Rodman Hall Task Force has satisfied its Terms of Reference, staff will continue to connect and work with the Rodman Art Institute of Niagara, the Public Art Advisory Committee and the Arts and Culture Advisory Committee as plans move forward to establish a public art gallery in the City of St. Catharines.

## Relationship to Strategic Plan

This report supports the Cultural Renaissance Goal of the Strategic Plan: celebrate the City's rich history, diversity, arts and cultural assets through leadership, promotion and investments that support measurable, sustainable creative growth.

## Background

At its meeting on [June 10, 2019](#), Council approved the creation of the Rodman Hall Task Force to provide information and recommendations to Council regarding the future of the Rodman Hall building and grounds and the art collection that is housed in the facility, which was at the time owned by Brock University.

## Report

At its meetings, the Rodman Hall Task Force:

- Reviewed the history of Rodman Hall;
- Consulted with Rodman Hall Arts Centre Inc. (RHAC);
- Consulted with Alf Bogusky Creative Consultants;
- Reviewed the Rodman Hall Art Centre Feasibility Report and Workplan completed by Alf Bogusky Creative Consultants;
- Researched and summarized how art galleries are supported by comparator municipalities;
- Reviewed the Request for Expressions of Interest issued by Brock University (December 2019);
- Drafted a report to Council via the Cultural Sustainability Pillar Committee; and
- Developed a survey to seek public feedback through EngageSTC.

In November 2020, Brock University announced that it sold the Rodman Hall property to a local developer and vested the ownership of the art collection housed at Rodman Hall to the Rodman Hall Art Centre Inc., a volunteer community organization incorporated for this purpose. At its meeting on [August 9, 2021](#), Council approved the long-term loan of the outdoor art pieces from Rodman Hall Arts Centre Inc. to the City of St. Catharines and directed staff to work with the Public Art Advisory Committee to provide feedback on final locations for the installation of the artworks.

At its meeting on [July 21, 2021](#), the Rodman Hall Task Force presented to the Cultural Sustainability Pillar Committee. This presentation included a summary of the task force's work, its findings and final recommendations. The Committee received the presentation and forwarded the information to the owner of the Rodman Hall property for consideration.

At the [November 8, 2021](#) meeting of Council, Rodman Hall Art Centre Inc. presented context and analysis of a preliminary business plan and a request for early-stage funding to develop a new public art gallery in St. Catharines.

Further to Report [CRCS-201-2021](#), Council approved \$75,000 in the 2022 Operating Budget from the Civic Project Fund for a grant funding agreement with Rodman Art Institute of Niagara to complete stakeholder consultations, comparator analysis, strategic planning and the staff necessary to guide the development of a new public art gallery in downtown St. Catharines.

Staff have been working with the Rodman Art Institute of Niagara and the Public Art Advisory Committee to relocate the outdoor art pieces throughout the city.

Staff will continue to connect and work with the Rodman Art Institute of Niagara, the Public Art Advisory Committee and the Arts and Culture Advisory Committee as plans move forward to establish a public art gallery in the City of St. Catharines.

## **Financial Implications**

There are no financial implications associated with this report.

## **Environmental Sustainability Implications**

There are no environmental sustainability implications associated with this report.

## **Conclusion**

The Rodman Hall Task Force has satisfied its Terms of Reference and as such will be disbanded.

## **Notifications**

Members of the Rodman Hall Task Force.

### **Prepared and Submitted by**

Jessica Thomson

Office Manager, Community, Recreation and Culture Services

### **Approved by**

Phil Cristi

Director, Community, Recreation and Culture Services

## **Appendices**

- Appendix 1 – Rodman Hall Task Force Terms of Reference

## Terms of Reference

### Statement of Purpose

The Rodman Hall Task Force will provide information and recommendations to Council regarding the future of the Brock University's Rodman Hall building and grounds and the art collection that is housed in the facility.

Generally, the Task Force will:

- Consult with the Rodman Hall Transition Board, the Rodman Hall Alliance, Brock's Board of Trustees and other interested stakeholders as appropriate;
- Review all available consultant and internal reports on Rodman Hall including the latest feasibility study;
- Evaluate governance, operation and/or funding of a public art/museum concept of other like municipalities, including but not limited to funding levels, processes, evaluation and reporting; and
- Prepare a final report through the Cultural Sustainability Committee and then to Council with their findings.

### Composition

The task force will be composed of a minimum of 3 and up to 5 members, who shall be members appointed to and selected by the following City Advisory Committees:

- Public Art Advisory Committee (up to 1 representative)
- Arts and Culture Advisory Committee (up to 2 representatives)
- Museum Advisory Committee (up to 1 representative) and
- Heritage Advisory Committee (up to 1 representative)

### Term of Appointments

The Task Force will be in effect until the Task Force presents its final report. This report may include recommendations from this Task Force. The Task Force will be automatically disbanded once the report is presented to City Council.

## **Reporting Structure**

The Task Force reports to Council through the Cultural Sustainability Committee with their findings.

Administrative support to the Task Force shall be provided by the CAO's Office, which shall assign a Secretary to the Task Force.

## **Schedule of Meetings**

The Task Force will meet monthly, or as required, at the discretion of the Chair.

## **Other**

The Task Force shall conduct its meetings in accordance with and otherwise comply with the City of St. Catharines Simplified Meeting Procedures for advisory bodies.



## Corporate Report City Council

**Report from:** Fire Services, Director, and Community, Recreation and Culture

Services, Director

**Report Date:** February 18, 2022

**Meeting Date:** March 28, 2022

**Report Number:** FEMS/CRCS-038-2022

**File:** 18.20.209

**Subject:** Temporary Housing of Fire Station 2 and Port Dalhousie Older Adults Centre

### Strategic Pillar:

This report aligns with the following St. Catharines Strategic Plan pillar: economic and social.



## Recommendation

That Council receive report FEMS/CRCS-038-2022, regarding the Temporary Housing of Fire Station 2 and Port Dalhousie Older Adults Centre, for information.

## Summary

This report provides an update to Council regarding the temporary housing of Fire Station 2 and the Port Dalhousie Older Adults Centre (PDOAC). As identified in the [Master Fire Plan 2017](#), Fire Station 2 is past its expected useful life and is scheduled for replacement in 2022 to 2023. During construction, the Fire Services staff from Fire Station 2 will require a temporary operations facility. The temporary relocation of Fire Station 2 to the current PDOAC (19 Brock Street) will provide an operations facility for Fire Services throughout the duration of the construction at the existing Fire Station 2. While Fire Services are occupying the location, the PDOAC members will be accommodated at the recently renovated Port Weller Community Centre (PWCC). While Fire Services is operating at the PDOAC, there will be no reduction in levels of service or emergency coverage for the community from Fire Services.

Photos of Fire Station 2 and the Port Dalhousie Older Adults Centre are included in Appendix 1.

## Relationship to Strategic Plan

The recommendation of this report supports the Social Well-Being pillar's goal within the Strategic Plan:

- Build and support strong, inclusive neighbourhoods that provide high quality of life for residents of all ages.

The recommendation of this report also supports the Economic Prosperity's pillar's goal within the Strategic Plan:

- Support the City's commitment to building and growing a diverse and resilient economy through fiscal responsibility, urban regeneration and collaborative partnerships.

## Background

At its meeting on [November 29, 2022](#), Council approved the 2022 Capital Budget. Council's approval of the 2022 Capital Budget included \$6,000,000 for the design and construction of a replacement for Fire Station 2 (P22-173), which is past its expected useful life.

During construction, a temporary location needs to be found for the Fire Services staff normally located at Fire Station 2. This report addresses that need.

## Report

This report provides an update to Council regarding the temporary housing of Fire Station 2 and the PDOAC.

### Port Dalhousie Older Adult Centre a Former Fire Station

The PDOAC, located at 19 Brock Street, was formerly the District 5 fire station. As the community expanded to the west, the station needed to be relocated to the Martindale Road location to provide a more efficiently timed emergency response. Once the District 5 Fire Station was relocated, the building was decommissioned and repurposed for an older adult centre. However, no structural changes have been made to the building and it can provide a temporary location during the construction of Fire Station 2. Staff have determined that the PDOAC location provides a suitable housing solution with no significant additional costs.

The City is currently providing programming for older adults at the PDOAC which would be temporarily relocated to the PWCC.

### Relocation Impact to Community Programming

The PDOAC is recognized as a Senior Active Living Centre by the Province of Ontario. The centre receives operational and special grant monies from the Province to offer social, cultural, learning and recreational programs for seniors that promote health, well-being and social connections. Approximately 20 years ago, the PDOAC moved from Dalhousie House to its current location on Brock Street within the old Fire Station. This move was due to failing building infrastructure at Dalhousie House.

Pre-COVID-19 there were approximately 100 active members at the PDOAC. Currently, there are 25 active members.

The PDOAC offers many programs including cards, bingo, a book club in partnership with the Port Dalhousie library branch, rug hooking, mah-jong and fitness classes. The wood carving and Nordic pole walking programs have recently expanded and now also meet weekly at the PWCC.

The PDOAC Association has experienced challenges to find volunteers to fulfill leadership roles. The association is currently in the process of dissolving and City staff are working with the remaining association executive members to support this transition.

The benefits of moving programs to the PWCC include a newly renovated and fully accessible space with additional parking, air conditioning, additional amenities, reliable Wi-Fi and more opportunities for inter-generational programming. During an emergency maintenance closure at the PDOAC in 2014, all programming was temporarily relocated to the PWCC for six weeks. This experience successfully demonstrated that PDOAC programming can be accommodated at the PWCC.

### **Timelines for Temporary Relocation**

The intended date for the relocation of the programming from PDOAC to PWCC is January 2023, to allow for some minor work required to enable Fire Services to be housed in quarters. Fire Services staff would anticipate taking occupancy in late winter / early spring 2023 and provide emergency response to District 2 from the PDOAC location.

The construction at Fire Station 2 is anticipated to begin Q2 2023 and be completed by Q2 2024. Occupancy of the new Fire Station 2 by Fire Services staff is anticipated for Q3 2024.

### **Financial Implications**

Relocation costs can be accommodated within approved budgets.

### **Environmental Sustainability Implications**

Temporarily re-purposing an existing City-owned facility aligns with the environmental sustainability goals of Council's Strategic Plan and there will likely be no significant environmental implications from the recommendations in this report.

Instead of building a new temporary heated facility to house the fire truck, equipment and staff, it is proposed to reuse an existing facility. In the short term, this will save on the use of utilities and emissions compared to those required operate an additional building.

The City's current Energy and Conservation Demand Management Plan (CDMP) includes a corporate emissions reduction target of a 40 per cent decrease in greenhouse gas emissions levels by 2030. The CDMP revealed that the leading

greenhouse gas emissions contributor was municipal buildings, which accounted for 70 per cent of the City's GHG emissions.

To meet any long-term climate targets, such as net zero emissions by 2050, the City needs to consider enhancing building performance standards for new municipal buildings. New buildings that are being built today will almost certainly still be around and operational by 2050. Enhancing corporate building design standards will maximize low carbon options and goals for the future.

By relocating Fire Services temporality this will allow all building performance options to be investigated more thoroughly, with the aim of long-term emission reductions and helping to meet Council's approved emission reduction targets.

## **Conclusion**

The temporary housing of Fire Station 2 and the Port Dalhousie Older Adults Centre will allow for uninterrupted service to residents from Fire Services. While Fire Services is operating at the PDOAC, there will be no reduction in levels of service or emergency coverage for the community. The temporary housing will also allow the members of the PDOAC to experience the recently renovated PWCC. Once completed, the new Fire Station 2 on Linwell Road will allow Fire and Emergency Services to continue its mission to serve and protect the citizens of St. Catharines from the ravages of fire, to prevent their property from becoming less valuable, and to allow for a continued quality of life through a knowledge of fire safety.

### **Prepared and Submitted by**

Dave Upper  
Fire Chief / Director of Fire Services

Anthony Martuccio  
Director, Engineering, Facilities and Environmental Services

Eric Lamothe  
Acting Director, Community, Recreation and Culture Services

Lori Mambella  
Manager, Programs and Culture Services

Koby Vanyo  
Programs Supervisor

### **Approved by**

David Oakes  
Chief Administrative Officer

## **Appendices**

1. Photos of Fire Station 2 and Port Dalhousie Older Adults Centre

## Fire Station 2 located on Linwell Road

Fire Station 2 is past its expected useful life and is scheduled for replacement in 2022 to 2023.



## Port Dalhousie Older Adult Centre located on Brock Street

Fire Station 2 will be temporarily relocated to the Port Dalhousie Older Adult Centre (PDOAC) for the duration of the construction at the existing Fire Station 2. While Fire Services are occupying the location, the PDOAC members will be accommodated at the recently renovated Port Weller Community Centre.





## Corporate Report City Council

**Report from:** Financial Management Services, Accounting and Payroll

**Report Date:** February 25, 2022

**Meeting Date:** March 28, 2022

**Report Number:** FMS-031-2022

**File:** 10.12.24

**Subject:** 2021 Council Remuneration and Expenses

**Strategic Pillar:** Not Applicable

### Recommendation

That Report FMS-031-2022, regarding 2021 Council Remuneration and Expenses, be received for information.

### Relationship to Strategic Plan

Reporting Council remuneration and expenses is a statutory requirement mandated by Section 284(1) of the Municipal Act, 2001 and does not relate to the City's strategic plan.

### Background

Section 284(1) of the Municipal Act, 2001 requires that the Treasurer shall each year submit to the Council of the municipality an itemized statement of the remuneration and expenses paid in the previous year to each member of Council in respect of his or her services as a member of Council or any other body to which the member has been appointed by Council or on which the member holds office by virtue of being a member of Council; each member of Council in respect of his or her services as an officer or employee of the municipality or other body; and each person, other than a member of council, appointed by the municipality to serve as a member of any body, including a local board, in respect of his or her services as a member of the body.

### Report

#### 2021 Remuneration and Expenses

Total remuneration and expenses for Members of Council in 2021, in accordance with By-laws 2000-139, 2000-276, 2003-270, 2004-244, 2004-283, 2018-251 and 2018-252 are as follows:

City Controlled Remuneration	Expenses	External Board Remuneration	Total Remuneration & Expenses
\$494,871.79	\$18,563.69	\$40,000.00	\$553,435.48

A breakdown of Council Remuneration by individual members of Council is provided in Appendix 1, while a categorization of expenses by individual members of Council is included in Appendix 2. Remuneration from external boards is provided in Appendix 3.

Appendix 4 to this report identifies the honorariums and expenses for members of the Committee of Adjustment, authorized through By-law No. 2003-254.

## Financial Implications

Total Council remuneration and expenses for 2021 was \$553,435.48 (2020 - \$544,444.87).

Total other body's remuneration and expenses for 2021 was \$5,933.17 (2020 - \$3,392.87).

## Environmental Sustainability Implications

Due to the COVID-19 pandemic and conferences moving to virtual formats, there was a decrease in travel in 2020 and 2021 compared to prior years, reducing environmental impacts. Increased offerings of virtual attendance for conferences may provide opportunities for continued environmental / climate benefits moving forward.

### Prepared by

Lucia Chen  
Manager, Budgets and Procurement

### Submitted by

Adam Smith  
Manager of Accounting and Payroll / Deputy City Treasurer

### Approved by

Kristine Douglas  
Director, Financial Management Services / City Treasurer

## Appendices

1. Statement of Council Remuneration
2. Statement of Council Expenses
3. Third Party Board Remuneration and Expenses
4. Committee of Adjustment Remuneration and Expense

# The City of St. Catharines

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## 2021 Statement of Remuneration for Members of City Council

Member of Council*	City Council Remuneration	Taxable Benefits**	Other Benefits***	St. Catharines Hydro Board Remuneration	Total City Controlled Remuneration
Dodge, Dawn	\$ 25,106.31	\$ -	\$ 1,667.10	\$ -	\$ 26,773.41
Garcia, N. Carlos	\$ 25,050.34	\$ -	\$ 488.42	\$ 7,688.14	\$ 33,226.90
Harris, Matthew	\$ 25,050.34	\$ -	\$ 1,662.96	\$ 10,033.06	\$ 36,746.36
Kushner, Joseph	\$ 25,030.34	\$ -	\$ 488.42	\$ 7,688.14	\$ 33,206.90
Littleton, Lori	\$ 25,162.28	\$ -	\$ 1,671.25	\$ -	\$ 26,833.53
Miller, Greg	\$ 24,938.40	\$ -	\$ 1,654.68	\$ -	\$ 26,593.08
Phillips, William	\$ 25,106.31	\$ -	\$ 489.51	\$ -	\$ 25,595.82
Porter, Karrie	\$ 25,030.34	\$ -	\$ 1,662.96	\$ -	\$ 26,693.30
Sendzik, Walter (Mayor)	\$ 112,939.06	\$ 13,588.44	\$ 25,851.84	\$ -	\$ 152,379.34
Siscoe, Mathew	\$ 25,106.31	\$ -	\$ 1,667.10	\$ -	\$ 26,773.41
Sorrento, Sal	\$ 25,022.36	\$ -	\$ 1,660.89	\$ -	\$ 26,683.25
Townsend, Kevn	\$ 25,050.34	\$ -	\$ 1,662.96	\$ -	\$ 26,713.30
Williamson, Bruce	\$ 24,994.37	\$ -	\$ 1,658.82	\$ -	\$ 26,653.19
<b>Totals</b>	<b>\$ 413,587.10</b>	<b>\$ 13,588.44</b>	<b>\$ 42,286.91</b>	<b>\$ 25,409.34</b>	<b>\$ 494,871.79</b>

\*Councillors each had a one (1) month term as Deputy Mayor

\*\*Taxable Benefits include Automobile Allowance, Life Insurance and AD&D coverage

\*\*\*Other Benefits includes OMERS, Extended Health and Dental Coverage, and Payroll Taxes

# The City of St. Catharines

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## 2021 Statements of Expenses for Members of City Council

Member of Council	Out of Region Meetings, Events & Conferences		Mileage & Parking	Phone & Tablet	Meetings, Events & Other	Total Expenses
	Attended	Expenses				
Dodge, Dawn	1	\$ 610.56	\$ -	\$ 453.14	\$ 25.00	\$ 1,088.70
Garcia, N. Carlos	1	\$ 712.32	\$ -	\$ 479.40	\$ 25.00	\$ 1,216.72
Harris, Matthew		\$ -	\$ -	\$ 1,051.89	\$ 25.00	\$ 1,076.89
Kushner, Joseph		\$ -	\$ -	\$ 499.19	\$ -	\$ 499.19
Littleton, Lori	1,2	\$ 1,119.36	\$ -	\$ 584.38	\$ 81.82	\$ 1,785.56
Miller, Greg	1	\$ 712.32	\$ -	\$ 586.57	\$ 25.00	\$ 1,323.89
Phillips, William		\$ -	\$ -	\$ 485.42	\$ -	\$ 485.42
Porter, Karrie		\$ -	\$ -	\$ 835.89	\$ 482.91	\$ 1,318.80
Sendzik, Walter (Mayor)	3,4	\$ 343.82	\$ 5.40	\$ 854.00	\$ 2,143.22	\$ 3,346.44
Siscoe, Mathew	1	\$ 712.32	\$ -	\$ 1,256.91	\$ 52.30	\$ 2,021.53
Sorrento, Sal		\$ -	\$ 23.95	\$ 1,007.26	\$ 415.00	\$ 1,446.21
Townsend, Kevin	1	\$ 712.32	\$ -	\$ 958.04	\$ 25.00	\$ 1,695.36
Williamson, Bruce	1	\$ 712.32	\$ -	\$ 521.66	\$ 25.00	\$ 1,258.98
<b>Totals</b>		<b>\$ 5,635.34</b>	<b>\$ 29.35</b>	<b>\$ 9,573.75</b>	<b>\$ 3,325.25</b>	<b>\$ 18,563.69</b>

1 - AMO Virtual Conference, August 15-18, 2021

2 - Municipal Leaders Human Rights and Equity Training at AMO conference

3 - Toronto Global Forum, November 8, 2021

4 - GLSLCI Virtual Annual General Meeting, August 25-26, 2021

## The City of St. Catharines

### 2021 Statement of External Board Remuneration for Members of City Council

Member of Council	Organization	Directors Fees	Meeting Fees	Expenses	Total
Harris, Matthew	Alectra Utilities Inc.	\$ 30,000.00	\$ 10,000.00	\$ -	\$ 40,000.00

## The City of St. Catharines

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### 2021 Statement of Remuneration for Citizens Appointed to Any Other Body

Name	Committee	Honorariums	Mileage	Memberships	Total
Leask, Kerry	Committee of Adjustment	\$ 700.00	\$ 166.25	\$ 150.00	<b>\$ 1,016.25</b>
McPherson, Robin	Committee of Adjustment	\$ 770.00	\$ 185.78	\$ 150.00	<b>\$ 1,105.78</b>
Redden, Greg	Committee of Adjustment	\$ 1,045.00	\$ 193.92	\$ 150.00	<b>\$ 1,388.92</b>
Ringler, David	Committee of Adjustment	\$ 865.00	\$ 208.61	\$ 150.00	<b>\$ 1,223.61</b>
Selvig, Adam	Committee of Adjustment	\$ 840.00	\$ 208.61	\$ 150.00	<b>\$ 1,198.61</b>
<b>Totals</b>		<b>\$ 4,220.00</b>	<b>\$ 963.17</b>	<b>\$ 750.00</b>	<b>\$ 5,933.17</b>



## Corporate Report City Council

**Report from:** Financial Management Services, Accounting and Payroll

**Report Date:** February 28, 2022

**Meeting Date:** March 28, 2022

**Report Number:** FMS-034-2022

**File:** 10.57.99

**Subject:** Annual Investment Report – Operating Fund as of December 31, 2021

### Strategic Pillar:

This report aligns with the following St. Catharines Strategic Plan pillars: Economic



## Recommendation

That Report FMS-034-2022, regarding Annual Investment Report – Operating Fund as of December 31, 2021, be received for information.

## Relationship to Strategic Plan

The investment policy is a financial control designed to ensure that each of the investment objectives are balanced, including compliance with statutory requirements, preservation of capital, adequate liquidity and yield maximization, thereby supporting the City's financial sustainability.

## Background

Each year, an Operating Fund Investment Report is provided to Council as required by the Municipal Act and the St. Catharines Investment Policy. In April 2021, the St. Catharines Investment Policy was updated. Updates included adding principle protected notes and market linked guaranteed investment certificates to the list of eligible investments. In addition, a statement regarding the Bank of Canada's Monetary Policy statement and a forecast regarding future inflation and interest rates from the City's Bank were to be included.

## Report

For the year ending December 31, 2021, the City of St. Catharines income earned on investments was \$621,000, compared to a budget of \$644,000, representing

a \$23,000 unfavourable variance. Investment income was lower due to the low interest rate environment, which resulted in moving some funds from investment accounts back to the City's General bank account, which offered a better rate than short-term investing options. This was a contributing factor to bank interest exceeding budget.

At December 31, 2021, total investment balances were \$24.4 million as compared to \$30.6 million on December 31, 2020.

## **Portfolio Composition**

All investments made in 2021 conform to the City of St. Catharines Investment Policy. Appendix 1 provides a list of the investments on December 31, 2021. The largest percentage of investments were with Schedule 1 Banks (59.19%) followed by Credit Unions (40.81%). The average number of days until maturity has been reduced from 1,351 days in 2020 to 1,278 days in 2021. The reduction in average days to maturity has been implemented to take advantage of anticipated future interest increases.

## **Inflation Guidance – Bank of Canada Policy Statement**

On March 2, 2022, the Bank of Canada provided an update to the January 26, 2022 Monetary Policy Report. The update indicated that economic growth is stronger than the Bank's projected growth and confirmed economic slack in the economy has been absorbed.

Total inflation, currently at 5.1%, remains well above the Bank's inflation control target range of between 1% and 3%. Price increases have become more pervasive and the invasion of Ukraine is putting further upward pressure on prices for both energy and food.

As the economy continues to expand and inflation pressures remain elevated, the Governing Council of the Bank of Canada expects interest rates will need to rise. The timing and pace of interest rate changes will be guided by the Bank's ongoing assessment of the Canadian economy and its commitment to achieving a 2% inflation target.

## **Looking Ahead – Scotiabank Forecast**

According to the January 19, 2022 Scotiabank forecast tables, total CPI inflation is expected to average 4.3% in 2022 and 3.2% in 2023. The policy interest rate increased 0.25% on March 2, 2022. By the end of 2022 the policy rate is expected to be 2.0%. Throughout 2022, inflation is expected to exceed the policy interest rate. Since the inflation rate is expected to exceed the policy interest rate, the investment environment for traditional interest-bearing investment products will continue to be very challenging. To mitigate and hopefully offset this situation, the City has made the first investment into a principle protected note where the payout is dependent on the capital appreciation of eight stocks traded on the Toronto Stock Exchange.

## **Guiding Principle**

Sound investment practices are facilitated by sound principles. As a municipality with a strong vision for the future, St. Catharines will consider Environmental, Social and

Governance (ESG) values when making direct investment decisions. This guiding principle will be formally added to the investment policy the next time it is updated.

## **Financial Implications**

This report deals with information that is historic in nature. As investments mature, they are reinvested in accordance with the investment policy, requiring the solicitation of multiple quotes for investment products.

## **Environmental Sustainability Implications**

There are no environmental sustainability implications associated with this report.

## **Conclusion**

This report deals with information that is historic in nature. As investments mature, they are reinvested in accordance with the investment policy, requiring the solicitation of multiple quotes for investment products.

### **Prepared by**

Michael Patterson  
Process Review Analyst

### **Submitted by**

Adam Smith,  
Manager, Accounting & Payroll / Deputy City Treasurer

### **Approved by**

Kristine Douglas  
Director, Financial Management Services / City Treasurer

## **Appendices**

1. Operating Fund – As at December 31, 2021

# City of St. Catharines Annual Investment Report

## Operating Fund - As at December 31, 2021

### Investment Summary:

Institution <sup>1</sup>	Individual Share <sup>2</sup>	Portfolio Share <sup>2</sup>	Maturity Value	Policy Limit <sup>2</sup>
<b>Schedule 1 Banks</b>		59.19%		<b>100%</b>
Bank of Montreal	12.30%		\$ 3,000,000.00	50%
Scotiabank	21.63%		\$ 5,274,031.89	50%
Canadian Imperial Bank of Commerce	7.08%		\$ 1,726,106.90	50%
Royal Bank of Canada	18.17%		\$ 4,429,528.01	50%
<b>Credit Unions</b>		40.81%		<b>50%</b>
DUCA Credit Union	1.04%		\$ 253,000.00	25%
FirstOntario Credit Union	17.34%		\$ 4,226,999.78	25%
Meridian Credit Union	18.29%		\$ 4,459,182.84	25%
PenFinancial Credit Union	4.15%		\$ 1,011,500.00	25%
<b>Total</b>	<b>100.00%</b>	<b>100.00%</b>	<b>\$ 24,380,349.42</b>	<b>100.00%</b>

**Investment Detail by Due Date:**

Security Issuer (Dealer <sup>3</sup> ), Type <sup>4</sup>	Settlement Date	Due Date	Term (Days)	Interest Rate	Maturity Value
Bank of Montreal (TD), GIC	24-Aug-16	24-Aug-26	3652	2.15%	\$ 3,000,000.00
Canadian Imperial Bank of Commerce, HISA	31-Dec-21	N/A	N/A	Variable	\$ 1,221,856.90
Canadian Imperial Bank of Commerce, PPN	14-Oct-21	16-Oct-28	2559	Variable	\$ 504,250.00
DUCA FN Credit Union, GIC	6-Dec-21	6-Dec-22	365	1.20%	\$ 253,000.00
FirstOntario, HISA	31-Dec-21	N/A		Variable	\$ 4,226,999.78
Meridian Credit Union, GIC	13-Aug-20	13-Aug-22	730	1.50%	\$ 2,678,585.00
Meridian Credit Union, GIC	6-Dec-21	6-Dec-23	730	1.80%	\$ 1,036,324.00
Meridian Credit Union, GIC	03-Dec-21	03-Dec-22	730	1.35%	\$ 744,164.47
Meridian Credit Union, ISA, CA	31-Dec-21	N/A	N/A	0.85%	\$ 109.37
PenFinancial, GIC	11-Dec-21	11-Dec-22	365	1.15%	\$ 1,011,500.00
Royal Bank of Canada, CA	31-Dec-21	N/A	N/A	Variable	\$ 1,601,523.62
Royal Bank of Canada, GIC	27-Jul-18	27-Jul-22	1461	3.13%	\$ 2,828,004.39
Scotiabank, GIC	24-Aug-16	24-Aug-23	2556	2.17%	\$ 3,486,462.58
Scotiabank, GIC	3-Dec-21	3-Dec-22	365	1.17%	\$ 1,011,700.00
Scotiabank, GIC	3-Dec-21	3-Dec-23	730	1.71%	\$ 775,869.31
<b>Total</b>					<b>\$ 24,380,349.42</b>

**Notes:**

<sup>1</sup> In accordance with Section 418 of the Municipal Act 2001, as amended and Ontario Regulation 438/97, amended to O. Reg 399/02

<sup>2</sup> The "Policy Limit" sets out the maximum share of a particular investment or investment category at the time of placement. Refer to the City of St. Catharines Investment Policy, Appendix B – Approved Investments, Diversifications and Ratings.

<sup>3</sup> Security dealer noted if different than security issuer.

<sup>4</sup> Investment Types:

BA = Bankers' Acceptance, purchased at discount

BDN = Bearer Deposit Note, purchased at discount

CA = Cash Account

DN = Deposit Note (Senior Bank Paper)

FRN = Floating Rate Note, purchased at premium

GIC = Guaranteed Investment Certificate

GN = Guaranteed Note, purchased at discount

HISA= High Interest Investment Savings Account

ISA = Investment Savings Account

MLGIC = Market Linked Guaranteed Investment Certificate

NC = Non-Callable

PPN = Principle Protected Note



## Corporate Report City Council

**Report from:** Engineering, Facilities and Environmental Services, Transportation Services

**Report Date:** February 25, 2022

**Meeting Date:** March 28, 2022

**Report Number:** EFES-03-2022

**File:** 77.37.1

**Subject:** Pedestrian Crossovers

**Strategic Pillar:**

This report aligns with the following St. Catharines Strategic Plan pillar: Social.



## Recommendation

That Council approve the Pedestrian Crossover Policy included as Appendix 1.

## Summary

In 2016, the Province introduced new types of Pedestrian Crossovers (PXO) to enable municipalities to implement controlled pedestrian crossings without the use of traffic signals. Per the updated rules of the road under the Highway Traffic Act, drivers and cyclists must stop when pedestrians are waiting to cross the street or are in the process of crossing the street at a PXO. PXOs are a more cost-effective measure than traffic signals to facilitate pedestrian crossings.

St. Catharines currently has three PXO locations: St. Paul Street at Garden Park, John Macdonell Street mid-block, and Vine Street just south of Scott Street. City staff have received several requests for PXO locations, and this report provides a recommendation to Council regarding a new Policy to assist in evaluating and prioritizing candidate PXO locations.

## Relationship to Strategic Plan

This report relates to item 2.2 of the Social Well-being pillar:

Improve transportation and overall connectedness (all modes, including GO Rail, VIA Rail, and inter-municipal transit and active transportation), incorporate urban design guidelines and provide complete streets in city neighbourhoods.

## Background

In 2016, the Province enacted new legislation that requires drivers and cyclists to stop and yield the right of way to pedestrians at PXOs. While PXOs were used throughout Ontario as far back as the 1970s, which are now referred to as Level 1 Type A PXOs where drivers are not legally required to stop for pedestrians (note that the City does not install Level 1 PXOs), many municipalities were looking for a more cost-effective means than traffic signals to facilitate controlled pedestrian crossing locations. The rising costs of traffic signals and higher warrant thresholds for traffic and pedestrian volumes can be impediments to the implementation of controlled pedestrian crossings.

Level 2 PXOs are distinctly defined by the prescribed use of regulatory signs, warning signs, pavement markings and, depending on the volume and lane conditions, Rapid Rectangular Flashing Beacons (RRFBs). There are three distinct types of Level 2 PXOs: Types B, C, and D (see Appendix 2 for further descriptions and diagrams), and their use is dependent on the characteristics of the specific location. As examples of these, the existing PXOs in St. Catharines are classified as follows:

- Vine Street south of Scott Street is a Type B with RRFBs, pedestrian actuators, electric supply and/or solar panel, supports for overhead signs, typically installed on arterial streets.
- St. Paul Street at Garden Park is a Type C with RRFBs, pedestrian actuators, electric supply and/or solar panel, typically installed on minor arterial or major collector streets.
- John Macdonell Street (mid-block) is a Type D with signs and pavement markings, typically installed on local or minor collector streets.

Appendix 3 has example photos of these existing locations.

## Report

Since the announcement of pedestrian crossovers in 2016, City staff have fielded requests for PXOs at a variety of locations. To create a fair and transparent means of reviewing the requests, and to ensure that funds allocated to PXOs are being used in a more structured manner, staff have created a Policy that outlines the criteria for the review, evaluation, and prioritization of PXO requests.

As staff continue to expand and improve the Active Transportation (AT) network around the city, including developing the Active Transportation Master Plan (ATMP), the intent of the Policy is to help promote the use of AT as a means of transportation by increasing the level of service provided to pedestrians. To do this, staff are proposing a Policy that takes a more conservative approach to justification of a PXO, while following best practice for implementation as outlined in the Ontario Traffic Manual (OTM).

The primary benefit of PXOs is the cost savings for installation, operations, and maintenance over traffic signals, which can cost between \$200,000 and \$300,000, depending on the location for installation alone. This does not include ongoing operational and maintenance costs. Conversely, the approximate cost of a PXO installation per location are as follows:

- Type B: \$30,000 to \$40,000.
- Type C: \$20,000 to \$25,000.
- Type D: \$2,500 to \$3,000.

Yearly operational and maintenance costs for PXOs are minimal, especially for a Type D. The 2022 budgeted amount for the installation of PXOs is \$40,000.

Since these PXOs are relatively new to the city, education on the rules and responsibilities of motorists, cyclists and pedestrians is critical for the safe and effective operation of PXOs. Since implementing the first PXO, staff have been working to provide education for residents and visitors through bus shelter advertising, ads in buses, stories in the local press and on radio and, in 2019, the [City created a website](#) which includes a video demonstrating the proper actions of pedestrians and motorists.

## Financial Implications

The 2022 Operating Budget includes \$40,000 for PXOs, which would allow for the installation of one Type B location, or two Type C locations.

Previous funding of \$30,000 for the St. Paul Street & William Street location will be used in 2022 to install a PXO at that location.

In order for staff to continue to implement the PXO program, funding will need to continue to be provided on an annual basis.

## Environmental Sustainability Implications

The provision of PXOs can enhance active transportation choices by providing more controlled crossing opportunities of streets with higher traffic volumes. PXOs can also aid connectivity of the road and trail network across the city.

## Conclusion

PXO's are a cost-effective tool for municipalities to provide crossing opportunities to pedestrians and improve network connectivity of the road and trail network. By investing in this measure, the City will remove barriers to greater active transportation uptake and opportunities.

### Prepared by

Peter Leyser

Transportation Technologist

**Submitted by**

Brian Applebee, CET  
Manager of Transportation Services

**Approved by**

Anthony Martuccio, P. Eng.  
Director of Engineering, Facilities and Environmental Services

**Appendices**

- Appendix 1 – Pedestrian Crossovers Policy
- Appendix 2 – Ontario Traffic Manual excerpts on Pedestrian Crossovers
- Appendix 3 – Photos of existing locations

**Subject:** Pedestrian Crossover Policy  
**Prepared by:** Engineering, Facilities and Environmental Services  
**Approved by:** Anthony Martuccio, P.Eng.  
**Issue Date:** March 31, 2022      **Policy #:**  
**Review Date:** March 31, 2025      **Revision Date:**

## Policy

All requests for a Pedestrian Crossover (PXO), as identified in the Ontario Traffic Manual (OTM) Book 15, will be reviewed and, if found to be warranted, prioritized using the process outlined within this Policy. Only Level 2 Type B, C, or D PXOs will be considered by the City.

## Purpose

The purpose of this policy is to create an efficient, consistent and fair formal process for investigating requests for PXOs. The policy will be used to determine if a requested location is warranted and, if found to be warranted, the type of PXO to be implemented and prioritization for installation.

## Scope

This policy applies PXOs requested for any roadway under the City's jurisdiction.

## Procedures

### Process Initiation

All PXO requests that fall within the Scope of this Policy will be considered. Once a request is received, a preliminary assessment will be undertaken to determine if the request meets the following screening criteria:

- 1) The road is assumed and maintained by the City of St Catharines.
- 2) The location hasn't been assessed within the last five years.
- 3) The street is relatively flat with no significant grade changes.
- 4) The location is at least 200 metres from traffic control devices (i.e. stop signs) and 100 metres from a sharp curve(s).

If the request does not meet all of these criteria, a PXO may not be considered.

## Technical Assessment

After it has been determined that the requested location meets the screening criteria, a vehicular and pedestrian study will be conducted. The results will be assessed to see if both of the following technical requirements are met:

- The street has a minimum 8-hour traffic volume of 750 vehicles or a daily traffic volume of 1,500 vehicles; and
- The adjusted pedestrian volume (per the methods in OTM Book 15) is greater than 100; or
- The presence of a significant pedestrian crossing point that could benefit from the provision of a controlled crossing (i.e. Crossing Guard location, higher order trail crossing, park entrance, etc.).

Should a location fail to meet either of these requirements, the installation of a PXO may not be considered.

If the technical requirements are met, the location will be assessed to determine the treatment type, based on the guidance provided in OTM Book 15, and will be added to a list of candidate locations. The location will be prioritized based on the following criteria:

- The adjusted number of pedestrians crossing at the location.
- Available budget. For example, if a Level D crossing can be provided within an approved annual budget, this candidate location may receive higher priority ranking over Level B or C (higher cost) locations.

## Treatment Type

The selection of and design for the various Level B, C, and D PXO treatments will follow the guidelines provided by the Province of OTM Book 15, Pedestrian Crossover Selection Matrix.

## Approval and Implementation

The installation of a PXO will be approved under Delegated Authority.

# Ontario Traffic Manual Book 18 Excerpts related to PXOs

**Table 7: Pedestrian Crossover Selection Matrix**

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>2</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.

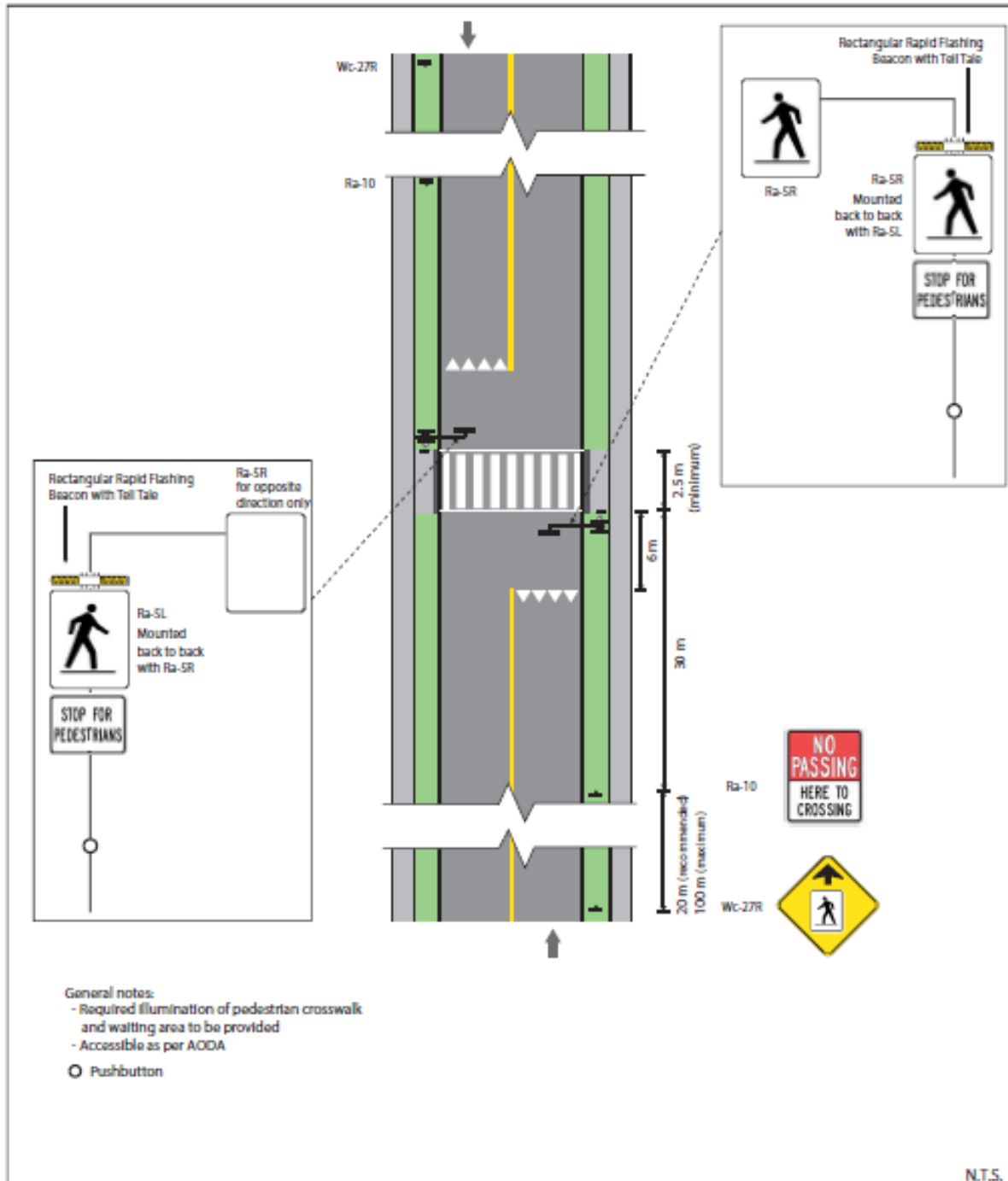
<sup>1</sup>The total number of lanes is representative of crossing distance. The width of these lanes is assumed to be between 3.0 m and 3.75 m according to MTO Geometric Design Standards for Ontario Highways (Chapter D.2). A cross sectional feature (e.g. bike lane or on-street parking) may extend the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

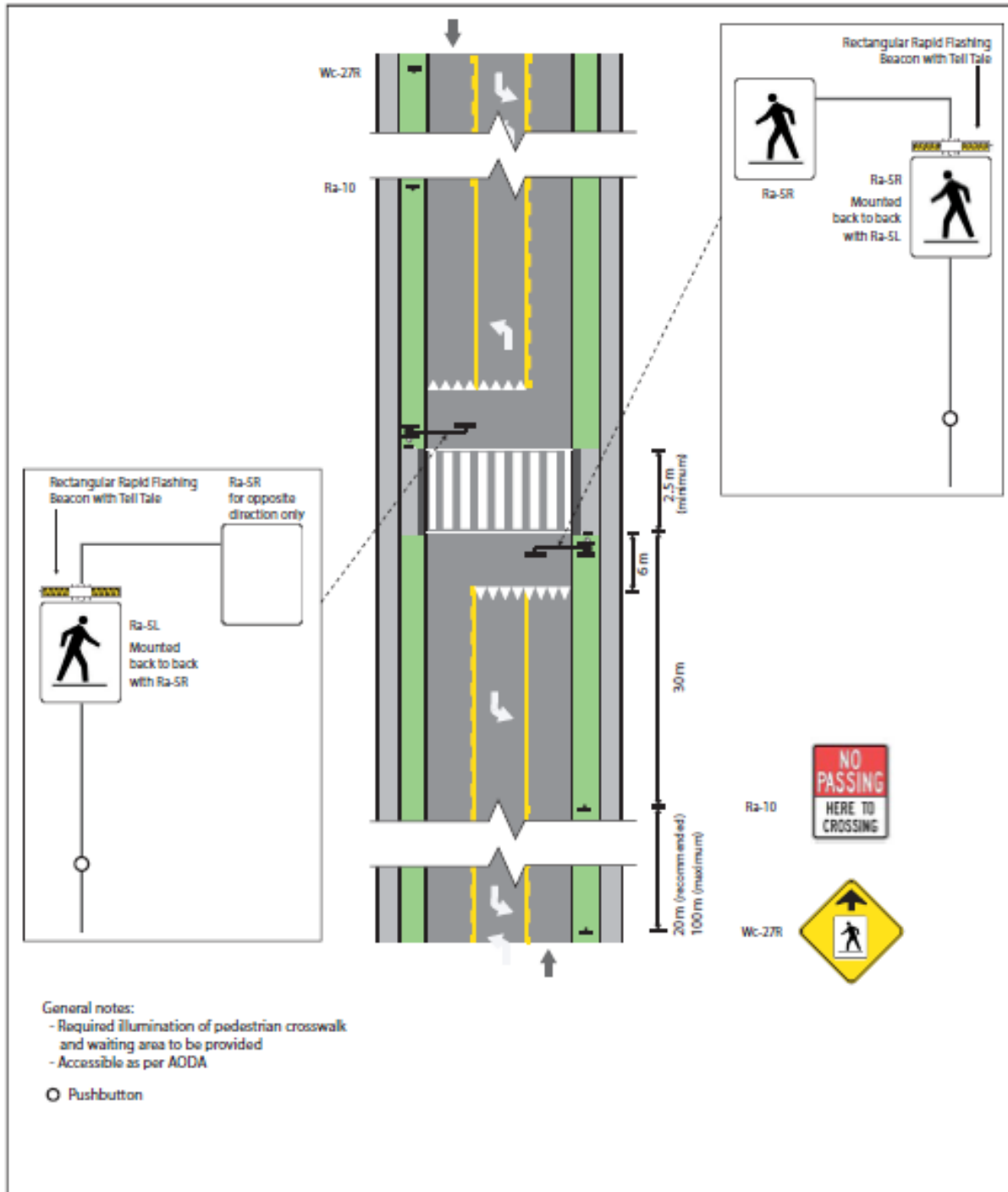
The hatched cells in this table show that a PXO is not recommended for sites with these traffic and geometric conditions. Generally a traffic signal is warranted for such conditions.

