



THE CORPORATION OF HALDIMAND COUNTY COUNCIL IN COMMITTEE AGENDA

Date: May 20, 2025

Time: 9:30 A.M.

Location: Haldimand County Administration Building - Council Chambers

Pages

- A. Call to Order
- B. Land Acknowledgement
- C. Roll Call
- D. Disclosures of Pecuniary Interest
- E. Public Meeting for Planning Applications

Councillor McKeen - Chair

1. PDD-03-2025 Information Report - Zoning By-law Amendment Application to Facilitate a 115-Unit Townhouse Development, 139-143 King Street West, Hagersville 1

THAT Report PDD-03-2025 Information Report – Zoning By-law Amendment Application to Facilitate a 115-Unit Townhouse Development, 139-143 King Street West, Hagersville be received.
2. PDD-11-2025 Temporary Use Application to Permit Accessory Camping and Over-Night Accommodation, Dunn 18

THAT Report PDD-11-2025 2025 Temporary Use Application to Permit Accessory Camping and Over-Night Accommodation, Dunn be received;

AND THAT application PLRU-2025-052 to pass a Temporary Use By-law for a period of one (1) year to May 26, 2026 to permit accessory and over-night accommodation associated with a special event music festival on the subject lands be approved for the reasons outlined in Report PDD-11-2025;

AND THAT the proposal is deemed to be consistent with the Provincial Planning Statement (2024) and conforms to the Haldimand County Official Plan;

AND THAT the Temporary Use By-law attached to Report PDD-11-2025 be approved at a future Council meeting.

3. PDD-13-2025 Zoning By-law Amendment Application to Add a Place of Worship to the Subject Lands – 1899 Lakeshore Road, Selkirk 29
- THAT Report PDD-13-2025 Zoning By-law Amendment Application to Add a Place of Worship to the Subject Lands – 1899 Lakeshore Road, Selkirk be received;
- AND THAT application PLZ-HA-2025-027 to amend the Haldimand County Zoning By-law HC 1-2020 by rezoning 1899 Lakeshore Road from ‘Open Space “(OS)”’ Zone to ‘Open Space “(OS.8)”’ Zone with special exceptions to permit the use of a place of worship, be approved for the reasons outlined in Report PDD-13-2025;
- AND THAT the application is deemed to be consistent with the Provincial Planning Statement, 2024, conforms to the Haldimand County Official Plan and has sufficient regard to matters of Provincial interest under the Planning Act;
- AND THAT the by-law attached to Report PDD-13-2025 be approved at a future Council meeting.

F. Presentations and Consideration of Related Reports (11 a.m.)

1. CDS-06-2025 Haldimand County Housing Needs Assessment 46
- Erik Karvinen, Manager, Watson & Associates
- THAT Report CDS-06-2025 Haldimand County Housing Needs Assessment be received;
- AND THAT the Housing Needs Assessment Report, included as Attachment 1 to Report CDS-06-2025, be approved for use in the development of future strategies, programs and planning;
- AND THAT the Housing Assessment Template, included as Attachment 2 to Report CDS-06-2025, be approved for submission to meet Haldimand County’s federal program requirements under the Canada Community-Building Fund.
2. ENG-12-2025 Traffic Management Strategy Final Report 223
- Alvaro L. Almuina, Vice President - Transportation Planning, R.J. Burnside & Associates Ltd.
- THAT Report ENG-12-2025 Traffic Management Strategy Final Report be received;
- AND THAT Council endorses the sixteen recommendations outlined in the “Traffic Management Strategy Final Report” by RJ Burnside and Associates;
- AND THAT staff be directed to begin implementation of the Traffic Management Strategy Final Report recommendations as outlined in Report ENG-12-2025.

G. Motions of Consent

THAT the consent motions 1 through 2 be approved:

1. FIN-09-2025 Development Charges Reserve Funds Treasurer's Annual Statement for 2024 490

THAT Report FIN-09-2025 Development Charges Reserve Funds Treasurer's Annual Statement for 2024 be received;

AND THAT the Treasurer's Annual Statement of Development Charges Reserve Funds for 2024 be made publicly available on the Haldimand County website;

AND THAT the by-law attached to Report FIN-09-2025 be approved at a future Council meeting.

2. FIN-M02-2025 Haldimand County Credit Rating Update 512

THAT Memorandum FIN-M02-2025 Haldimand County Credit Rating Update be received.