## Sample crosswalk: St. Paul Street at Garden Park



**Figure 21: Pedestrian Crossover Level 2 Type B – Mid-block (2-lane, 2-way)**

# Sample Crosswalk: Vine Street just south of Scott Street



**Figure 22: Pedestrian Crossover Level 2 Type B – Mid-block (3-lane with centre 2-way left-turn lane)**

# Sample Crosswalk: John Macdonnell Street (mid-block)

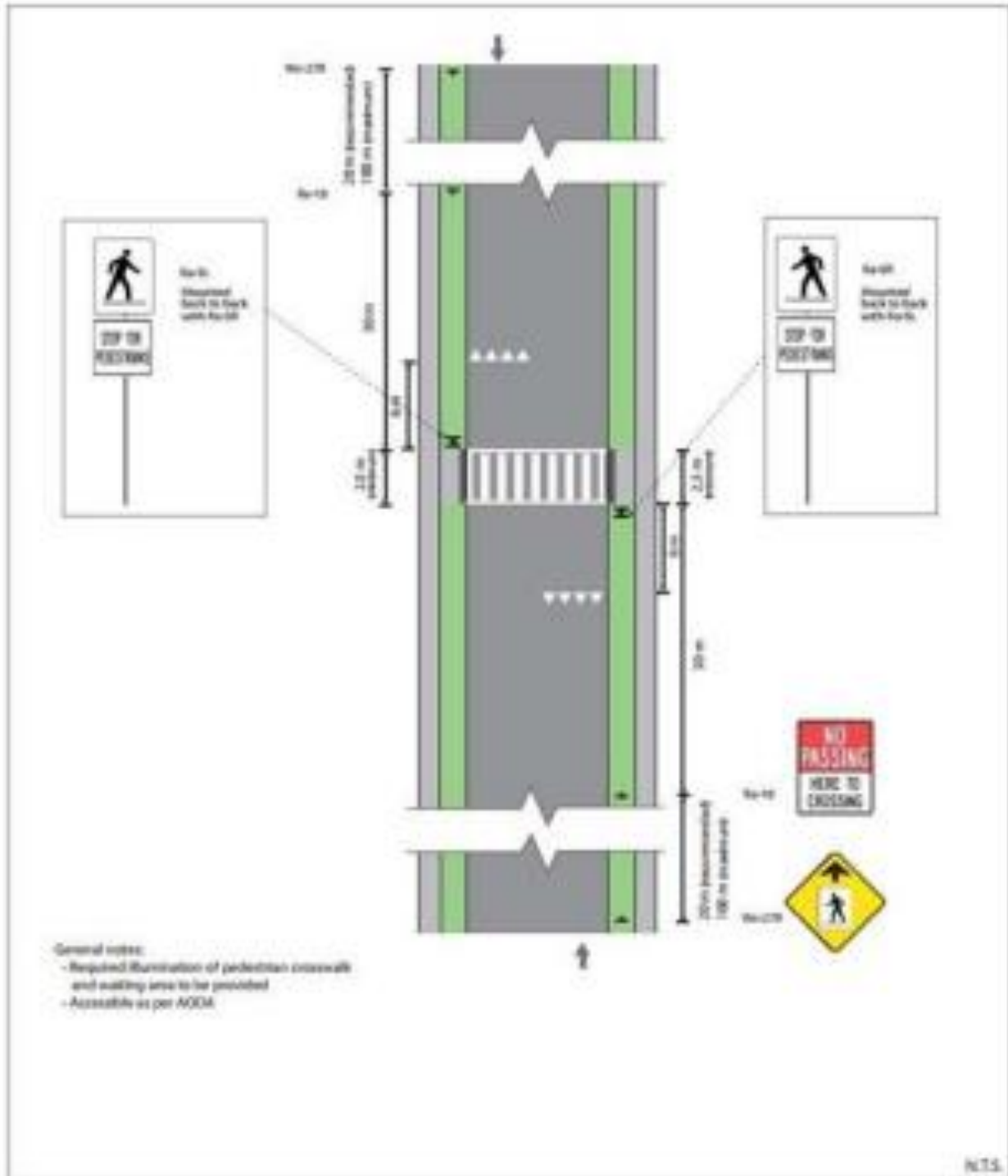


Figure 39: Pedestrian Crossover Level 2 Type D – Mid-block (2-lane, 2-way)

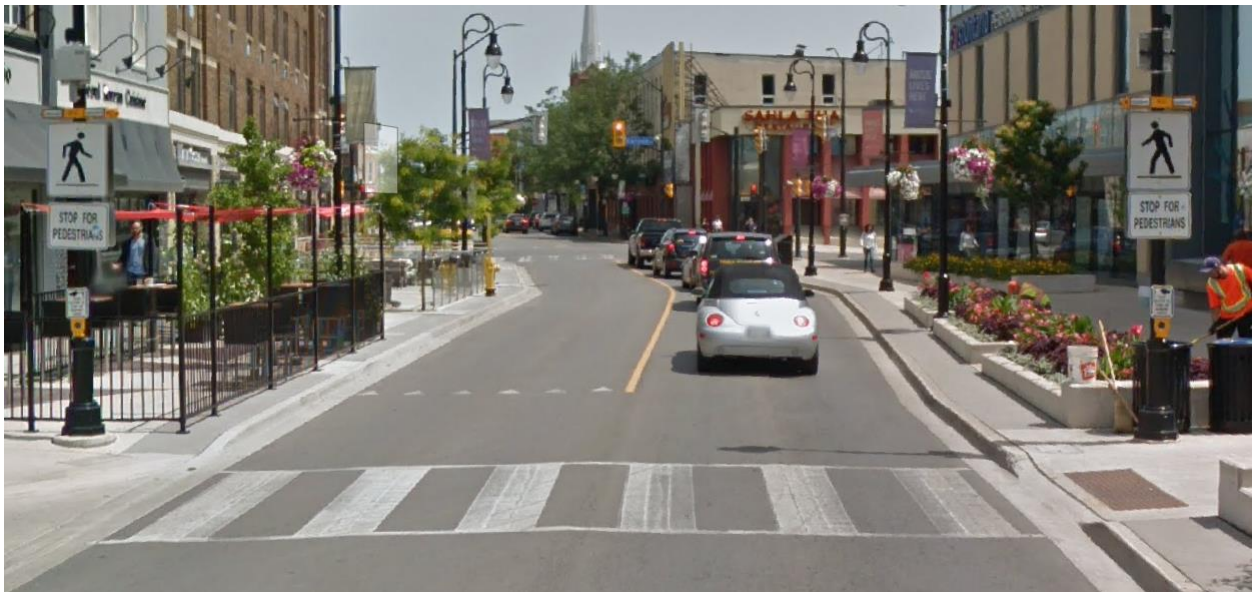
## 3

## Photos of Existing St. Catharines Pedestrian Crossovers

### Level 2- Type B, Vine Street just south of Scott Street



### Level 2- Type C, St. Paul Street at Garden Park



## Level 2, Type D- John Macdonnell Road, mid-block





## Corporate Report City Council

**Report from:** Legal and Clerks Services, Office of the City Clerk

**Report Date:** March 3, 2022

**Meeting Date:** March 28, 2022

**Report Number:** LCS-046-2022

**File:** 68.29.16

**Subject:** 2021 Annual Report – Animal Control and Licensing Services

### Strategic Pillar:

This report aligns with the Social Sustainability Pillar within the St. Catharines Strategic Plan.



### Recommendation

That Report LCS-046-2022, regarding 2021 Annual Animal Control and Licensing Services, be received for information.

### Summary

This report provides a year-end review of the services provided by Niagara Regional Animal Services Inc. (NRAS) and DocuPet Inc. (DocuPet).

### Relationship to Strategic Plan

Our City will continue to achieve success through strategic decision-making that:

- Promotes operation and service excellence

### Background

On February 22, 2021, Council approved the renewal of the Animal Control Service Agreement with NRAS for a further five-year term commencing May 13, 2021.

DocuPet's first agreement with the City of St. Catharines began in 2016, as did NRAS's first contract. The DocuPet Agreement will automatically renew for successive one year periods (each a "Renewal Period"), but not to exceed five years.

## Report

### 2021 Noteworthy NRAS

The year 2021 continued to be an unusual year for City services along with contracted services, such as those provided by NRAS. NRAS shared the following noteworthy items with staff:

- On March 25, 2021, the following news release was shared: “Lincoln County Human Society is Niagara’s Latest Certified Living Wage Employer.”
- In 2021, with the continued stress to local residents from shutdowns related to the pandemic, LCHS opened the first Niagara Community Fridge at their animal shelter. The fridge is open from 7:00 a.m. to 7:00 p.m. This was done in conjunction with Community Care.
- LCHS receives a \$3,500 grant for pet food to help families in need across Niagara.
- LCHS launched a series of pup-made paintings – or pup-casso paintings (aptly named after, Pablo Picasso). The unique project was launched by an Animal Care Technician at LCHS and the artwork and video are available on the LCHS Facebook Page.

NRAS (LCHS) continues to work closely with our community despite continued pandemic restrictions.

The City continues to receive excellent service from NRAS. When staff reach out to NRAS for assistance with vicious dog complaints, NRAS staff are quick to respond with the necessary information for the City to do these hearings. See Appendix 1 for the year-end report.

### 2021 DocuPet performance

Attached as Appendix 2 is the City’s licensing contractor’s facts for 2021. To highlight a few, Council will note that St. Catharines’ numbers have decreased over 2020 by 754 licenses. This represents a gross revenue decrease of \$21,398.79.

In terms of the renewal rate (including pet owners who were unable to renew because they moved or their pet was deactivated) the City is sitting at 84.37%, which is a strong number for DocuPet clients across Canadian cities. Further and noteworthy, over 750 pets were removed in 2021; and 800 licences from 2021 at the writing of this report remain unlicensed.

In terms of new pets, 1,019 were licensed in 2021, a small drop from of approximately 100 over 2020.

DocuPet did see a decline in license sales in Canada across 2021 more so than in 2020. They declined to state exactly what external factors may or may not be contributing to this decline, but DocuPet’s US clients are experiencing the same decline, in fact their numbers are much lower.

In 2021, DocuPet reinstated the renewal and warning letters - this may affect numbers in 2022. Staff will remain engaged with this contractor and continue to support opportunities to increase licensing and to continue to add value to our present customer base by looking at marketing and promotions for 2022 onward.

## **Financial Implications**

This report represents a loss of licensing revenue of \$21,400. Since the introduction of DocuPet licensing services, dog licence revenues have steadily increased year to year, with the exception of 2021, which is largely due to the COVID-19 pandemic. DocuPet was asked by staff to reduce their overdue reminder campaign. It is expected that in 2022 the plan is for DocuPet to resume their regular reminders and any other campaigns to increase dog licensing.

## **Environmental Sustainability Implications**

DocuPet is a full on-line service that has reduced the City's need to send letters to households in St. Catharines. Residents apply and renew on-line.

## **Conclusion**

Staff will continue to monitor the services provided by our Animal Services Contractors and provide Council with updates as necessary. At this time staff are satisfied that these providers continue to provide excellent service to the residents of St. Catharines.

### **Prepared & Submitted by**

Bonnie Nistico-Dunk  
City Clerk

### **Approved by**

Heather Salter  
Director of Legal and Clerks Services / City Solicitor

## **Appendices**

- Appendix 1: NRAS Fourth Quarter Report
- Appendix 2: DocuPet 2021 year-end report



# Niagara Region Animal Services

AGENDA ITEM #4.9

160 Fourth Avenue,  
St Catharines, On L2S0B6  
www.nras.ca

## City of St. Catharines - Quarterly Report

### Animal Control Services:

- a. Community Response
- b. Enforcement Services
- c. Shelter and Adoption Services

				2021				TOTAL	
a. Community Response				Ref Section 3. (1)(a)	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Year End
See 'A' Report	1	Number and types of complaints received and responded to;	(i)	139	202	181	195	717	
	2	Number of hours spent on patrols in the City;	(iv)	359	480	419	439	1697	
	3	Number of calls for emergency assistance;	(iii) (viii)	2	3	4	5	14	
	4	Number of Animals At Large apprehended;	(v)	30	48	77	40	195	
	5	Number of live traps provided to residents;	(vi)	8	12	13	3	36	
	6	Number of Animal carcasses removed from Public Highways;	(vii)	25	36	52	44	157	
	7	Number of calls responded concerning non-owned or Animals At Large and in distress;	(v) (iii) & (c)(vii)	46	164	194	193	597	

b. Enforcement Services			Ref Section 3. (1)(b)	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Year End
See 'B' Report	8	Number of Part 1 (tickets) issued, including the legislation and offence;	(iv)	28	29	18	14	89
See 'C' Report	9	Number of Part 3 proceedings or DOLA applications commenced, including the legislation and offence.	(iv)	0	0	1	0	1

c. Shelter and Adoption Services			Ref Section 3. (1)(c)	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Year End
	10	Number of new Animals impounded;	(ii)	84	183	181	146	594
	11	Number of impounded Animals reunited with their Owners;	6.(3)	31	49	55	41	176
	12	Number of impounded Animals adopted, Fostered or transferred;	(iii)(iv) & 4 (c)	174	183	213	224	794
See 'D' Report	13	Number of impounded Animals euthanized and the reason for euthanasia;	(viii) & 5(2)	3	8	19	14	44
	14	Number of Animals quarantined;	(vi)	33	23	18	17	91

## City of St. Catharines - Quarterly Report

### Report 'A'

#### a. Community Response

- i. Number and types of complaints received and responded to;

Type	Amount of complaints (calls)
<b>Dogs:</b>	
At Large	33
At Large (Confined)	14
Impounded	34
Claimed	28
Feces Complaint	14
Dog Bite	20
Dog Licencing	3
Dog Barking	1
<b>Cats:</b>	
Impounded	96
Claimed	13
<b>All Animals:</b>	
Emergencies & Injured Animals	193
Exotics	1
Deceased	44
Wildlife (Incl in Emerg above)	18
<b>Other:</b>	
Park Patrols	755

*\*Note: Information in this report does not add up to an aggregate number. Information in here is, or may be contained in a. iii., iv., vi., b. i., iv., or v. on the main report.*

# City of St. Catharines - Quarterly Report

## Report 'B'

### b.1 Enforcement Services

iv. Number of **Part 1** (tickets) issued, **including the legislation and offence**;

	Last Name, First Name	Date	By-Law	Offense
1		10/02/2021	95-302	Licencing
2		10/05/2021	95-302	Licencing
3		10/08/2021	95-302	Licencing
4		10/08/2021	95-302	Licencing
5		10/09/2021	95-302	Licencing
6		10/15/2021	79-2017	Licencing
7		10/28/2021	95-302	Licencing
8		10/31/2021	95-302	Licencing
9		11/07/2021	95-302	licencing
10		11/16/2021	95-302	At large
11		11/17/2021	95-302	At large
12		11/17/2021	95-302	licencing
13		11/25/2021	95-302	licencing
14		12/26/2021	95302	licencing
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				

## Report 'C'

### b.2 Enforcement Services

iv. Number of **Part 3** proceedings/DOLA commenced, **including the legislation and offence**.

	Last Name, First Name	Date	By-law	Offense
1				
2				

## City of St. Catharines - Quarterly Report

### Report 'D'

#### c. Shelter Services

viii. Number of impounded animals euthanized and the reason for euthanasia;

Cats	Sick / Injured	9
	Aggressive	0

Dogs	Sick / Injured	1
	Aggressive	1

Small Animals	Sick / Injured	1
	Aggressive	0

Wildlife	Sick / Injured	2
----------	----------------	---

# St. Catharines 2021 Year in Review

January 1st, 2021 - December 31st, 2021



2021 License Sales

#5,903

2020 License Sales

#6,657

Percentage Change

11.33%

Gross Revenue

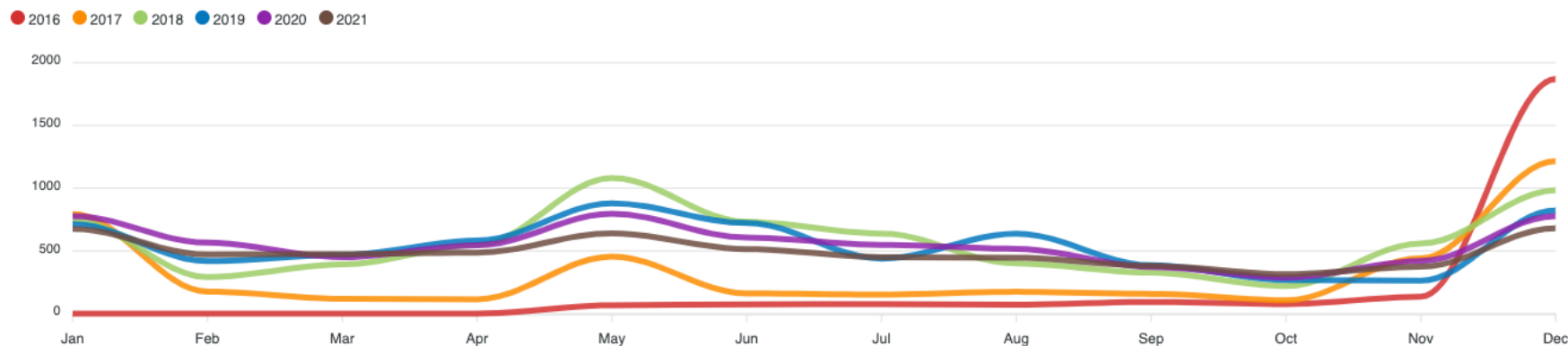
\$244,655.11

Renewal Rate

75.57%

Percentage Sold Online

82.92%



Communication is key!

This year we sent...



#18,032

Emails

#2,871

Renewal Letters

#1,028

Warning Letters

A safe and happy home for every pet  
#1,503

Automated Calls

## What do your residents think?

Below are some sentiments that we have received from residents in your community this year.

"Great, quick, pleasant response. Very much appreciate the helpful information."

"Very quick reply and prompt service! Customer service representative went above and beyond."

"Very fast! So friendly! Wonderful experience. Thank you."

Here are the three most popular designer tag styles in your community!





## Corporate Report City Council

**Report from:** Legal and Clerks Services, Office of the City Clerk

**Report Date:** March 18, 2022

**Meeting Date:** March 28, 2022

**Report Number:** LCS-049-2022

**File:** 10.12.1

**Subject:** Council Correspondence

**Strategic Pillar:**

### Recommendation

That Council receive and file the items listed within the report; and

That Council appoint the individuals outlined in the confidential letter from the Executive Director of the St. Catharines Downtown Association to the Board of the St. Catharines Downtown Association; and

That Council receive and file additional correspondence distributed for the meeting held March 28, 2022, which is available upon request.

### Report

The Office of the City Clerk is submitting, for the approval of Council, correspondence received during the period of February 25, 2022 to March 17, 2022.

The information regarding appointments for vacancies on the Board of the St. Catharines Downtown Association, is being provided through confidential letter as discussion of the merits of individual applicants could be considered a personal matter about identifiable individuals. The letter will be placed in Council's SugarSync folder prior to the Council meeting of March 28, 2022. The appointments approved by Council will be published in the meeting minutes.

At the meeting of January 31, 2022, City Council approved a motion regarding Acts of Violence, Harassment and Intimidation against Elected Officials and Government Employees. Attached as Sub-Item #4 is a supporting resolution from the Town of West Lincoln.

At the meeting of January 17, 2022,, City Council approved a motion regarding CHPI Funding Shortfalls. Attached as Sub-Item #6 is a supporting resolution from the Town of Fort Erie.

## Resolutions

1. Town of South Bruce Peninsula – re: Municipal Accommodation Tax and Crown Campgrounds– Resolution
2. The Township of Woolwich – re: Mental Health Supports - Resolution
3. Town of Wasaga Beach – re: County of Simcoe Regional Government Review Service Delivery Task Force – Fire Services - Resolution

## Response to Motions from St. Catharines City Council

4. Support for City Council's Motion – re: Acts of Violence, Harassment and Intimidation against Elected Officials and Government Employees (motion passed at Council Meeting of January 31, 2022)
5. Support for City Council's Motion – re: CHPI Funding Shortfalls (motion passed at Council Meeting of January 17, 2022)

## Correspondence

6. Friends of 12 Mile Creek re: Destruction of 12 Mile Creek Ravine for a Mountain Bike Racecourse (*forthcoming*)
7. AMO Watchfile – March 3, 2022
8. AMO Watchfile – March 10, 2022
9. AMO Watchfile – March 17, 2022

## Reports Requested by Council

10. Outstanding Reports List – updated March 17, 2022

## Confidential Memorandums from Staff

(See SugarSync folder for March 28, 2022)

- St. Catharines Downtown Association re: - vacancies on the Board of the St. Catharines Downtown Association

### Prepared by

Evan McGinty and Sarah McWilliams  
Council and Committee Coordinators

### Submitted and Approved by

Bonnie Nistico-Dunk  
City Clerk



Box 310, 315 George Street, Wiarton, Ontario N0H 2T0 Tel: (519) 534-1400 Fax: (519) 534-4862  
1-877-534-1400

February 25, 2022

The Honourable David Piccini, Minister  
Ministry of Environment Conservation and Parks  
College Park 5th Floor, 777 Bay St.  
Toronto, ON M7A 2J3

**Re: Municipal Accommodation Tax and Crown Campgrounds**

On January 1<sup>st</sup>, 2022, the Town of South Bruce Peninsula implemented a Municipal Accommodation Tax (MAT). The tax equates to a 4% fee Levied on short term accommodations including, hotels, motels, rooming houses, bed & breakfast, cottage rentals and campgrounds, for all bookings of 30 days or less.

The Town of South Bruce Peninsula is the first jurisdiction in Ontario to levy the MAT on campgrounds. There are approximately 14 campgrounds within the Town of South Bruce Peninsula. Of those, one is a municipally owned campground, and one is a provincially owned campground, known as the Sauble Falls Provincial Park.

The Town recently amended the MAT program to confirm that our Town owned campground will contribute to MAT in the same manner as all of our privately owned campgrounds.

The Municipal Act states that "the Crown, any agency of the Crown in right of Ontario or any authority....." Is exempt from MAT. As such, the Sable Falls Provincial Park is not participating in the MAT program.

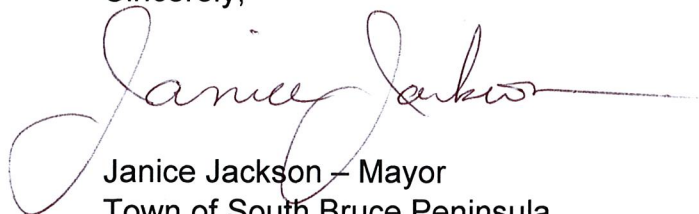
Several campground owners within the Town recently attended a Council meeting and stated their concerns and objections pertaining to the MAT exemption for the Sauble Falls Provincial Park. Town Council and private campground owners believe that this exemption creates an unfair competitive advantage for the provincially operated campground.

Council fully supports the position of our local campground owners and has passed the following resolution

*"And further that the Town sends a letter to the Ministry of Environment Conservation and Parks as well as to MPP Bill Walker requesting the removal of the Municipal Accommodation Tax exemption for all Crown owned campgrounds and that this letter is sent to all Ontario municipalities to seek their support"*

By way of this letter, we are asking the province to remove exemptions listed within section 400.1 (1) of the Municipal Act pertaining to Crown owned facilities, specifically campgrounds.

Sincerely,

A handwritten signature in dark ink, appearing to read "Janice Jackson", with a long horizontal flourish extending to the right.

Janice Jackson – Mayor  
Town of South Bruce Peninsula  
Janice.jackson@southbrucepeninsula.com  
519-534-1400 ext. 200

cc. MPP Bill Walker



THE TOWNSHIP OF  
WOOLWICH

BOX 158, 24 CHURCH ST. W.  
ELMIRA, ONTARIO N3B 2Z6  
TEL. 519-669-1647 / 1-877-969-0094  
COUNCIL/CAO/CLERKS FAX 519-669-1820  
PLANNING/ENGINEERING/BUILDING FAX 519-669-4669  
FINANCE/RECREATION/FACILITIES FAX 519-669-9348

March 8, 2022

Prime Minister of Canada  
Hon. Justin Trudeau  
Office of the Prime Minister  
80 Wellington Street  
Ottawa, ON  
K1A 0A2

Premier of Ontario  
Hon. Doug Ford  
Legislative Building  
Queen's Park  
Toronto, ON  
M7A 1A1

Honorable Prime Minister Trudeau and Premier Ford:

RE: Resolution Passed by Woolwich Township Council – Mental Health Supports

This letter is to inform you that the Council of the Township of Woolwich endorsed the following resolution at their meeting held on March 7, 2022:

**WHEREAS the Council of the Township of Woolwich (the "Township") has been an annual funding partner of Woolwich Counselling Centre to support local mental health counselling; and**

**WHEREAS Woolwich Counselling Centre is part of the broader Counselling Collaborative of Waterloo Region, a community-based partnership between six community counselling service providers within Waterloo Region; and**

**WHEREAS the COVID-19 pandemic has had a significant impact on individuals and families, both globally and locally, including immediate and ongoing mental health concerns; and**

**WHEREAS the Township is aware that there has been an average 39% increase in total client referrals, which includes a 71% increase in child and youth referrals, for government funded programs in 2021 across member organizations of the Counselling Collaborative of Waterloo Region, which has led to difficulty for the member organizations to keep up with the demand in terms of bringing on new qualified staff to support the substantial increase in local client needs; and**

**WHEREAS the Township believes local needs for mental health supports and difficulties in responding to this increased need is indicative of a broader issue across Ontario and is expected to continue in the future; and**

**WHEREAS the current provincial funding model for mental health support is fragmented across several ministries and programs;**

**NOW THEREFORE BE IT RESOLVED THAT the Council of the Township of Woolwich requests that the Government of Canada ensure appropriate and sustained funding is transferred to provinces for mental health purposes in their 2022 budget; and**

**THAT the Council of the Township of Woolwich requests the Government of Ontario to provide stable, reliable and predictable funding for mental health organizations in their 2022 budget; and**

**THAT this resolution be forwarded to the Prime Minister, the Federal Minister of Finance, the local Member of Parliament, the Federation of Canadian Municipalities (FCM), the Premier of Ontario, the Ontario Minister of Finance, the local Member of Provincial Parliament, the Association of Municipalities of Ontario (AMO) and other municipalities in Ontario.**

Should you have any questions, please contact Alex Smyth, by email at [asmyth@woolwich.ca](mailto:asmyth@woolwich.ca) or by phone at 519-669-6004.

Yours truly,



Jeff Smith  
Municipal Clerk  
Corporate Services  
Township of Woolwich

cc. Chrystia Freeland, Deputy Prime Minister and Minister of Finance  
Tim Louis, MP Kitchener-Conestogo  
Federation of Canadian Municipalities  
Peter Bethlenfalvy, Ontario Minister of Finance  
Mike Harris, MPP Kitchener-Conestogo  
Association of Municipalities in Ontario (AMO)  
Municipalities in Ontario

*"Proudly remembering our past; Confidently embracing our future."*



March 11, 2022

Mr. John Daly  
Director of Legislative Services/Clerk  
County of Simcoe  
1110 Highway 26,  
Midhurst, ON  
L9Z 1N6

BY EMAIL ONLY

Dear Mr. Daly:

Re: County of Simcoe Regional Government Review Service Delivery Task Force - Fire  
Services

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Please be advised that the Town of Wasaga Beach Coordinated Committee, during its March 10, 2022 meeting, adopted the following resolution:

"That the Community Services Section of Coordinated Committee receive the Chief Administrative Officer's report on the County of Simcoe Regional Government Review Service Delivery Task Force Fire Services Review for information;

Further that the Community Services Section of Coordinated Committee authorize the Chief Administrative Officer to inform the County of Simcoe that the Town of Wasaga Beach supports recommendations nine and ten of the Fire Service Review report;

And Further, that the Community Services Section of Coordinated Committee authorizes the CAO to request that County Council, through the Regional Government Review, formally request the Province to further review the interest arbitration system, as the changes introduced in 2018 have not impacted wage increases awarded to the fire services sector, often exceeding negotiated settlements for other municipal employee groups, continuing to place a financial strain on municipalities, and creating wage compression with Fire Department leadership;

And Further, that as part of the review, the Province confirm that it is the employer's responsibility to define the hours of work that best fits their circumstance rather than an arbitrator awarding a change;

And that this motion be circulated to all municipalities in the Province."

-2-

Attached is a copy of the report dated March 10, 2022. Your favourable consideration of this matter is appreciated.

Should you have any questions, please contact me at [cao@wasagabeach.com](mailto:cao@wasagabeach.com) or (705) 429-3844 Ext. 2222.

Sincerely,

A handwritten signature in black ink, appearing to read 'George Vadeboncoeur', written in a cursive style.

George Vadeboncoeur  
Chief Administrative Officer

/pk

- c. Wasaga Beach Town Council Members  
Association of Municipalities of Ontario  
All Municipalities in Ontario

## STAFF REPORT



**TO:** Community Services Section of Coordinated Committee

**FROM:** George Vadeboncoeur, Chief Administrative Officer

**SUBJECT:** County of Simcoe Regional Government Review  
Service Delivery Task Force - Fire Services Report

**DATE:** March 10, 2022

### RECOMMENDATION

THAT the Community Services Section of Coordinated Committee receive the Chief Administrative Officer's report on the County of Simcoe Regional Government Review Service Delivery Task Force Fire Services Review for information;

FURTHER that the Community Services Section of Coordinated Committee authorize the Chief Administrative Officer to inform the County of Simcoe that the Town of Wasaga Beach supports recommendations nine and ten of the Fire Service Review report.

### BACKGROUND

The County of Simcoe established a Service Delivery Task Force Committee of County Council members to undertake reviews of the following services to determine if efficiencies could be found leading to improved services to tax payers. The services being reviewed are:

- Conservation Authority Services
- Fire Services
- Land Use Planning Services
- Library Services
- Transit Services
- Water and Waste Water Services
- Storm Water Management Services – completed, no further action required
- Legal Services – completed, no further action required

The subject of this report is the review of Fire Services.

The County engaged a third-party consultant to conduct a comprehensive review of Fire Services in the County of Simcoe, identifying possible efficiencies and preferred Service Delivery models including regional and sub-regional service models.

Through an RFP process, Pomax Consulting Inc. (Pomax) was selected by the County to complete the review. The Pomax team commenced the project and municipal engagement in May 2021.

On December 6, 2021 the County of Simcoe Regional Government Review Service Delivery Task Force received the final report and passed a resolution requesting that the report be sent to individual municipal Councils for review and comment.

The ten recommendations tabled with the Task Force are as follows:

1. "Share fire chiefs wherever possible. Examples of this include Innisfil and Bradford-West Gwillimbury, and Penetanguishene and Midland. There is an expectation that the number of responses will decline in the next few years as the province implements Medical Priority Dispatch System (MPDS). An advantage of sharing fire chiefs may be that the joint chief will find realistic ways to rationalize training, prevention, public education, and stations. Essa Township has an opportunity to share a fire chief with a neighbouring community or even amalgamating.
2. Share recruitment, intake, selection, training, and equipment in the same manner as takes place in North Simcoe. Duplication of these processes can be expensive. Sharing also supports consistency so that when the time comes that firefighters from different departments have to work together at mutual aid or other major incidents, they are familiar with common practices.
3. Share public education and prevention resources. This may not save money but may accomplish consistency in neighbouring communities and may enhance some communities that have inadequate resources.
4. Where possible consolidate fire services. This is not a minor step but it is one that has been accomplished before when municipalities amalgamate or a decision is made that shared services is best for a community <https://lincoln.ca/news/2021/06/media-releasetowns-lincoln-and-grimsby-embark-shared-fire-service-pilot-project>.
5. Several fire departments, during interviews, discussed establishing training centres – some with the perspective of providing services for a fee to other fire departments. Prior to taking those steps, partnerships should be discussed to defray costs and to determine the best location for training centres. Training centres that are established with the objective of defraying costs by renting to other fire departments do not have a history of success.

6. Prior to considering building a new fire station, undertake a needs analysis including response modelling and incident type. Fires may be an impetus for establishing a new or additional fire station but sometimes medical incidents are held out as part of the justification. Fires are on a downward trend. It is possible medical responses will also trend downwards. Schedule 1 RGR 2021-357 Page 28 Simcoe County Fire Services Review Final Report Part 1 Page | 27
7. Where possible, consider contracting services with a neighbouring municipality. Ramara Station 2's response area is a possible opportunity as are responses to areas that border other full time fire departments.
8. Employ the precept of closest or quickest vehicle responds. Although some form of cost per call may have to be worked out using the closest fire resource delivers service sooner.
9. Obtaining and understanding fire department data and information, particularly outcome information to answer the question "Why are we doing what we are doing?" should be the primary objective of all municipalities. It does not exist now notwithstanding the efforts of some departments who are attempting to secure information. This is a major undertaking that is not realistic for individual departments but could be provided by the county on a cost recovery basis. We recommend that municipalities work with the county to obtain that service, or the county should establish the service and offer it to those municipalities who see it as an advantage. During our interviews several CAOs envisioned the county as being the data and information centre.
10. We recommend that representatives of Simcoe County and the municipalities form a committee to further explore these recommendations, particularly the provision of a data service by the county as noted in recommendation 9."

On February 1, 2022 staff received a letter from the County of Simcoe Clerk's Department on behalf of the Service Delivery Task Force asking for feedback on the report.

At the February 10, 2022 Community Services Section of Coordinated Committee the Fire Chief provided a report requesting that if Council members had comments concerning the proposed efficiencies, service delivery models and recommendations outlined in the review, that they provide such comments to the Chief Administrative Officer.

## **DISCUSSION**

Based on the feedback from individual Council members, it is felt two of the ten recommendations found within the Pomax report warrant additional exploration.

Recommendation number nine supports the County providing data collection and analysis services due to challenges for smaller municipalities undertaking the same

exercise. While conducting interviews with municipalities, Pomax received comments from several Chief Administrative Officers indicating that the County could assist as a data and information centre. This would ensure that the data required to make decisions is collected and what is collected is standardized across the County. One area identified is outcome information, similar to the data collected by other emergency services. With automation, training and building on data already collected for other purposes, this should be fairly easy to implement.

Recommendation number ten supports the creation of a committee comprised of municipalities and representatives of the County to further explore all of the recommendations, in particular the provision of a data service by the County as noted in recommendation nine. Some areas of interest include, sharing in the recruiting of volunteer Fire Fighters, Fire Prevention and Training. It was noted that a "...significant level of cooperation and sharing in Simcoe was identified..." as already occurring.

Although it was not considered as part of the review or a recommendation, some Council members feel the disproportionate escalation of firefighter wages and benefits, supported by the Arbitration system, is an issue that deserves attention and resources. It is acknowledged that this is beyond a local issue and should be addressed by the province as a priority as it impacts all fire services.

In discussing the recommendations with the Fire Chief, he is committed to reviewing all aspects of his administration and operations to identify areas to improve efficiencies and service delivery in the spirit outlined in the Promax Report.

Respectfully Submitted,

George Vadeboncoeur  
Chief Administrative Officer

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**CLERK'S DEPARTMENT**

Sub - Item 4

March 1, 2022

City of St. Catharines  
PO Box 3012  
50 Church St.  
St. Catharines, ON  
L2R 7C2

Dear Bonnie Nistico-Dunk, City Clerk,

Re: Acts of Violence, Harassment and Intimidation against Elected Officials and Government Employees

This correspondence is to confirm that on February 28, 2022, West Lincoln Township Council adopted the following resolution regarding Acts of Violence, Harassment and Intimidation against Elected Officials and Government Employees:

That, the correspondence from the City of St. Catharines requesting support of their resolution adopted by their City Council at their January 31, 2022 Council Meeting regarding Acts of Violence, Harassment and Intimidation against Elected Officials and Government Employees; be received and supported.

If any further information is required, please contact the undersigned at 905-957-3346, Ext 6720.

Yours truly,



Joanne Scime  
Clerk

X:\cl-Clerks\Council-2022\Letters\St. Catharines – Acts of Violence, Harassment and Intimidation against Elected Officials and Government Employees



## Community Services

### Legislative Services

March 1, 2022

File #120203

Sent via email: [ann-marie.norio@niagararegion.ca](mailto:ann-marie.norio@niagararegion.ca)

Ann-Marie Norio, Regional Clerk  
Niagara Region  
1815 Sir Isaac Brock Way, P. O. Box 1042  
Thorold, ON L2V 4T7

Dear Ms. Norio:

**Re: City of St. Catharines Resolution – CHPI Funding Shortfalls**

Please be advised the Municipal Council of the Town of Fort Erie at its meeting of February 28, 2022 received and supported correspondence from the City of St. Catharines dated January 26, 2022 advising they will address the Minister regarding the CHPI Funding Shortfalls and to coordinate with the Regional Chair's any requests for meetings.

Attached please find a copy of the City of St. Catharines correspondence dated January 26, 2022.

Yours very truly,

Carol Schofield, Dipl.M.A.  
Manager, Legislative Services/Clerk

[cschofield@forterie.ca](mailto:cschofield@forterie.ca)

CS:dlk

Encl.

c.c. B. Nistico-Dunk, City Clerk, City of St. Catharines  
Local Area Municipalities  
Jennifer Stevens, MPP - St. Catharines [JStevens-CO@ndp.on.ca](mailto:JStevens-CO@ndp.on.ca)  
Jeff Burch, MPP - Niagara Centre [JBurch-QP@ndp.on.ca](mailto:JBurch-QP@ndp.on.ca)  
Wayne Gates, MPP - Niagara Falls [wgates-co@ndp.on.ca](mailto:wgates-co@ndp.on.ca)  
Sam Oosterhoff, MPP - Niagara West-Glanbrook [sam.oosterhoff@pc.ola.org](mailto:sam.oosterhoff@pc.ola.org)

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Mailing Address: The Corporation of the Town of Fort Erie  
1 Municipal Centre Drive, Fort Erie ON L2A 2S6  
Office Hours 8:30 a.m. to 4:30 p.m. Phone: (905) 871-1600 FAX: (905) 871-4022

Web-site: [www.forterie.ca](http://www.forterie.ca)

January 26, 2022

Ann-Marie Norio  
Regional Clerk  
Niagara Region  
1815 Sir Isaac Brock Way  
P.O. Box 1042  
Thorold, ON L2V 4T7

Sent via email: [Ann-Marie.Norio@niagararegion.ca](mailto:Ann-Marie.Norio@niagararegion.ca)

**Re: CHPI Funding Shortfalls  
Our File 35.23.125**

Dear Ms. Norio,

At its meeting held on January 17, 2022, St. Catharines City Council approved the following motion:

WHEREAS temporary COVID-19 relief funding from the province has helped the Region's Homelessness Services respond effectively to the most urgent challenges caused by the pandemic on the homelessness system, but the annual CHPI funding from the province is not adequate and has not significantly increased over the last three years; and

WHEREAS the Niagara Region has had to allocate 1.9 million of its own levy funding to meet the ever-increasing needs of the community, and as per a review by KPMG consultants, it was noted that out of all Ontario municipalities, Niagara Region has one of the highest contributions from property tax levies in the province towards homelessness services, which demonstrates a growing shortfall in provincial funding; and

WHEREAS the Auditor General in her December 2021 report on Homelessness in Ontario raised concerns, finding that since 2013, the Ministry's funding methodology for the CHPI program has been primarily based on historical spending rather than local need; and

WHEREAS on January 11, 2022, the Niagara Region's Public Health and Social Services Committee received a staff report seeking approval for the 2022-2023 Community Homelessness Initiative Plan (CHPI) for Niagara Region and a Motion was approved at that Committee directing the Regional Chair to send a letter to the Minister to immediately urge the province to address the funding inadequacies;

.../2

THEREFORE BE IT RESOLVED that the Council of the City of St. Catharines, representing the largest urban centre in the Region, direct the Mayor and City staff to write a letter asking the Minister to address the CHPI funding shortfalls in Niagara, and to coordinate with the Regional Chair's office to support any requests for meetings with the Minister's office; and

BE IT FURTHER RESOLVED that this Motion be sent to the Niagara Region, all twelve lower tier municipalities and to the four local Niagara MPPs.

If you have any questions, please contact the Office of the City Clerk at extension 1524.



Bonnie Nistico-Dunk, City Clerk  
Legal and Clerks Services, Office of the City Clerk  
:em

cc: Local area municipalities  
Jennifer Stevens, MPP - St. Catharines, [JStevens-CO@ndp.on.ca](mailto:JStevens-CO@ndp.on.ca)  
Jeff Burch, MPP - Niagara Centre, [JBurch-QP@ndp.on.ca](mailto:JBurch-QP@ndp.on.ca)  
Wayne Gates, MPP - Niagara Falls, [wgates-co@ndp.on.ca](mailto:wgates-co@ndp.on.ca)  
Sam Oosterhoff, MPP - Niagara West-Glanbrook, [sam.oosterhoff@pc.ola.org](mailto:sam.oosterhoff@pc.ola.org)  
Brian York, Director, Economic Development and Government Relations  
Scott Rosts, Chief of Staff, Mayor's Office  
Melissa Wenzler, Government Relations Advisor

Guy Graveline and Friends of 12 Mile Creek

[REDACTED]  
[REDACTED]

Official Correspondence  
City Clerk  
City of St. Catharines,

February 28, 2022

Mayor and Councilors:

**Re: Destruction of 12 Mile Creek Ravine for a Mountain Bike Racecourse**

**Preface:**

The intent of this Letter of Correspondence is to inform City Council about the unnecessary destruction of one of the last natural and undisturbed greenbelt areas of St. Catharines, to share facts and information to support our claims, and to raise a number of legitimate questions. Included with this letter is an Addendum that provides further information we have obtained through our own research and materials acquired through Freedom of Information requests.

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A mountain bike racecourse is being built in the Twelve Mile Creek ravine behind Riverview Blvd. Ostensibly, it is being built for the Niagara 2022 Canada Summer Games, however it is also being advertised as a legacy project that will remain for generations after the Games are gone. The result is a permanent racecourse in a Significant Woodland and Environmentally Sensitive Area, and an area that is also identified as an important biodiversity corridor in the Niagara Region Peninsula Watershed. It connects the greenbelt in St. Catharines with the Niagara Escarpment.

The ravine bottom land supports a popular trail system running along the Creek. That trail is enjoyed by walkers, hikers, bird watchers, nature lovers and casual cyclists. However, the delicate ravine slopes are left pretty much alone, and that has allowed the development of irreplaceable mature trees, diverse vegetation and abundant wildlife. These slopes are now to be destroyed in service of a scheme to create an “athletic Mecca”, a scheme that ignores the fact that these (north facing and wet) lands are entirely unsuitable for that purpose. The plan was described by Mayor Sendzik in a recent article in the Niagara 2022 Games News:

*“This trail is a legacy piece that I hope future generations will be able to learn and embrace the sport of mountain biking. What you have created here is another trail system that can be enjoyed by cycling enthusiasts and others while also appreciating nature”.*

The Mayor's endorsement of, and the energy he has personally devoted to this [REDACTED] from the onset, has been troubling. [REDACTED]

[REDACTED] From the onset citizens were reassured that the course would only consist of "safety and other minor improvements to existing trails", a stance that was supported by the Mayor who stated there would be "no new construction". In the end nothing could be farther from the truth. The reality is that it is a new trail system involving cutting into the upper slopes where there was nothing but dense vegetation, trees and bushes previously.

Our immediate point is that we, and our many supporters, are deeply concerned that the ravine has been handed over to a few politically connected mountain bikers to use as their private playground. We are concerned that there has been none of the usual (and required) planning for a mountain bike racecourse (liability, security, maintenance, restoration, enforcement of restrictions). We are concerned that the course builders are amateurs with little clues as to the effects of their actions. We are concerned at the degradation of our neighbourhoods. We are concerned at the loss of access for other trail users. Make no mistake. A racecourse is just that. It is a place for competitive racers, not for casual cyclists and the general public. This is blatantly unfair.

We have tried to gain information and to assist the planners in sourcing more suitable locations. [REDACTED]

For 4.5 months work was done without the knowledge of The Niagara Peninsula Conservation Authority (NPCA) or the required permits. Then, after 80% of the racecourse had been constructed, the NPCA issued a permit to the Games to continue, [REDACTED]. For example, the course work was described as improvements to pre-existing trails. This is not correct. The NPCA also stated that a natural areas inventory study was used by the Games to minimize environmental damage throughout the racecourse. However, the studied area did *not* include most of the racecourse area. There has been no appropriate environmental assessment.

NPCA has categorized the racecourse use as "passive recreation". [REDACTED]

[REDACTED]. The new trails are unlike others along the Twelve Mile Creek and are already being promoted for racing events prior to the Games. Make no mistake, this is a racetrack we are talking about. Mountain bike racing competitions cannot be viewed as passive recreation, according to the generally accepted definition of what passive use actually is (using the environment without damaging or permanently altering it). The NPCA's categorization was in error.

This is all so unnecessary. As we have said, the Twelve Mile Creek valley is full of bike trails, most unofficial. More trails are not needed and will not make any difference to the general popularity of mountain biking. In particular, racing trails should be excluded from

environmentally sensitive areas. They cause greater negative impacts to soil, vegetation, and wildlife due to faster speeds, increased traction, and higher activity levels throughout. These impacts will be exacerbated by climate change, particularly since the ravine faces north, has an unstable top of slope, is often wet and muddy, and is prone to erosion and slope instability. Mountain bikers acknowledge that these kinds of conditions lead to greater environmental damage and to a poor riding experience for most cyclists.

The Games frequently cites the International Mountain Bike Association as their source for trail construction methods. However, IMBA guidelines for trail making are not being followed here. IMBA requires proper environmental assessments, professional trail construction teams, and *pre-construction* planning for sustainable funding for maintaining the trail system into the future. None of these requirements are met here.

### **Questions for City Council**

We have the following questions for City Council.

1. Has City Council approved the City's plans for a mountain bike racecourse trail system along the Twelve Mile Creek? What will be allocated for sustainable funding for this system?

Freedom of Information materials we obtained include a letter of approval for the racecourse dated January 27, 2021, from the CAO for St. Catharines to OPG.

2. Who is liable post-Games if an accident occurs on the racecourse or its special features? If the City assumes responsibility for the course, will Council approve the associated risks and costs?

The racecourse is being built on steep, slippery slopes with large rock features and jumps that end up on the street used by large Hydro trucks. It could clearly become a danger to the general public who might decide to use it. Also, the mix of passive trail users with speeding racers may result in serious collisions and trail wars.

3. Does City Council approve of a mountain bike racecourse in the City's critically important urban forest?

Environmental stewardship is a key pillar in the City's strategic plan. Protecting green infrastructure, regenerating urban forest, and increasing tree canopy are significant objectives of the City's Urban Forestry and Climate Adaptability Plans. Planning documents related to the new Official Plan for Niagara Region identify this ravine as a natural heritage area that needs enhancement. The construction of the racecourse has already damaged or destroyed numerous trees, saplings, and seedlings, and there is more to follow. In addition, mountain bike trails usually lead to the creation of many rogue trails, which will further permanently degrade this ravine and others along the Creek. Small areas of damage may not look significant on their own, but the cumulative damage will be profound.

4. Is City Council aware of the condition and obligation of the NPCA permit that requires post-Games remediation of the racecourse? Has it approved any funding for this purpose?

The NPCA work permit issued to the Games is valid for two years and stipulates a requirement for post-game remediation. If there is no funding made available, how will the City ensure there is full compliance with the NPCA permit and with the need to monitor the area regularly to ensure environmental restoration?

The Games has a revegetation plan of sorts. It consists of a few young trees and some grass seed thrown in small areas ("where appropriate"). This will not restore damage from newly dug trails that will be widened and deepened during and after the Games. Is there a real remediation plan?

5. Will the City look after the safety of the residents in the community near the racecourse?

It is known (and confirmed by NRP) that the Twelve Mile Creek trail system is used to access residential backyards and other parts of the neighbourhood to conduct crimes. However, because OPG owns the land, police do not have a legal mandate to patrol this area, as they would a city street or park, and they are reluctant to chase thieves or aggressors through the trails. Moreover, in recent years, this neighbourhood has seen serious assaults near the trails. The new racecourse will allow further and easier access to properties and put children, adults and the elderly in vulnerable situations. What are the plans for policing of the new athletic Mecca?

6. Does City Council approve of the City handing over stewardship of the ravine to a mountain bike association, whose emphasis is not on protecting the environment but on building and maintaining track for their sport? We have witnessed firsthand that this group is neither properly trained nor motivated for the task of environmental conservation.

By its very nature, construction of trails in woodlands is destructive. In the racecourse ravine, lovely green areas have already become a mess of wide, muddy soil tracks, even before use. Indigenous plant species and wildlife are disappearing. Even the new trail maintenance is destructive, with the frequent use of noisy and polluting large gas blowers to dry out the trails for better traction.

7. When the Mayor is seen publicly endorsing, encouraging and enabling the building of this course does he represent the position of Council? And if so, what information was made available to Council that resulted in official support of this racecourse in this location?

#### Concluding Remarks:

With climate change, a biodiversity crisis and environmental degradation challenging our future, the City has been encouraging its citizens to respect the environment. We, the citizens, encourage the City to do the same. There is a better way to both service the Games and to preserve the ravine.

Council has an opportunity to “**change the course**” from exploitation to conservation. Council can confirm that St. Catharines cares about its neighborhoods, about citizens’ quality of life, and about environmental issues. The ravine is not a racecourse.

**Respectfully submitted,**  
**Guy Graveline and Friends of 12 Mile Creek, Niagara**

## ADDENDUM

### INTRODUCTION

The Niagara 2022 Canada Summer Games (CSG, or the Games) is building a brand-new mountain bike racecourse in the 12 Mile Creek ravines in St. Catharines along Riverview Blvd., which is resulting in significant environmental destruction of the Twelve Mile Creek woodland and watershed. The mountain bike competition will involve 78 athletes competing in three events over a five-day period.

This is not the location that was part of the original bid for the Games, which was Brock University lands. The surrounding Niagara community are extremely disturbed and believe this mountain bike racecourse is totally inappropriate to be built in a fragile ecosystem, on already erosion prone ravine slopes, and adjacent to residential property lines. We also do not understand why other Niagara locations such as Rotary Park or the Glenridge Naturalization site were not considered as these locations have established, existing trails that could have been used without building new trails and destroying and altering more of the environment.

When local residents learned about the change of location for the mountain bike competition to 12 Mile Creek, we began to make inquiries, and we quickly discovered that there was no awareness or knowledge about what was occurring, as construction of the course was being done under a “cloak of secrecy”, and without any environmental approvals. We were told things that were not true, and we presented facts to counter the misleading statements, but the work continued unabated. The decision-makers in this scenario, [REDACTED] [REDACTED] have simply taken the course of least resistance in getting things done, and they have done so with a blatant disregard for the local community and the environment.

When we asked for support from our local representatives, they said they were not aware, but told us that the City does not have any authority over the area in question. When local residents contacted the Mayor [REDACTED], but also made it clear that he fully supported what was being done [REDACTED] [REDACTED] in correspondence with residents and public statements.

We strongly believe that [REDACTED] [REDACTED] what is happening with the 12 Mile Creek racecourse [REDACTED] [REDACTED] that Council may not be aware of, and that may not be in the best interests of the people of St. Catharines and the larger Niagara community.

## BACKGROUND:

In March 2017 Niagara won the bid to host the Canada Summer Games (CSG); The course would be created on extensive, existing trails in and around Brock University lands where there was suitable sport infrastructure, parking and potential legacy.

In late June 2021 CSG mailed an unaddressed flyer to local residents advising the community about work to be done in their residential neighbourhood. In the flyer, Doug Hamilton stated that the work would be “*upgrades of safety and other **minor improvements** to the trail system*”. That trail system being, 12 Mile Creek.

As we pursued this matter, we were told the following:

- the move to 12 Mile Creek was because Brock University said no, and the Niagara Escarpment Commission would not allow it;
- correspondence from Mayor Sendzik — *The trail is being upgraded to ensure the safety of the cyclists who will be using it. There is no new construction and to our knowledge, an environmental assessment was not required by the OPG or the NPCA*
- Ontario Power Generation (OPG) stated in response to our community concerns that “*the Games are permitted to make improvements to existing trails to improve safety for cyclists and recreational users.*” *An environmental analysis or “Environmental Assessment” has not been completed by OPG specific to this area of Twelve Mile Creek*
- on September 1, 2021 we walked the area where the planned course was being built with representatives from the Games and their contractor, the Niagara Trail Maintenance Association (NTMA), and we discovered **significant new trail development and planning on the upper slopes, where there were no paths, just dense bush and vegetation**; we were told that OPG had conducted a comprehensive environmental assessment for the racecourse area but they could not share it; and this same senior Games official told us that NPCA had approved the new trails
- when we asked OPG to request that the Games stop development of the course as it is not just upgrades to the existing trail system and that there was no environmental impact analysis — they responded on September 10, 2021 : *OPG is satisfied that the Games, as Licensee of its lands in 12 Mile Creek, has met its obligations pursuant to the terms of its Licence Agreement with OPG, including collaboration with the Niagara Peninsula Conservation Authority to ensure the activity on the land is appropriately managed and approved under applicable regulation*

## THE TRUTH

Most of the new course consists of totally brand-new trails being constructed in a fragile ecosystem, on already erosion prone ravine slopes, adjacent to residential property lines. Forest, natural vegetation, creeks, valleys, wetlands, steep hills, ridges, and wildlife habitats are being cut, removed, excavated, dug, disrupted, and permanently altered.

- No environmental impact assessment or analysis has been done.
- NPCA claimed that they did not know about the building of a racecourse in the 12 Mile Creek ravines, and for 4.5 months course construction was done without a permit.
- OPG's statement that the Games had collaborated with NPCA was not correct,
- [REDACTED]  
[REDACTED]  
[REDACTED]
- [REDACTED]  
[REDACTED]. They did not work with the Niagara Escarpment Commission to ensure compliance and obtain any required work permits. Instead, they developed a strategy and plan to use 12 Mile Creek, where the NPCA was the environmental authority and proceeded to execute their plans, building the course with confident assurance that they would not have to comply with NPCA guidelines and apply for a permit. When local residents exposed what was happening, the NPCA was forced to investigate, but provided the Games with what they needed, shortly thereafter.

### **The Role of the Niagara Peninsula Conservation Authority (NPCA)**

Based on the submission of a formal complaint, and subsequent investigation by NPCA, Games officials were asked to stop work and follow NPCA guidelines to make an application for a work permit. We were informed about this on October 29, 2021. Part of the NPCA's normal application review process included a site visit to conduct their investigation. As many as 14 individuals accompanied the two NPCA investigators on this site visit, including Doug Hamilton and Mayor Sendzik. No notice or invitation was given to members of the local community who filed the original complaint.

Shortly thereafter, on November 12, 2021, NPCA provided the Games with a permit to continue to build this racecourse as a "passive recreational use" of the ravine. That term, "passive", has a special meaning when permits are issued for the exploitation of protected areas. Basically, it means there should not be damage to the ecosystem; and mountain bike "racing", especially, is anything but "passive". We have informed the NPCA of our concerns about the permit, how it was issued, and we are continuing to challenge key parts of the permit application and approval, [REDACTED]

### **What Happens After the Games are Over**

At the end of August 2022, the Games will be concluded, the role and authority of senior Games officials will be concluded, and they will move on, and the temporary License Agreement from OPG specific to the Games will be concluded. The racecourse built for the Games will be turned over to the NTMA who built the course, for ongoing development and maintenance on behalf of the City.

In correspondence from Phil Cristi, the City's Director of Community, Recreation and Culture Services, dated August 8, 2021:

*"The City is currently in negotiations with OPG regarding the use of the trails you have identified. Specifically, the negotiations focus on how the City will maintain the trails post*

*games. Because the lands are owned by OPG, City approvals are not required for any of the construction related to trails and new amenities being added ... The City will also be formalizing an agreement with a local group which caters to mountain bike related activities including the creation and maintenance of trails in order to establish standards for the maintenance and care for the course post games.*



March 3, 2022

### In This Issue

- AMO's Response to the Province's Housing Affordability Task Force Report.
- Lead Where You Live: AMO's Guide to Running for Municipal Election.
- Survey on best practices for source water protection.
- AMO/LAS *Municipal Energy Symposium* March 31 - April 1.
- Webinar: Prevention strategy, H&S rep training update, & rebates from WSIB.
- Webinar: Jump-start your Digital Transformation with an e-signature solution.
- Webinar: Breaking down barriers - Accessible digital solutions for your community.
- Blog: Will you be ready for your 15 minutes of fame?
- Don't miss - Canoe webinars in March.
- Now booking 2022 Road & Sidewalk assessments.
- LED lighting upgrades qualify for incentives.
- LAS in-person energy workshops are back!
- Register for OMSSA's Inclusive Leadership workshop.
- Register to vote in the 2022 Ontario Municipal and School Board Elections.
- Careers.

### AMO Matters

AMO has provided a response to the Province's Housing Affordability Task Force Report. AMO urges the Ministry to consider AMO's Housing Blueprint recommendations in responding to the housing crisis.

AMO has assembled an easy-to-use guide that provides all the information you need when preparing to run for council. AMO's Lead Where You Live guide highlights the things you will want to get familiar with during your campaign so you are prepared should you be elected.

### Provincial Matters

The Ministry of the Environment, Conservation and Parks is collecting feedback until April 18, 2022 on its recently released best practices for source water protection. You can complete the survey here.

### Eye on Events

AMO and LAS are excited to host a virtual *Municipal Energy Symposium* March 31 - April 1. This leading edge event takes a critical look at the intersection of climate change, land use planning and energy post-COP26. Explore examples of how municipalities

are planning for the future and what this means to daily operations. Register [here](#).

On March 24, join AMO's Health and Safety partner, 4S, for a virtual roundtable discussion with the Chief Prevention Officer and the WSIB. Learn more about the CPO's prevention strategy for 2022, health and safety rep training updates, and earning rebates from the WSIB Excellence and Ontario's SOSE program. [Register today](#).

As municipalities move from paper to electronic filing, authentication of these files is a critical challenge. On March 23, 9 am - 10 am ET, join AMO's partner, Notarius, and learn how ConsignO Cloud can greatly reduce the signing time of documents and allow anyone to sign legally reliable documents electronically with a phone, a tablet, or a computer. [Register today](#).

eSolutionsGroup, AMO's barrier-free website partner, offers members cost-effective digital solutions that meet accessibility requirements. [Join us for a free webinar](#) on Wednesday, March 30 from 11 am to 12 pm ET, where we discuss various web solutions that will help you engage and serve your community effectively.

#### **LAS**

As mandates lift and we return to in-person conferences, will you be ready for impromptu media interviews? Our customer service representative tells us [how to be prepared](#).

Join our webinars to learn more about the [Canoe Procurement Group](#) - save time and money on the products and services you use every day. On March 9 we will hear from Computrol Systems, provider of bulk water dispensing systems for municipalities - [Register here](#). Madvac/Exprolink will present on March 16, showing the street sweepers and litter collection equipment available – [Register here](#).

Want to optimize your road budgets to get the best bang for your buck? The [Road and Sidewalk Assessment Service](#) makes sure every dollar is spent as efficiently as possible. Better data and the tools to use it make for better decisions. [Contact Tanner](#) to learn more and get a no-obligation quote.

Did you know financial incentives are available to improve lighting and reduce energy consumption in your facilities? Take advantage by including a project through the [LAS Facility Lighting Service](#) in your 2022 budget. [Contact Christian Tham](#) today for a free budget proposal.

Capacity limits are behind us and the future looks a bit more normal! LAS is excited to once again offer custom [energy training workshops](#) in person. From climate resiliency and net zero emissions to recommissioning and wastewater treatment plants, we've

got a workshop for every need. Contact Christian Tham to book your 2022 workshop today.

### **Municipal Wire\***

The importance of organizational leadership cannot be overstated during these challenging times. In this workshop, participants will evaluate their own leadership competencies and identify those they can develop. Register today.

The upcoming year will be a busy one for Ontario voters, with the Ontario Provincial Election and Municipal and School Board Elections happening just a few months apart. Make sure you are on the list to vote in the 2022 Municipal and School Board Elections on October 24. Register at voterlookup.ca. Download Toolkit.

### **Careers**

Deputy City Treasurer - City of Orillia. Responsible for the control, management, and effective administration of financial functions in the areas of budgeting, long range financial planning, accounting, investment, fund management and internal audit. Apply online by March 9.

Payroll & Accounting Coordinator - Township of Uxbridge. The Coordinator will assist the Deputy Treasurer in administering the payroll system, employee benefits, OMERS Pension Plan and performing general accounting tasks. Apply to tle@uxbridge.ca by March 25.

Auditor General - City of Toronto. The role calls for a highly experienced Professional Accountant whose expertise in auditing and oversight is underpinned by a CPA (CMA, CGA or CA) designation. Apply to careers@phelpsgroup.ca by March 25.

Town Solicitor/ General Manager of Legal and Council Support Services - Town of East Gwillimbury. This position will be a key member of the Town's Senior Management Team, providing leadership and support to both the CAO and Council. Apply online by March 20.

Senior Director, CAO's Office - City of Windsor. This position will support the CAO and Corporate Leadership Team with responsibility for maximizing the CAO's productivity and value-add to the organization and community. Apply online by March 7.

Executive Director of Corporate Services - Town of Midland. Responsible for the execution of critical support services to all areas of the Town's administration and Council in performing various statutory responsibilities. Apply online by March 17.

Director, Diversity - Toronto Transit Commission (TTC). The is a compelling opportunity for a results-oriented leader to be at the forefront of cultural transformation. Apply to [jmurray@bipocsearch.com](mailto:jmurray@bipocsearch.com) by April 11.

Commissioner of Recreation and Parks - Town of Halton Hills. The role will provide strategic leadership and oversight to the Recreation and Parks Department, which provides programs, services and facilities. Apply to [humanresources@haltonhills.ca](mailto:humanresources@haltonhills.ca) by March 22.

Manager of Operations - Municipality of Kincardine. The role will effectively manage and oversee the infrastructure operations for the municipality. Apply online by March 23.

Manager of Environmental Services - Municipality of Kincardine. Responsible to plan, manage and oversee municipal infrastructure related to water, wastewater and storm water. Apply online by March 23.

Government & Stakeholder Relations Specialist - Niagara Region. The Specialist is responsible for assisting with the planning and execution of the government relations activities. Apply online by March 23.

### About AMO

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### AMO Contacts

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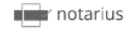
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AMO's Partners



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March 10, 2022

### In This Issue

- Lead Where You Live: AMO's Guide to Running for Municipal Election.
- AMO/LAS *Municipal Energy Symposium* March 31 - April 1.
- Webinar: Prevention strategy, H&S rep training update, & rebates from WSIB.
- Webinar: Jump-start your Digital Transformation with an e-signature solution.
- Webinar: Breaking down barriers - Accessible digital solutions for your community.
- Kenora's experience with an LAS Road Assessment.
- Overcoming supply chain challenges.
- Canoe webinar - Madvac/Exprolink.
- ONE Investment Spring 2022 webinar: Why Proxy Votes Are Important for ESG.
- Register to vote in the 2022 Ontario Municipal and School Board Elections.
- Careers.

### AMO Matters

AMO has assembled an easy-to-use guide that provides all the information you need when preparing to run for council. AMO's Lead Where You Live guide highlights the things you will want to get familiar with during your campaign so you are prepared should you be elected.

### Eye on Events

AMO and LAS are excited to host a virtual *Municipal Energy Symposium* March 31 - April 1. This leading edge event takes a critical look at the intersection of climate change, land use planning and energy post-COP26. Explore examples of how municipalities are planning for the future and what this means to daily operations. Register [here](#).

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#### **LAS**

The City of Kenora participated in our [Road & Sidewalk Assessment Service](#) in 2017 and again in 2020. [Check out this video](#) to hear about their experience with the program, and [contact Tanner](#) to learn how it can work in your community.

[Canoe Procurement Group](#) staff are working with vendors to overcome supply chain challenges, but it will still take time to get back to business as usual. Delays for certain equipment could be lengthy, so work with your Client Relations Manager and be ready to move if you find what you need in stock. [Watch our webinar](#) from October for some useful tips or [contact Simon](#) to learn more.

Exprolink/Madvac offer a wide range of street sweepers and litter collectors. Join us on March 16 at 11:00am EST for an overview of their product line, with a particular focus on the new zero-emission LN50 and LR50 lithium battery electric models. Part of the [Canoe Procurement Group](#), save time and money on equipment you use every day. [Register Here](#).

#### **ONE Investment**

ONE Investment is hosting a Spring webinar on April 12, collaborating with our external portfolio manager Guardian Capital to discuss "Why Proxy Votes Are Important for ESG Principles (Environmental, Social and Governance)." To register and know what will be covered in the webinar, [click here](#).

#### **Municipal Wire\***

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#### **Careers**

[Manager, Health System Planning & Integration - County of Simcoe](#). Responsible for advocacy and integration of the County's Health Services, leading collaborative program opportunities and monitoring of strategic initiatives. [Apply online](#) by March 15.

[Administrative Assistant/ Deputy Clerk - Town of Hanover](#). Responsibilities include providing confidential administration and clerical support. Apply to [hr@hanover.ca](mailto:hr@hanover.ca) March 16.

Manager, Fleet Maintenance and Technical Services - City of Ottawa. FR.  
Responsible for providing leadership and strategic direction in the establishment and implementation of priorities and programs. Apply online by March 10.

Manager, Innovation and Transformation - City of Brampton. A project management role to launch key divisional initiatives. Apply online by March 22.

Deputy Clerk - Northumberland County. Responsible for ensuring open and transparent government by providing assistance to the Clerk and acting as their Designate when required. Apply to [hr@northumberland.ca](mailto:hr@northumberland.ca) March 18.

Executive Assistant to the Chief Administrative Officer - Town of Georgina.  
Responsible for providing administrative support to the CAO, including handling sensitive political and human resource issues. Apply online by March 16.

Chief Administrative Officer (CAO)/Clerk - The Township of Billings. Responsible for leadership and the general management of the Township. Apply to [tmills@billingstwp.ca](mailto:tmills@billingstwp.ca) by April 4.

Director, Finance & Chief Financial Officer - Township of Oro-Medonte. Responsible for the financial stewardship of the municipality. Apply to [careers@oro-medonte.ca](mailto:careers@oro-medonte.ca) by April 1.

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## AMO's Partners





March 17, 2022

### In This Issue

- AMO's 2022 Provincial Election Strategy 8-point plan.
- PJ Marshall Awards - Call for submissions for 2022 now open.
- Seniors Community Grant Funding announcement.
- Update on AMO 2022 Conference and Annual General Meeting.
- AMO/LAS *Municipal Energy Symposium* March 31 - April 1.
- Webinar: Prevention strategy, H&S rep training update, & rebates from WSIB.
- Webinar: Jump-start your Digital Transformation with an e-signature solution.
- Webinar: Breaking down barriers - Accessible digital solutions for your community.
- What upcoming changes are expected with the carbon tax? Read our blog.
- FCM funding still available for Road & Sidewalk Assessments.
- Canoe vendor spotlight: ARI Phoenix.
- Canoe webinar: Johnson Controls.
- ONE Investment Spring 2022 webinar: Why Proxy Votes Are Important for ESG.
- Register to vote in the 2022 Ontario Municipal and School Board Elections.
- Careers: Orillia, Hastings, Brock, Windsor and Hornepayne.

### AMO Matters

AMO's 2022 provincial election strategy sets out an eight-point plan and asks all Ontario political parties to commit to AMO's vision for economic recovery, prosperity, and increased opportunity. Municipalities are the foundation of Ontario's success.

Every year at the AMO Conference the PJ Marshall Awards recognize municipal excellence and innovation in capital projects, operating efficiencies, and new approaches to service delivery. If you have something you are proud to share, the deadline for 2022 submissions is May 27, 2022.

### Provincial Matters

The Ministry for Seniors and Accessibility announced that the province is doubling the Seniors Community Grant Funding. Applications to the Grant are open until April 28.

### Eye on Events

Information on the AMO Conference will be coming to you soon! Confirmation on the conference format, registration and hotel bookings will all be available in early April. Check back here for details.

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#### **LAS**

Carbon Tax charges are rising on April 1. Read our [latest blog](#) and learn more about how you can plan for budgeting if you're in the [LAS Natural Gas Procurement](#) program.

The [FCM Municipal Asset Management Program \(MAMP\)](#) is a perfect fit for the [LAS Road & Sidewalk Assessment Service](#). Get high-quality data to help manage your roads efficiently and receive up to \$50,000 to make the project affordable. [Contact Tanner](#) for more information.

We're pleased to welcome ARI Phoenix to the [Canoe Procurement Group](#). Keep your machinery running smoothly with column and scissor lifts, tire balancers, brake lathes, transmission jacks, and a range of other equipment. [Contact Simon](#) to learn more.

Johnson Controls supplies security & surveillance systems, wireless networks, building automation, fire alarms, and a range of other high-tech solutions. [Join us on April 6](#) to learn how you can improve your security and efficiency using their offerings. One of over 170 vendors from the [Canoe Procurement Group](#).

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### **Careers**

City Clerk - City of Orillia. Responsible for planning, directing and administering all activities of the Clerk's Division. [Apply online](#) by March 25.

Purchasing Coordinator - County of Hastings. This position will assist with the co-ordination and facilitation of the procurement process. Apply to [careers@hastingscounty.com](mailto:careers@hastingscounty.com) by March 24, 2022.

Director of Finance/Treasurer - Town of Brock. Responsible for managing all financial affairs of the Township. Apply to [hr@brock.ca](mailto:hr@brock.ca) by March 23.

Commissioner of Human and Health Services - City of Windsor. Assists the CAO to implement the Corporation's strategic direction, ensuring superior service delivery for residents. [Apply online](#) by April 1.

Chief Administrative Officer/Clerk - Township of Hornepayne. Responsible for the strategic leadership and efficient delivery of all administrative and operational services. Apply to [info.hpayne@bellnet.ca](mailto:info.hpayne@bellnet.ca) by March 31.

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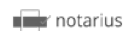
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## City Council Outstanding Reports List

### Reports by Strategic Pillar

Cultural 1      Economic 6  
Environmental 3      Social 22

Reports Related to Strategic Plan 32

Reports Unrelated to Strategic Plan 4

Updated: March 18, 2022

Relation to Strategic Plan	ORL #	Requested	Requested by	Request	Lead Dept.	Expected Return Date	Comments
Economic	2019-22	15-Jul-19	Townsend	Amend sign by-law to permit digital signage on City-owned properties and buildings, including the appropriateness and ability to include third-party advertising as part of digital signage on City-owned properties.	PBS / COMMS	May 30, 2022	Appeal Information Report - Application for Sign By-law Variance; 142 St. Paul Street; Owner: 2400795 Ontario Inc. was deferred 8-12-19 until ORL #2019-22 is presented to Council. COVID delayed.
Economic	2021-11	10-May-21	Social Pillar / Garcia	That the diverse supplier policy proposal from the Anti-Racism Advisory Committee, as amended, be sent to City Council to request a report back by the end of Q4 2021 from City staff on the development of a Diverse Supplier Policy.	FMS	Q3 2022	Council approved a complementary motion from Cllr Garcia at the meeting of February 28, 2022. See Council Minutes Item 10.1 from February 28 for full motion
Economic	2021-14	10-May-21	Surplus Lands Dev TF	That staff be directed to prepare a report regarding 2 Facer Street, including condition of the facility and the potential to declare the property surplus with consideration to not displacing the existing tenant.	FMS / EFES	Q2 2022	
Economic	2021-15	14-Jun-21	Miller	Report back on the City's current remuneration formula for members of Council, including how and when the formula was developed, as well as the remuneration for Councillors at comparator municipalities.	FMS	Q1 2022	Include information on reimbursement for committee chairs and administrative supports for Councillors at other municipalities. Report went to March Budget Standing Committee Meeting
Environmental	2020-18	16-Nov-20	Townsend / Sorrento	That staff be directed to prepare a report on the costs associated with beautifying the Bunting Road corridor between Scott Street and the Garden City Skyway to include tree planting, grassed boulevards, floral, etc.	EFES	Q2 2022	From Nov. 18, 2020 GC meeting (formerly BSC) - That \$50,000 for a visioning or master streetscape plan to recommend improvements to the Bunting Road corridor be included in the Draft 2022 Operating Budget
Environmental	2021-24	18-Oct-21	Porter	Prepare a report with information on the following: •Tree management and protection policy, with a focus on construction •Feasibility of a fee for service agreement with the Region to have city take over tree planting and maintenance on Regional Roads •Mandatory tree planting on boulevards	MW	April 11, 2022	
Social	2019-29	09-Sep-19	Littleton	Report back on the existing street naming process with ways to include more public engagement, perhaps similar to the park naming process	PBS	Q2 2022	Delayed due to COVID.
Social	2021-02	18-Jan-21	Miller	Repeal / review and update the City's loitering by-laws and report back to Council	MW	Q2 2022	Staff to provide a memo to Council noting issue will be included in Pilot study with Gateway of Niagara
Social	2021-04	18-Jan-21	Social Pillar	Produce a report on amending Facility and Design Standards (FADS) in the following sections: Section 4.2.7 Universal Washrooms and Section 4.5.2 Outdoor Recreational Facilities – Playground	CRCS / EFES	Q2 2022	See Council Minutes of January 18, 2021 for what is to be included in the report
Social	2021-12	10-May-21	Social Pillar	Amend the current by-law for the erection of signs and other advertising devices to state that no person shall display or cause to be displayed a sign that bears a hate message or a logo, crest or graphic that would convey such a message	PBS / LCS	Q2 2022	
Social	2021-13	10-May-21	Social Pillar	That staff provide a report by Q4 2021 on the options for improving accessibility of the Carousel to make it more inclusive	CRCS / EFES	Q2 2022	
Social	2021-18	9-Aug-21	Social Pillar	Amend By-law 2007-295 (a By-law to address Public Nuisances) under Section 2 "Prohibitions" to add: "No person shall, in a public place, unnecessarily interfere with another person's use and enjoyment of the Public Place by using abusive or insulting language as a personal invective."	LCS	Q2 2022	Staff report to also include information on adding "aggressive behaviour" to the Public Nuisances by-law
Social	2021-19	30-Aug-21	Phillips	That staff be directed to prepare a report on the possibility of capturing grey water from municipal facilities, such as splash pads and the St. Catharines Kiwanis Aquatics Centre, into cisterns in order to irrigate municipal sports fields and gardens as well as hanging baskets and planters.	EFES / PBS	2022	In the report include information on the timing, locations and costs associated with capturing grey water.
Social	2021-21	27-Sep-21	Garcia	Review issues with bird feeders and seed		2022	Include what other municipalities are doing
Social	2021-23	18-Oct-21	Siscoe	Stop signs for Coronation Boulevard at Vansickle Road North and options for the creation of a safe crosswalk and other appropriate traffic calming measures in the school zone at the intersection of Dufferin and George Street	EFES	Q3 2022	Required studies can only be done in the Spring / Summer

Relation to Strategic Plan	ORL #	Requested	Requested by	Request	Lead Dept.	Expected Return Date	Comments
<b>Social</b>	2021-22	4-Oct-21	Miller	Prepare a report exploring options for improving accessibility for those with invisible disabilities, including, but not limited to, providing closed captioning on livestreamed videos and identification options for those with invisible disabilities who are working at or otherwise accessing City facilities	CAO	2022	Consult with the Accessibility Advisory Committee in the creation of the report.
<b>Social</b>	2021-26	15-Nov-21	Social Pillar	Prepare a report regarding the Anti-Racism Advisory Committee's recommendations on a Racist / Hate Incident Response Protocol	CAO	2022	See Social Sustainability Minutes of November 4, 2021, page 45, for the Anti-Racism Advisory Committee's recommendations on a Racist / Hate Incident Response Protocol.
<b>Social</b>	2021-28	15-Nov-21	Social Pillar	What Council can do to support the initiatives contained in the motion put forward by the Anti-Racism Advisory Committee, and referred by the Social Sustainability Committee, regarding Calls to Action in the Wake of the London Islamophobic Attack.	CAO	2022	See Social Sustainability Minutes of November 4, 2021, page 40, for the Anti-Racism Advisory Committee's recommended Calls to Action in the Wake of the London Islamophobic Attack.
<b>Social</b>	2021-30	29-Nov-21	Siscoe	Traffic calming on Dufferin Street East	EFES	Q3 2022	Required studies can only be done in the Spring / Summer
<b>Social</b>	2021-31	29-Nov-21	Dodge	Prepare a report on the suitability of modifying Bylaw 89-2000 to permit vehicles to legally park within the confines of a residential driveway apron subject to specific safety and operational constraints	EFES	Q4 2022	
<b>Social</b>	2022-04	17-Jan-22	Porter	Report back on a policy for warming / cooling centres	CRCS / EFES	Q3 2022	Required studies can only be done in the Spring / Summer
<b>Social</b>	2022-05	07-Mar-22	Littleton	Alternatives to current road configuration on Oakdale Avenue, including crosswalks, traffic calming, traffic humps and bike lanes.	EFES	Q3 2022	Required studies can only be done in the Spring / Summer
None	2021-27	15-Nov-21	Williamson	Respond to the issues raised in the item of correspondence from Marianne Murray regarding Regional Road 87, including the legal questions raised by Ms.	LCS	2022	Item of correspondence included as additional correspondence from meeting of November 15, 2021
None	2019-47	16-Dec-19	Miller / Mayor Sendzik	That the request for funds to be used to record in-camera meetings be referred to 2020 for a report including the upgrading of screening services for all meetings (open and closed sessions).	LCS	2022	
None	2022-06	07-Mar-22	Porter	Information on a lobbyist registry for St. Catharines and the possibility of a fee-for-service agreement with the Niagara Region	LCS		Information will be provided as a memo

### Follow Up Reports

Relation to Strategic Plan	ORL #	Requested	Requested by	Request	Lead Dept.	Expected Return Date	Comments
<b>Economic</b>	2020-16	09-Nov-20	Garcia	That staff report back in 2021 on remediation costs for applications that are a minimum of 5% of total past and future project costs.	PBS	April 11, 2022	Follow up report to PBS-154-2020. See General Committee minutes of November 9, 2020. Information will be included in annual CIP report scheduled for Council Meeting of April 11
<b>Economic</b>	2020-17	09-Nov-20	Mayor Sendzik	That Council bring back the Accessory Dwelling Unit Program in 2022 to come back as part of an update on the overall CIP program annual report.	PBS	April 11, 2022	Follow up report to PBS-154-2020. See General Committee minutes of November 9, 2020. Information will be included in annual CIP report scheduled for Council Meeting of April 11
<b>Environmental</b>	2021-16	28-Jun-21	Siscoe	Report back in Q4 2021 on the Ontario Street Secondary Plan launch including scope, preliminary workplan, public engagement strategy, and study partnership options	PBS	May 30, 2022	
<b>Social</b>	2020-07	24-Feb-20	Porter	Revised Graffiti Program: Consult with the community, the relevant cultural committees and downtown stakeholder groups to modernize the graffiti program and by-law by 2021.	PBS	Q2 2022	Follow up report. Initial report (PBS-010-2020) approved February 10, 2020. Delayed due to COVID.
<b>Social</b>	2022-01	27-Sep-21	Littleton	That staff be directed to report to Council the funding requirements for recognition within the park for Richard Pierpoint, the Indigenous community and the history behind Canada's Centennial and the creation of the park.	CRCS	April 11, 2022	Follow up report to CRCS-151-2021. See Council minutes of September 27, 2021.
<b>Social</b>	2022-02	17-Jan-22	Phillips	Report back to Council with information from the Resident Beach Parking Permit Expression of Interest (EOI) for the 2022 Beach Season and that the report include information on an incentive for using transit to commute to the beaches.	CAO	April 11, 2022	Follow up report to CAO-004-2022. See Council minutes of January 17, 2022
<b>Social</b>	2022-03	17-Jan-22	Phillips	That staff report back with additional information on the boat launch	CAO	April 11, 2022	Follow up report to CAO-004-2022. See Council minutes of January 17, 2022
None	2021-01	18-Jan-21	Social Pillar / Siscoe	That staff be directed to prepare a report on the current protections in place to deal with harassment directed at Mayor and members of Council, and the resources it would require to provide further support to Mayor and members of Council who are subjected to harassment, intimidation and threats.	LCS		Information will be provided as a memo

### Reports Affected by COVID-19

Relation to Strategic Plan	ORL #	Requested	Requested by	Request	Lead Dept.	Expected Return Date	Comments
<b>Social</b>	2019-12	15-Apr-19	Porter	Review of Citizen Appointments to Boards and Committees Policy	LCS	16-May-22	Report was postponed due to COVID-19. See Council Minutes of April 15, 2019, Item 8.2, for original motion.

Relation to Strategic Plan	ORL #	Requested	Requested by	Request	Lead Dept.	Expected Return Date	Comments
Social	2019-23	15-Jul-19	Littleton	Opportunities and strategies for the City to support neighbourhood associations and neighbourhood-based community groups, including best practices and information gathered from the forum	CRCS	Q4 2022	Staff report will come forward following the neighbourhood association forum. Forum was scheduled for March 28, 2020 but was postponed to a later date due to the COVID-19 pandemic
Cultural	2020-15	19-Oct-20	Littleton / Siscoe / Harris	Report back on excluding 101 Oakdale Avenue, 25 Duke Street and 160, 168, 174, 176 St. Paul Street from the register of non-designated cultural heritage properties. Report to include update on the request for the property owners of 101 Oakdale Avenue and 25 Duke Street to attend a Heritage Committee meeting about their request to be excluded. Report to include update on correspondence from 160, 168, 174, 176 St. Paul Street requesting exclusion from the register.	PBS	Q2 2022	Follow-up report to PBS-111-2020. See General Committee minutes from October 19, 2020. Due to the effects of the COVID-19 pandemic on downtown businesses, staff will report back to Council once the downtown economic climate strengthens. Staff will report back on 25 Duke Street upon completion of renovations at the property



## Corporate Report City Council

**Report from:** Planning and Building Services, Planning Services

**Report Date:** March 8, 2022

**Meeting Date:** March 28, 2022

**Report Number:** PBS-037-2022

**File:** 21 115273 OP and 21 113338 ZA

**Subject:** Planning Act Public Meeting and Recommendation Report

Application to Amend Official Plan and Zoning By-law 2013-283; Subject Lands: 60 Vine Street South; Owner: 2806836 Ontario Inc.

### Strategic Pillar:

This report aligns with the following St. Catharines Strategic Plan pillars: economic and social.



## Recommendation Official Plan

That Council approve an amendment to the City of St. Catharines Official Plan (the Garden City Plan) for the lands described as Lot 4107, Corporation Plan 2, Grantham, St. Catharines, Region of Niagara, known municipally as 60 Vine Street South as follows:

- a) That Schedule D1, General Land Use, be amended to re-designate the lands known municipally as 60 Vine Street South from Parkland & Open Space to Neighbourhood Residential as outlined in Appendices 5 and 11; and
- b) That Schedule E5, Central Planning District, be amended to re-designate the lands known municipally as 60 Vine Street South from Parkland & Open Space to Medium Density Residential as identified in Appendices 7 and 11.

## Zoning By-Law

That Council approve an amendment to the City of St. Catharines Zoning By-law 2013-283, for the lands described as Lot 4107, Corporation Plan 2, Grantham, St. Catharines, Region of Niagara, known municipally as 60 Vine Street South, as follows:

- a) That Section 15.1, Schedule A (A15), Zoning Maps, be amended by rezoning the lands municipally known as 60 Vine Street South from Minor Green Space with Holding Provision 1 (G2-H1) to Medium Density Residential with Special Provision 168 and Holding Provision 1 (R3-168-H1) as outlined in Appendices 9 and 12;
- b) That Section 13.1 'List of Special Provisions' be amended by adding Special Provision 168, as outlined in Appendix 12; and
- c) That Section 15.2, Schedule B - Lot Specific Maps for Special Provisions, be amended by inserting an additional lot specific map (B41), as outlined in Appendix 12.

That the Mayor and City Clerk be authorized to execute the necessary By-laws to give effect to Council's decision; and

That the Notices of Decision required by the Planning Act, R.S.O. 1990, c. P.13, as amended, be processed by staff; and

That upon expiration of the appeal period, staff be directed to forward any appeals to the Ontario Land Tribunal for consideration and final approval; and

Further, that the Clerk be directed to make all necessary notifications.

## **Summary**

This report considers applications for Official Plan Amendment and Zoning By-law Amendment related to the privately owned lands located at 60 Vine Street South (Appendix 1). The applicant is requesting that the Official Plan designation of the subject lands be changed from Parkland & Open Space to Neighbourhood Residential on Schedule D1, and that they be changed from Parkland & Open Space to Medium Density Residential on Schedule E5. The applicant is also requesting that the zoning of the subject lands be changed from Minor Green Space with Holding Provision 1 (G2-H1) to Medium Density Residential with Special Provision 168 and Holding Provision 1 (R3-168-H1). The Holding Provision is recommended to remain on the subject lands and will only be removed once a Record of Site Condition has been cleared by the Ministry of the Environment, Conservation and Parks.

The purpose of the application is to permit a private road development of one two-storey triplex dwelling and ten two-storey apartment buildings with a total of 61 units. Although the dwellings are technically defined as a triplex and apartment buildings in the zoning by-law, the proposal will function as a private road development with 11 blocks of two-storey townhouse dwellings. The proposal includes 81 parking spaces. The subject lands are currently vacant and were previously used as a rail right-of-way. The Special Provision is intended to address the following site-specific matters:

- Reduced front yard setback along Vine Street South for Blocks 1 and 2;
- Reduced interior side yard setback abutting an R2 zone for Block 1;
- Reduced exterior side yard setback along Yale Crescent for Blocks 2, 4, 6 and 8;
- Reduced rear yard setback along Berryman Avenue for Block 11; and

- Reduced interior side yard setback for Block 11.

Staff are recommending approval of the applications on the basis that they have regard for matters of Provincial interest, are consistent with the Provincial Policy Statement, conform to and do not conflict with the Growth Plan for the Greater Golden Horseshoe, and conform to and do not conflict with the Region of Niagara's Official Plan and meet the intent and guiding policies of the City of St. Catharines Official Plan, subject to the staff recommendations herein.

## Relationship to Strategic Plan

**Economic Prosperity:** The proposed development supports private investment via urban regeneration through the redevelopment of underutilized lands. Future residents of the proposed development will support local business.

**Social Well-Being:** The proposed development supports the connectivity of people, places and neighbourhoods by providing additional housing units within an existing neighbourhood. Future residents will benefit from nearby transit and recreational facilities.

## Report

### Proposed Development

The applicant is proposing a private road development of one two-storey triplex dwelling and ten two-storey apartment buildings with a total of 61 units. Given the layout of the proposed residential blocks, which includes units that are divided both vertically and horizontally, the City's Zoning By-law defines the dwellings as one triplex and ten apartment buildings. However, given the design and façades of the dwellings, the site will function as a private road development containing 11 two-storey townhouse blocks. The residential blocks will include units on the ground floor and upper-storey, for a total of 36 ground floor dwelling units and 25 upper-storey dwelling units. Each block ranges from three to eight units. The proposal includes 81 surface parking spaces, the majority of which are located within four separate parking areas, each with access points to the north off Yale Crescent. There will be one accessible parking space provided per parking area, with a total of four accessible parking spaces. Three of the parking spaces are proposed as driveways off Berryman Avenue for Block 11. The applicant has indicated that bicycle parking will also be provided onsite. Pedestrian connections will be provided through internal sidewalks within the site which will connect to municipal sidewalks along Yale Crescent, Vine Street South and Berryman Avenue. A fence is proposed to be constructed along the property line abutting residential uses to the south of the subject lands.

The conceptual site plan attached as Appendix 2 is a revision of the initial site plan submitted with the Official Plan and Zoning By-law Amendment applications. The revised site plan addressed staff concerns regarding the reduced front yard setback of 0.0 metres along Vine Street South for Blocks 1 and 2, and the interior side yard

setback of 1.5 metres for Block 1. This will be discussed in further detail later in the report.

## **Location and Site Description**

The subject lands at 60 Vine Street South are located on the south side of Yale Crescent, bound by Vine Street South to the west and Berryman Avenue to the east. The area of the lands is 10,674 square metres (1.07 ha) with a frontage of 37.4 metres along Vine Street South, 85.89 metres along Yale Crescent and 38.99 metres along Berryman Avenue.

Currently the lands at 60 Vine Street South are vacant. The property is a former rail right-of-way that was used as rail transportation for existing industrial uses in the area. The property has not been associated with rail use for years and has since been vacant. Currently there is a small portion of rail tracks located on the lands, which will be removed prior to development. Given the site's previous railway use, environmental assessments and remediation works are underway and a Record of Site Condition cleared by the Ministry of Environment, Conservation and Parks will be required prior to building permit issuance.

The surrounding land uses include residential, institutional and employment. Across Yale Crescent to the north are employment uses, predominantly a U-Haul moving and storage facility and a construction equipment supplier. Across Berryman Avenue to the east are vacant lands and an active Gio Rail railway that travels along Yale Crescent and crosses Berryman Avenue to the north. This railway services the surrounding employment lands. Across Vine Street South to the west are detached dwellings and a three-storey apartment building. Abutting to the south is a small office and storage building, the Connaught Public School schoolyard, the parking area for a seven-storey apartment building and detached dwellings.

The surrounding neighbourhood includes a mix of low, medium and high density residential uses, employment uses, and institutional uses, with proximity to multiple mixed use buildings along Queenston Street to the south and Welland Avenue to the north. Recreational uses within proximity to the subject lands include Bartlett Park, with Centennial Gardens and Merritt Trail located further south. Additional community uses, services and amenities are available in the city's downtown, which is located just west of the subject lands. Vine Street South and Yale Crescent are both designated as local roads and Berryman Avenue is designated a collector road. The subject lands are located between municipal and Regional arterial roads Welland Avenue and Queenston Street, which provide proximal access to multiple transit routes for the subject lands. These transit routes connect the site to the City's downtown core and the Pen Centre, both of which are transfer points that provide access to numerous routes throughout the city as well as regional transit. The subject lands are located within proximity to on-road bike lanes along Queenston Street, which travels through the city and adjacent municipalities.

## Planning Policy Context

Provincial planning legislation requires Council's decision on a planning application to be consistent with the Provincial Policy Statement (2020), and must conform to Provincial plans, upper-tier Official Plans and lower-tier Official Plans. Accordingly, planning staff have evaluated this application for Official Plan Amendment and Zoning By-law Amendment against the policies of the Provincial Policy Statement, the Provincial Growth Plan for the Greater Golden Horseshoe, the Regional Official Plan, and the Garden City Plan, all of which apply to this application, and staff recommendations have been formulated accordingly.

For Council's reference, the land use planning framework in Ontario, as it relates to this application, is outlined in Appendix 3.

## Provincial Policy Statement

The Provincial Policy Statement, 2020 (PPS), provides policy direction on matters of Provincial interest related to land use planning and development. Section 3(5) of the Planning Act stipulates that decisions of Council "shall be consistent" with the PPS.

Sections of the PPS which are particularly relevant to the subject proposal are summarized below.

### Settlement Areas

Section 1.1. 3 of the PPS directs Settlement Areas as the focus for growth and development, and that land use patterns within Settlement Areas shall be based on a mix of densities and land uses. Development should make efficient use of available land, resources, infrastructure and public service facilities, including modes of active transportation. Settlement areas are to accommodate a significant supply and range of housing options through intensification and redevelopment. The PPS requires planning authorities to identify and promote opportunities for intensification and redevelopment where it can be accommodated. Policy 1.1.3.3 directs planning authorities to do so by considering existing building stock, including brownfield sites, and the availability of suitable existing or planned infrastructure.

The subject lands are located within a Settlement Area, and the proposal will benefit from existing municipal services and infrastructure, including transit. The proposal will contribute to increasing the supply and range of housing options in the city through a brownfield intensification development.

### Land Use Compatibility

Section 1.2.6 of the PPS speaks to land use compatibility, stating that sensitive land uses shall be planned and developed to avoid or minimize and mitigate any potential adverse impacts such as odour or noise. The PPS states that planning authorities shall protect the long-term viability of existing or planned industrial or other uses that are vulnerable to encroachment by ensuring that proposed sensitive land uses are only permitted if there is an identified need for the proposed use, adverse effects of the land

use are minimized and mitigated, and potential impacts to industrial or other uses are minimized and mitigated.

The subject property is located in close proximity to an active rail line and employment uses. To implement these PPS policies, the Ministry of Environment, Conservation and Parks' (MECP) Noise (NPC-300) and D-6 Compatibility between Industrial Facilities Guidelines shall be applied in the land use planning process to prevent or minimize potential future land use compatibility matters. A Noise and Vibration Impact Study was prepared in March 2021, which evaluated potential impacts from the nearby rail line and industrial uses on the proposed development. The Study recommends noise control measures in the form of central air conditioning and a warning clause. These measures will be applied through future site plan control. Regarding potential impacts to the existing industrial uses, given their close proximity to existing residential uses to the west, south and east, certain industrial uses would already be unviable under the MECP guidelines.

## **Housing**

Section 1.4 of the PPS requires municipalities to provide an appropriate range and mix of housing types and densities to meet the needs of current and future residents. This can be accomplished by municipalities permitting and facilitating housing options through residential intensification and redevelopment. The PPS further stipulates that new housing should be directed to areas where infrastructure is available, where active transportation and transit-supportive development can be achieved and by establishing standards for residential intensification and redevelopment that minimize the cost of housing and facilitate a compact built form.

The proposal will contribute to providing a range and mix of housing types and densities by adding a medium density development of 61 units that will function as townhouse dwellings in an area comprising of low to high density residential uses.

## **Infrastructure and Public Service Facilities**

Policy 1.6.6.2 of the PPS states that municipal sewage services and water services are the preferred form of servicing for Settlement Areas. The PPS further states that intensification and development within Settlement Areas on existing municipal services should be promoted wherever feasible. Policy 1.6.7.4 of the PPS states that land use patterns, density and mix of uses should support the use of transit and active transportation.

As noted, the proposal will be serviced using existing municipal infrastructure, is located within proximity to multiple transit routes and will expand pedestrian infrastructure in the neighbourhood.

## **Long-Term Economic Prosperity**

Policy 1.7.1 of the PPS supports long-term economic prosperity through numerous matters, including promoting the development of brownfield sites and providing a necessary housing supply and range of housing options for a diverse workforce.

The subject lands are considered a brownfield site and the proposal will increase the city's housing stock.

### **Protecting Public Health and Safety**

Policy 3.2.2 states that sites with contaminants shall be assessed and remediated as necessary prior to any activity on the site such that there will be no adverse effects with the proposed use.

A Phase 1 Environmental Site Assessment (ESA) and limited Phase 2 ESA were completed in 2021. The Phase 1 ESA identified three Areas of Potential Environmental Concern (APECs). The Limited Phase 2 ESA investigated potential impacts to the soil condition. It was determined that a Phase 2 ESA was required to further study the APECs and fully delineate the extent of soil contamination. The Phase 2 ESA is currently underway. The contaminants of concern relate to the presence of former railway tracks and associated fill materials on site. Following the completion of supplemental studies and environmental remediation, the applicant will file a Record of Site Condition (RSC) to the Ministry of Environment, Conservation and Parks (MECP). In line with the PPS and other Provincial legislation, it is required that the RSC be cleared by the MECP prior to developing the lands. Staff are recommending that the City retain the Holding Provision (H1) on the lands until the RSC has been cleared.

### **Cultural Heritage and Archaeology**

Policy 2.6.2 states that development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant resources have been conserved.

Although the subject property exhibits potential for the discovery of archaeological resources, staff acknowledge that the lands have been significantly disturbed as a result of their previous industrial-related uses. As such, archaeological works are not required for this development.

### **PPS Summary Opinion**

The proposed development, with a density of 58 units per hectare, will offer additional housing units through the remediation of a brownfield site within the Settlement Area of the City of St. Catharines. The proposal represents a compact form of development that makes efficient use of lands, contributes to providing a range and mix of housing types, utilizes existing infrastructure and public service facilities, is proximal to active modes of transportation, adds pedestrian infrastructure and is compatible with adjacent land uses.

Staff are of the opinion that the proposed Official Plan Amendment and Zoning By-law Amendment are consistent with policies of the Provincial Policy Statement as policies related to intensification, land use compatibility, housing, infrastructure, economic prosperity and environmental remediation are upheld.

### **Provincial Growth Plan for the Greater Golden Horseshoe**

The Growth Plan for the Greater Golden Horseshoe, 2020 (Growth Plan), provides growth management policy direction for the defined Growth Plan area. The Growth Plan

provides a framework that is designed to promote economic growth, increase housing supply, create jobs and build complete communities with the aim to make life easier, healthier and more affordable for people of all ages. It is intended to be achieved within the context of each individual community, while being sensitive to adjacent areas. The City's Official Plan and Zoning By-law implement this framework for the City of St. Catharines.

The guiding principles of the Growth Plan include supporting the achievement of complete communities, prioritizing intensification and higher densities to make efficient use of land and infrastructure, support transit viability, support a range and mix of housing options, protecting and enhancing natural heritage, and integrate climate change considerations into planning and managing growth.

The Growth Plan identifies the subject lands as within a Built-Up Area. In addition to the Growth Plan's guiding principles, the following policies apply for the proposed development at the subject lands:

- Directing growth to Settlement Areas and built-up areas, locations with existing or planned municipal water and wastewater systems, locations with existing or planned transit, and areas with existing or planned public service facilities (Policy 2.2.1.2).
- Support the achievement of complete communities that:
  - Feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services and public service facilities (Policy 2.2.1.4 a);
  - Provide a diverse range and mix of housing options to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes (Policy 2.2.1.4 c); and
  - Provide for a more compact built form and a vibrant public realm (Policy 2.2.1.4 e).

### **Growth Plan Summary Opinion**

The subject lands are located within a Built-up Area. The proposed development is compatible with the surrounding area and will contribute to providing a range of housing types, densities and land uses within an existing neighbourhood, contributing to achieving complete communities. There are existing municipal infrastructure and services available to the subject lands, with proximity to public transit routes. The proposed density is an efficient use of vacant lands, which will result in 61 new residential units at 60 Vine Street South that conform with the direction, guiding principles and policies of the Growth Plan.

### **Regional Official Plan**

Under the Regional Official Plan, 2014 (ROP), the subject lands are within the Urban Area Boundary for the City of St. Catharines and designated Built-Up Area. A full range of uses including residential, commercial, and industrial are generally permitted within these areas, subject to the availability of servicing and infrastructure. Consistent with Provincial policy direction, the ROP promotes the efficient use of existing infrastructure

and higher density development in urban areas to encourage infill as the preferred form of development. This includes the intensification of lands and development of underutilized properties such as the cleanup of brownfield sites. The ROP states that land uses shall be compatible when considering a mix of uses, heights and densities.

The ROP targets that at least 40% of all annual residential development be located within Built-Up Areas. The ROP further targets that 95% of intensification within the City of St. Catharines be located within its Built-Up Area. The ROP supports residential intensification that contributes to a mix of housing types and densities and is encouraged in such areas to meet the current and future needs of a diverse population comprising of various household types.

The ROP also encourages attractive, well designed residential development that promotes active transportation within neighbourhoods with connections to adjacent residential and commercial areas, parks and schools, incorporates the principles of sustainability in building design, and provides an interconnected and active transportation friendly streetscape.

It should be noted that the Region of Niagara is currently undertaking a Municipal Comprehensive Review of their Official Plan to bring it into conformity with the PPS (2020) and Provincial land use plans. Until the updated Official Plan is approved, the existing ROP (2014) is in effect and used to evaluate development applications.

### **Regional Official Plan Summary Opinion**

The proposed amendments will facilitate residential development that makes efficient use of underutilized urban serviced lands, as permitted within the Urban Area Boundary and Built-Up Area for the City of St. Catharines. The proposed development is considered intensification and will count towards the City's annual residential intensification targets as set out by the Growth Plan and ROP, as well as provide additional supply of housing in the Region. Further, the proposed development is designed in a way that is compatible with and contributes to the streetscape of the area, is located within proximity to transit routes and public uses and will provide connection to future trails. Accordingly, staff are satisfied that the proposed amendments align with Regional policies.

### **Official Plan (Garden City Plan)**

The subject lands are designated Parkland & Open Space on Schedule D1 of the City's Official Plan, The Garden City Plan (GCP) (Appendix 4). Schedule E5, the Central District Plan further identifies the lands as Parkland & Open Space (Appendix 6).

The current Parkland & Open Space designation of the GCP permits private and public parks, open space linkages, cemeteries, active or passive indoor and outdoor recreational facilities and essential operations for infrastructure and utilities. Although the subject lands are currently designated Parkland & Open Space in the GCP, they are not identified for future parklands in the City's Parks Policy Plan. On Schedule F1 of the GCP, Parkland and Major Trails, the lands are identified for future trail connection.

Through discussions with staff, it was determined that providing a 2.0 metre sidewalk along Yale Crescent meets the objective of the future trail connection.

The proposed Medium Density Residential designation of the GCP permits detached, semi-detached, duplex, triplex, fourplex, quadruplex, townhouse and apartment dwellings at a density range generally between 25 and 99 units per hectare.

### **Proposed Official Plan Amendment**

The Official Plan Amendment application seeks to change the subject lands from Parkland & Open Space to Neighbourhood Residential on Schedule D1 of the GCP (Appendix 5). The Official Plan Amendment application also seeks to change the land use designation from Parkland & Open Space to Medium Density Residential on Schedule E5 of the GCP (Appendix 7). This amendment is requested to allow medium density residential development to facilitate the proposed 11 residential blocks with 61 dwellings, which has a density of 58 units per hectare.

Section 16.1 of the Garden City Plan outlines general policies to be considered in evaluating an Official Plan Amendment application. This application for amendment to the Plan has been evaluated against these considerations, as follows:

### **Conformity with the Garden City Plan**

The degree of conformity of the proposed amendment will be evaluated against the general intent, purpose and philosophy of the Plan, particularly the vision, guiding principles and general policies.

Part B, 'Vision and Guiding Principles', describes the general intent of the Plan and the basis for which the land use policies of the Plan have been prepared. It establishes priorities including the accommodation of growth and change, housing, and achieving a sustainable community. To achieve a sustainable community, this includes providing choices and opportunities for employment, housing, transportation, social, recreational and cultural amenities. A sustainable community also makes efficient use of its infrastructure by focusing on a compact, mixed-use, walkable, bikeable and connected community.

To accommodate growth, housing and employment will primarily be accommodated within the designated Urban Area. Given the City's finite Urban Area, growth will be accommodated through the efficient use of vacant and occupied lands, through a more compact built form and density. Growth will also be accommodated through the application of design initiatives that support compatible, innovative, efficient and sustainable building, site, streetscape, neighbourhood and community design. Further, the Plan states that to accommodate future residents, growth will require evolution from traditional development patterns and trends. As such, new types of housing shall be provided in a manner not to compromise, but to accentuate and enhance the character, structure, function and accessibility of established residential neighbourhoods and activity areas. New housing will also be encouraged to support housing diversity for a range of life stages, special needs, incomes and ages to promote social inclusion and promote affordable housing options.

Part C of the Plan, 'General Policies', outlines general policies of the Plan, including the importance of urban design in St. Catharines, a mature city with a finite urban boundary. Given that future growth will primarily occur through intensification, compact development will require innovative and sensitive design to ensure compatibility and to create a sense of place.

Part D of the Plan, 'Land Use Policies', emphasizes more compact, innovative and alternative design to manage development. Policies within Part D align with the Vision and Guiding Principles discussed above. Additional City regulations, such as the zoning by-law, urban design guidelines and site plan control, support Plan policies as they encourage efficient, integrated, accessible, sustainable and context sensitive development.

The proposed change to Medium Density Residential will permit residential use with a density of 58 units per hectare at the subject lands. The proposal conforms to the Plan as it intends to develop vacant and underutilized serviced lands in a manner that is considerate of the surrounding area while also contributing to intensification within the City's urban area. The proposal provides additional residential units within the city, providing future residents with access to a neighbourhood that is serviced by existing infrastructure, including multiple transit routes. Community and recreational uses, such as schools and parks are within close proximity. A wider mix of uses such as commercial and services are available within proximity to the subject lands. The proposed 61 units that will function as townhouse dwellings are anticipated to provide three-bedroom units, thus contributing to the mix of housing options within the city to provide housing for households of different sizes, ages and incomes.

Although the subject lands are currently designated Parkland & Open Space, the City has not identified plans to utilize these lands for public park use. The proposal will achieve the objective of the Plan by providing a 2.0 metre sidewalk connection to future trails.

### **Consistent with Provincial and Regional Plans, Policies and Legislation**

The Garden City Plan is reflective of Provincial and Regional policies as it is required to conform to them. As demonstrated in earlier sections of this report, the proposal conforms with Provincial and Regional land use policies.

### **Availability and Suitability of Lands for Proposed Use**

There is limited supply of vacant land in the city that is designated Medium Density Residential. Development of this site will add dwelling units to an area of the city that is already developed, presenting a limited opportunity to add a mix of housing units to an established neighbourhood with access to various services and convenient uses.

The permission of medium density residential uses on the subject lands will allow 61 units that will function as townhouse dwellings to be added to the city's housing stock. The mix of housing types in the area lends to providing a greater range of units to meet

the diverse housing needs for households of various sizes, ages and incomes within the city.

### **Compatibility of the Proposal**

The surrounding uses include low to high density residential typologies, employment lands to the north and a public school to the south.

From a built form and urban design perspective, the development of the vacant lands for one two-storey triplex and ten two-storey apartment buildings, which will function as townhouse blocks, represents an opportunity to design a concept that is compatible and considerate of the surrounding residential, institutional and employment context. Given the site layout, building height, massing, landscaping and sidewalk connections, the proposed development with a density of 58 units per hectare will fit within the surrounding area while contributing to providing a mix of housing typologies. The proposed reduced setbacks provide adequate separation from the road and abutting lots and are in line with existing setbacks in the area. Additional site plan considerations, such as building materials and façades, fencing and screening, and specific plantings will be determined during site plan control.

From a land use compatibility perspective, as outlined in the Noise and Vibration Impact Study prepared for the development, mitigation measures to prevent or minimize potential impacts will be applied during site plan control. Due to the existing residential uses within the area, any proposal for heavier industrial uses to the north would require impact studies and/or be prohibited given provincial guidelines.

### **Potential to Cause Instability**

The proposal will see one two-storey triplex dwelling and ten two-storey apartment buildings, which has been designed to function as 11 townhouse blocks, in an area currently comprised of detached dwellings, low-rise multi-unit dwellings, a mid-rise apartment building, public school and employment uses. To the south and north of the subject lands are multiple transit routes and a mix of uses, including commercial and residential. The subject lands are also located within proximity to the city's downtown, which offers a full range of land uses.

The addition of 61 residential units is not anticipated to cause destabilization of the area, which currently has a mix of low, medium and high density residential uses, as well as being proximal to other uses and services that would benefit from additional residential units. The proposed site plan and spacing of buildings, parking areas and setbacks are adequately placed to ensure there is appropriate buffer between abutting properties. The proposal meets nearly all zoning provisions for a private road development containing townhouse dwellings, including setbacks, building height, parking, landscape buffers and lot frontages. The private road development is designed to blend with the existing neighbourhood as best as possible.

As noted, the proposed medium density residential development will be compatible with the employment lands to the north through mitigation measures applied during site plan control. The subject lands are a unique site in that they are vacant and underutilized

serviced urban lands. The proposed application is intended to provide appropriate intensification in the city within an existing neighbourhood that benefits from various services and land uses.

### **Infrastructure Capacity**

Development engineering staff are satisfied that the existing capacity of services is sufficient for the proposed number of units. A Functional Servicing Report has been submitted and accepted by Development Engineering staff. Any required upgrades in services to the site will be at the expense of the applicant.

Staff are also satisfied from a parking and traffic perspective that the proposed development will not result in adverse impacts to the existing transportation network.

### **Financial Implications to the City**

Any improvements to municipal infrastructure to the site which may be necessary to accommodate the development will be at the sole cost of the applicant. The development of the vacant lands to eleven two-storey townhouse blocks will result in an increase to the assessed value of the property, and in-turn, increase tax revenues for the City.

### **Potential to Establish an Undesirable Precedent**

The recommended approval of this application would not establish an undesirable precedent. The review is based on the individual context and circumstances of the area. The subject lands are adequately sized to accommodate the proposal and comply with most zoning provisions for a private road development containing townhouse dwellings. It will facilitate a private road development of one two-storey triplex and ten two-storey apartment buildings that have been designed to function as townhouse blocks and to complement the existing character of the surrounding area. The proposal is not anticipated to result in any adverse impacts to the surrounding area. There are a limited number of sites in the area with similar shape, size and characteristics of the subject lands.

### **Additional GCP Policies**

In addition to the proposal's evaluation against Section 16.1 of the Garden City Plan, there are other policies that need to be considered as they relate to the proposal. Relevant policies from Sections 4.2, 4.3, 7.1 (e) and (g), and 10 are assessed below. An analysis of Section 7.1 (c) urban design policies is conducted in the zoning by-law section of this report.

Policy 4.2 (b) calls for “innovative, sustainable and context sensitive building, site, streetscape and neighbourhood design” and 4.2 (d) identifies the need for “compatibility of new development and redevelopment within established areas”. The proposed Official Plan Amendment accomplishes these policies by developing vacant lands with existing services available, rather than proposing development on lands that do not have municipal infrastructure or services. This lessens the environmental impact of the development and improves the project's overall sustainability. The environmental assessments and remediation of the subject property will also make lands within the urban boundary available to be developed for residential purposes. The proposed

development improves the streetscape through the infill of lands and demonstrates context sensitivity by the height, spacing and setbacks of the residential blocks with setbacks that largely meet zoning requirements for townhouse dwellings and match much of the surrounding area. Additional streetscape and urban design matters such as landscaping along lot lines and building materials will be determined during site plan control.

Policy 4.2 (i) calls for a “range of choices for housing and transportation”. This application proposes 61 new units that will function as townhouse dwellings to be built in an area that is largely supplied by detached dwellings and apartment units. The proposal provides additional housing options within an established neighbourhood for residents who may choose to live in a different dwelling type than what is currently available. Given its proximity to multiple transit routes, it is also appealing to residents who may wish to take alternative methods of transportation.

Section 4.3 of the Garden City Plan speaks specifically to the built form that development and redevelopment must achieve. The scale, height, and massing of the proposed triplex and apartment buildings at 60 Vine Street South are appropriate for the site context given the size of the lot and proposed setbacks and landscape buffers. The proposed residential blocks have a building height of 8.8 metres, however, the R3 zone permits a building height of 11.0 metres for triplex and townhouse dwellings. The maximum building height for apartment buildings within a private road development in the R3 zone is 16.0 metres. Given that Blocks 2 – 11 of the proposal are considered apartment buildings but will function as townhouse dwellings, it is recommended that a maximum building height of 11.0 metres be included in the special provision. This will ensure that the proposed two-storey residential blocks and setbacks that have been reviewed and accepted by staff are maintained. For reference, the surrounding R2 zone permits a maximum building height of 10 metres for residential dwellings such as detached dwellings, triplexes and townhouse dwellings. As two-storey residential blocks, most of which meet the minimum setback to public roads and abutting properties for townhouse dwellings, the proposal will fit well within the streetscape and neighbourhood and will not cause adverse impacts to the surrounding area.

Section 4.3 of the Garden City Plan also states that development will locate parking in a manner that minimizes impact to the surrounding area and environment by providing perimeter landscaping, limiting surface parking between the building and the public street, and providing connection to the public street. The GCP also states that parking areas should be connected to the public street through safe and landscaped pedestrian walkways. The proposed site layout achieves the intent of these policies and will be applied through site plan control. Staff note that Parking Area D proposes more parking spaces located along Yale Crescent than the other three parking areas. However, this is due to existing buried infrastructure under the parking area, which limits development for this specific area. All four of the parking areas have adequate buffers to Yale Crescent and will have landscaping installed for additional screening.

Section 7.1 (e) and (g) of the GCP states that development and redevelopment within the Urban Area shall be evaluated having regard for supporting connectivity to public transit and active transportation, and supporting the best use of existing resources, infrastructure and service capacity. The proposal for 60 Vine Street South would provide future residents with access to existing transit routes that connect to key locations in the city, as well as transfer options to other routes within the city and region. The lands are also within proximity to on-road bike lanes. The proposed building would be serviced using existing municipal services and infrastructure.

Section 10 of the GCP includes policies for the City's employment lands, including land use compatibility. The GCP states that designated employment lands will be protected and preserved. The GCP also states that the full range and scale of uses permitted in employment lands may not be allowed on all properties so designated and may be subject to impact studies to evaluate land use compatibility. As noted, lands north of the subject property are designated for employment uses and currently consist of a storage facility, an equipment supplier and small retail uses. To the northeast of the subject lands is a warehouse. The proposed amendments at the subject lands have been evaluated against the employment lands to the north as well as its proximity to an active rail line through a Noise and Vibration Impact Study. As noted, staff have reviewed the Study and are satisfied with the recommended mitigation measures that will be applied during site plan control to prevent or minimize potential impacts. Although the lands to the north are designated General Employment, given their proximity (as close as 10 to 60 metres) to existing residential and institutional uses to the west, south and east, heavier and incompatible industrial uses would not be permitted given the MECP Noise (NPC-300) and D-6 Compatibility between Industrial Facilities Guidelines. Therefore, given the mitigation measures to be applied during site plan control, GCP policies and MECP guidelines, the proposed use is satisfactory from a land use compatibility perspective and would remain satisfactory against potential future proposals for heavier industrial uses to the north should they arise.

### **Garden City Plan Summary Opinion**

Based on the policy evaluation above, staff are satisfied that the proposed Official Plan Amendment meets the intent of the Official Plan and recommend approval.

### **Zoning By-law**

The subject lands 60 Vine Street South are currently zoned Minor Green Space with Holding Provision 1 (G2-H1) by Zoning By-law 2013-283, as shown in Appendix 8. The G2 zone permits uses such as recreational activities, cemeteries, and essential operations for service infrastructure and utilities. As noted, although the lands are currently zoned G2, they are not identified as future parkland in the City's Parks Policy Plan.

### **Proposed Zoning By-law Amendment**

The proposed Zoning By-law Amendment seeks to change the zoning for 60 Vine Street South to Medium Density Residential with Special Provisions and a Holding Provision (R3-168-H1), as shown in Appendix 12. The change to R3 zoning will permit detached, semi-detached, duplex, triplex, fourplex, quadruplex and townhouse dwellings as well

as apartment buildings. Private road developments with the aforementioned dwelling types and apartment buildings are also permitted in the R3 zone, as well as long-term care facilities.

This change is requested to facilitate the proposed private road development of one triplex and ten apartment buildings, to function as townhouse blocks, for a total of 61 dwellings at 60 Vine Street South. A special provision is being sought to address proposed zoning deficiencies of front yard setback along Vine Street South, exterior side yard setback along Yale Crescent, rear yard setback along Berryman Avenue and interior side yard setbacks abutting an R2 zone and one pinch point. The proposed special provision (R3-168-H1) is outlined below and in Appendix 12. A diagram illustrating the reduced setbacks is found in Appendix 10.

Special Provision	Zone	Schedule A	Schedule B	Location	By-law
168	R3	15	41	60 Vine Street South	2022-
Triplexes and apartment buildings in a private road development shall be subject to the R3 zoning provisions except the following:					
1.	Minimum front yard setback (at the specific location identified on Schedule B41)			2.0m	
2.	Minimum interior side yard setback abutting an R2 zone (at the specific location identified on Schedule B41)			2.0m	
3.	Minimum interior side yard setback (at the specific location identified on Schedule B41)			3.0m	
4.	Minimum exterior side yard setback (at the specific location identified on Schedule B41)			3.0m	
5.	Minimum rear yard setback (at the specific location identified on Schedule B41)			6.0m	
6.	Maximum building height			11m	

Section 7.1 (c) of the GCP states that development and redevelopment within the Urban Area shall be evaluated having regard for building, site, streetscape, and neighbourhood context sensitive design to ensure:

- i) integration of compatible building form, scale, massing, height, setbacks, spacing, siting, orientation, facades and architectural materials with adjacent buildings, properties and the surrounding neighbourhood;
- ii) Adverse impacts on adjacent properties are minimized in regard to grading, drainage, location and design of service utilities and areas, access and

- circulation, parking, transition in height, privacy, views, vistas, microclimatic conditions, and protection of the natural features, functions and hazards.
- iii) Adequate and appropriate lot size, shape and configuration, access, on-site facilities and outdoor amenity areas to accommodate use; and
- iv) Provision of parking areas that do not dominate the site physically or visually, and maximize opportunities for perimeter and internal landscaping.

The proposed change to R3 and site-specific provisions have been evaluated below against priorities and directions from the GCP:

### **Built Form and Integration into the Neighbourhood**

The proposed private road development of one two-storey triplex dwelling and ten two-storey apartment buildings with 61 units at 60 Vine Street South is designed to make efficient use of the vacant serviced lands while being sensitive to the surrounding area. The design and façades of the residential blocks will function as townhouse dwellings and complies with the majority of R3 zoning provisions for townhouse dwellings in a private road development. The proposed height and massing of the two-storey residential blocks will facilitate development that will add to the city's intensification through a built form that fits within the surrounding low, medium and high density residential uses. The proposed setbacks and landscape buffers provide adequate space for landscaping, drainage and privacy between the proposed townhouse blocks and abutting properties. Staff are satisfied that the proposed reduced front yard setback, exterior side yard setback, rear yard setback and interior side yard setbacks provide adequate buffers to the road and abutting lots. The proposed residential blocks and landscaping along Vine Street South, Yale Crescent and Berryman Avenue will improve the streetscape through infill of a vacant property, along with installing a 2.0 metre sidewalk along Yale Crescent to connect to future trails. The proposed site plan and building elevations are included in Appendix 2.

### **Adverse Impacts on Neighbouring Properties**

As noted, the proposed private road development of 11 two-storey residential blocks will fit within the surrounding area and minimize adverse impacts on neighbouring properties. Staff are satisfied that the proposed triplex and apartment buildings, which will function as townhouse blocks, provide adequate setbacks and buffers to adjacent properties. The number of parking spaces provided exceed the minimum number of 76 parking spaces for this development, with 81 parking spaces proposed. Following staff's technical review, it was determined that the existing infrastructure is sufficient to accommodate the proposed development. Thus, it is not anticipated that the proposal will have adverse impacts to the surrounding area regarding built form and land use compatibility, infrastructure capacity or parking overflow.

### **Lot Frontage**

The subject property has frontage along three municipal roads, Vine Street South to the west, Yale Crescent to the north and Berryman Avenue to the east. The Zoning By-law considers lot frontage to be the shortest lot line fronting onto a road. As such, the subject property's lot frontage is 37.4 metres along Vine Street South, which exceeds the minimum lot frontage of 12 metres for a private road development in an R3 zone.

## Building Setbacks

To facilitate the development of the subject lands, the application requests special provisions to facilitate the proposed one two-storey triplex and ten two-storey apartment buildings at 60 Vine Street South. Three of the special provision items are required because Blocks 2 – 11 are considered apartment buildings under the zoning by-law and have different setback requirements than townhouse dwellings. However, as noted, the site plan will function as a private road development with 11 two-storey townhouse dwellings. The proposed reduced setbacks of the site are shown in Appendix 10.

For properties with multiple lot frontages, the front yard setback is measured from the shortest lot line along a public road. Given the subject property's lot frontage is along Vine Street South, the front yard setback applies to Blocks 1 and 2. Block 1 is defined as a triplex dwelling, which requires a front yard setback of 3.0 metres in an R3 zone. Block 2 is defined as an apartment building, which requires a front yard setback of 5.0 metres regardless of its height in an R3 zone. Similar to a triplex dwelling, townhouse dwellings require a minimum front yard setback of 3.0 metres in an R3 zone. The special provision is requesting that the front yard setback along Vine Street South be reduced to 2.0 metres. The reason for the reduced front yard is largely due to the substantial road widening of approximately 6.0 metres along Vine Street South. Given the road widening and building height of two-storeys, staff are satisfied that the proposed setback of 2.0 metres will provide adequate setback to prevent the building's massing from crowding the lot line. Further, the proposed setback is a modest reduction from the 3.0 metre requirement for townhouse dwellings and is in line with some of the existing front yard setbacks of residential dwellings in the area.

The interior side yard setback for Block 1 is proposed to be reduced from 5.0 metres to 2.0 metres, as required for private road developments in an R3 zone with a lot abutting an R2 zone. The intent of the setback is to prevent building massing from crowding the lot line and to provide a buffer for drainage, landscaping and privacy. The 5.0 metre interior side yard setback only applies to the Block 1 triplex dwelling as it is the only residential block that abuts an R2 zone. Minimum interior side yard setbacks for residential dwellings that are 10 metres in height or less are between 1.2 metres and 2.0 metres in the R2 zone. Given the proposed two-storey residential blocks are less than 11 metres in height, staff are satisfied that the 2.0 metre setback is appropriate to ensure adequate separation between the abutting lot.

A reduced interior side yard setback for Block 11 is also requested with the special provision. The zoning by-law requires a minimum interior side yard setback equal to half the height of the building for apartment buildings (4.4 metres) in an R3 zone. The proposed interior side yard setback for Block 11 is 3.0 metres. This setback would be between the end wall of the dwelling and an abutting R4 zone, which complies with the zoning by-law's requirement of a 3.0 metre interior side yard setback between a townhouse end wall and R4 zone. Given the two-storey apartment building will function as a townhouse block in an R3 zone, staff are satisfied that the proposed 3.0 metre setback provides adequate buffer between the dwelling and abutting lot line.

The exterior side yard setback for Blocks 2, 4, 6 and 8 along Yale Crescent is proposed to be reduced from 5.0 metres to 3.0 metres. The zoning by-law requires a minimum exterior side yard setback for apartment buildings along a local road in an R3 zone to be 5.0 metres, regardless of its height. The proposed setback complies with the zoning by-law's requirement of a 3.0 exterior side yard setback for townhouse dwellings in a private road development in an R3 zone. Given the two-storey apartment buildings will function as a townhouse block in an R3 zone, staff are satisfied that the proposed 3.0 metre setback provides adequate buffer between the dwellings and Yale Crescent.

The rear yard setback for Block 11 along Berryman Avenue is proposed to be reduced from the height of the building (8.8 metres) to 6.0 metres. The zoning by-law requires a minimum rear yard setback of 6.0 metres for townhouse dwellings in a private road development in an R3 zone. Given the two-storey apartment building will function as a townhouse block in an R3 zone, staff are satisfied that the proposed 6.0 metre setback provides adequate buffer between the dwellings and Berryman Avenue.

Staff note that the initial site plan submitted with the application proposed the reduced front yard setback to 0.0 metres and the reduced interior side yard setback for Block 1 to 1.5 metres. Following staff consultation, the applicant revised the site plan to include the 2.0 metre front yard setback and 2.0 metre interior side yard setback for Block 1. Staff are satisfied with the revised setbacks as shown in Appendix 2.

### **Landscaping and Buffers**

The minimum landscaped open space requirement for a private road development is 35% of the lot area. The proposed development complies with this provision and dedicates over 35% of the lot to landscaped open space. The site plan also provides adequate landscape buffers between buildings, as well as between buildings and sidewalks or parking areas. Additional landscaping considerations and plantings will be finalized during site plan control.

### **Parking**

Private road developments require a minimum parking ratio of 1.25 parking spaces per dwelling unit. Based on the proposed 61 units, a minimum of 76 parking spaces are required, including three accessible spaces. The proposal exceeds the required number of parking spaces with the provision of 81 spaces, including four accessible spaces.

Section 7.1 of the GCP states that parking areas shall not dominate the site physically or visually and that opportunities for perimeter and internal landscaping be maximized. The proposed site layout achieves this intent and will be further applied during site plan control.

### **Transit**

The subject lands are located within approximately 600 metres from transit stops on Welland Avenue to the north, which provides access to two bus routes. The subject lands are also located within approximately 500 metres from transit stops on Queenston Street to the south, which provides access to two transit routes.

All four routes offer inbound and outbound service from the downtown bus terminal. Three of the routes offer service seven days per week with evenings and holidays. One of the routes also offers inbound service to the Pen Centre bus terminal with service available seven days per week with evenings and holidays. The downtown and Pen Centre bus terminals also serve as transfer points, connecting users to numerous routes across the city along with regional transit.

### **Bicycle Parking and Facilities**

The Zoning By-law does not require that bicycle parking be provided for a private road development, however, the applicant has indicated that bicycle parking will be available onsite. The subject lands are within proximity to an on-road bike route to the south along Queenston Street. This route goes through the city and connects the neighbouring municipalities.

### **Holding Provision (H1)**

The Zoning By-law Amendment is being recommended for approval with a Holding Provision (H1), which will require that an RSC be cleared by the MECP prior to the development of the lands. A by-law for the removal of the Holding Provision (H1) for the lands will be brought to Council at a later date once the RSC has been cleared.

A Phase 1 Environmental Site Assessment (ESA) and limited Phase 2 ESA were completed for the subject lands in 2021. During the Limited Phase 2 ESA, three Areas of Potential Environmental Concern (APEC) were identified that require further study through a Phase 2 ESA. The contaminants of concern relate to the presence of former railway tracks and associated fill materials on site. Following the completion of supplemental studies and potential environmental remediation, the applicant will file a Record of Site Condition (RSC) to the Ministry of Environment, Conservation and Parks (MECP).

### **Site Plan Control**

Should the requested amendments to the Official Plan and Zoning By-law be approved, a Site Plan Agreement will be required to develop the proposed private road development of one two-storey triplex dwelling and ten apartment buildings.

Site plan control is the City's primary tool for implementing City standards and urban design guidelines. It regulates the placement of buildings, architectural elevations, access, parking, site servicing, grading, drainage, lighting, landscaping, fencing, storage of waste and other details of site design. Appendix 2 provides the proposed conceptual site design. Site plan control is also the tool used for implementing specific recommendations and mitigation measures, such as requiring central air conditioning, glazed windows, noise barriers or warning clauses be applied for this proposal.

A public information session relating to the detailed designs of the sites will be hosted by staff as part of the site plan process. Through that forum, Planning Services staff and the applicant will present the refined designs to the public for information purposes. A site plan includes the registration against the title of the lands that will be legally binding

upon the existing and future property owners. The applicant will be required to post securities to ensure the terms of the agreement are carried out.

## **Circulation of Applications**

The applications were circulated to all relevant departments and agencies in accordance with the *Planning Act*. No department or agency has objected to the proposed Official Plan and / or Zoning By-law Amendments. The feedback that has been received is outlined below and has been considered in the recommendation of this report.

## **Niagara Region**

Regional Planning and Development Services staff offer no objection, in principle, to the proposed Official Plan and Zoning By-law Amendment applications to facilitate residential redevelopment at 60 Vine Street South. Regional staff are supportive of implementing the proposed Holding Provision (H1) and require the future filing of a Record of Site Condition prior to development. Staff also require that technical requirements such as land use compatibility mitigation measures (e.g., central air, warning clause), and stormwater management are appropriately addressing during site plan control. Subject to staff's review of the future *Planning Act* applications, the proposed redevelopment is consistent with the Provincial Policy Statement and conforms with A Place to Grow: Growth Plan for the Greater Golden Horseshoe and the Regional Official Plan.

## **Gio Rail**

Gio Rail has no objections to the proposed Official Plan and Zoning By-law Amendment applications. Given the speed and frequency that the adjacent section of the rail track is operated at, Gio Rail does not see any design issues with the proposed location of the buildings or their entrances. Standard requirements, such as minimum setbacks and a warning clause will be applied.

## **District Schoolboard of Niagara (DSBN)**

The District Schoolboard of Niagara have no objections to the proposed Official Plan and Zoning By-law Amendment applications. The DSBN provided comments for consideration during site plan control, including fencing and the screening of waste bins. Future elementary students from the development would attend abutting Connaught Public School. Future secondary students would attend St. Catharines Collegiate.

## **Urban Design**

Urban Design staff have no objections to the proposed Official Plan and Zoning By-law Amendments. Staff do not have concerns with the general site layout, save for a few site-specific matters. Staff advised that driveways and parking areas off Vine Street South should be removed as parking spaces within the right-of-way are not permitted. Staff advised that the proposed front yard setback of 0.0 metres for Blocks 1 and 2 would not be supported. Staff also recommended that a larger interior side yard setback be provided for Block 1. Other comments included items that will be addressed during site plan control, such as outdoor amenity space, internal sidewalk connections and the location of waste bins.

As noted, the applicant has revised the plans to reflect that the reduced front yard setback for Blocks 1 and 2 and the interior side yard setback for Block 1 now provide a 2.0 metre setback. The revised site plan has also removed driveways and parking areas off Vine Street South. Staff are satisfied with the modifications.

### **Community, Recreation and Culture Services (CRCS)**

CRCS staff have no objections to the proposed Official Plan and Zoning By-law Amendment applications. The subject lands are not identified for parkland in the Parks Policy Plan. The lands are included in Schedule F1 of the Garden City Plan which does identify these lands as future trail connection. Given the context of the site, staff are supportive of the Official Plan and Zoning By-law Amendment subject to the provision of a 2.0m sidewalk with boulevard plantings to meet the objectives of the trail connection. This item, in addition to planting requirements, will be applied during site plan control.

### **Development Engineering**

Development Engineering staff have no objections to the Official Plan and Zoning By-law Amendment. The City will be requiring a road widening of approximately 6.0 metres in width to be known as Public Highway Rockwood Avenue. A Functional Servicing Report was submitted identifying water, sanitary and stormwater needs for the site, which has been reviewed and approved by staff. There are existing municipal storm and sanitary sewers that bisect the subject lands, for which the City will require a dedicated easement in perpetuity during site plan control. During the site plan process, staff will also require the provision of a sidewalk along Yale Crescent and Berryman Avenue.

### **Traffic**

Traffic staff have no objections to the proposed Official Plan and Zoning By-law Amendments. A more detailed site assessment will be completed during site plan control.

### **Public Consultation**

A public notice advising of a public open house was mailed to property owners within 120 metres of the property on October 14, 2021. Over 120 notices were mailed to surrounding residents. This public notice was also shared through the City's digital channels and appeared on the City's website.

An online public open house was held by Planning and Building Services via the Zoom platform on November 10, 2021. The purpose of the open house was to present the applicant's proposed Official Plan Amendment, Zoning By-law Amendment and conceptual site plan and offer an opportunity for attendees to ask questions and provide comments before staff recommendations are presented to Council for their consideration. Members of the public were required to register in advance to speak to the applications at the public open house. As an alternative, the public was also invited to submit written or emailed comments and questions. While the open house was conducted over the Zoom platform, it was live streamed on the City's YouTube channel and has been available for viewing on YouTube since the open house.

The City received comments and questions from three members of the public via email and telephone. There were no members of the public that registered to attend the public open house.

The questions and concerns raised during the commenting period are outlined below followed by a staff response.

**Comment:** A nearby resident raised concerns regarding traffic along Berryman Avenue, stating that it is already a busy street and would benefit from being one-way only. The resident also raised concerns regarding speeding and transport trucks that travel along the road. Given this congestion, the resident is opposed to the proposed development and inquired whether the proposed number of parking spaces would be adequate for residents and visitors.

**Response:** Transportation staff advised that approximately ten years ago the City considered closing Berryman Avenue, south of Yale Crescent, to separate the residential and employment areas. However, after surveying the area's residents, there was not enough support to proceed. As for the speed and volume on the street, the key speed metrics (average speed and 85th percentile speed) are comparable to other streets. In terms of volume, it is higher along Berryman Avenue but the volume has greatly decreased since the closure of the hospital. In the short term, the only recourse for speeding vehicles is through enforcement. In the long term, there may be actions taken to alter the street, however nothing is planned at this time. Regarding parking, the City of St. Catharines Zoning By-law requires 1.25 parking spaces per residential dwelling in a private road development. This proposal exceeds the minimum number of parking spaces required by providing 81 parking spaces to serve the development.

**Comment:** A trucking and excavating company is looking to purchase the parcel of lands at Yale Crescent and Berryman Avenue with plans to use it as a storage yard for construction vehicles. How can we mitigate potential land use compatibility issues?

**Response:** Included in the application's submission materials was a Noise & Vibration Impact Study for staff review. The Study evaluated potential impacts to the development from the surrounding area and its overall land use compatibility. Staff will apply the Study's recommended mitigation measures such as requiring central air and warning clauses during site plan control. Impact studies and mitigation measures may also be required for any proposals at the employment lands to ensure there are no adverse impacts to the existing surrounding uses or proposed residential use at the subject lands.

## **Second Planning Opinion Advisory**

Should Council consider not supporting the Staff Recommendation, Council is advised to defer its decision until such time as a second planning opinion from an external consultant can be obtained. In the event the second planning opinion is supported by Council, and Council makes a decision based on that second planning opinion, and if and when the matter should be heard before the Ontario Land Tribunal, then the planner who has provided the second opinion shall be retained for the purpose of a hearing.

## **Financial Implications**

There are no financial implications associated with this report.

## **Environmental Sustainability Implications**

The development of this vacant site to accommodate residential use within the City's Urban Area contributes to environmental sustainability by reducing urban and suburban sprawl. Further, the site will undergo environmental remediation prior to its development.

## **Conclusion**

In summary, staff are recommending approval of the proposed Official Plan Amendment and Zoning By-law Amendment to permit the development of a private road development with one two-storey triplex dwelling and ten two-storey apartment buildings, containing 61 units that will function as townhouse dwellings.

These applications for Official Plan Amendment and Zoning By-law Amendment have regard for matters of provincial interest, are consistent with the Provincial Policy Statement, conform to and do not conflict with the Growth Plan for the Greater Golden Horseshoe, and conform to and do not conflict with the Region of Niagara's Official Plan, subject to the staff recommendations herein.

## **Notifications**

It is in order to advise Tim Kenny, 2806836 Ontario Inc., 14 Macartney Court, ON L2V 5G1, the company's president.

### **Prepared by**

Natasha MacDonald, MPL  
Planner I

### **Submitted by**

Margaret Josipovic, MPA  
Manager of Planning Services

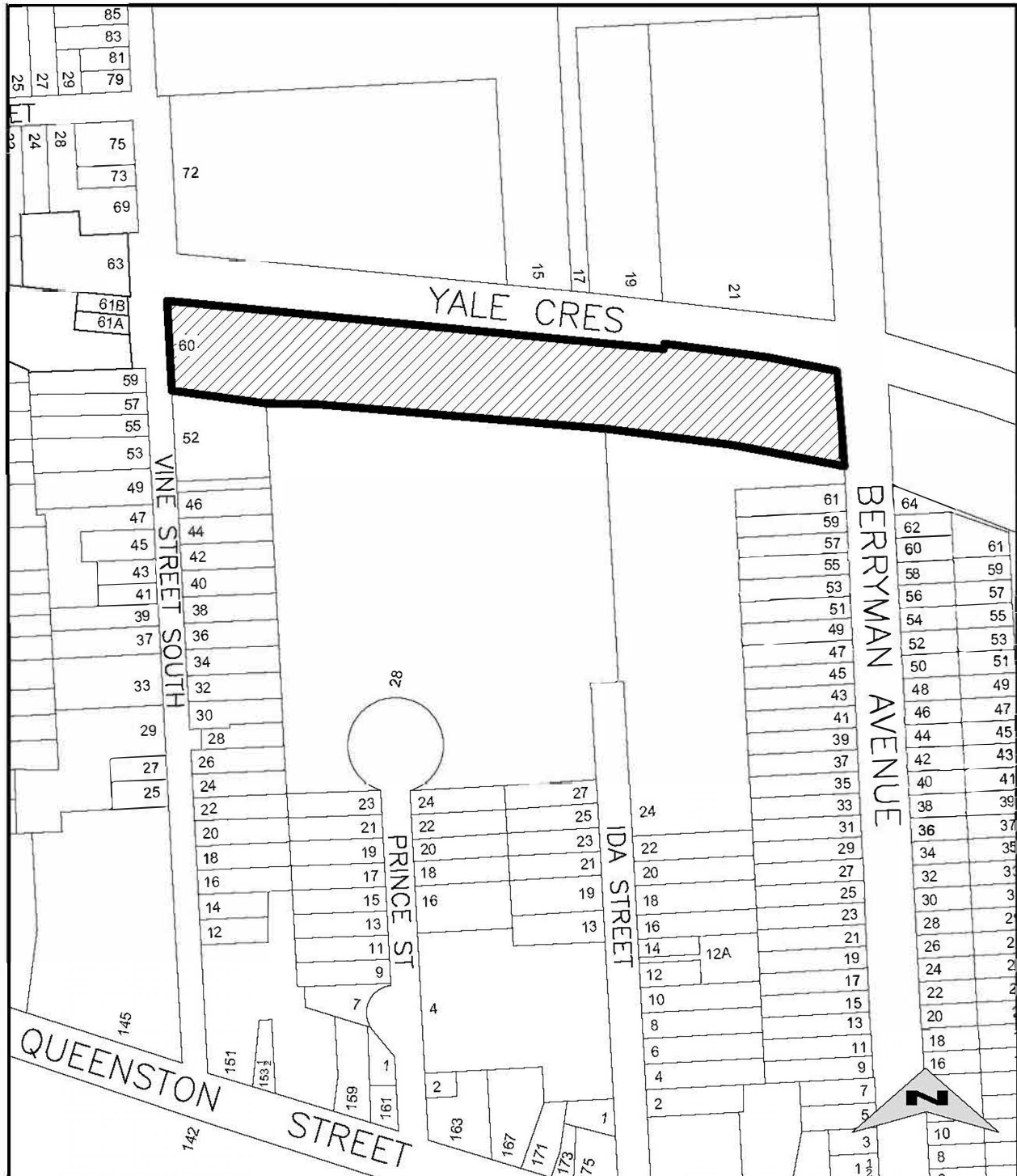
### **Approved by**

Tami Kitay, MPA MCIP RPP  
Director of Planning and Building Services

## **Appendices**

- Appendix 1 – Location Map
- Appendix 2 – Conceptual Site Plan
- Appendix 3 – Ontario Planning Framework
- Appendix 4 – Official Plan Schedule D1
- Appendix 5 – Proposed Official Plan Schedule D1
- Appendix 6 – Official Plan Schedule E5
- Appendix 7 – Proposed Official Plan Schedule E5
- Appendix 8 – Existing Zoning
- Appendix 9 – Proposed Zoning
- Appendix 10 – Location of Reduced Setbacks
- Appendix 11 – Draft Official Plan Amendment By-law
- Appendix 12 – Draft Zoning Amendment By-law

# Location Map



VINE STREET SOUTH

(R2) ZONE

PARTIAL SITE PLAN

SCALE: 1:250



TYP. FRONT ELEVATION (COURTYARD SIDE)

SCALE: 1:100

VINE STREET SOUTH

(R2) ZONE

(I1) ZONE

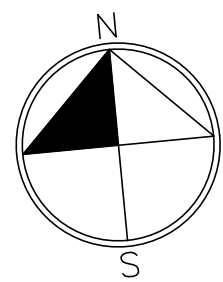
(R4) ZONE

KEY SITE PLAN (61 UNITS - PRIVATE ROAD DEVELOPMEN)

SCALE: 1:400

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NO.	DATE	BY	REVISION
1	2021-04-12	EH	FOR LIT. COMMENTS
2	2021-04-12	EH	REV. SEE R. PARKING DATA
3	2021-04-12	EH	REV. SEE R. PARKING DATA
4	2021-04-12	EH	REV. SEE R. PARKING DATA



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drawn by:	EH
design by:	LJM
scale:	1:1
approved by:	MRM
date:	MAR 03, 2021

Project Title:  
PRIVATE ROAD DEVELOPMENT  
60 VINE ST. SOUTH  
ST. CATHARINES, ON

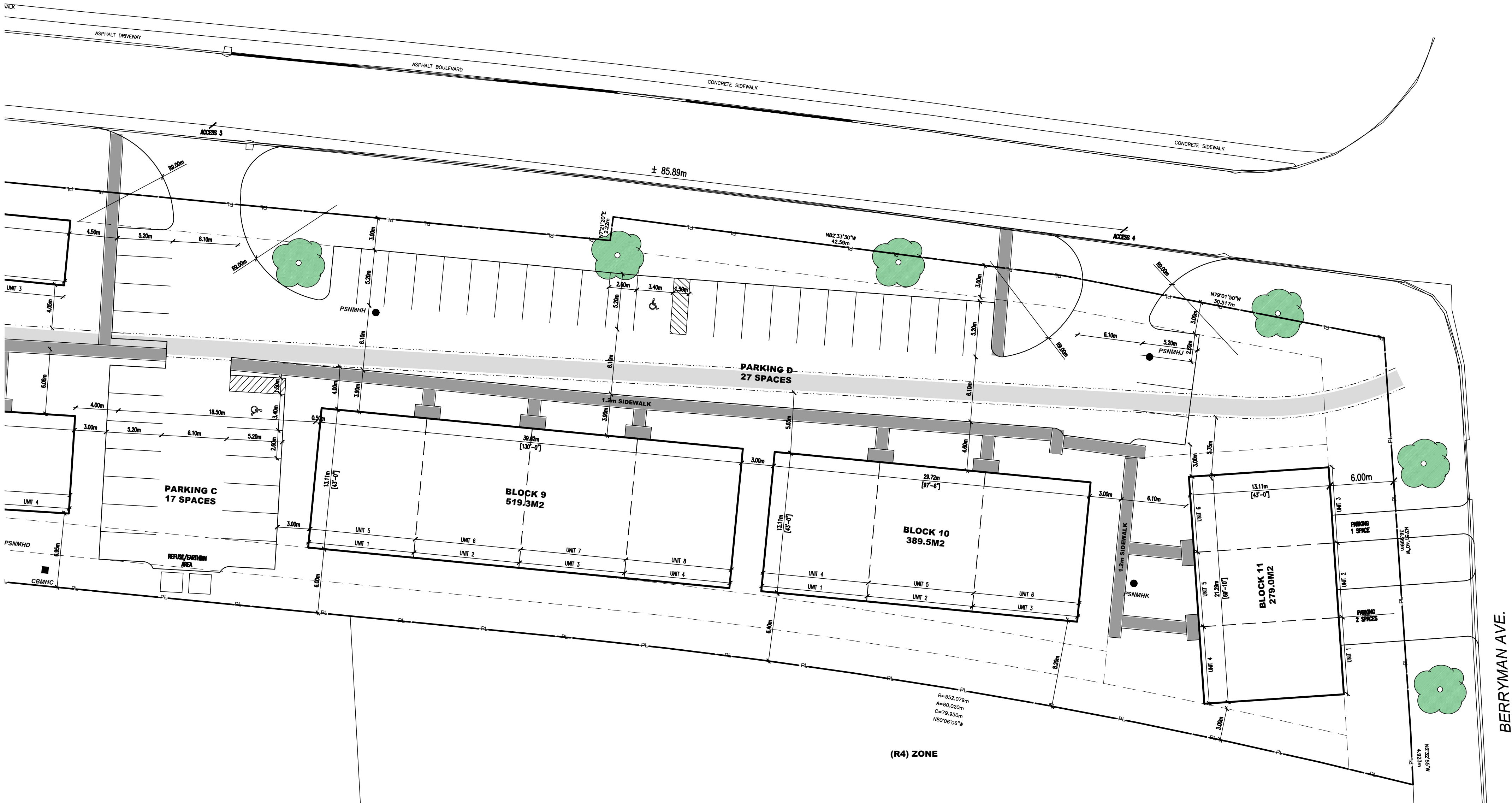
**DRAFT**  
SITE PLAN

Revision number:  
21-39  
Drawing number:  
SPA1

61 UNIT – PRIVATE ROAD DEVELOPMENT			
	MAIN LEVEL	UPPER LEVEL	TOTAL
BLOCK 1	2	1	3
BLOCK 2	3	2	5
BLOCK 3	3	2	5
BLOCK 4	4	2	6
BLOCK 5	4	2	6
BLOCK 6	3	2	5
BLOCK 7	4	2	6
BLOCK 8	3	2	5
BLOCK 9	4	4	8
BLOCK 10	3	3	6
BLOCK 11	3	3	6
TOTAL UNITS	36	25	61
DENSITY PER HECTARE			58.4 UNITS

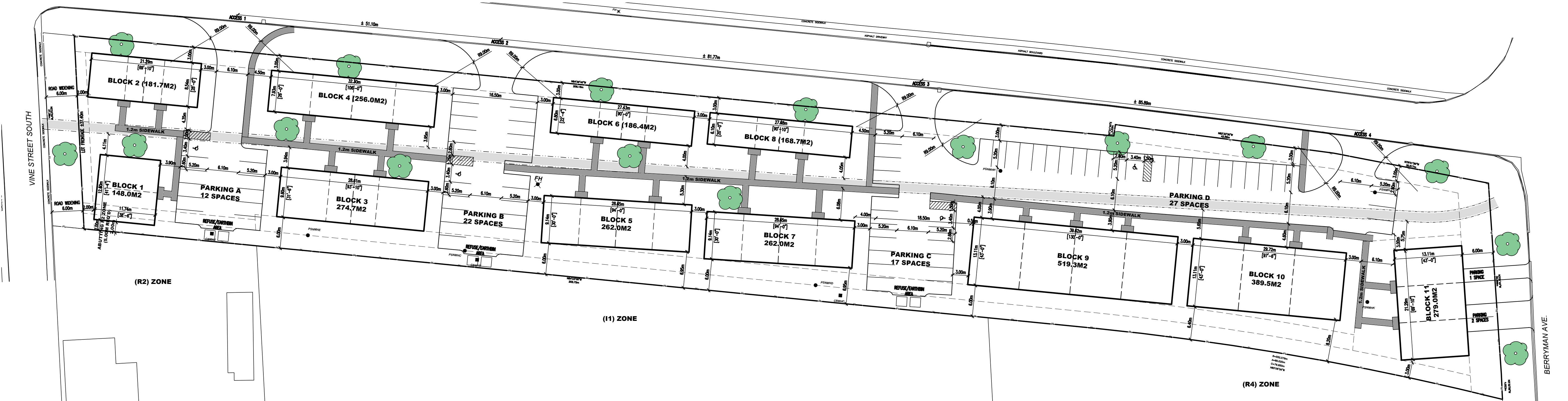
SITE DATA – RESIDENTIAL R3 ZONE			
	REQ'D	PROV'D	VARIANCE
LOT AREA		± 10,674 M2	
NEW LOT AREA (ROAD WIDENING N.I.C.)		± 10,450 M2	
BUILDING COVERAGE (± 2,927 M2)		± 28.0 %	
DENSITY PER HECTARE	25 – 99	58.4 UNITS	
MIN. LOT FRONTAGE (VINE STREET SOUTH)	12.0 M	± 37.4 M	-
MIN. FRONT YARD TO GARAGE	6.0 M	N/A	-
MIN. FRONT YARD TO DWELLING	3.0 M	2.0 M	YES
MIN. INT. SIDE YARD FROM END WALL ABUTTING R1 OR R2	5.0 M	2.0 M	YES
MIN. INT. SIDE YARD FROM END WALL NOT ABUTTING R1 OR R2	3.0 M	3.0 M	-
MIN. INT. SIDE YARD FROM REAR WALL	6.0 M	6.0 M	-
MIN. REAR YARD FROM END WALL	3.0 M	N/A	-
MIN. REAR YARD FROM REAR WALL	6.0 M	6.0 M	-
MIN. YARD BETWEEN END WALLS	3.0 M	3.0 M	-
MIN. YARD BETWEEN REAR WALLS	7.5 M	N/A	-
MIN. YARD BETWEEN END AND REAR WALL	6.0 M	6.0 M	-
MIN. FRONT YARD FROM ROAD TO GARAGE	6.0 M	N/A	-
MIN. FRONT YARD FROM ROAD TO DWELLING	3.0 M	3.0 M	-
MAX. UNIT DRIVEWAY WIDTH	50.0 %	< 40.0 %	-
MIN. EXT. SIDE YARD	3.0 M	3.0 M	-
MAX. ATTACHED DWELLING UNITS	8 UNITS	8 UNITS	-
MAX. BUILDING HEIGHT	11.0 M	< 11.0 M	-
MIN. LANDSCAPED OPEN SPACE	35.0 %	> 35.0 %	-

PARKING DATA – PRIVATE ROAD DEVELOPMENT			
	REQ'D	PROV'D	VARIANCE
61 UNITS (1.25 SPACE PER DWELLING UNIT)	77	81	-
ACCESSIBLE PARKING SPACES (INCL.) (4%)	3	4	-



PARTIAL SITE PLAN

SCALE: 1:250

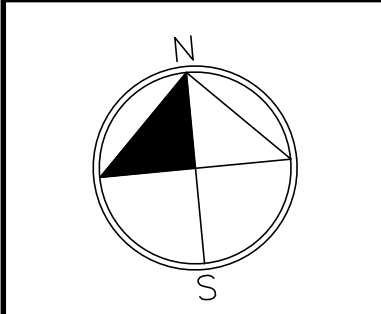


KEY SITE PLAN (61 UNITS - PRIVATE ROAD DEVELOPMEN)

SCALE: 1:400

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CONSTRUCTION OF WORK.  
CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS AND FOR REPORTING ANY AND ALL DISCREPANCIES TO THE ARCHITECT BEFORE COMMENCING WITH THAT RELATED PORTION OF THE WORK.  
ONLY SIGNED SEALED AND STAMPED DOCUMENTS ARE TO BE USED FOR CONSTRUCTION PURPOSES.

NO.	REV.	DATE	BY	DATE	REVISION
1	1	2021-04-12	EH	2021-04-12	FOR CLIENT COMMENTS
2	2	2021-04-12	LJM	2021-04-12	FOR SITE & PARKING DATA
3	3	2021-04-12	MRM	2021-04-12	FOR PERMITS & APPROVALS
4	4	2021-04-12	MRM	2021-04-12	FOR PERMITS & APPROVALS



2M architects inc.  
115 Lake Street  
St. Catharines, ON  
Canada L2R 5X7  
Tel: 905-687-9777  
Fax: 905-687-9997  
2Marchitects@coogeco.net  
www.2marchitects.ca

2M architects inc.  
115 Lake Street  
St. Catharines, ON  
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Tel: 905-687-9777  
Fax: 905-687-9997  
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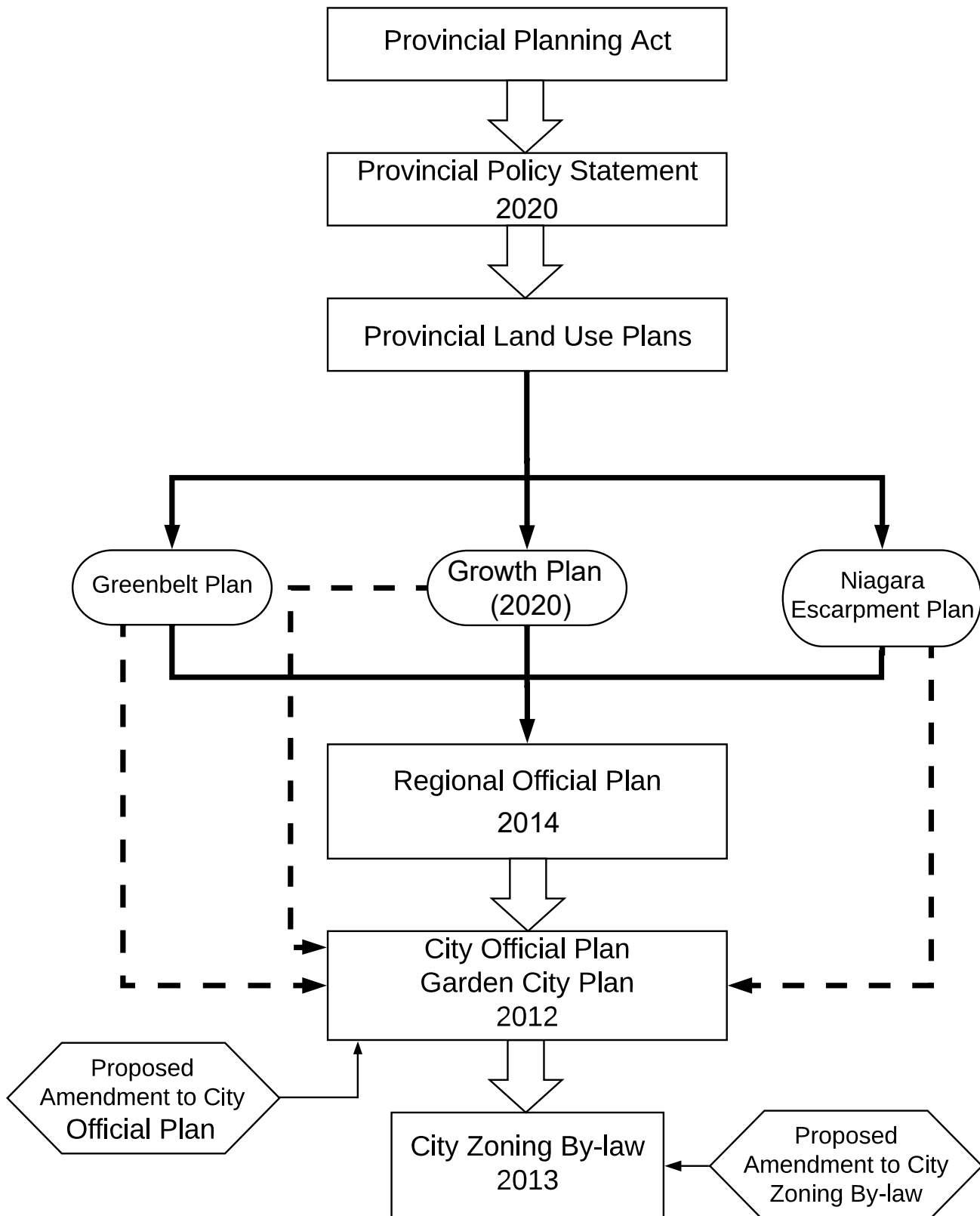
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Fax: 905-687-9997  
2Marchitects@coogeco.net  
www.2marchitects.ca

drawn by:	EH
design by:	LJM
approved by:	MRM
date:	MAR 03, 2021

project title:	PRIVATE ROAD DEVELOPMENT 60 VINE ST. SOUTH ST. CATHARINES, ON
drawing title:	DRAFT

revision number:	21-39
drawing number:	SPA2

# Ontario Land Use Planning Framework








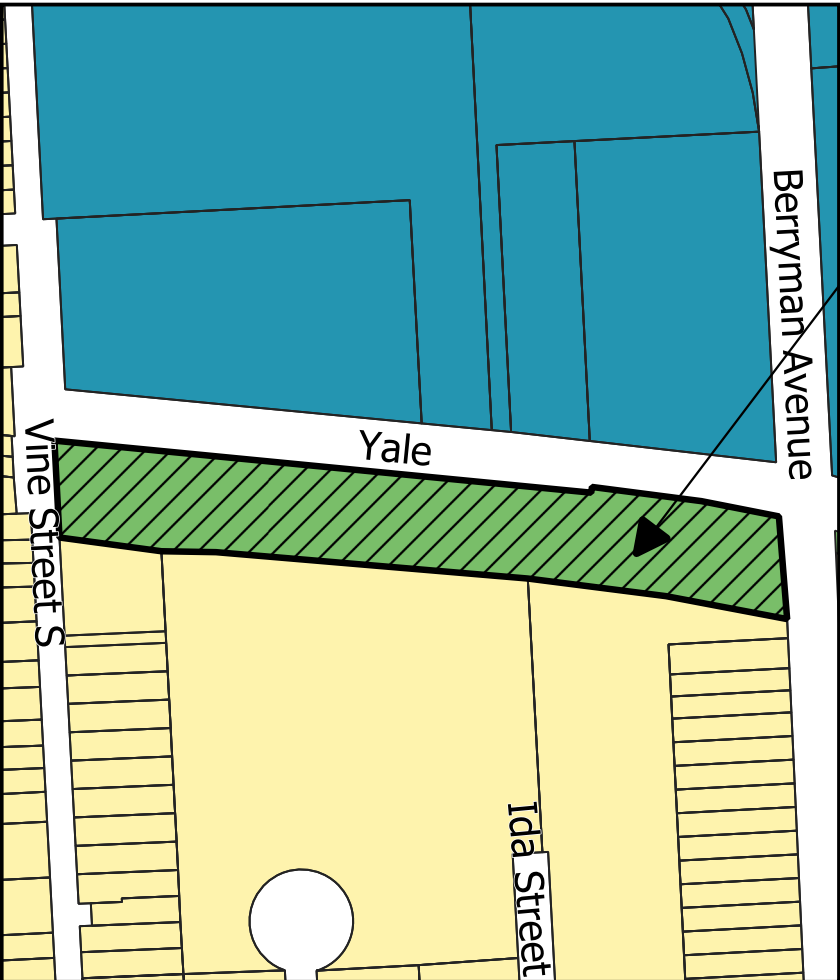
## Subject Lands

60 Vine Street South

The Garden City Plan  
General Land Use Plan (Schedule D1)

### Land Use Designations

-  Parkland & Open Space
-  Neighbourhood Residential
-  Employment






## Subject Lands

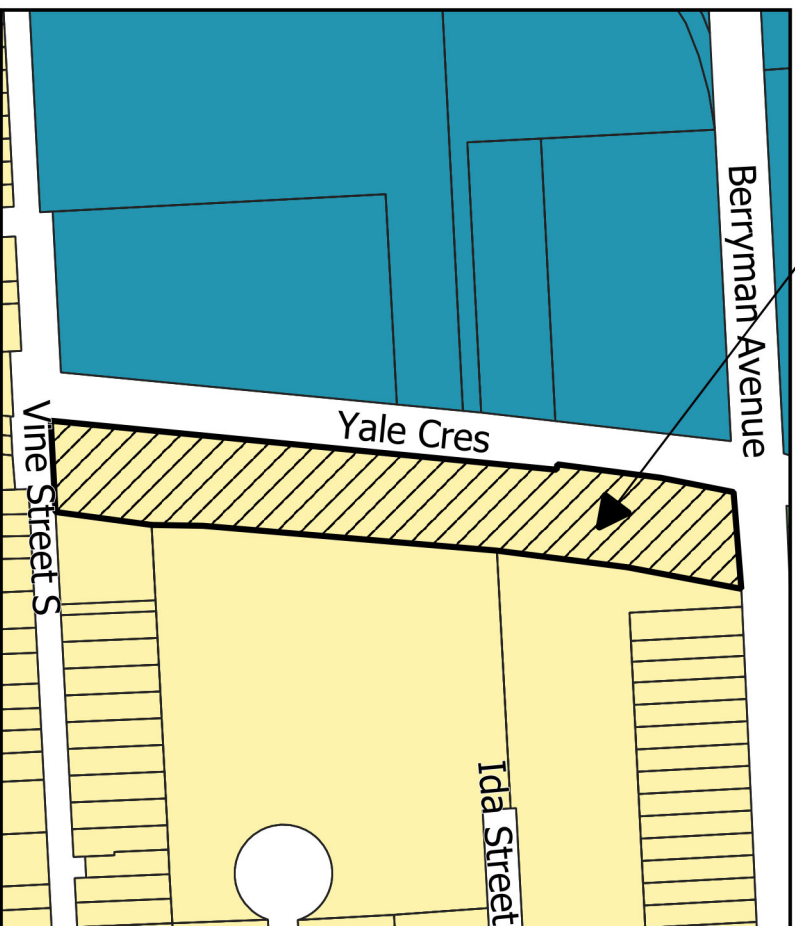
60 Vine Street South

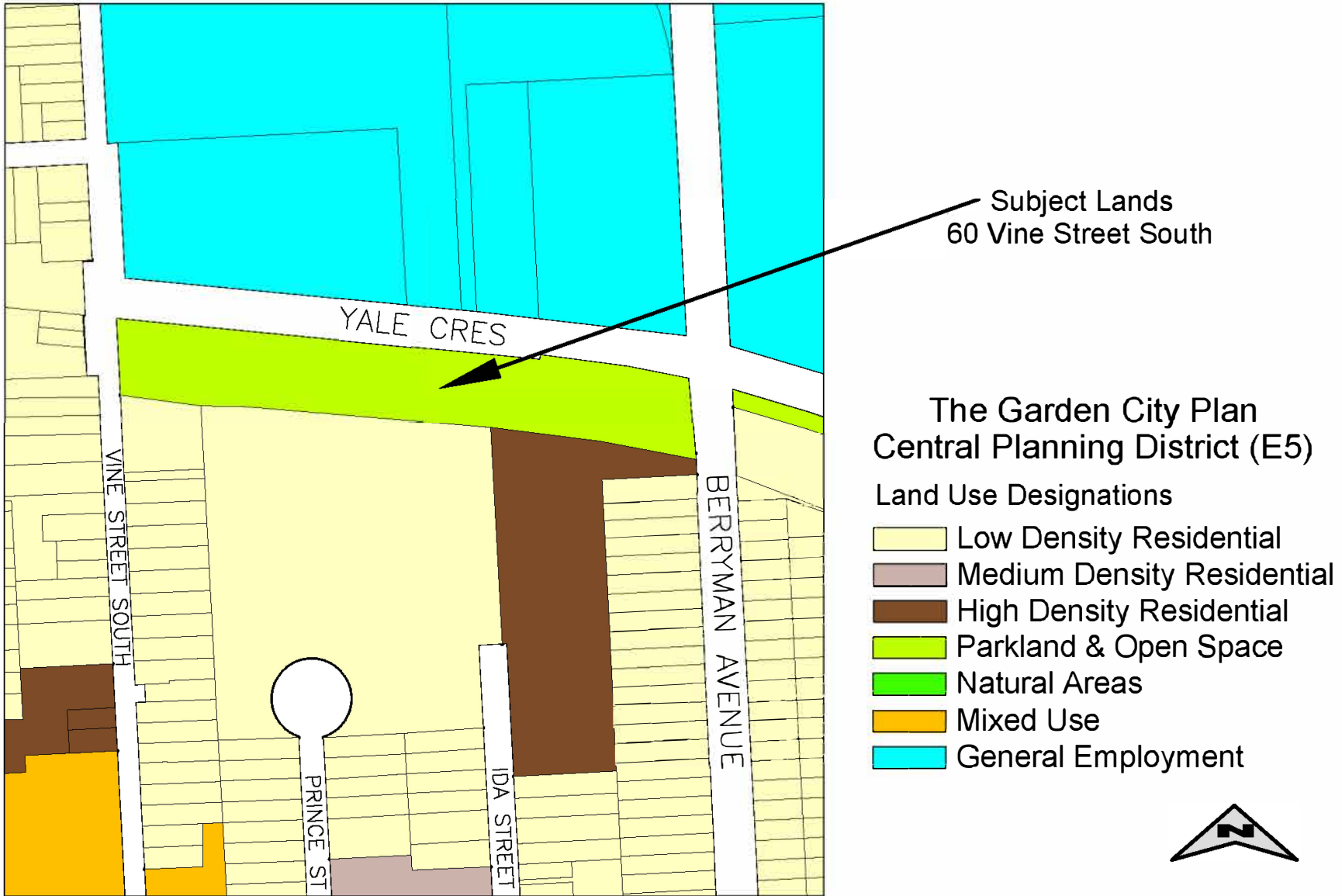
The Garden City Plan  
General Land Use Plan (Schedule D1)

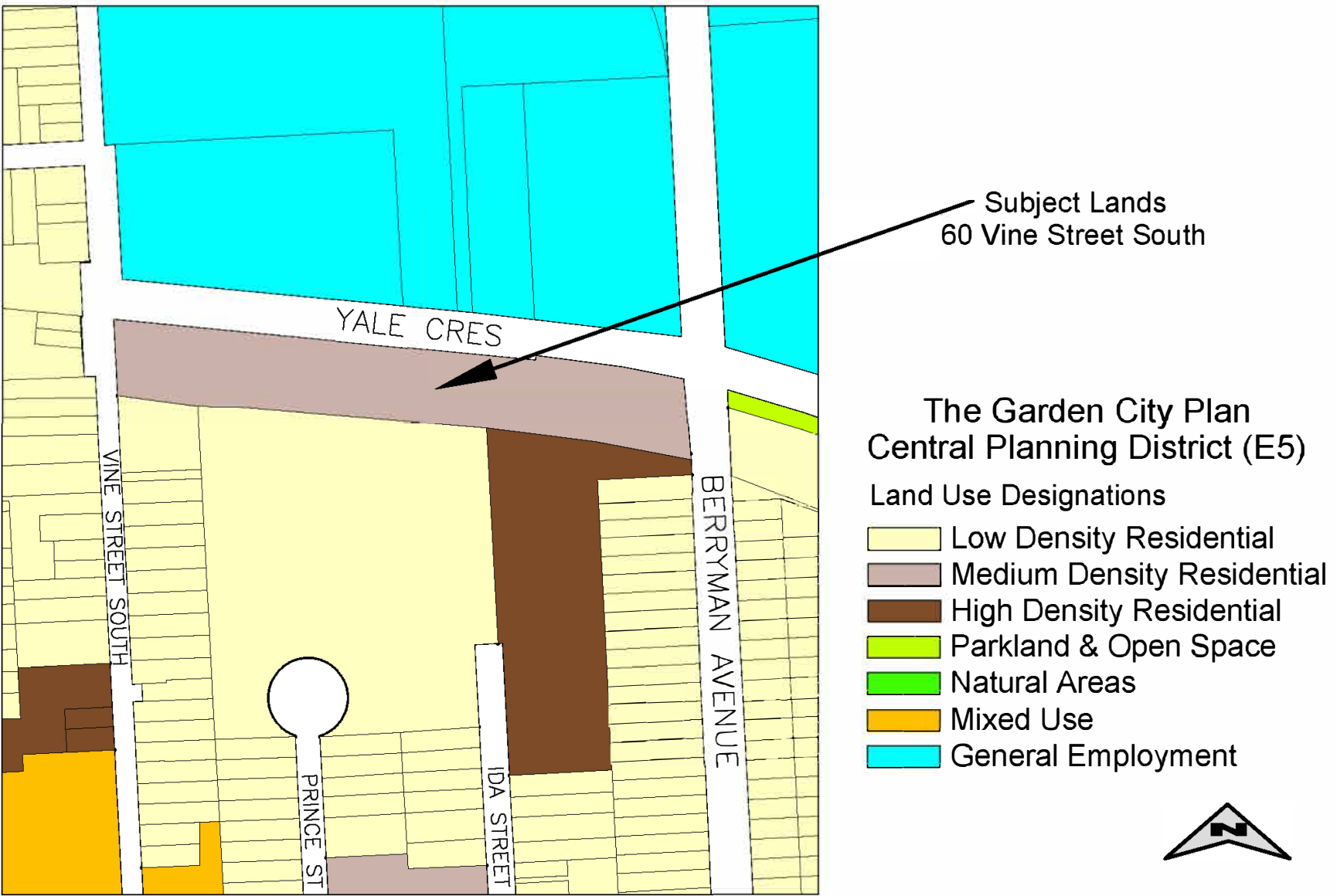
Land Use Designations

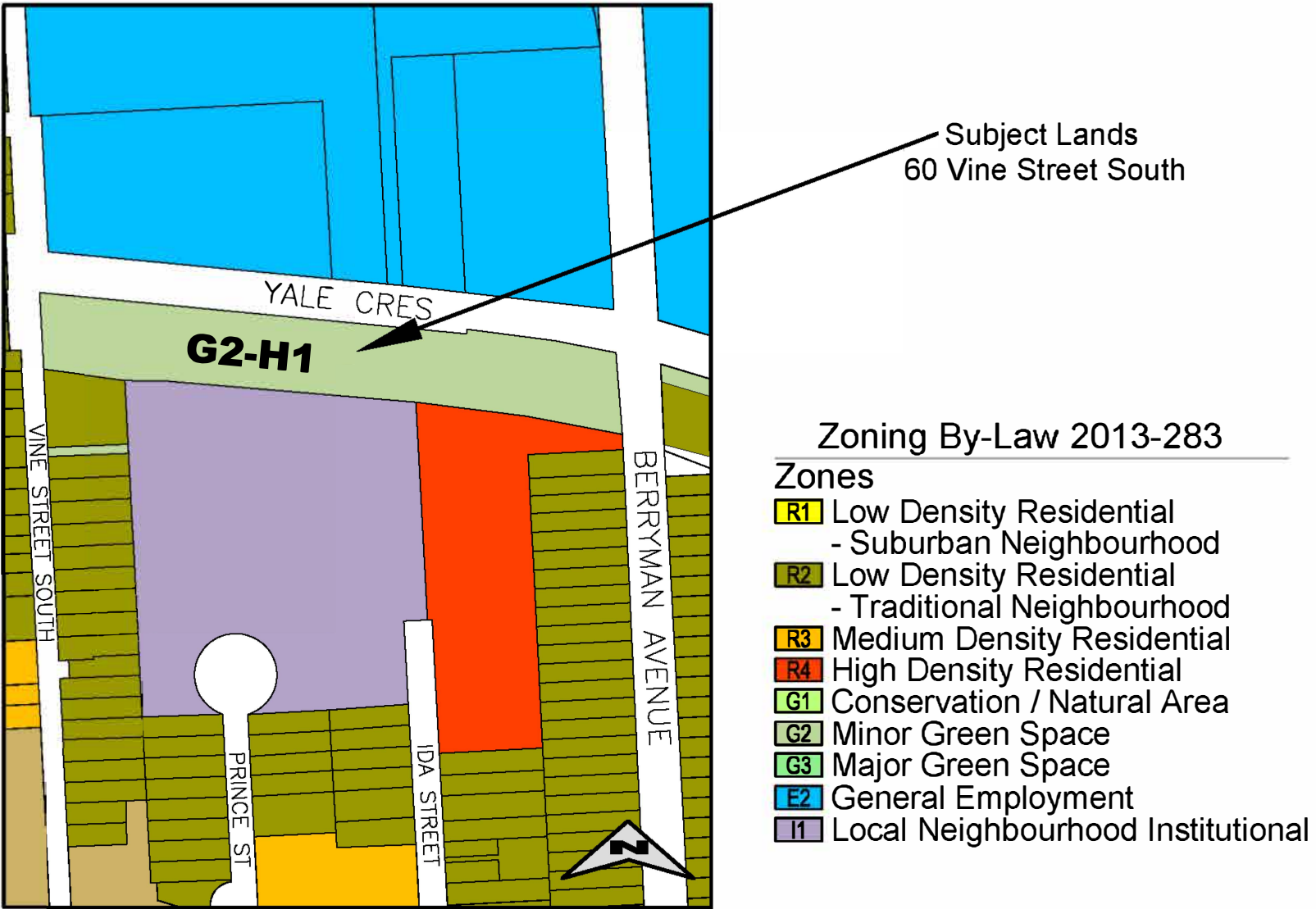
 Neighbourhood Residential

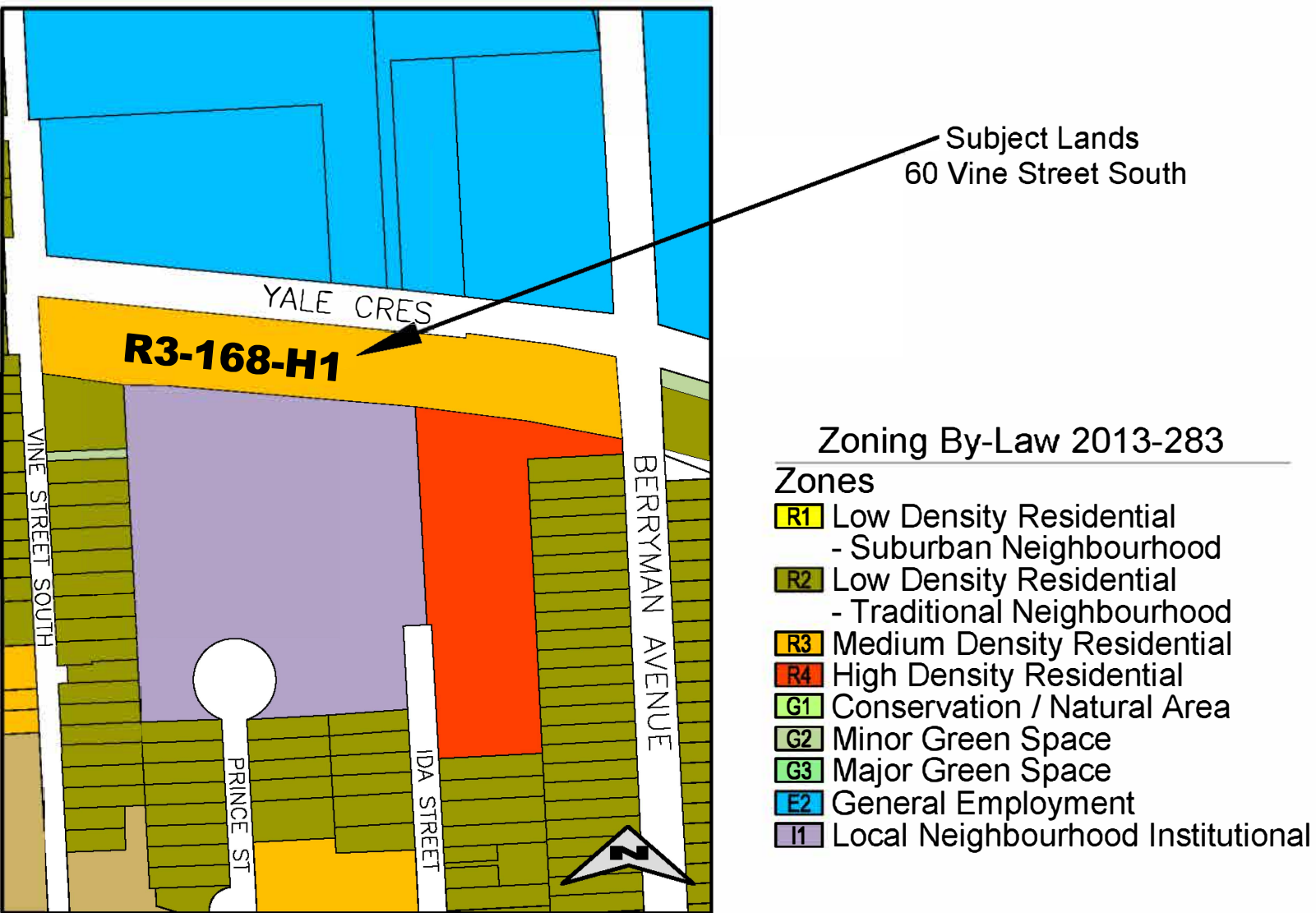
 Employment











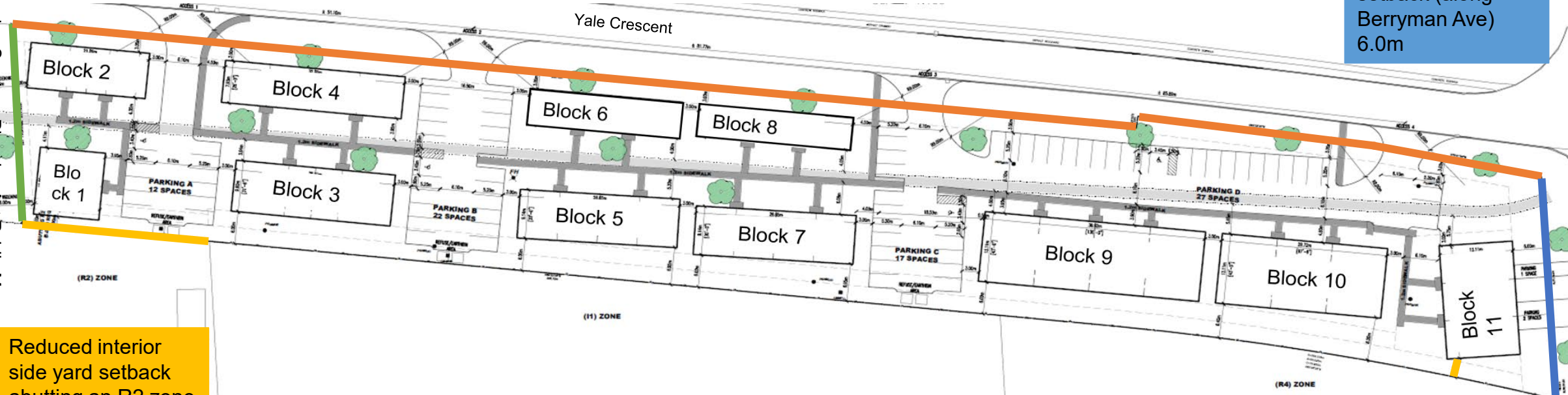
Reduced front  
yard setback  
(along Vine St S)  
2.0m

Reduced exterior  
side yard setback  
(along Yale Cres)  
3.0m

Reduced rear yard  
setback (along  
Berryman Ave)  
6.0m

Reduced interior  
side yard setback  
abutting an R2 zone  
2.0m

Reduced interior  
side yard setback  
pinch point  
3.0m



CITY OF ST. CATHARINES  
BY-LAW NO. \_\_\_\_\_

A By-law to provide for the adoption of an amendment to the Official Plan of St. Catharines.

THE COUNCIL OF THE CORPORATION OF THE CITY OF ST. CATHARINES enacts  
as follows:

- 1. The attached maps forming part of Amendment No. 32 to the Garden City Plan (City of St. Catharines Official Plan) are hereby adopted.
- 2. This By-law shall come into force and effect on the day after the last day for filing notice of appeal or as otherwise provided for in the Planning Act.

Read a first time this \_\_\_\_\_ day of \_\_\_\_\_ 2022.

CLERK

MAYOR

Amendment No. 32 to the Garden City Plan  
(City of St. Catharines Official Plan)

This Amendment No. 32 to the Garden City Plan (City of St. Catharines Official Plan), which has been adopted by the Council of the Corporation of the City of St. Catharines, is approved under Section 17 of the Planning Act.

PART A – THE PREAMBLE	An explanation of the amendment but does not constitute part of the amendment.
PART B – THE AMENDMENT	Consisting of the following maps (Schedule A and Schedule B) which constitute Amendment No. 32 to the Garden City Plan (City of St. Catharines Official Plan).
PART C – THE APPENDICES	Do not constitute part of this Amendment. These Appendices contain background data, planning considerations and public involvement associated with the amendment.

## PART A – THE PREAMBLE

Official Plan Amendment No. 32 is an amendment to:

- a) Schedule D1 to redesignate the lands known municipally as 60 Vine Street South from Parkland & Open Space to Neighbourhood Residential to permit residential uses; and
- b) Schedule E5 to redesignate the lands known municipally as 60 Vine Street South from Parkland & Open Space to Medium Density Residential to permit a private road development with a density range between 25 and 99 units per hectare.

## PART B – THE AMENDMENT

Details of Official Plan Amendment No. 32

The Garden City Plan (City of St. Catharines Official Plan) is hereby amended as follows:

- a) That Schedule D1, General Land Use Plan, be amended by designating the lands known municipally as 60 Vine Street South, as described in Part A above, to Neighbourhood Residential.
- b) That Schedule E5, Central Planning District, be amended by designating the lands known municipally as 60 Vine Street South, as described in Part A above, to Medium Density Residential.

## PART C – THE APPENDICES

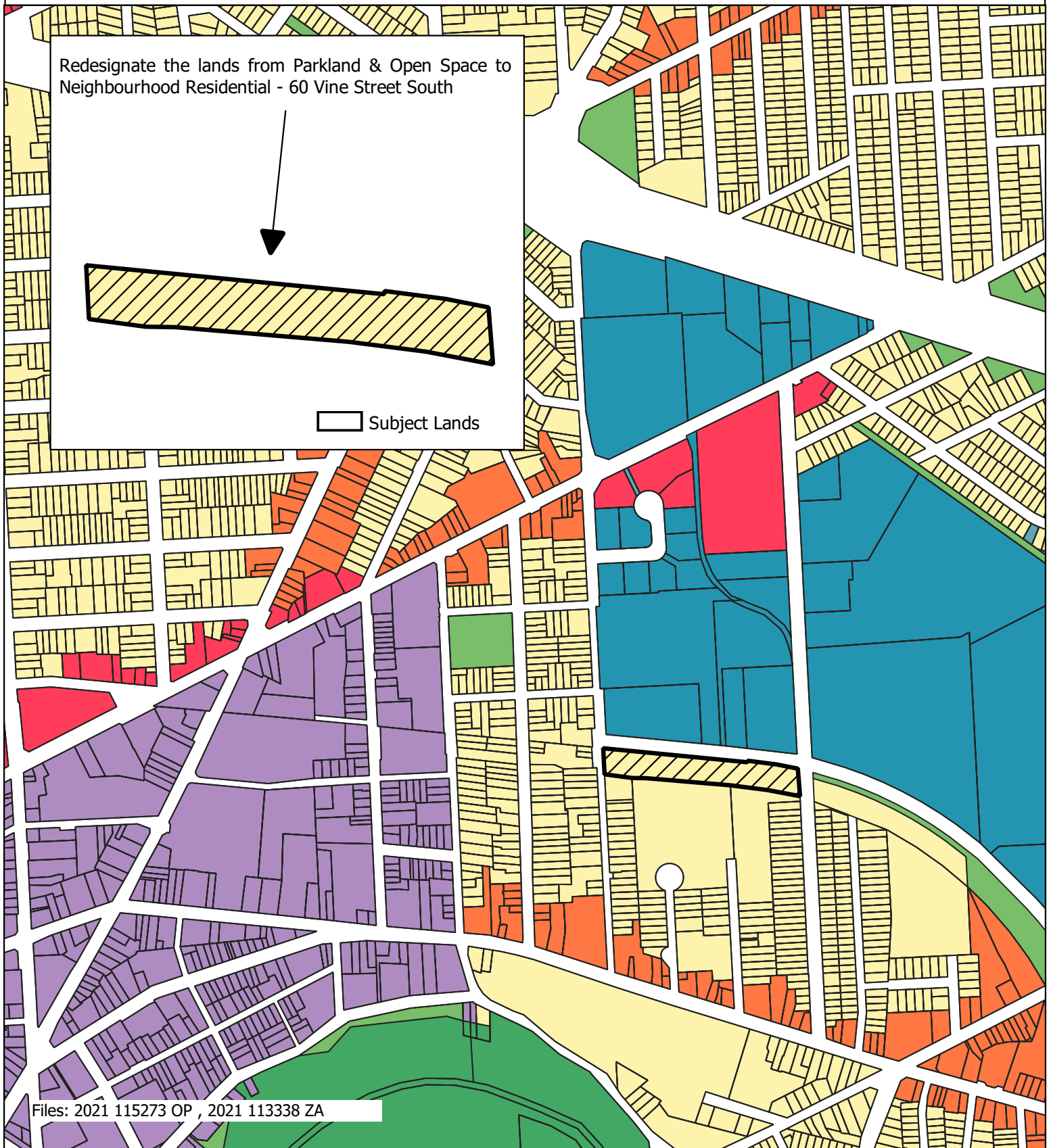
The following Appendices do not constitute part of the amendment to the Official Plan but are included as information supporting the amendment.

- Appendix 1     A copy of the “Public Notice” to citizens which outlines City Council’s intent to consider an amendment to the Official Plan in association with an amendment to the City’s Comprehensive Zoning By-law.
- Appendix 2     A copy of the staff report which relates to the proposed Official Plan Amendment and the associated Zoning By-law Amendment to the City’s Comprehensive Zoning By-law.
- Appendix 3     Minutes of the Public Meeting held virtually on March 28, 2022.

# Schedule A to Amendment No. 32 to The Garden City Plan

- General Land Use Plan (Schedule D1)

By-Law \_\_\_\_\_

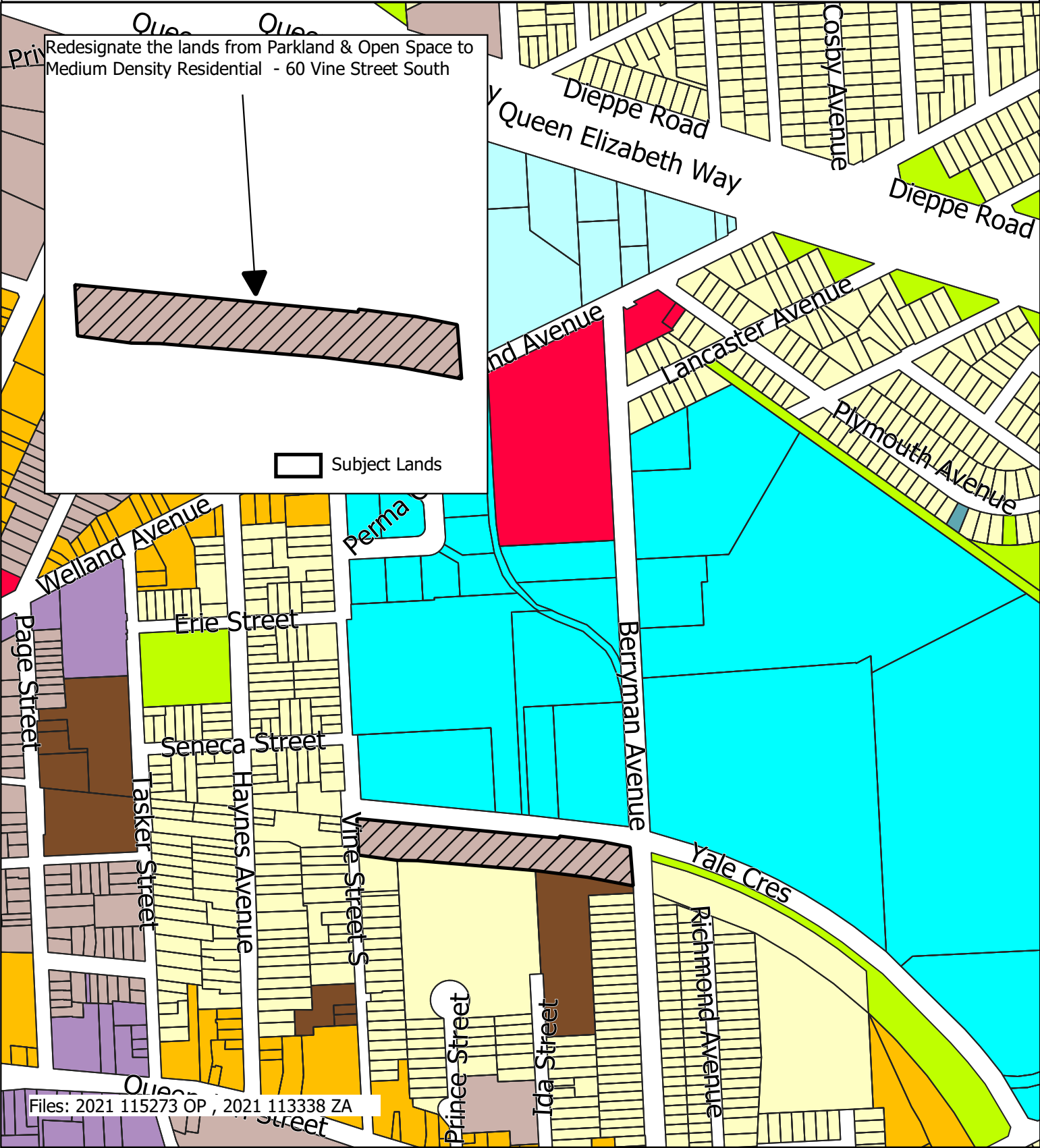


## General Land Use Plan

- |  |   |
|--|---|
| <span style="display: inline-block; width: 20px; height: 10px; background-color: yellow; border: 1px solid black;"></span> Neighbourhood Residential | <span style="display: inline-block; width: 20px; height: 10px; background-color: green; border: 1px solid black;"></span> Parkland & Open Space |
| <span style="display: inline-block; width: 20px; height: 10px; background-color: blue; border: 1px solid black;"></span> Employment                  | <span style="display: inline-block; width: 20px; height: 10px; background-color: white; border: 1px solid black;"></span> Agriculture           |
| <span style="display: inline-block; width: 20px; height: 10px; background-color: red; border: 1px solid black;"></span> Commercial                   | <span style="display: inline-block; width: 20px; height: 10px; background-color: purple; border: 1px solid black;"></span> Downtown             |
| <span style="display: inline-block; width: 20px; height: 10px; background-color: orange; border: 1px solid black;"></span> Mixed Use                 | <span style="display: inline-block; width: 20px; height: 10px; border: 1px dashed black;"></span> Urban Area Boundary                           |
| <span style="display: inline-block; width: 20px; height: 10px; background-color: green; border: 1px solid black;"></span> Natural Areas              |   |

CITY OF ST.CATHARINES  
PLANNING SERVICES DEPARTMENT  
OFFICIAL PLAN JANUARY 31, 2014

Schedule B to Amendment No. 32 to The Garden City Plan  
- Central Planning District (Schedule E5) By-Law\_\_\_\_\_



Files: 2021 115273 OP , 2021 113338 ZA

Land Use Designations

- |   |                                |
|---|--------------------------------|
| Mixed Medium High Density Res./Comm.(60-198 units/ha) | Arterial Commercial            |
| Low Density Residential (20-32 units/ha)              | Mixed Use                      |
| Medium Density Residential (25-99 units/ha)           | General Employment             |
| High Density Residential (85 units/ha or greater)     | Business Commercial Employment |
| Major Commercial                                      | Natural Areas                  |
| Community Commercial                                  | Parkland & Open Space          |

NOTWITHSTANDING LAND USE DESIGNATIONS SHOWN ON THIS SCHEDULE, THE USE OF LAND WITHIN OR ADJACENT TO THE NATURAL AREA EXTENT LINE MAY BE SUBJECT TO ADDITIONAL REGULATION OR RESTRICTION. REFER TO PART D, SECTION 13.2 NATURAL AREA POLICIES, ALSO SEE SCHEDULES F2, F3, F4 AND F5

**Appendix 1** A copy of the “Public Notice” to citizens which outlines City Council’s intent to consider an amendment to the Official Plan.



March 8, 2022

File Nos.: 21 115273 OP

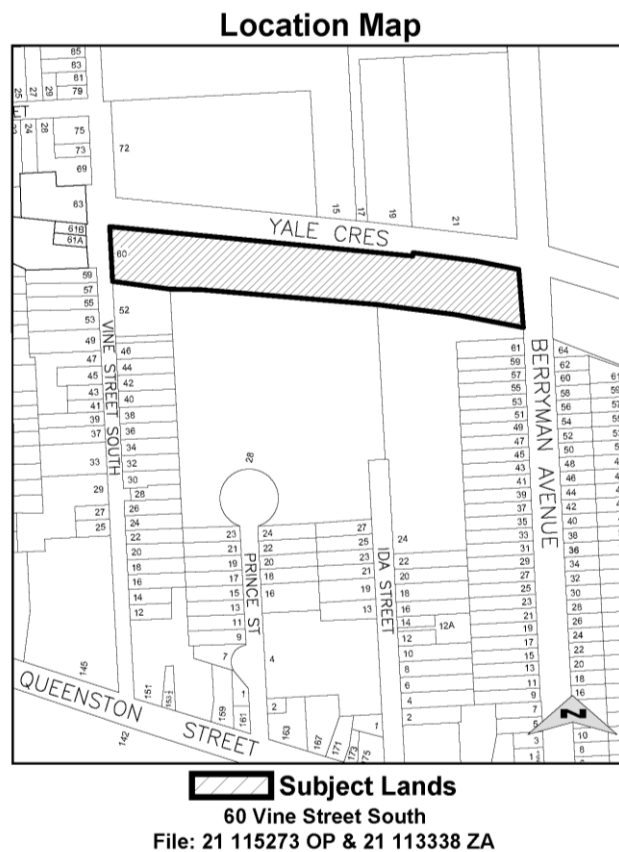
21 113338 ZA

## City of St. Catharines Legislated Public Meeting

**To consider applications to amend the Official Plan (the Garden City Plan) and Zoning By-law at 60 Vine Street South.**

### The Site

The proposed Official Plan Amendment and Zoning By-Law Amendment are for the lands shown on the map below:



### Proposal

The purpose of the the Official Plan and Zoning By-law Amendment is to facilitate the proposed private road development containing one two-storey triplex dwelling and ten two-storey apartment buildings, with a total of 61 dwelling units at 60 Vine Street South. The design of the buildings will function as townhouse dwellings. The proposal includes 81 parking spaces. The enclosed plan provides a conceptual site layout of the proposed development.

The City's Official Plan currently designates these lands for Parkland & Open Space uses. The City has not identified these lands for future park use. The Applicant has requested the subject lands be redesignated to Medium Density Residential through the Official Plan Amendment, which permits a density range of 25 to 99 units per hectare.

The City's Zoning By-law currently zones these lands Minor Green Space with Holding Provision 1 (G2-H1). The Applicant has requested the subject lands be rezoned to Medium Density Residential with a Special Provision and Holding Provision 1 (R3-168-H1). This would allow the site to be used for residential uses with a density range of 25 to 99 units per hectare of land. The special provision would address certain site-specific matters such as a reduced front yard setback, exterior side yard setback, rear yard setback and interior side yard setback pinch points. The Holding Provision is proposed to be retained on the subject lands and will only be removed once a Record of Site Condition has been cleared by the Ontario Ministry of the Environment, Conservation and Parks.

The application materials are available for review and comment and may be found online at [www.stcatharines.ca/development](http://www.stcatharines.ca/development).

### **Legislated Public Meeting**

City Council is hosting a Legislated Public Meeting on March 28, 2022 to receive input and comment on the proposed Official Plan Amendment and Zoning By-law Amendment, after which Council will consider approval of the amendments.

Details of the Legislated Public Meeting are as follows:

**Date:** Monday, March 28, 2022

**Time:** 6:00 pm

**Location:** Meeting will be held electronically

Due to COVID-19 protocols, this meeting will be an electronic meeting, affording both telephone and electronic participation. Please note that in-person participation is not permitted at this time.

Visit [www.stcatharines.ca/Council](http://www.stcatharines.ca/Council) for information on how to access and participate in the meeting, and how to request and make a delegation before Council.

Written submissions must be received by noon the Thursday before the public meeting by mailing or delivering them to:

City of St. Catharines Legal and Clerk Services/City's Clerks Division, City Hall, 50 Church Street, P.O. Box 3012, St. Catharines, ON, L2R 7C2.  
Refer to File Nos: 21 115273 OP and 21 113338 ZA

Email submissions may also be made by noon the day of the public meeting and directed to [clerks@stcatharines.ca](mailto:clerks@stcatharines.ca). Both oral and written comments and recommendations received will be taken into account by City Council in making a decision on the subject matter.

### **Important Public Meeting Information**

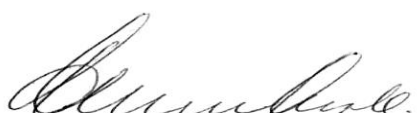
- i. If a person or public body would otherwise have an ability to appeal the decision of Council of the City of St. Catharines to the Ontario Land Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to the City of St. Catharines before the by-law is passed, the person or public body is not entitled to appeal the decision.
- ii. If a person or public body does not make oral submissions at a public meeting, or make written submissions to Council of the City of St. Catharines before the by-law is passed, the person or public body may not be added as a party to the hearing of an appeal before the Ontario Land Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to do so.

If you wish to be notified of the decision of the Corporation of the City of St. Catharines on the proposed Official Plan Amendment and Zoning By-law Amendment, you must make a written request to:

City of St. Catharines Legal and Clerk Services/City's Clerks Division, City Hall, 50 Church Street, P.O. Box 3012, St. Catharines, ON, L2R 7C2.  
Refer to File Nos: 21 115273 OP and 21 113338 ZA

### **Contact**

For more information about this matter, including information about appeal rights, please contact Natasha MacDonald, Planner I, Planning and Building Services Department at 905-688-5601, ext. 1728, via email at [nmacdonald@stcatharines.ca](mailto:nmacdonald@stcatharines.ca) or the City's TTY number (text telephone) at 905-688-4889.



Bonnie Nistico-Dunk, City Clerk

VINE STREET SOUTH

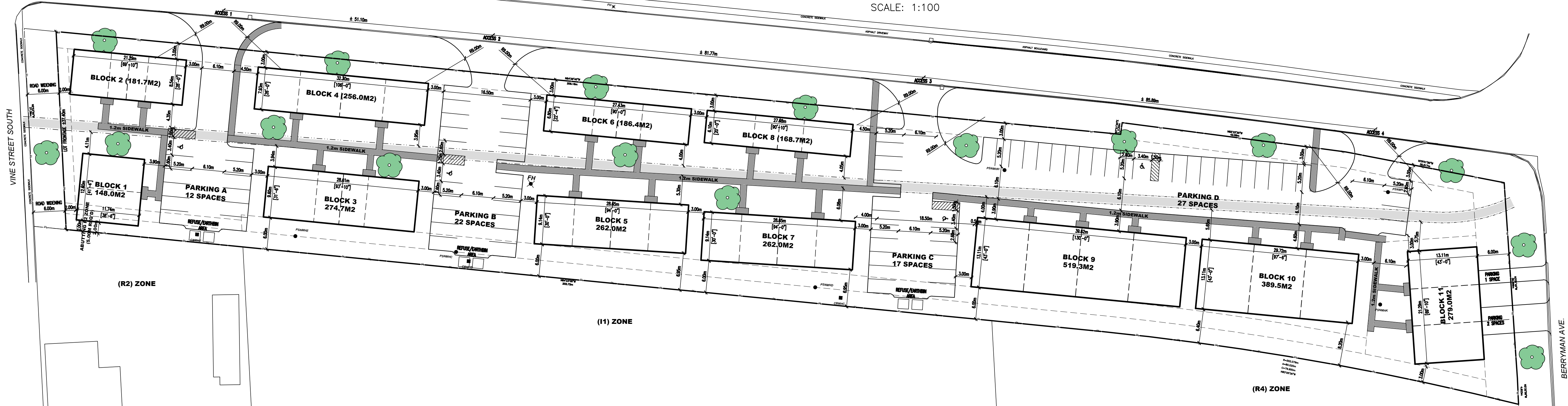
PARTIAL SITE PLAN

SCALE: 1:250



TYP. FRONT ELEVATION (COURTYARD SIDE)

SCALE: 1:100

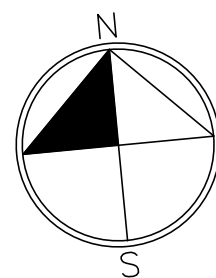


KEY SITE PLAN (61 UNITS - PRIVATE ROAD DEVELOPMEN)

SCALE: 1:400

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NO.	REV.	DATE	BY	REVISION
1	1	2021-04-12	EH	FOR LIAISON
2	1	2021-04-12	EH	FOR LIAISON
3	1	2021-04-12	EH	FOR LIAISON
4	1	2021-04-12	EH	FOR LIAISON



**2M architects inc.**  
115 Lake Street  
St. Catharines, ON  
Canada L2R 5X7  
Tel: 905-687-9777  
Fax: 905-687-9997  
2Marchitects@coogeco.net  
www.2marchitects.ca

**2M architects**

drawn by:	EH
design by:	LJM
scale:	1:1
approved by:	MRM
date:	MAR 03, 2021

Project Title: PRIVATE ROAD DEVELOPMENT  
60 VINE ST. SOUTH  
ST. CATHARINES, ON

Revision number:  
21-39

**DRAFT**

**SPA1**



**Appendix 2** A copy of the staff report which relates to the proposed Official Plan amendment and the associated amendment to the City's Comprehensive Zoning By-law.

**Appendix 3** Minutes of the Public Meeting held virtually on March 28, 2022.

CITY OF ST. CATHARINES

BY-LAW NO. \_\_\_\_\_

A By-law to amend By-law No. 2013-283 entitled “A By-law to regulate the use of land, the bulk, height, location, erection and use of buildings and structures, the provision of parking spaces and other associated matters in the City of St. Catharines.”

THE COUNCIL OF THE CORPORATION OF THE CITY OF ST. CATHARINES enacts as follows:

1. THAT Section 15.1, Schedule A (A15), Zoning Maps, be amended by rezoning the lands known municipally as 60 Vine Street South, as illustrated in Schedule A attached to and forming part of this by-law, from Minor Greenspace with Holding Provision 1 (G2-H1) to Medium Density Residential with Special Provision 168 and Holding Provision 1 (R3-168-H1).
2. THAT Section 13.1, List of Special Provisions, be amended by adding a new Special Provision No. 168, as follows:

Special Provision	Zone	Schedule A	Schedule B	Location	By-law
168	R3	15	41	60 Vine Street South	2022-
Triplexes and apartment buildings in a private road development shall be subject to the R3 zoning provisions except the following:					
1.	Minimum front yard setback (at the specific location identified on Schedule B41)			2.0m	
2.	Minimum interior side yard setback abutting an R2 zone (at the specific location identified on Schedule B41)			2.0m	
3.	Minimum interior side yard setback (at the specific location identified on Schedule B41)			3.0m	
4.	Minimum exterior side yard setback (at the specific location identified on Schedule B41)			3.0m	

5.	Minimum rear yard setback (at the specific location identified on Schedule B41)	6.0m
6.	Maximum building height	11m

3. THAT Section 15.2, Schedule B – Lot Specific Maps for Special Provisions, be amended by inserting an additional lot specific map (B41), as illustrated on Schedule B attached to and forming part of this By-law.
4. All other provisions of By-law No. 2013-283, as amended from time to time, not considered in this By-law shall continue to apply to the lands described on the Schedule attached hereto and forming part of this By-law.
5. This By-law shall come into force and effect on the date of passing by Council, subject to the provisions of the Planning Act, R.S.O. 1990, c.P.13, as amended.

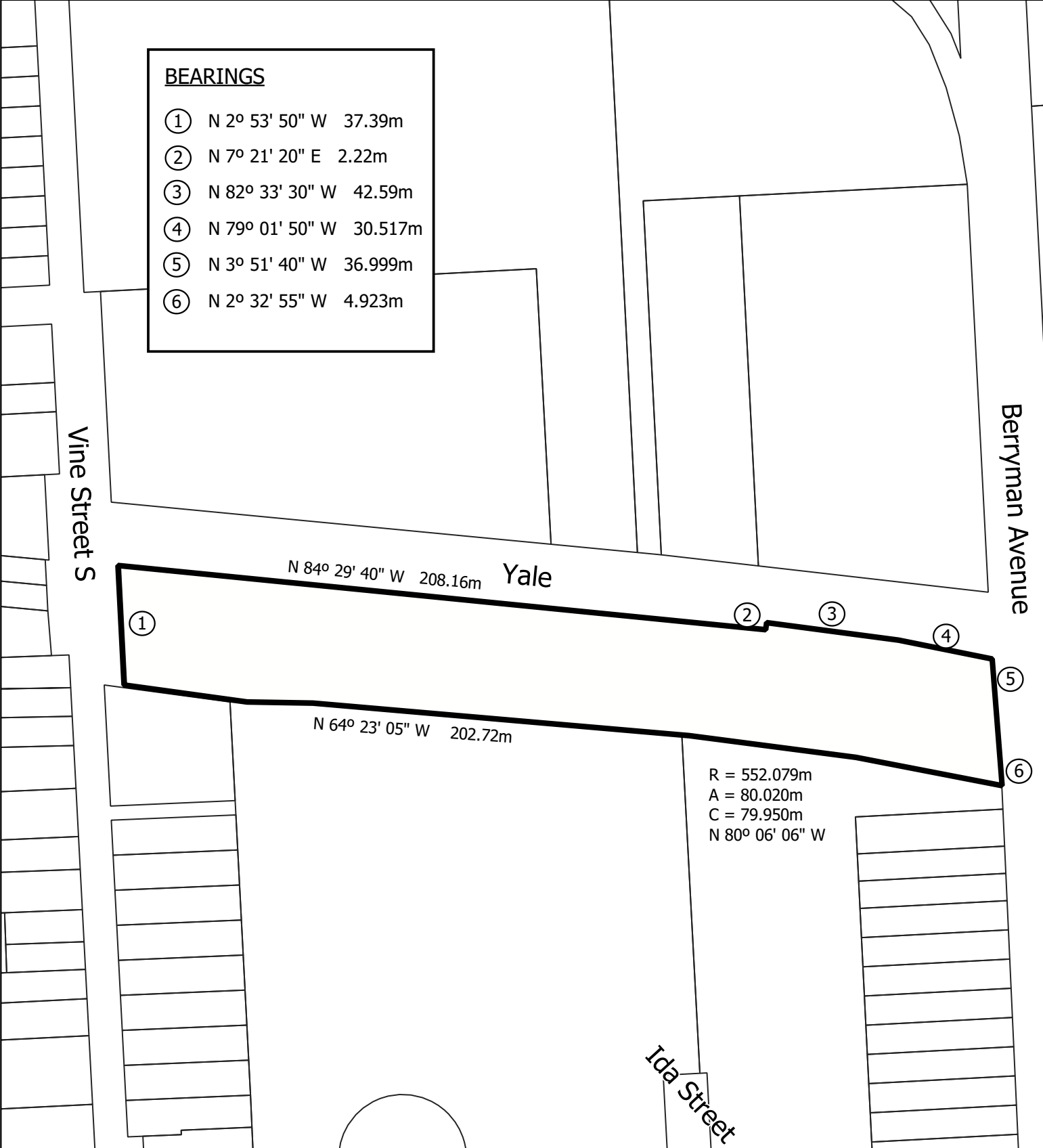
Read and passed this                      day of                      2022.

CLERK

MAYOR

SCHEDULE A TO BY-LAW NO. \_\_\_\_\_

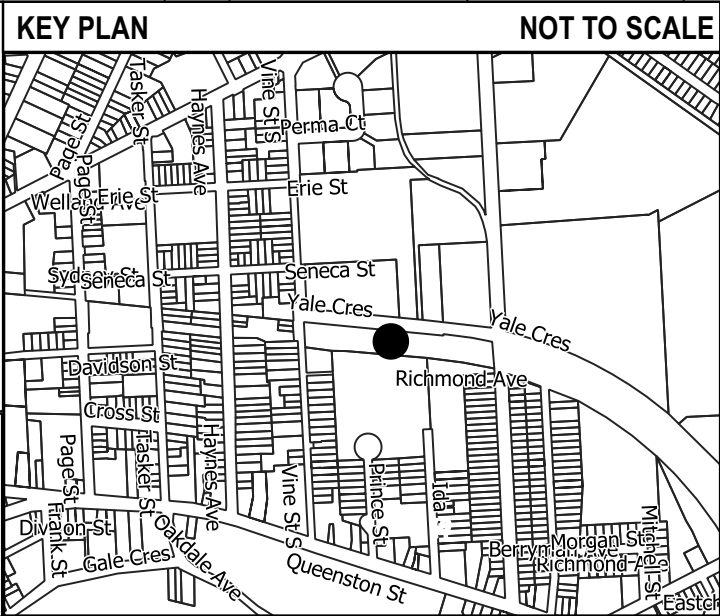
PASSED ON THE \_\_\_\_\_ DAY OF \_\_\_\_\_, 2022



AN ILLUSTRATION SHOWING

LOT 4107, CORPORATION PLAN 2

IN THE CITY OF ST.CATHARINES  
REGIONAL MUNICIPALITY OF NIAGARA

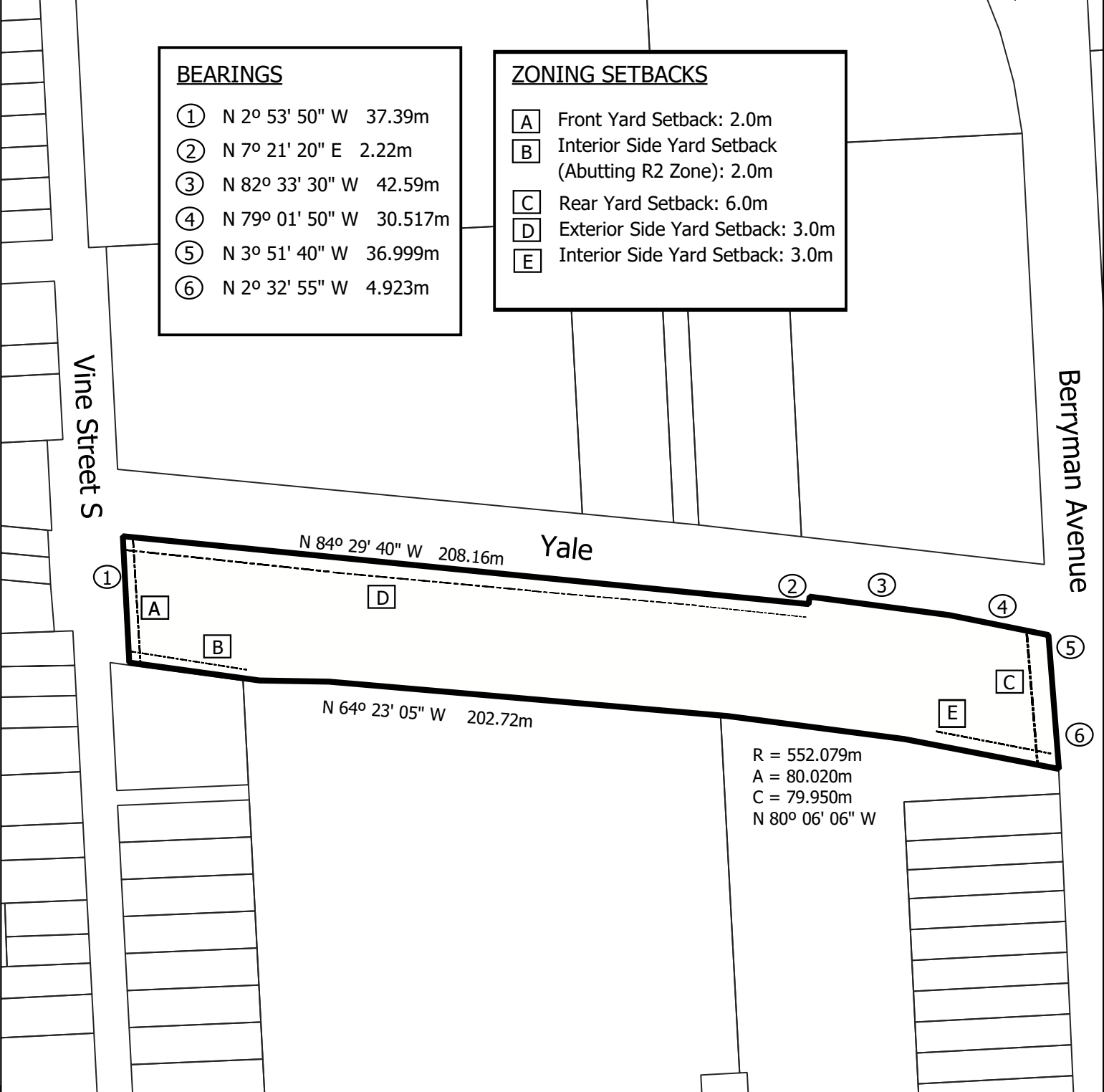


**DISTANCES SHOWN ARE IN METRES**

**NOT TO SCALE**

PASSED ON THE \_\_\_\_\_ DAY OF \_\_\_\_\_, 2022

SPECIAL PROVISION	ZONE	SCHEDULE A	SCHEDULE B	LOCATION	BY-LAW
168	R3	15	41	60 Vine Street South	2022-





## Corporate Report City Council

**Report from:** Community, Recreation and Culture Services, Programs and Cultural Services

**Report Date:** March 11, 2022

**Meeting Date:** March 28, 2022

**Report Number:** CRCS-045-2022

**File:** 10.13.5, 68.31.179

**Subject:** Live Nation Canada - Request for Exemption to By-law 95-198

### Strategic Pillar:

This report aligns with the following St. Catharines Strategic Plan pillars: economic, social and cultural.



## Recommendation

That Council approve the request from Live Nation Canada, seeking an exemption from By-law 95-198, A By-law to Prohibit and Regulate Noise, as amended, for the purpose of hosting the “Born and Raised” public ticketed concert event at Montebello Park from June 30, 2022 to July 3, 2022 to promote economic and social recovery efforts in St. Catharines.

## Summary

Live Nation Canada is requesting that Council approve its request for an exemption from By-law 95-198 for the purpose of hosting the “Born and Raised” public ticketed concert event at Montebello Park from June 30, 2022 to July 3, 2022.

Live Nation Canada has the history and experience to host events of this nature successfully and safely within communities. This event will provide benefit to the City by promoting COVID-19 recovery efforts for various industries, social well-being and community pride.

## Relationship to Strategic Plan

This report supports the following goals of the Strategic Plan:

- **Economic Prosperity Strategic Goal:** supporting the City's commitment to building and growing a diverse and resilient economy through fiscal responsibility, urban regeneration, and collaborative partnerships;
- **Social Well-Being Strategic Goal:** building and supporting strong, inclusive neighbourhoods that provide high quality of life for residents of all ages;
- **Cultural Renaissance Strategic Goal:** celebrating the City's rich history, diversity, arts and cultural assets through leadership, promotion and investments that support measurable, sustainable creative growth. Specifically, 4.1, by supporting the creative cluster and promotion of cultural talent, festivals, events and venues.

## Background

At its meeting on [February 9, 2015](#), Council approved the recommendations within report [PRCS-035-2015](#), which address the use of Montebello Park for special events while recognizing the impact to the community and park. Report PRCS-035-2015 recommended to limit decibel levels to 85dBA at 20m away from the source over a five-minute period. However, Live Nation Canada is seeking an exemption for the "Born and Raised" event to allow for a measurement range of 85dBA - 90 dBA over five minutes at the controlled perimeter of Montebello Park (Ontario Street & Lake Street) which exceeds the 20m limit as approved in PRCS-035-2015.

## Report

### Concert Will Support the City's Pandemic Recovery Strategy

The global COVID-19 pandemic has had a profound economic and social impact on our community with businesses closed, events cancelled and the movement of people and goods significantly slowed. The Live Nation Canada event is a catalyst to relaunch recovery efforts in St. Catharines and the Niagara Region.

Live Nation Canada is working in collaboration with the Community, Recreation and Culture Services Special Events team to host "Born & Raised"; a public ticketed event for 10,000 patrons at Montebello Park from June 30, 2022 to July 3, 2022. Event site planning and design will be executed by Plan V Productions, a team that has helped develop some of the largest outdoor music events in Canada.

Live Nation Canada has committed to working with local suppliers and vendors for all event elements. They have also committed to offering local St. Catharines businesses the food vendor spaces. The tourism dollars spent within the city are anticipated to be significant and support the City of St. Catharines' COVID-19 recovery plans and efforts.

"Born & Raised" is a celebration and homecoming for bandmates Dallas Green, George Pettit, Wade MacNeil, Chris Steele, and Jordan Hastings. Born and raised in St. Catharines, these local artists would form the band Alexisonfire and would go on to define a generation of contemporary music in Canada and abroad.

This event supports the key outcomes as outlined in the City's [Pandemic Recovery Strategy](#) as developed by Economic Development and Tourism Services, by helping restore downtown St. Catharines as Niagara's urban playground, supporting the re-engagement of visitors, bringing leisure tourists back to St. Catharines and encouraging hospitality recovery.

An event of this size and scope highlights St. Catharines as an entertainment destination on both the national and international stage.

Live Nation Canada's "Born & Raised" is the first in a series of highly anticipated, in-person events coming to St. Catharines in 2022. The resurgence of community events will promote social well-being and community pride.

The City and Live Nation Canada have been working collaboratively with many internal and external stakeholders to ensure all event requirements are adhered to.

## **Local Neighbourhood Engagement**

Live Nation Canada has committed to engaging the local neighbourhood and will host a community engagement session with residents. This session will allow the community to discuss sound mitigation techniques, impacts to the neighbourhood and allow Live Nation Canada to answer logistical and operational questions.

## **Exemption To Be Professionally Monitored**

Live Nation is seeking to establish a measurement range of 85dBA - 90 dBA over five minutes at the controlled perimeter of Montebello Park (Ontario Street & Lake Street) which exceeds the 20m limit approved in report PRCS-035-2015. Based on this request, Live Nation Canada has committed to employing a professional sound engineer to monitor decibel readings for the duration of the event when any amplified music is played. All stage performances will end by 10:30 p.m. and the site will close at 11:00 p.m. nightly. As outlined in Live Nation's site plan, the stage will be amplifying sound away from the homes on Midland Street.

Live Nation Canada has the history and experience to successfully and safely hosts events of this size and scope. Letters of support from past hosts and City partners are attached as Appendix 1.

## **City's Community Emergency Management Coordinator To Assist Risk Management**

Public events of this magnitude require a comprehensive risk management plan which is reviewed by City event staff and other stakeholders. The City's Community Emergency Management Coordinator is available to provide expertise in risk mitigation

and emergency response preparedness. The overall risk strategy will address items such as crowd control, parking management, participant welfare, medical assistance requirements, unpredictable weather, fire safety, food safety, liquor license compliance and the appropriate level of event security. All of these measures are undertaken to ensure the overall enjoyment and well-being of both the event participants and the surrounding neighbourhood.

## Financial Implications

There are no financial implications associated with this report.

## Environmental Sustainability Implications

Events of this size and scope create waste management challenges. The City will connect Live Nation Canada with Regional Recycling Services as well as local volunteer clubs that provide organic waste diversion services.

## Conclusion

Special events are a vital part of the City's vibrant and rich landscape. They create significant economic opportunities, improve social well-being and support creative talents within our community. Live Nation Canada is a world-renowned live event production company with a history of bringing quality events to Canadian cities. This event will provide benefit to the City by promoting the COVID-19 recovery efforts for various industries, social well-being and community pride.

## Notifications

That the City Clerk be directed to make the necessary notifications to Live Nation Canada.

### Prepared by

Brianne Wilson  
Community and Events Supervisor

Andrea Connelly-Miele  
Community and Events Coordinator

### Submitted by

Lori Mambella  
Manager, Programs and Culture Services

### Approved by

Eric Lamothe  
Acting Director, Community, Recreation and Culture Services

## Appendices

- Appendix 1 - Letters of Support from Meridian Centre and FirstOntario Performing Arts Centre



Dear Members of Council,

March 16, 2022

We are proud to submit our letter of endorsement of Live Nation, and to support their goal of promoting *Born & Raised* in Montebello Park over the Canada Day weekend.

Niagara has long been a destination for tourism, and with the expansion of the Meridian Centre and the Performing Arts Centre we quickly became a destination for arts and entertainment. At the core of our bookings is an incredible collaboration with Live Nation. Live Nation is the world's largest event promoter, servicing some of the most accomplished artists in the world of entertainment. They are a top-notch organization with a history of professionalism, adhering to the highest compliance standards in the industry. The Meridian Centre have worked with them to bring most of the shows you have seen to the venue including, Jerry Seinfeld, Bryan Adams, the Tragically Hip, Blue Rodeo and the legend himself, Elton John, just to name a few.

Having a concert in the park of this magnitude serves the greater good and highlights St. Catharines as a destination for large scale artist and events. We are hopeful that a resurgence of these events will help to promote social well-being and community pride and put St. Catharines on the map as a natural stop on artists tours.

We are proud to loan our endorsement and offer our support should it be required. If you have any questions about our experiences working with Live Nation over the past 7 years or would like to discuss our support and endorsement further, please contact me at your convenience.

Sincerely,

Jeff Dixon  
General Manager  
ASM Global /Meridian Centre  
905-684-8400

Meridian Centre  
1 David S Howes Way  
St. Catharines, ON L2R0B3

March 18, 2022

Dear members of council,

The FirstOntario Performing Arts Centre (PAC) is pleased to support Live Nation's application to bring the Born & Raised concert series to St. Catharines in 2022.

Live Nation's "Born & Raised", is the first in a series of essential, in person events coming to St. Catharines this summer. The resurgence of these types of community gatherings, much like the PAC's soon-to-be-announced free summer concert and film series, will facilitate our community's economic and social recovery, kick start the resurgence of the live arts industry, employ artists and arts workers, provide a boost to consumer confidence as it relates to arts attendance, and strengthen community pride.

Niagara has long been a destination for tourism, and with the realization of the culture cluster in downtown St. Catharines, including the PAC, Meridian Centre and the Marilyn I. Walker School for the Fine and Performing Arts, we quickly became a destination for arts and entertainment. While we provide great value to our community, we welcome other live event companies and opportunities to supplement live arts in our region. Live Nation is arguably the world's largest event promoter, servicing some of the most accomplished artists in the world of entertainment, and complements the existing offerings of the PAC and others. The Born & Raised concert series in the park serves our collective recovery and highlights St. Catharines as a destination for artist and events of all sized and magnitude.

St. Catharines has the potential to build a reputation of being a live music and arts city, and we need to embrace this positioning as we face a post-pandemic world. From the more intimate of experiences, to the largest of spectacles, this can define is as a 'must visit' destination.

We are proud to loan our endorsement and offer our support should it be required. If you would like to discuss our support and endorsement further, please contact me at your convenience.

Sincerely,



Colleen A. Smith

CEO

FirstOntario Performing Arts Centre



## Corporate Report City Council

**Report from:** Engineering, Facilities and Environmental Services, Environmental Services

**Report Date:** March 1, 2022

**Meeting Date:** March 28, 2022

**Report Number:** EFES-041-2022

**File:** 68.81.5

**Subject:** 2021 Summary Report for the St. Catharines Drinking Water Distribution System as Required under the Safe Drinking Water Act

**Strategic Pillar:**

### Recommendation

That report EFES-041-2022, regarding 2021 Summary Report of the St. Catharines Drinking Water Distribution System as Required under the Safe Drinking Water Act, be received for information.

### Summary

Staff have prepared the 2021 Water Distribution System Summary Report. The report outlines the actions the City is required to take to comply with the Safe Drinking Water Act. The City of St. Catharines is in full compliance with the requirements under the Safe Drinking Water Act and its associated regulations.

Residents and businesses can be confident St. Catharines continues to provide safe, high quality drinking water.

### Relationship to Strategic Plan

Not Applicable.

### Background

Regulations under the *Safe Drinking Water Act* require that municipal council members are provided an annual summary report for the drinking water system that falls under their municipal responsibility. The report must:

- list the requirements of the Act, the regulations, the system's approval, drinking water works permit, municipal drinking water licence, and any orders applicable

to the system that were not met at any time during the period covered by the report; and

- for each of the above requirements that were not met, specify the duration of the failure and the corrective actions taken.

## **Report**

To satisfy these regulatory requirements, staff is providing Council members with the 2021 Water Distribution System Summary Report, which is included as Appendix 1. Staff take a wide variety of actions to comply with the Safe Drinking Water Act. Some of the highlights include:

- In 2021, staff collected over 7,200 samples throughout the city that were analyzed for microbiological parameters, chlorine residual and/or chemicals.
- All staff who conduct water sampling must be certified as a Water Quality Analyst or Water Distribution Operator by the Ontario Water Wastewater Certification Office. These certifications must be renewed every three years and have mandatory, Ministry of the Environment, Conservation and Parks (MECP) approved training requirements.
- All laboratory analysis must be carried out by an accredited laboratory. This ensures acceptable laboratory protocols and test methods are in place. It also requires the laboratory to provide evidence and assurances of the proficiency of the analysts performing the test methods.
- Notification is given to the MECP, the Regional Public Health Department and Decew Water Treatment Plant of all incidents of regular sampling which exceed the Ontario Drinking Quality Water Standards.
- A Drinking Water Quality Management System (DWQMS) has been implemented and is in place. This includes an annual DWQMS audit by a third party. In 2021, an external verification audit was conducted by NSF International. The audit determined that St. Catharines is in conformance with the appropriate standards.
- Annually, the MECP conducts a rigorous and comprehensive inspection of the municipal drinking water system to determine compliance under the Safe Drinking Water Act. The most recent inspection indicated full compliance with all requirements.
- The Summary Report for the St. Catharines Water Distribution System is posted on the City's website and copies are available for the public upon request.

## **Financial Implications**

There are no financial implications associated with this report.

## **Environmental Sustainability Implications**

There are no environmental sustainability implications associated with this report.

## **Conclusion**

To satisfy the above regulatory requirements, staff is providing Council members with the 2021 Water Distribution System Summary Report, which is included as Appendix 1.

The City of St. Catharines is in full compliance with the requirements under the Safe Drinking Water Act and its associated regulations.

Residents and businesses can be confident St. Catharines continues to provide safe, high quality drinking water.

**Prepared and Submitted by**

Mark Green

Manager of Environmental Services

**Approved by**

Anthony Martuccio, P. Eng.

Director of Engineering, Facilities and Environmental Services

## **Appendices**

1. 2021 Water Distribution System Summary Report

# 2021

## Annual Summary Report

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### Water Distribution System



**CITY OF ST. CATHARINES**

**WATER DISTRIBUTION SYSTEM**  
**2021 ANNUAL SUMMARY REPORT**

*March 2022*

Waterworks #260003279

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## DEFINITIONS

**Backflow** – the undesirable reversal of flow possibly containing contaminations in to the potable water supply.

**Background Count** – the bacterial content in water which can be used to measure water quality deterioration in distribution systems.

**Cross Connection** – an actual or potential connection between a potable water system and any source of contamination.

**Disinfection** – effective destruction by chemical or physical processes of pathogenic microorganisms capable of causing disease.

***Escherichia coli* (E. coli)** – a sub-group of Coliform bacteria. It is most frequently associated with recent fecal pollution. The presence of E. coli in drinking water may be an indication of sewage contamination.

**Free Chlorine Residual** - the amount of chlorine available for disinfection.

**Heterotrophic Plate Count (HPC)** – a microbiological test indicating the overall water quality in drinking water systems. Increases in HPC can indicate a problem with drinking water treatment.

**Lead** – present as a result of corrosion of lead solder, lead containing brass fittings or lead water service pipes.

**MAC – Maximum Acceptable Concentration** - this is a health-related standard established for parameters which, when present above a certain concentration, have known or suspected adverse health effects. The length of time the MAC can be exceeded without injury to health will depend on the nature and concentration of the parameter.

**Microbiological parameters** (i.e. bacteria) – bacteria which may come from wastewater treatment plants, livestock operations, septic systems and wildlife. Microbiological analysis is the most important aspect of drinking water quality due to its association with dangerous water-borne diseases.

**Total Coliforms** – the group of bacteria most commonly used as an indicator of water quality. Total coliforms are a group of closely related bacteria that are usually free-living in the environment, but are also normally present in water contaminated with human or animal feces. With certain exceptions, they do not cause disease. Coliforms are used as a screen for fecal contamination. The presence of these bacteria in a water sample indicates inadequate filtration and/or disinfection.

**Disinfection By-Products - Trihalomethanes (THMs), Haloacetic Acids (HAAs)** – disinfection by-products are produced when chlorine reacts with naturally occurring organic material found in water.

## INTRODUCTION

The Safe Drinking Water Act (SDWA), requires Municipal Council members be provided with a summary report for the drinking water system that falls under their municipal responsibility. The report must list any time the City was unable to meet the requirements of the Act, the regulations, the system's approval, drinking water works permit, municipal drinking water license or any order issued by the Ministry of the Environment, Conservation and Parks (MECP). Each failure must specify the duration and measures taken to correct the failure. The report must also summarize the amount of water supplied by the system.

## Waterworks Description

The St. Catharines water distribution system is classified by the MECP as a Class II, large residential system. The City's waterworks consists of:

- 💧 605 kilometres of watermain;
- 💧 Approximately 3,500 hydrants;
- 💧 Over 5,600 valves.

The Region of Niagara's Decew Water Treatment Plant treats and supplies the water to the distribution system.

- 💧 The source of water is surface water, from Lake Erie
- 💧 The water is diverted via an intake from the Welland Canal located approximately six kilometers from the treatment plant, near Allanburg.
- 💧 The water travels along a 5.4 kilometre supply channel which flows by gravity directly to the treatment plant.
- 💧 The Decew Water Treatment Plant is a conventional surface water treatment plant which incorporates:
  - 💧 Zebra mussel control,
  - 💧 Screening,
  - 💧 Chemically assisted flocculation,
  - 💧 Coagulation,
  - 💧 Sedimentation,
  - 💧 Filtration,
  - 💧 Disinfection using sodium hypochlorite and ultraviolet light.

## Municipal Drinking Water Licensing Program

Each municipal residential system must be licensed under the Municipal Drinking Water Licensing Program. This program requires municipalities to obtain a license to operate their water distribution system and to incorporate the concept of quality management into their operations. The license grants St. Catharines the ability to operate the water distribution system and identifies the conditions which must be met. The license must be renewed every five years. The City's Municipal Drinking Water License was last renewed in October 2019.

There are four components to the license that are applicable to St. Catharines:

- 1) *Drinking Water Works Permit* - the Permit allows for the establishment and alteration of the water distribution system. It replaces the previous Certificate of Approval process and results in a single permit for the entire system.
- 2) *The Drinking Water Quality Management System (DWQMS)* – The DWQMS is a Quality Management System for the City’s Water Distribution System. The DWQMS implements a systematic “continuous improvement” approach to planning, operations, corrective actions and management review to allow an organization to demonstrate sound system performance. The success of a DWQMS depends on the commitment from all levels and functions of an organization including operational staff and top management. The DWQMS is documented through the Operational Plan. The Operational Plan is regularly reviewed and continually improves.

In addition, internal audits take place and a yearly risk assessment is conducted and/or reviewed. The risk assessment was designed to meet the DWQMS standard and includes climate change hazards. Integrating climate hazards into existing workplans can help address these risks as well as provide context compared to other known risks (e.g. aging infrastructure). The higher risks to the drinking water system include staff shortages (e.g. pandemic, strike, lockout, lack of available staff etc.), supply issues from the Region of Niagara Decew Water Treatment Plant (loss of supply or contamination of the water supply), contamination of the distribution system (backflow, watermain breaks) and lead water services.

- 3) *System Accreditation* – each year, the City participates in an Audit of its DWQMS. Every three years an onsite, external Verification Audit must be conducted. The 2021 external audit was conducted remotely in July by NSF – International Strategic Registrations.
- 4) *Financial Plan* – the preparation of a Financial Plan is a requirement specified in Regulation 453/07 and intended to demonstrate that the municipality had considered all of the financial impacts of the drinking water system. A new Financial Plan must be submitted to Council and the Ministry of Municipal Affairs and Housing (MMAH) prior to each License renewal. Council’s Resolution confirming approval of the Financial Plan must be included in the License renewal documents.

### **The Drinking Water Quality Management System Policy**

The City of St. Catharines is committed to:

- Ensuring a consistent supply of safe, high quality drinking water;
- Maintaining and continuously improving its Quality Management System; and
- Meeting or surpassing applicable legislation and regulations.

## Actions Taken to Comply with the Safe Drinking Water Act

The Ontario *Safe Drinking Water Act* provides for the protection of human health and the prevention of drinking water health hazards through the control and regulation of drinking water systems and drinking water testing services. Ontario has a multi-barrier drinking water safety net, a framework designed to protect drinking water from the source to the tap. To comply with the Act and its regulations, the City undertakes the following actions:

- 💧 The City is required to take a minimum number of samples each month from a representative cross-section of its watermain network and to test these samples for microbiological indications of contamination. Testing for the free chlorine residual content is also a requirement. The chlorine residual must be measured at the same time and location as the microbiological sample.
- 💧 The City's drinking water is sampled every three months at points within the distribution system where there is a likelihood for the potential of elevated formations of Disinfection Byproducts, including Trihalomethanes (THMs) and Haloacetic Acids (HAAs).
- 💧 Anyone who conducts sampling from within the water distribution system must be certified as a Water Quality Analyst or Water Distribution Operator by the Ontario Water Wastewater Certification Office (OWWCO). These certifications must be renewed every three years and have mandatory, MECP-approved training requirements.
- 💧 All laboratory analysis must be carried out by an accredited laboratory. The City of St. Catharines currently uses a number of accredited laboratories. Accreditation ensures acceptable laboratory protocols and test methods are in place. It also requires the laboratory to provide evidence and assurances of the proficiency of the analysts performing the test methods. Laboratories are audited by the Canadian Association for Laboratories Accreditation (CALA) and accredited by the Standards Council of Canada (SCC).
- 💧 All drinking water sample results are available to the public. Annual reports are available at City Hall and on the City's website, [www.stcatharines.ca](http://www.stcatharines.ca). The daily sample records are available on request for the public to view.
- 💧 Notification is given to the MECP, the Regional Public Health Department, Niagara Region staff and the Decew Water Treatment Plant of all incidents of regular sampling which exceed the Maximum Allowable Concentration (MAC).
- 💧 On an annual basis, the MECP conducts a rigorous and comprehensive inspection of the municipal drinking water system to determine compliance under the SDWA and associated regulations.

## WATER QUALITY TEST RESULTS

### Summary of Results

In 2021, over 7,200 samples were taken throughout the City and analyzed for microbiological parameters, chlorine residual and chemicals analyses as part of the drinking water surveillance program. **Table 1** summarizes each parameter tested and it gives the number of samples required, the number of samples analyzed, and the range of results.

Table 1: Summary of Water Quality Test Results, 2021					
Parameter	MAC	Minimum Number of Samples Required	Number of Samples Taken	Results Range	Comments
Microbiological Analysis (Units = CFU/100 mL)					
<i>Escherichia coli</i> (E. coli)	ND	1116	1376	0	Fecal coliform bacteria that indicates the presence of sewage or animal waste contamination.
Total Coliforms	ND	1116	1376	0 – 1 (+NDOGT)	Not generally harmful; but the presence can indicate the possibility of fecal contamination.
Background Count	NA	1116	1376	0-19	General bacterial population used to indicate deterioration of water quality.
Heterotrophic Plate Count (HPC)	NA	279	744	0 ->300	HPC levels are used to monitor the general overall water quality. (*units = CFU/1mL)

ND – None Detected

NA – Not Applicable

CFU – Colony Forming Units

mL – Millilitres

NDOGT – No Data Overgrowth with Target – the test result is “overgrown”, meaning there is a heavy load of bacteria in the sample which can make it difficult to identify or count the bacterial indicators that may be present.

Table 1: Summary of Water Quality Test Results, 2021 (continued)						
Parameter		MAC (mg/L)	Minimum Number of Samples Required	Number of Samples Taken	Results Range	Comments
Chemical Analysis						
Trihalomethanes mg/L		0.10	4	12	0.020-0.046	Disinfection By-product; reaction of chlorine with organic matter. The results are based on a four quarter annual running average.
Haloacetic Acids mg/L		0.08	4	12	0.0053-0.0143	Disinfection By-product; reaction of chlorine with organic matter. The results are based on a four quarter annual running average.
Lead mg/L	Plumbing	0.010	--	5	<0.001	Lead water service connections may be found in homes built prior to 1955. No lead piping was used in the distribution system.
	Distribution	0.010	10	10	<0.001	
Alkalinity		NA	10	10	90-95	The capacity for neutralizing an acid solution
pH		NA	10	15	7.0-7.9	Indicates the acidity of the water
Disinfectant						
Chlorine Residual		Must be between 0.05 mg/L & 4.0 mg/L	1116	2302	0.06-1.76	The free chlorine residual in the water distribution system is an indicator of the effectiveness of the disinfection process.

mg/L – Miligrams per Litre

## Percentages of Test Results Meeting Ontario Drinking Water Quality Standards

**Table 2** shows the percentage of each type of drinking water sample that met the MECP Drinking Water Quality Standards in the St. Catharines distribution system. Also included is the total number of samples meeting the Standard in St. Catharines and the total number of samples in the Province meeting the Standard.

Table 2: Percentage of test results meeting MECP Standards, 2021			
E. coli	100%	Lead - Distribution	100%
Total Coliform	99.9%	Trihalomethanes	100%
Chlorine Residual	100%	Haloacetic Acids	100%
Total Samples in the St. Catharines Distribution System Meeting the Standard			99.96%
Total Samples in the Province of Ontario Meeting the Standard			99.85%

## Summary of Adverse Water Quality Incidents

An adverse water quality incident does not mean the drinking water supply is unsafe. An adverse incident simply indicates on that one occasion, a drinking water quality standard was exceeded. In 2021, two Adverse Water Quality Incidents took place, one with elevated levels of Total Coliforms and the second having No Data Overgrown Target Colonies (NDOGT). NDOGT refers to when the test result is “overgrown”, meaning there is a heavy load of bacteria in the sample which can make it difficult to identify or count the bacterial indicators that may be present.

After each adverse water quality incident, a series of actions are required to ensure the safety of the water and compliance with provincial legislation. The City’s Standard Operating Procedures provide clear and detailed instruction for follow up actions. This involves flushing hydrants located in the area of the adverse incident, taking additional water samples from the original location and locations around the adverse incident. It also involves notifying the MECP’s Niagara office, the Spills Action Centre (SAC) and the Public Health Department both verbally and in writing. **Appendix A** summarizes all adverse water quality incidents throughout the City of St. Catharines in 2021 and the corrective action taken to resolve each incident.

## Lead Exceedances

As part of the Community Wide Lead Testing Program, the City is required to take samples from within private residences. The results are site-specific, and not indicative of the quality of the water throughout the distribution system. When sampling for lead, the results represent the water sampled from within that residence. Potential lead sources include: older lead water service lines, usually built prior to the 1950’s; internal plumbing, used mainly in the early 1900’s; and older brass or bronze fittings and fixtures. When a lead exceedance occurs, both the Public Health Department and the MECP are notified. The affected resident is also

immediately notified and a package containing the results and informational fact sheets detailing what options are available to the resident are delivered. In 2021, the City received covid-related relief from entering homes to sample for lead. There were no lead exceedances found on private property.

### Replacing Lead Water Services

When a lead water service is found, for example, during a new watermain construction project or when repairing a water service leak the City will replace the portion of the service on public property at the City's expense. The City will also replace the public property side of a lead service when a lead exceedance is found through testing and also whenever the property owner first replaces the private portion of the lead service line. Lead lines are replaced with either copper or plastic service lines. In 2021, there were five replacements totaling almost 40 metres of lead service pipe being removed.

## OPERATIONAL ACTIVITIES

### Water System Disruptions

Disruptions to the water distribution system typically are due to unplanned maintenance required in the system. In addition to watermain break repairs, this can include any repairs to service lines, valves and hydrants. The majority of these repairs require the water to be shut-off resulting in a disruption of water service to customers. **Table 3** summarizes water disruptions in 2020 and 2021 respectively.

The Province's Watermain Disinfection Procedure outlines the requirements for responding and repairing watermain breaks. It includes a sampling procedure for post watermain break repairs; and requirements for classifying each break and documentation of each break.

Table 3: Number of Service Disruptions		
Number of:	2020	2021
Mainbreaks	115	100
Services	60	39
Hydrant	4	4
Valve	16	8
Construction*	1	0
Other	0	3
Total Repairs	196	154
Affected properties**	3,766	2847
Water off-hours***	674	651.75

\* Construction refers to unplanned service disruptions in a Construction zone.

\*\* Affected properties refers to the number of properties who were without water due to an unscheduled disruption (i.e. they had their water shut off during the repair).

\*\*\* Water off-hours is the total number of hours properties were without water due to an unscheduled disruption.

### New Watermain Commissioning

When a new watermain is installed, the City is required to sample for microbiological parameters and chlorine residual. In 2021, over 200 samples were taken to test the new watermain before being put into service. If any bacteria are present, the new watermain is flushed, re-chlorinated and sampled again until no bacterial contamination is found before being put into service. All of the watermain must also meet the required standard for chlorine residual.

### Maintenance Costs

In 2021, approximately \$7,980,000 was spent on watermain capital projects. This allowed for the installation of approximately 7.93 km of watermain. The cost of watermain repairs was approximately \$354,000.

### Water Flows

**Table 4** lists the monthly water flows from the Decew Water Treatment Plant to the City of St. Catharines (source: Regional Municipality of Niagara). More detailed flow data can be found the Decew Water Treatment Plant's 2021 Summary Report, available at: [www.niagararegion.ca](http://www.niagararegion.ca).

Table 4: Monthly Water Flows for 2020 and 2021		
Month	Quantity (MegaLitres)	
	2020	2021
January	1101.3	1008.9
February	998.2	928.2
March	1104.6	1027.4
April	1032.2	1018.9
May	1212.0	1268.8
June	1401.9	1295.5
July	1621.1	1286.1
August	1558.0	1453.1
September	1549.5	1166.8
October	976.5	1097.4
November	995.0	1008.1
December	997.5	1040.9
Total	14,547.8	13,600.1
Monthly Average	1212.3	1133.3
Daily Average	39.9	37.3

Note: 1 MegaLitre (ML) = 1,000,000 Litres

## Investing in the Future

Residents trust the City of St. Catharines for safe, clean, and reliable drinking water every time they turn on their tap. St. Catharines is proud to deliver on those expectations. We also know that investments are required to renew our drinking water systems and allow us to meet those expectations tomorrow and for future generations by improving water quality, reliability and increasing resiliency to extreme weather events, while lowering maintenance costs over time. The City continues to work on these essential improvements.

## ADDITIONAL INFORMATION

For additional information on the City of St. Catharines drinking water system or the content of this report, please contact the Manager of Environmental Services, Mark Green at: [mgreen@stcatharines.ca](mailto:mgreen@stcatharines.ca)

## APPENDIX A

**Summary of Adverse Water Quality Incidents, 2021**

Incident Date	Location	Adverse Parameter	Result	Corrective Action	Corrective Action Date
Nov. 1, 2021	192 Linwell Road	Total Coliform	1 CFU /100mL	Flushed nearby hydrants. Resampled the surrounding area, including the original location. All of the resamples met the drinking water standard.	Nov. 2 and 4, 2021
Dec. 14, 2021	312 Queenston Street	No Data Overgrowth with Target Colonies Present	--	Flushed nearby hydrants. Resampled the surrounding area, including the original location. All of the resamples met the drinking water standard.	Dec. 15 and 16, 2021



## Corporate Report City Council

**Report from:** Engineering, Facilities and Environmental Services, Transportation Services

**Report Date:** February 22, 2022

**Meeting Date:** March 28, 2022

**Report Number:** EFES-040-2022

**File:** 77.37.1

**Subject:** Traffic Calming and Speed Limits

**Strategic Pillar:**

This report aligns with the following St. Catharines Strategic Plan pillars: Social.



## Recommendation

That Council approve the revised “Traffic Calming Policy” for the installation of traffic calming measures on the City of St. Catharines' jurisdiction roadways, as outlined in Appendix 1.

## Summary

Concerns about vehicular speeds are one of the most common issues brought forward by residents to transportation staff. Often residents express that the vehicle speeds they are witnessing on their street reduces safety by increasing the likelihood and severity of collisions. As such, residents look to City staff to enact measures to control vehicular speeds. The report is broken into three sections.

### 1 - Fundamental Challenges in Addressing Speed Concerns

Municipal staff's ability to address speeding concerns is limited due to a variety of factors including:

- Municipal staff's lack of enforcement capability.
- Limited effectiveness of speed mitigation measures.
- General overestimation on how fast vehicles are travelling.
- Overestimation on the effectiveness of speed mitigation measures and unrealistic expectations on the maximum speed vehicles should be travelling.

Overall, City staff are very limited in their ability to alter driver behaviour. The measures that are available aren't transformative, so the changes in speeds are incremental. Combine this with residents generally overestimating how fast vehicles are travelling and / or having an unrealistic expectation of how slow vehicles should be travelling, usually results in a general dissatisfaction with the impacts of the speed mitigation measures.

## 2 - Traffic Calming Policy

In August 2014 Council approved a Traffic Calming Policy that allowed for the use of traffic mitigation measures to address excessive speeds and volumes on residential streets in the city. A copy of the 2014 Traffic Calming report to Council and Policy can be found in [Report TES-248-2014](#)

The 2014 Traffic Calming policy provides a comprehensive overview of traffic calming for the City. Staff found that the issues being raised by residents are very narrow in scope. These issues are excessive speeds, and to a lesser extent, non-compliance at stop controls, so much of the 2014 policy isn't applicable or necessary for the issues being expressed by residents. As such, staff are recommending that a new policy be adopted (see appendix 1). Some of the highlights are as follows:

- That all streets under the City of St. Catharines' jurisdiction are eligible for traffic calming measures.
- Measures to improve compliance at stop controls have been added.
- That the only permanent traffic calming measures will be speed cushions, speed limit reductions and painted pavement marking messages. All other measures will be temporary.
- Staff have the option to determine if the street should be considered even if the screening criteria are not met.
- The technical requirements be simplified to one requirement: that the 85<sup>th</sup> percentile speed must be greater than 55 km/h. Consideration will be given to streets with an 85<sup>th</sup> percentile speed between 50 and 55 km/hr with a large number of vehicles travelling more than 60 km/hr. Since most of the requests relate to excessive vehicular speeds, staff believe that speed should be the sole criteria for traffic calming.
- The prioritization metrics be simplified to retain the existing criteria; however, that the point system be removed and that the average number of vehicles per day travelling greater than 60 km/h become the main criteria, with the others becoming subsequent.
- For the implementation of the temporary speed humps / cushions, the **majority of respondents** must be in favour provided that **at least half the households** respond to the survey.
- If at any stage of the process the Traffic Calming policy is not met, traffic calming will not be considered for five years.

### 3 - Speed Limit Reduction

On May 1, 2018, the Province of Ontario amended Section 128 of the Highway Traffic Act (HTA) to allow municipalities to reduce the speed limits to a rate of speed less than 50 km/h that applies to all highways (streets) within a designated area. This means that the City can sign the speed limit for the designated area using “gateway” signs at the entrances / exits to the designated area from the bordering roadways, in contrast to having to sign each road along its entire length, as would have been required prior to the HTA amendments.

Staff are of the opinion that a 40 km/hr maximum speed limit is appropriate for most local residential streets. As such, it is staff’s recommendation that the speed limit be reduced from 50 km/hr to 40 km/hr on all streets throughout the city that are classified as Community Streets in the Transportation Master Plan.

While the legislation passed in 2018 allowed for gateway signs, there is still a significant number of signs required to achieve a speed limit of 40 km/hr on all Community Streets. It is estimated that approximately 1,300 signs at a cost of approximately \$260,000 will be required.

Given the scope of the work, implementing the required signs on every community street within a reasonable timeframe cannot be achieved using our current staffing compliment for sign installations. As such, staff would look to retain a contractor to undertake this work.

### Relationship to Strategic Plan

This report relates to item 2.2 of the Social Well-being pillar:

Improve transportation and overall connectedness (all modes, including GO Rail, VIA Rail, and inter-municipal transit and active transportation), incorporate urban design guidelines and provide complete streets in City neighbourhoods.

### Background

Concerns about vehicular speeds on local residential streets are one of the most common issues brought forward by residents to transportation staff. Often residents express that vehicle speeds they are witnessing on their street reduces safety by increasing the likelihood and severity of collisions. Staff have taken a multi-pronged approach to addressing vehicle speed concerns and this report will review the challenges, actions and future traffic calming policy and speed limit recommendations to better serve the residents and visitors of the city.

### Report

#### Fundamental Challenges in Addressing Speed Concerns

While the laws of physics dictate that speed is directly correlated to the distance it takes to stop a vehicle and the severity of collision, the difficulty in assessing and addressing travel speeds is twofold; namely, that actual speeds are perceived differently by

individuals (and successively further by pedestrian observers versus vehicle drivers) and, that safety is characteristically measured in the occurrence (or non-occurrence) of collisions, especially those with vulnerable road users (i.e. pedestrians).

To validate the qualitative assessment of residents when a speed concern is presented to staff, in response, staff often undertake a speed and volume study on the street in question. These studies allow staff to quantify the concern by measuring the actual speed and volume on the subject street, and the studies also allow staff to compare the results to similar streets throughout the city. A check of reported collisions will quantify the historic safety performance of the street.

As will be examined later in this report, even if there is no evidence that the speeds at which motorists are travelling are resulting in negative consequences, the concerns persist. As such, residents look to City staff to enact measures to control vehicular speeds. Paradoxically, there are several factors that limit staff's ability to influence driver behaviour to reduce travel speeds, such as:

### **Lack of Enforcement Capability**

The Transportation Division's role with respect to the street network is to install the appropriate traffic control measures to clearly communicate to drivers the rules of the road and warn road users of various hazards that they may encounter along the way. This is almost universally accomplished using signs and pavement markings. As these measures are passive, in the absence of any law enforcement, they don't physically compel drivers to alter their behaviour since there are no consequences if they are ignored.

### **Limited Effectiveness of Speed Mitigation Measures**

On local residential streets, particularly, the primary determiner of the speed at which drivers elect to travel is governed their comfort level driving on a particular street. This is influenced by many factors, including the driver's familiarity with the road, roadway width, the presence of on-street parking, the proximity of boulevard trees to the road, the cross section (curbs versus shoulders), the frequency of speed enforcement, road grade, presence of pedestrians / cyclists, etc. The more comfortable a driver feels on road, the more likely they are to travel at a higher rate of speed. This is typically an unconscious behavioral decision being made by the driver.

The implementation of measures in an effort to impact driver behaviour is more commonly known as traffic calming. Traffic calming measures can include pavement markings, signs, physical impediments (i.e., speed cushions), speed radar message boards, etc. Traffic calming measures have the greatest impact on drivers travelling at high rates of speed (i.e., greater than 60 km/hr); however, they have been found to have very little actual impact on drivers who are already travelling at speeds that fall within a reasonable threshold for a given street.

When assessing the speed data that staff have collected over the last six years, it can be determined that approximately 15% of the vehicles were exceeding 50 km/hr, of which 2.5% were exceeding 60 km/hr. Given this, traffic calming measures will only impact a small number of drivers on most streets. Combine this limitation with the reality

that the implementation of traffic calming measures do not change the overall feel of the street or the surrounding environment, we can understand why these measures have limited effectiveness on reducing the overall travel speeds on a street section.

### **Perception of Speed**

Pinpointing the speed at which a vehicle is approaching you as a pedestrian or someone observing from their property is difficult. The size of the vehicle, the sound of the engine, the conditions of the environment, the distance at which you're standing from the street, etc., can all influence an estimation. Further, people all have their own personal threshold for what they deem appropriate. When vehicle speed is measured empirically, it is often the case that studies show speeds being much lower than what is being perceived and reported to staff. On most streets, the findings indicate that the speeds deemed to be too fast aren't technically over the speed limit. For these streets, enforcement isn't an option since most vehicles aren't breaking the law and the measures that staff could implement won't be effective as these speeds will still be achievable, as noted earlier.

### **Expectations**

Through no fault of their own, as they haven't had the benefit of experience with traffic calming devices previously, many residents overestimate the effectiveness of speed mitigation measures and / or desire to have motorists travelling at speeds that are not realistic on public streets. As an example, in past instances where mitigation measures were installed to reduce the 85<sup>th</sup> percentile speed to 50 km/hr, staff received feedback from some residents that motorists were still perceived to be travelling too fast. Further reducing travel speed by implementing physical measures on the street would be so extensive as to render the street nearly undriveable on a day-to-day basis, without evening accounting for the impact on emergency response times.

However, staff have found that, in some cases, the installation of low impact measures (i.e., Slow Watch for Children signs, speed limit signs, speed message boards, etc.) can help to address concerns and increase the comfort level of residents. In a way, the installation of these measures can have a positive impact, even if they don't result in any tangible change to travel speeds overall.

### **Summary of Challenges**

For staff, trying to strike a balance between the perception of speeding and the desire to have vehicles travel slower is a challenge. Staff must rely on the empirical data and, in the absence of any evidence that the speeds vehicles are travelling have had any negative consequences (i.e., collisions), there is a belief that it's only a matter of time before something does occur. There is always an inherent risk associated with operating a vehicle, however it is not possible to traffic calm each and every street in the city. Staff will always entertain the installation of low impact measures, but will not use regulatory measures (i.e., stop controls, reduced speed limits) or costly measures (i.e., speed cushions) to achieve this.

## Traffic Calming Policy

In August 2014 Council approved a Traffic Calming Policy (Appendix 2) that allowed for the use of traffic mitigation measures to address excessive speeds and volumes on residential streets in the City. A copy of the 2014 Traffic Calming Report to Council and Policy can be found in [Report TES-248-2014](#).

Since the implementation of the policy, staff have assessed approximately 160 residential streets under the traffic calming program. Of the streets that were studied, seven have satisfied the technical requirements set out in the policy.

Separate from this Policy, but worth noting, per Council's directive, staff also review the potential for traffic calming initiatives when streets are reconstructed as part of the City's Capital projects program. As a result of this, speed cushions were installed on Lowell Avenue and curb bump-outs were installed on Russell Avenue. Speed cushions are intended to be installed on Downing Street in 2022.

In preparation for updates to the traffic calming policy, previously, staff reviewed the traffic calming policies of 15 comparable municipalities to see how the requirements of the City's Traffic Calming policy compared. The results of the review identified that the City's Traffic Calming policy requirements were more easily achievable when compared to most of the traffic calming policies for the other municipalities. When staff assessed the seven streets that satisfied the City's policy under the comparable municipal policy requirements, it was found that these streets didn't satisfy the requirements for at least two-thirds of the policies.

While the requirements and thresholds set out in the City's 2014 Traffic Calming policy would be considered standard when compared to other similar policies, after eight years of working with the policy, staff believe that they may not be suitable for the St. Catharines experience. The 2014 Traffic Calming policy was modelled after the City of Burlington's Traffic calming policy and the traffic characteristics in Burlington are different than in St. Catharines. The fact that less than 5% of the streets studied satisfied the current requirements raises the question as to whether the thresholds are too high.

The 2014 Traffic Calming policy provides a comprehensive overview of traffic calming for the City; however, staff have found that the issues being raised by residents are very narrow in scope. These issues generally are excessive speeds and, to a lesser extent, non-compliance at stop controls. As such, much of the 2014 policy isn't applicable or necessary for the issues being expressed by residents.

## Observations of the 2014 Policy

Since the adoption of the Traffic Calming Policy in 2014, staff have made several observations and, in some respects, have altered the approach to the traffic calming program. This section provides some insight into these matters.

The 2014 policy includes collector streets and community (local) streets. Main (arterial) streets and streets outside the urban boundary weren't eligible for traffic calming. Since

staff have received complaints on every type of street in the city, and the approach to traffic calming as well as the measures available to the City have changed since 2014, the policy has been expanded to include all street types.

The process in the 2014 policy dictates that staff are to undertake a neighbourhood survey prior to beginning the technical assessment of the street (i.e., the speed and volume study). Through experience, staff found that it was more efficient and effective to reverse the process and undertake the technical assessment first and then only survey those streets that met the technical assessment. Moreover, staff also found it beneficial to have the speed and volume data collected and in-hand, which not only allows staff to undertake an assessment of the magnitude of the issue and to determine how the street compared to the other streets that had been assessed, but it is also of great assistance in providing perspective when communicating decisions to proceed (or not) back to the resident and/or Councillor(s).

With respect to the implementation of traffic calming measure, the 2014 policy is explicit in that if the various requirements are satisfied, permanent traffic calming measures (i.e., speed humps / cushions) would be installed. Feedback was received from other municipalities with experience in implementing permanent speed humps / cushions and they removed them soon after due to negative feedback. As such, staff have elected to install temporary speed humps / cushions for one year (April to November) to allow residents to experience the impact of these measures. The hope was that this would reduce the number of (ultimately) unwanted permanent speed humps / cushions being installed. Of the three streets that had temporary speed cushions, there was insufficient support to make them permanent.

Additionally, as noted previously, the initial step in the 2014 policy process is to conduct a neighbourhood survey prior to conducting the technical assessment. Following this, if both the survey and technical steps were satisfied, staff then presented the traffic calming plan at a public information centre. Conversely, by undertaking the technical assessment first and by initially implementing temporary speed humps / cushions, staff found that the traffic calming plan could be presented via the neighbourhood survey, thereby removing the need for a public information centre and reduce both staff time and process time significantly.

### **Summary of Changes to 2014 Traffic Calming Policy for 2022**

Based on staff's experience, observations and the methodology review, the following changes to the policy are recommended to streamline and simplify the traffic calming process, collect valuable speed and volume data and provide more timely and relevant information back to residents.

It is therefore recommended that:

- That all streets under the City of St. Catharines' jurisdiction are eligible for traffic calming measures. Eligibility for traffic calming on community (local) streets will be subject to the requirements set out in the policy. Eligibility for traffic calming on collector, main (arterial) and streets outside the urban boundary is at the discretion of the Director of Engineering, Facilities and Environmental Services.

The 2014 policy only considered traffic calming on community (local) and collector streets.

- That measures to improve compliance at stop controls be considered. Eligibility for stop control compliance measures will be at the discretion of the Director of EFES.

The 2014 policy did not consider measures to improve compliance at stop controls.

- Staff have the option to determine if the street should be considered even if the screening criteria are not met.

The 2014 policy establishes initial screening criteria that must be met for a street to be considered for traffic calming. If the criteria were not met, traffic calming won't be considered.

- The technical requirements be simplified to one requirement: that the 85<sup>th</sup> percentile speed must be greater than 55 km/h. Since most of requests relate to excessive vehicular speeds, staff believe that speed should be the sole criteria for traffic calming. Consideration will be given to streets that have an 85<sup>th</sup> percentile speed between 50 and 55 km/hr with a large number of vehicles travelling more than 60 km/hr.

There are six technical requirements set out in the 2014 policy, of which three must be met. Under this system, it is possible for a street to satisfy the technical requirements without satisfying any of the speed related requirements, and scoring is inherently subjective in nature.

- The prioritization metrics be simplified to retain the existing criteria, however that the point system be removed and that the average number of vehicles per day travelling in excess of 60 km/h become the main criteria, with the others becoming subsequent.

The 2014 policy has a more complicated point system for prioritizing multiple streets eligible for traffic calming.

- For the implementation of the temporary speed humps/cushions, the majority of respondents must be in favour provided that at least half the households respond to the survey.

Since the 2014 policy only considers the implementation of permanent traffic calming measures, and not temporary traffic calming measures, the neighbourhood survey requirements don't address this situation. The requirements to make the speed humps/cushions permanent will remain

unchanged from the original policy; that more than half the households must in favour of traffic calming.

- If at any stage of the process the Traffic Calming policy is not met, traffic calming will not be considered for five years.

The 2014 policy is three years.

## **Proposed 2022 Traffic Calming Policy**

The complete revised Traffic Calming Policy is attached in Appendix 1. The revised policy includes the following key steps to the process, as outlined below.

The traffic calming policy consists of 4 parts:

1. Traffic calming requests for community (local) streets.
2. Traffic calming requests for collector and main (arterial) streets.
3. Traffic calming requests for streets outside the urban boundary.
4. Requests for measures to address non-compliance at stop controls.

### **Traffic Calming Requests for Community (Local) Streets**

#### **1 - Process Initiation**

A petition needs to be submitted with signatures from residents of at least five different households on the street in question. Once received, staff will conduct a brief preliminary assessment to determine if the requested roadway meets the initial screening criteria.

#### **2 - Traffic Calming Warrant**

If the requested location meets the initial screening criteria, a minimum three-day speed and volume study will be conducted. If the results of the study indicate that the 85<sup>th</sup> percentile speed is in excess of 55 km/h, the street will be added to the list of streets eligible for traffic calming. The street will then be ranked based on the average number of vehicles a day travelling in excess of 60 km/h as the primary criteria, with a review of whether the street has sidewalks (or not) and pedestrian and/or cycling generators as secondary criteria.

#### **3 - Resident Survey**

Once a street reaches the top of the list of candidate locations, staff will develop a traffic calming (speed hump / cushion) plan and circulate the survey to the neighbourhood to determine if there is support for the plan. The initial proposal will be for the temporary speed humps/cushions and the requirement will be that the majority of survey respondents must be in favour of the proposal provided that at least half the street responded to the survey.

After one season (April to November) of having the temporary speed humps / cushions, staff will resurvey the residents to determine if there is support install permanent concrete speed humps / cushions. At least half the households on the street must be in favour to make them permanent.

#### 4 - Approval and Implementation

The recommended traffic calming plan will be approved by the Director of Engineering, Facilities and Environmental Services under Delegated Authority.

#### 5 - Removal of the Speed Humps/Cushions

The permanent speed humps / cushions may be removed at the request of residents provided that at least 75% of the total households on the street in question agree to the removal via a resident petition. The speed humps / cushions must have been installed for at least two years before removal will be considered in order to ensure sufficient time has passed for traffic patterns to settle out and for residents to have a solid understanding of the effects of the traffic calming measures. If traffic calming devices are removed, the subject street will not be eligible to request a new traffic calming plan for at least five years; at this point the approval process would start over.

The following permanent speed related traffic calming measures will be considered for community streets:

##### Speed Cushions



Speed cushions will only be used on streets where the 85<sup>th</sup> percentile speed is greater than 60 km/hr and in instances where the 85<sup>th</sup> percentile speed is greater than 55 km/hr, but there are many vehicles exceeding 60 km/hr. While the initial installation will be temporary, consideration will be given to making them permanent if there is sufficient support from the residents.

It's important to note that the installation of speed cushions can be very polarizing, with many residents being opposed to their installation. In the limited number of streets where speed cushions were considered (less than 10), there was never sufficient support to install temporary speed cushions or to make the temporary speed cushions permanent.

The following speed related temporary traffic calming measures will be considered for community streets.

##### Flexible Centre Signs



##### Flexible Delineators



These measures will be installed in the spring and removed prior to winter as not to interfere with winter control operations.

The maximum number of streets to be considered for traffic calming is **12**, but it is contingent on the number of eligible streets, available inventory and budgetary and workforce constraints.

### **Traffic Calming Requests for Collector and Downtown Main (Arterial) Streets**

The following speed related traffic calming measures will be considered on collector and downtown main streets. The installation of traffic calming measures and the type of measures to be used will be at the discretion of the Director of EFES.

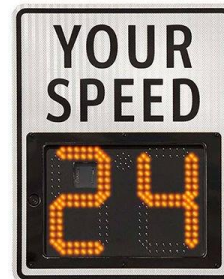
Flexible Centre Signs



Flexible Delineators



Radar Message Board (Temporary Installation)



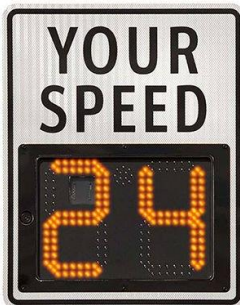
Other traffic calming measures for downtown main streets may be considered (i.e., planters, painted messaging, etc.).

These measures will be installed in the spring and removed prior to winter as not to interfere with winter control operations.

### **Traffic Calming Requests for Main (Arterial) Streets**

The following speed related traffic calming measures will be considered on main streets. The installation of traffic calming measures and the type of measures to be used will be at the discretion of the Director of EFES.

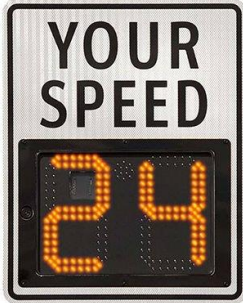
Radar Message Board (Temporary Installation)



## Traffic Calming Requests for Streets Outside the Urban Boundary

The following speed related traffic calming measures will be considered for streets outside the urban boundary. The installation of traffic calming measures and the type of measures to be used will be at the discretion of the Director of EFES.

Radar Message Board  
(Temporary Installation)



Painted Speed Related Messages



## Stop Control Compliance Measures

Stop control compliance measures will be considered for intersections adjacent to high pedestrian generating uses (i.e., schools, parks) or at intersections of collector and main streets. The installation of these measures and the type of measures to be used will be at the discretion of the Director of EFES.

The types of measures that will be considered are the installation of secondary stop signs (left side of the intersection), oversized stop signs, stop ahead signs, enhanced painted crosswalks and painted "STOP" message on the asphalt.

## Speed Limit Reduction

### History

On May 1, 2018, the Province of Ontario amended Section 128 of the Highway Traffic Act (HTA) to allow municipalities to reduce the speed limit to a rate less than 50 km/h and to apply it to all streets within a designated area. This means that the City can sign the speed limit for the designated area using "gateway" signs at the entrances / exits to the designated area from the bordering roadways, in contrast to having to sign each road along its entire length, as would have been required prior to the HTA amendments.

### Port Dalhousie Pilot Project – Findings

Once the HTA legislation was approved, many municipalities began to reduce the speed limit on local residential streets from 50 km/hr to 40 km/hr. In 2019, City Council approved a pilot project to reduce the speed limit to 40 km/hr on the local residential streets in Port Dalhousie off Main Street.

As part of the pilot project, staff conducted before and after speed studies on Bayview Drive, Courtleigh Road, Dalhousie Avenue, Mary Street and Port Master Drive to assess the impact on travel speeds by reducing the speed limit. The results of the studies showed no tangible difference in the key speed metrics, those being the

average speed and 85<sup>th</sup> percentile speed. On some of the streets the speeds were up slightly and on others they were down slightly. Since the differences were so small, it can be attributed standard statistical variance.

The lack of any tangible reduction of speeds is understandable. As noted earlier, it's a driver's comfort level with the road that primarily determines the speed at which they choose to travel. In the absence of any physical changes to the street or dedicated and prolonged enforcement initiative, a speed reduction enacted solely through signage in isolation of any physical change to the street or environment isn't enough to compel drivers to alter their behaviour.

### **Staff Recommendation for Community Streets**

While the speed limit reduction to 40 km/hr didn't have any tangible impact on speeds, that doesn't mean a 40 km/hr speed limit is inappropriate for most local residential streets within the city. When speed studies that have been conducted on community streets throughout the city within the last five years were reviewed and assessed, it was found that approximately 43% of the traffic is already traveling under 40 km/hr, thus having a maximum speed limit of 40 km/hr wouldn't be considered unreasonable or out of line with the speeds which drivers are currently electing to travel.

Based on the significant speed data staff have collected over the years, a reduced speed limit using the industry standard 85<sup>th</sup> percentile methodology should be no lower than 40 km/h (no more than 10 km less than the 85<sup>th</sup> percentile). If staff look to our data, the average speed of drivers on local residential streets is almost exactly 40 km/h; only 14% are travelling under 30 km/hr. This also indicates and supports that a 40 km/h speed limit would be both viewed as reasonable and would be expected to be adhered to by the majority of motorists, without additional enforcement.

It is staff's recommendation that the speed limit be reduced from 50 km/hr to 40 km/hr on all streets throughout the city that are classified as Community Streets in the Transportation Master Plan.

While the legislation passed in 2018 allowed for the use of gateway signs, there is still a significant number of signs required to legalize a speed limit of 40 km/hr on all Community Streets. It is estimated that approximately 1,300 signs at a cost of approximately \$260,000 will be required.

The scope of the work is substantial, so implementing the required signs on every community street within a reasonable timeframe cannot be achieved using our current staffing compliment for sign installations. As such, staff would look to retain a contractor to undertake this work.

## **Financial Implications**

### **Traffic Calming Program**

The budgeted amount for the provision of traffic calming for 2022 is \$10,000. In order to increase the implementation of traffic calming to a maximum number of 12 streets per

year, it would require a budget allocation of approximately \$50,000. However, the installation of traffic calming is always contingent on resident support per the spirit and intent of the Policy and program.

## **40 km/h Community Streets**

Currently, staff do not have the approved budget to move forward with the conversion of the Community streets to 40 km/h speed limits. The future cost implications of this, the budget requirements for the procurement, installation, and management of a contractor for the 40 km/h gateway signs, is expected to be approximately \$260,000. Due to the magnitude of the costs associated with this conversion, staff will be recommending that the program be added to the 2023 Budget.

## **Environmental Sustainability Implications**

Positive Implications:

- The reduction of travel speeds may encourage more cycling and walking.
- The reduction of travel speeds may result in fewer emissions.

Negative implications:

- Certain traffic calming measures (i.e., speed cushions) can disrupt a consistent travel speed. When vehicles are accelerating / decelerating, it can result in higher emissions than vehicles that are travelling at a constant speed.

## **Conclusion**

Concerns about vehicular speeds are one of the most common issues brought forward by residents to transportation staff. For the majority of streets, the speeds at which motorists are travelling wouldn't be impacted by the installation of speed mitigation measures (i.e. traffic calming measures).

For a small percentage of streets, the installation of traffic calming measures has the potential to reduce travel speeds. It's these streets that will be the focus of the traffic calming program and the proposed traffic calming policy has been revised to reflect this. Where traffic calming will be considered and the measures that will be used have been expanded.

There has also been a move toward reducing the speed limit on community streets throughout the province to 40 km/hr. Staff are of the opinion that for most community streets, a 40 km/hr speed limit is appropriate and are recommending that this be pursued.

### **Prepared by**

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### **Submitted by**

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Manager of Transportation Services

**Approved by**

Anthony Martuccio, P. Eng.

Director of Engineering, Facilities and Environmental Services

**Appendices**

- Appendix 1 – Revised Traffic Calming Policy – 2022
- Appendix 2 – Existing Traffic Calming Policy – 2014

**Subject:** Traffic Calming Policy

**Prepared by:** Engineering, Facilities and Environmental Services

**Approved by:** Anthony Martuccio, P.Eng.

**Issue Date:** March 28, 2022

**Policy #:**

**Review Date:** March 28, 2025

**Revision Date:**

## **Policy**

All requests for traffic calming will be reviewed and, if found warranted, prioritized using the process outlined within this policy. Only the traffic calming measures outlined in the policy will be considered by the City.

## **Purpose:**

The purpose of this policy is to provide a process for evaluating requests for the installation of traffic calming measures to address concerns related to speeding in a fair, consistent, and efficient manner.

## **Scope:**

This policy applies to all streets under the City of St Catharines' jurisdiction.

## **Procedures:**

### **1. Traffic Calming Requests – Community (Local) Streets**

Speed related traffic calming requests received by the City for community streets will be reviewed using the process outlined within this policy. This formal process for investigating streets provides efficiency, consistency, and equality in the determination of candidate locations for traffic calming. The objective is to reduce the negative impacts of traffic on local streets, such as excessive speeding, to restore streets to their intended local function.

#### **Process Initiation**

Residents are instructed to submit a petition with signatures from at least four other households on the street section in question. The petition will include the issues to be addressed as well as the street extent to be considered. A preliminary assessment will be undertaken to determine if the request meets the following screening criteria:

- 1) The minimum number of households have signed the petition.
- 2) The street is designated as a local residential street.
- 3) The street is assumed and maintained by the City of St Catharines.

- 4) The street is within the urban boundary.
- 5) The land use is primarily residential in nature.
- 6) Traffic calming measures have not previously been considered for the street within the last five years.
- 7) The street is relatively flat with no significant grade changes.
- 8) The street has tangent sections that measure at least 300 metres between traffic control devices (i.e., stop signs) and/or sharp curves.

If the request does not meet all the criteria, traffic calming may not be considered.

### Technical Assessment

After it has been determined that the requested location meets the screening criteria, a minimum three-day speed and volume study will be conducted. The study results will be assessed to see if they meet the following technical requirement:

- The 85<sup>th</sup> percentile speed must be greater than 55 km/hr.

Should a location fail to meet this requirement, no further action will be taken, and the street will not be reassessed for a minimum of five years. Consideration will be given to streets that have an 85<sup>th</sup> percentile speed between 50 and 55 km/hr with a large number of vehicles travelling more than 60 km/hr.

If the technical requirement is met, the location will be added to a list of candidate locations for traffic calming. The street will be ranked based on the following criteria:

- The average number of vehicles per day travelling more than 60 km/hr.
- In the case where two or more streets have less than a 10% difference in the average number of vehicles per day travelling more than 60 km/hr, priority will be given to those streets without sidewalks and/or with high pedestrian generating uses (i.e., schools and parks) either directly fronting or connected via a pedestrian pathway.

### Treatment Type

The following measures may be used as part of the traffic calming program on community streets:

- Speed cushions will be considered on streets with an 85<sup>th</sup> percentile speed greater than 60 km/hr and may be considered on streets with an 85<sup>th</sup> percentile speed greater than 55 km/hr. The speed cushions will be spaced to achieve an 85<sup>th</sup> percentile speed of 50 km/hr.
- Temporary installation of flexible centre line signs will be considered on all streets that are eligible for traffic calming. They may be used on their own or in conjunction with other measures (i.e., speed cushions). Their use is contingent

on there being sufficient street width so as not to unduly inhibit traffic flow and sufficient space between driveways as not to interfere with vehicles accessing/egressing driveways.

- Temporary installation of flexible delineators will be considered on all streets that are eligible for traffic calming. They may be used on their own or in conjunction with other measures (i.e., speed cushions). Their use is contingent on there being sufficient street width so as not to unduly inhibit traffic flow or interfere with vehicles accessing/egressing driveways.

The maximum number of streets to be considered for traffic calming is 12, but it is contingent on the number of eligible streets, available inventory, and budgetary and workforce constraints.

### **Resident Survey**

Once a location reaches the top of the candidate location list, staff will prepare a traffic calming plan. The plan will consist of identifying the location along the street where temporary traffic calming measures will be installed. The use of temporary traffic calming measures allows residents the opportunity to experience the impacts of the proposed traffic calming measures. A neighbourhood survey showing the traffic calming plan will be distributed to the residents of properties that front or flank the street section in question.

To proceed with the installation of temporary traffic calming measures, responses from at least 50% of the total households are required, of which the majority must be in favour. If there is sufficient support, the temporary traffic calming measures will be installed for one season (late spring to late fall).

Following the removal of the temporary traffic calming measures the residents will be resurveyed to gauge support to make the temporary measures permanent. For the traffic calming measures to be made permanent, more than 50% of the total households surveyed must be in favour.

If there is insufficient support, no further action will be taken, and traffic calming will not be considered for a minimum of five years from the conclusion of the survey date.

### **Approval and Implementation**

The recommended traffic calming plan will be approved under Delegated Authority.

### **Removal of Permanent Traffic Calming Measures**

Permanent traffic calming measures may be removed at the request of residents provided that a minimum of 75% of the total households on the street in question agree to the removal via a resident petition. The number of total households would be the same as was initially surveyed. Additionally, the traffic calming measures must have

been installed for at least two years before removal will be considered. Once a sufficiently signed petition is received, staff will survey the residents. At least 50% of the total households surveyed must be in favour removing the traffic calming measures. If there is insufficient support, no further action will be taken and the traffic calming measures will remain.

If traffic calming measures are removed, the subject street must wait at least five years before requesting a new traffic calming plan; at this point the traffic calming review process would start over.

The City reserves the right to remove traffic calming measures if it determines that they are ineffective or unsafe, or if they have created a negative impact that cannot be corrected. Should this occur, the City will mail out notifications to the affected residents informing of its decision to remove the traffic calming measure(s).

## **2. Traffic Calming Requests – Collector and Main (Arterial) Streets**

### **Treatment Type**

Speed related traffic calming requests for collector and main streets may be addressed with the following measures:

#### **Collector Streets and Downtown Main Streets**

- Temporary installation of radar speed feedback message boards.
- Temporary installation of flexible centre line signs may be used on their own or in conjunction with other measures (i.e., flexible delineators). Their use is contingent on there being sufficient street width so as not to unduly inhibit traffic flow and sufficient space between driveways as not to interfere with vehicles accessing/egressing driveways.
- Temporary installation of flexible delineators may be used on their own or in conjunction with other measures (i.e., flexible centre line signs). Their use is contingent on there being sufficient street width so as not to unduly inhibit traffic flow or interfere with vehicles accessing/egressing driveways.
- Additional traffic calming measures may be considered for downtown main street (i.e., planters, painted messages, etc.).

#### **Main Streets**

- Temporary installation of radar speed feedback message boards.

The installation of these measures will be at the discretion of the Director Engineering, Facilities and Environmental Services. Under this policy, vertical deflection traffic calming measures (i.e., speed cushions) will not be implemented as traffic calming.

### **3. Traffic Calming Requests – Streets Outside the Urban Boundary**

#### **Treatment Type**

Speed related traffic calming requests for streets outside the urban boundary may be addressed with the following measures:

- Temporary installation of radar speed feedback message boards.
- Installation of painted speed related messages (i.e., 50 km/h, 40 km/h ahead) on the asphalt.

The installation of these measures will be at the discretion of the Director Engineering, Facilities and Environmental Services. Under this policy, painted speed related messages will only be used on streets outside the urban boundary and vertical deflection traffic calming measures (i.e., speed cushions) will not be implemented as traffic calming.

### **4. Stop Sign Compliance Measures**

#### **Treatment Type**

Requests related to issues of non-compliance at stop controls may be addressed with the following measures:

Installation of secondary Stop signs (i.e., left side of the intersection).

Installation of oversized Stop signs.

Installation of Stop Sign Ahead signs.


Enhanced painted crosswalks (i.e., ladder).

Painted Stop messages on the asphalt.

The installation of these measures will be at the discretion of the Director Engineering, Facilities and Environmental Services. Under this policy, these measures will only be considered at intersections adjacent to high pedestrian generating uses (i.e., schools, parks) or at intersections of collector and main streets.

#### **Approval and Implementation**

The installation of a PXO will be approved under Delegated Authority.

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	<b>Subject:</b>	Traffic Calming Policy	<b>Policy #:</b>
	<b>Created by:</b>	Chris Day, Manager of Transportation Services	
	<b>Approved by:</b>	Dan Dillon, Director of Transportation and Environmental Services	
	<b>Issue Date:</b>	August 26, 2014	<b>Revision Date:</b>
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## Purpose:

The purpose of this policy is to provide a process for evaluating requests for the installation of traffic calming measures to address concerns related to speeding and excessive volume in a fair, consistent and efficient manner.

## Scope:

This policy applies to local and collector urban roads within primarily residential neighbourhoods under the City of St Catharines' jurisdiction. The policy does not apply to arterial roadways. Although arterial roads have similar traffic related issues, their primary function is to move traffic efficiently. Therefore, traffic calming measure(s) that may be appropriate for use on local or collector roadways may not be suitable for use on arterial roadways.

This policy does not prevent the Manager of Transportation Services, or his designate, from responding to and addressing an identified significant traffic concern which requires immediate attention.


## Policy:

Traffic calming requests received by the City will be reviewed using the process outlined within this policy. This formal process for investigating roads provides efficiency, consistency and equality in the determination of traffic calming. The objectives of the policy is to reduce the negative impacts of traffic such as speeding and excessive volume on local and collector roadways in order to increase the safety and livability of neighbourhoods, as well as to restore streets to their intended local or collector function.

## Process Initiation

Residents with traffic related concerns are instructed to submit their request to investigate traffic calming within their neighbourhood to the City in writing, along with signatures from at least four other households on the street in question who support the request. This initial resident contact will enable staff to identify the concern(s), which need to be addressed through the installation of traffic calming measures and the street(s), or section of street(s), to be reviewed. The City will then conduct a brief preliminary assessment to determine if the requested roadway meets the following initial screening criteria, which must be met before staff will continue with the traffic calming process:

- 1) Must be a local or a collector urban roadway; and
- 2) Roadway must be assumed and maintained by the City of St Catharines; and
- 3) Zoning should be primarily residential in nature; and
- 4) Requested street, or section of street, must be a minimum of 250m long and have at least one road segment with a spacing between traffic control devices of more than 250m; and

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- 5) The road grade must be less than 8% and also have no major horizontal curvature in the area of concern; and
- 6) The posted speed limit shall not be greater than 50 km/h; and
- 7) Traffic calming measures have not been installed on the street within the past five years.

Staff will update the Ward Councillors accordingly and notify the resident of the results of the initial screening. Should the initial screening criteria not be met the Niagara Regional Police Service will be notified of the concern received for enforcement purposes. The street in question will also not be re-evaluated for a minimum of at least three years from the date the evaluation was completed.

### Resident Survey

After it has been determined that the requested location meets the initial screening criteria, staff will survey the street in question to determine if there is neighbourhood support to implement traffic calming measures to address the identified concern(s) on the requested roadway. In order for staff to proceed, an indication of support from at least 51% of the total households with direct frontage, or flankage, onto the section of roadway that has been identified as the location for the potential implementation of traffic calming measures, as defined by Transportation Services staff, is required. Each household is represented by one survey. This step in the process is crucial in determining the level of concern from the residents. Failure to meet the 51% support level will result in termination of the investigation; meeting the required 51% support level will trigger the commencement of a traffic calming investigation.


Should the resident survey not be met then staff will update the Ward Councillors accordingly and notify the residents.

### Traffic Calming Warrant

If the requested location meets the initial screening criteria and survey results indicate that there is at least 51% support, data collection will commence. The collection of traffic data, as deemed necessary by Transportation Services staff, will serve to provide a better understanding of the current traffic conditions and to prioritize locations for traffic calming, if warranted. The data collected will pertain to vehicle volume, vehicle speed (85th percentile<sup>1</sup>), collisions, origin/destination study if request relates to shortcutting traffic, and site-specific information.

Once collected and summarized, the data will be run through the traffic calming warrant to determine the need for traffic calming. In order to determine if traffic calming measures are warranted a minimum of three of the six (3/6) traffic calming warrant criteria, as outlined below, must be satisfied. If warrant criteria seven has been met then no other warrant criteria needs to be satisfied.

<sup>1</sup> The 85th percentile speed is the speed at which 85 percent of traffic is travelling at or below.

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- 1) The 85<sup>th</sup> percentile speed must be greater than 9km/h over the speed limit.
- 2) More than 5% of the total traffic on the street must be travelling more than 15km/h over the speed limit.
- 3) The average daily traffic volume (over 24 hours) must be at least:
  - 1,500 vehicles/day for a local street
  - 4,500 vehicles/day for a collector street
- 4) Through traffic must be more than:
  - 20% of the total volume of traffic on a local street
  - 40% of the total volume of traffic on a collector street
- 5) Pedestrian or cyclist generators (playground, school, multi-use pathway crossing, official cycle route, transit hub, etc.) exist on street, or in the immediate area, that creates higher than average pedestrian/cyclist activity.
- 6) No continuous sidewalk on the street in question.
- 7) If the 85<sup>th</sup> percentile speed is 15km/h or more over the speed limit no other warrant needs to be met.

Should a location fail to meet the warrant requirements, residents will be notified in writing and the Ward Councillors will be copied on that letter. The investigation for traffic calming measures will discontinue and staff will not re-evaluate the street in question for a minimum of at least three years from the date the evaluation was completed.

### Traffic Calming Plan

When a street meets the traffic calming warrant criteria, staff will then undertake a detailed review to determine which traffic calming measure(s) will best address the residents' concerns. This review will take into consideration the data collected, historical information, future maintenance and construction plans, as well as impacts to residents and other stakeholders. The proposed traffic calming measure(s) will be in accordance with the design guidelines outlined in the Canadian Guide to Neighbourhood Traffic Calming and the engineering judgement and experience of staff.

Staff will then update the Ward Councillors, residents and other stakeholders indicating that traffic calming is warranted and advising of staff's recommended traffic calming plan, as well as the date, time and location of public information centre (PIC) that the recommended plan will be presented at. Effected residents with direct frontage on the street in question, in addition to each property whose side yard abuts the subject roadway section, will be invited to the PIC. Households that do not directly front the subject roadway, but who have no other option but to use the section of roadway where traffic calming is being proposed will also receive a PIC notice delivered to their homes. Due to potential impacts to surrounding roadways the notification area may be extended. The public meeting will provide residents with an opportunity to become involved in the process, learn more about the proposed traffic calming measure(s) and to provide their feedback.

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Using technical data, community feedback, and in keeping with the objectives set out in this policy, staff will finalize the traffic calming plan.

### Approval and Implementation

The recommended traffic calming plan will be approved under Delegated Authority and all residents that were invited to the PIC, as well as the ward Councilors, will be notified before the traffic calming plan is implemented.

Prior to installing the traffic calming measure(s), staff will determine if funding is available to implement the traffic calming project. If adequate funding is available the city will implement the approved traffic calming plan as resources permits. If adequate funding is not available and there is at least one other warranted traffic calming project that is also waiting for funding then each project will be ranked using the following weighted point system:

- 1) Speed Warrant - 3 points will be awarded for every km/h the 85<sup>th</sup> percentile speed is above the speed limit.
- 2) Volume Warrant - 2 points will be awarded for every 100 vehicles of daily traffic for local roads and 2 points for every 250 vehicles of daily traffic on collector roadways.
- 3) Pedestrian/Cyclist Warrant - 10 points will be awarded for every major pedestrian generator (ie. school, playground, seniors residence, multi-use pathway crossing, official cycle route, transit hub, etc.) on the street in question.
- 4) Collision Warrant - 15 points will be awarded for every reported preventable collision in the past 3 years on the street in question.
- 5) Sidewalk - 10 points will be awarded if there is no continuous sidewalk on the street in question.

The traffic calming project with the highest point assessment will be given priority for implementation.

### Removal of Traffic Calming Measures

Traffic calming devices may be removed at the request of residents provided that a minimum of 75% of the total households on the street in question agree to the removal via a resident petition. The number of total households would be the same residents as was initially surveyed to gauge support for traffic calming. The traffic calming measures must be installed for at least two years before acquiring the necessary signatures on the resident petition. If traffic calming devices are removed, the subject street must wait at least five years before requesting a new traffic calming plan; at this point the traffic calming review process would start over.

The City reserves the right to remove traffic calming measures if it determines that they are ineffective or unsafe, or if they have created a negative impact that cannot be corrected. Should this occur, the City will mail out notifications to the effected residents informing of its decision to remove the traffic calming measure(s).



## Corporate Report City Council

**Report from:** Financial Management Services, Corporate Asset Management

**Report Date:** March 11, 2022

**Meeting Date:** March 28, 2022

**Report Number:** FMS/EFES-047-2022

**File:** 68.81.99

**Subject:** Port Dalhousie Staircases

### Strategic Pillar:

This report aligns with the following St. Catharines Strategic Plan pillars: social



## Recommendation

That Council approve the reallocation of \$200,000 of debt funded budget from P21-132 for shoreline protection behind 8-14 Shore Boulevard to a 2022 project for the Port Dalhousie Staircases.

## Relationship to Strategic Plan

The provision of staircases to the water's edge relates to the Strategic Goal of Building and supporting strong, inclusive neighbourhoods that provide high quality of life for residents of all ages.

## Background

On February 14, 2022, Council approved a motion giving staff the authority to develop an appropriate plan to address the challenges present with the lake access staircases in Port Dalhousie.

On March 4, 2022, Staff provided Councillors Garcia and Williamson a memorandum outlining their workplan along with considerations and support for the planned course of action (attached as Appendix 1). This plan proposed the utilization of existing 2022 budgets to complete repairs, assessments and develop an informed 2023 capital project request.

After providing the Staff Memorandum with a preferred multi-year workplan, Administration, through this report, is addressing the original direction to allocate the

funds in 2022, and to amend the 2022 Capital Budget in amount of \$200,000 for completion of capital work related to Port Dalhousie staircases.

## Report

With limited financial and staffing resources, Administration endeavors to include in the annual capital budget, the City's highest priorities. This approach aligns with the City's asset management plans and involves professional judgement as well as scheduling considerations. Approval of the 2022 Capital budget on November 29, 2021, represents Council's endorsement of their capital priorities in alignment with Council's Strategic Plan. Funding an additional \$200,000 project will be completed by the reallocation of existing budgets. Debt funded project P21-132 for shoreline protection behind 8-14 Shore Boulevard was recently completed under budget, due to lower material quantities than initially planned. The favorable variance provides the option to redirect the available unused debt, ahead of the 2023 Capital budget deliberations.

The addition of this project in the 2022 workplan will also require the reprioritization of staff resources. Prior to the installation of a staircase within the Port Dalhousie area, a comprehensive review for improved lake access is necessary to be completed. Additionally, coordination with various permitting agencies will be required, some of which have restrictions on when work in and near waterbodies can occur. Fisheries and Oceans Canada (DFO) is one of these agencies, which the City currently has a commitment to complete the fish habitat compensation for the 2020/2021 shoreline protection construction.

## Financial Implications

A \$200,000 unrequired portion of debt in project P21-132 can be reallocated to the Port Dalhousie stairs project. This decision comes ahead of the next project prioritization process which will be completed during the 2023 Capital budget deliberations.

## Environmental Sustainability Implications

As a requirement of the DFO, any in water works related to the Port Dalhousie staircases will be subject to assessment of impacts to fish habitat and existing slopes, prior to the project beginning. These requirements could significantly impede the City's ability to initiate any construction on this project in 2022.

## Conclusion

The recommended debt funded budget reallocation will provide capital budget in 2022 for works related to Port Dalhousie Staircases.

### Prepared and Submitted by

Anne Tourigny  
Corporate Asset Manager, FMS

Jocelyn St Denis  
Design & Construction Engineer, EFES

**Approved by**

Kristine Douglas

Director, Financial Management Services & City Treasurer

Anthony Martuccio

Director, Engineering, Facilities & Environmental Services

**Appendices**

1. Memorandum dated March 4, 2022 ; Council Motion – Port Dalhousie Staircases

**To:** Councillors Garcia and Williamson

**Cc:** Mayor and Council  
CAO, David Oakes

**From:** Anthony Martuccio, Director EFES  
Darrell Smith, Director MW  
Kristine Douglas, Director FMS/City Treasurer

**Date:** March 4, 2022

**Subject:** Council Motion – Port Dalhousie Staircases

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Staff have reviewed the motion that was approved by Council at its February 14<sup>th</sup> meeting. Council has given staff the authority to come up with an appropriate plan to address the challenges presented with the staircase accesses in Port Dalhousie. The following information provides Council with staff's plan to address the requests and issues that are identified in the resolution:

***That Council retain and maintain Lake Ontario waterfront public access points in Port Dalhousie for the use and enjoyment of our City's residents, including staircases at Simcoe Street and Graham Avenue; and***

- Staff will develop a level of service for four remaining Lake Ontario waterfront public access staircases and this will be included in the 2023 operating budget. Also, the staircase at Masefield will be removed in 2022 utilizing existing 2022 park repair budget dollars.

***That staff be directed to perform an assessment and repairs of the stairs as quickly as possible; and***

- Staff will utilize resources and study budgets to complete the assessments and any minor repairs. Should significant repairs be identified beyond available budget dollars, a report will be prepared and back to Council for their consideration. Staff will provide a further update on the timing of this work once the assessment is complete and the workplan is developed.

***That staff be directed to install safety signage at the stairs; and***

- Staff have contacted our Risk Management Consultant at BFL to provide appropriate wording for signage. The cost of the signs and installation can be covered within existing 2022 operating budget.

***That the ward councillors engage with area residents regarding fundraising for the replacement of the stairs; and***

- Staff are available to provide assistance to enable Ward Councillors to engage in their fundraising efforts

***That staff report on what specific repairs can be made to existing infrastructure to improve safety and reduce risk of personal injury on all of the Port Dalhousie area connections to the lake; and***

- This is part of staff's ongoing parks work program, which will include the staircases on a go forward basis.

***That Council authorize the seasonal closure of all existing staircases to the Lake in the Port Dalhousie area during the winter months in an appropriate manner; and***

- Staff define the winter season to be from November 15<sup>th</sup> to April 15<sup>th</sup>, to align with all of the City's other winter operations.

***That a further review and analysis of the suitability of the landing areas at the Lake, including public input, be carried out; and***

- This review will be undertaken as part of staff review for improving public access to Lake Ontario. Due to current outstanding compensation works with DFO, staff are not recommending any short-term works at this time. As indicated in the February 14<sup>th</sup> Council Report, any in water works must be approved by the DFO.

***That staff continue to look at opportunities to improve public access to Lake Ontario, including Port Weller East access, through future capital budgets;***

- Staff are creating an internal working group that will create an overall plan to improve lake access along the entirety of the City's Lake Ontario waterfront. This plan work in alignment with Council's direction, the Asset Management Plan, the Proposed Active Transportation Masterplan and all other corporate supporting documents. The results of this plan will be brought to Council for their endorsement and consideration for inclusion in future Capital Budgets.

***Further, that the 2022 Capital Budget be amended to include \$200,000 for one new set of stairs at a suitable location to replace the Masefield stairs.***

- Until the overall plan and location of the replacement stairs has been identified and the staircase design is complete, it is premature to amend the 2022 capital budget for the inclusion of this expenditure.
- As this amendment did not include a funding source for the \$200,000, staff recommend that this project amount of \$200,000 be included as a priority item in 2023 and properly funded within the 2023 capital budget funding.

We appreciate the residents and your enthusiasm regarding the stairs work in Port Dalhousie. We feel at this time we are providing you with a comprehensive plan to do the work in an organized and fiscally responsible manner.



## By-laws to be considered Monday, March 28, 2022

- (a) A By-law to amend By-law No. 2002-81 entitled "A By-law to appoint certain employees of the Canadian Corps of Commissionaires (Hamilton) as municipal law enforcement officers." (One reading – with respect to change in personnel. Delegation of Powers and Duties By-law No. 2020-156.)
- (b) A By-law to establish the positions of Screening Officer and Hearing Officer and to appoint persons as Screening Officers and Hearing Officers and to repeal and replace By-law No. 2014-157, as amended. (One reading – with respect to appointment of staff for the purposes of the Parking and Non-Parking Administrative Monetary Penalty System (AMPS). Delegation of Powers and Duties By-law No. 2020-156.)
- (c) A By-law to amend By-law No. 89-2000 entitled "A By-law regulating traffic and parking on City Roads." (One reading – with respect to parking prohibitions – Jasmin Crescent and Woodgate Avenue. Delegation of Powers and Duties By-law No. 2020-156.)
- (d) A By-law to amend By-law No. 89-2000 entitled "A By-law regulating traffic and parking on City Roads." (One reading – with respect to stop sign locations at various locations. Delegation of Powers and Duties By-law No. 2020-156.)
- (e) A By-law to amend By-law No. 89-304 entitled "A By-law to designate private roadways as fire routes along which no parking of vehicles is permitted." (One reading – with respect to designating private roadways as fire routes. Delegation of Powers and Duties By-law No. 2020-156.)
- (f) A By-law to authorize the acceptance of a conveyance of certain lands from 1108972 Ontario Limited for road widening along 494 Vine Street. (One reading – with respect to Site Plan Agreement in relation to 494 Vine Street. Delegation of Powers and Duties By-law No. 2020-156.)
- (g) A By-law to provide for the adoption of an amendment to the Official Plan of St. Catharines. (One reading – with respect to 60 Vine Street South. To be considered by Council, March 28, 2022.)
- (h) A By-law to amend By-law No. 2013-283 entitled "A By-law to regulate the use of land, the bulk, height, location, erection and use of buildings and structures, the provision of parking spaces and other associated matters in the City of St. Catharines." (One reading – with respect to 60 Vine Street South. To be considered by Council, March 28, 2022.)
- (i) A By-law to amend By-law No. 2013-283 entitled "A By-law to regulate the use of land, the bulk, height, location, erection and use of buildings and structures, the provision of parking spaces and other associated matters in the City of St. Catharines." (One reading – with respect to 119, 127 Vine Street South. To be considered by Council, March 28, 2022.)



- (j) A By-law to confirm the proceedings of council at its meeting held on the 28th day of March 2022. (One reading - with respect to confirming the proceedings of the meeting held on March 28, 2022.)