H. Departmental Staff Reports

1. Community and Development Services

Councillor Lawrence - Chair

1. Other Business

2. Public Works Operations

Councillor Adams - Chair

1. Other Business

3. Engineering and Capital Works

Councillor Metcalfe - Chair

1. ENG-09-2025 MTO Connecting Links Program 2025-2026 Funding Award – Highway 3 (Broad Street at Taylor Road), Dunnville 522

THAT Report ENG-09-2025 MTO Connecting Links Program 2025-2026 Funding Award – Highway 3 (Broad Street at Taylor Road), Dunnville be received;

AND THAT the revised budgets outlined in Report ENG-09-2025 be approved;

AND THAT the Mayor and Clerk and/or designate be authorized to execute the Ministry of Transportation 2025-26 Connecting Links Program Contribution Agreement - Highway 3 (Broad Street at Taylor Road) Dunnville.

2. ENG-10-2025 MTO Connecting Links Program 2025-2026 Funding Award – Highway 6 (Main Street and King Street), Hagersville 527

THAT Report ENG-10-2025 MTO Connecting Links Program 2025-2026 Funding Award – Highway 6 (Main Street and King Street), Hagersville be received;

AND THAT the revised budgets outlined in Report ENG-10-2025 be approved;

AND THAT the Mayor and Clerk and/or designate be authorized to execute the Ministry of Transportation 2025-26 Connecting Links Program Contribution Agreement - Highway 6 (Main Street and King Street) Hagersville.

3. ENG-11-2025 Emergency Purchase - Rotary Trail Bridge Replacement, Caledonia 532

THAT Report ENG-11-2025 Emergency Purchase - Rotary Trail Bridge Replacement, Caledonia be received;

AND THAT the revised budget, as outlined in Report ENG-11-2025, be approved.

4. FCA-02-2025 Emergency Purchase - Hagersville Arena Roof Repairs 538

THAT Report FCA-02-2025 Emergency Purchase - Hagersville Arena Roof Repairs be received;

AND THAT the revised budget, as outlined in Report FCA-02-2025, be approved.

5. Other Business

4. Financial and Data Services

Councillor O'Neill - Chair

1. FIN-12-2025 Capital Status Report as at December 31, 2024 541

THAT Report FIN-12-2025 Capital Project Update as at December 31, 2024, be received;

AND THAT the recommendations for individual capital projects, as outlined in Attachment 3 to Report FIN-12-2025, be approved.

THAT Report ITS-02-2025 Corporate Use of Artificial Intelligence Policy be received;

AND THAT the Corporate Use of Artificial Intelligence Policy, as attached to Report ITS-02-2025, be approved;

AND THAT Council delegate responsibility to the Innovation & Technology Governance Committee (IT Governance Committee) to make changes to Appendix A – Artificial Intelligence Systems – Unacceptable Uses.

5. Corporate and Social Services

Councillor Shirton - Chair

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1. LSS-08-2025 Unsolicited offer to purchase part of Snow Street and Obadiah Street, Cayuga

THAT Report LSS-08-2025 Unsolicited offer to purchase part of Snow Street and Obadiah Street, Cayuga, be received;

AND THAT the surplus property formally known as part of Obadiah Street, Cayuga, which was previously stopped up and closed by By-law 242, reconfirmed through By-law 1305/12, shown in yellow (Parcel A) on Attachment 1, and legally described as part of PIN 38232-0215 (LT) Obadiah Street Village of Cayuga East of Grand River between Fishcarrier Street and HC167899; Haldimand County, be sold to Daniel Kubas and Ricki Kubas, for the purchase price of \$3,000, plus HST plus costs of conveyance inclusive of Haldimand County's legal fees;

AND THAT the surplus property formally known as part of Snow Street, Cayuga, which was previously stopped up and closed by By-law 242, reconfirmed through By-law 1305/12, shown in yellow (Parcel B) on Attachment 1, and legally described as PIN 38232-0182 (LT) Snow Street Village of Cayuga East of Grand River Between Obadiah Street and Echo Street; Haldimand County, be sold to Daniel Kubas and Ricki Kubas, for the purchase price of \$4,000, plus HST plus costs of conveyance inclusive of Haldimand County's legal fees;

AND THAT the surplus property formally known as part of Snow Street, Cayuga, which was previously stopped up and closed by By-law 242, reconfirmed through By-law 1305/12, shown in pink (Parcel C) on Attachment 1, as legally described above, be sold to Ruth Visser and Matthew John Visser, for the purchase price of \$4,000 plus HST plus costs of conveyance inclusive of Haldimand County's legal fees;

AND THAT the surplus property formally known as part of Obadiah Street, Cayuga, which was previously stopped up and closed by By-law 242, shown in green (Parcel D) on Attachment 1, as legally described above, be sold to Joshua Pustai, for the purchase price of \$3,000, plus HST plus costs of conveyance inclusive of Haldimand County's legal fees;

AND THAT public notice of the proposed conveyance be given;

AND THAT the Mayor and Clerk be authorized to execute all necessary documents;

AND THAT a by-law be presented for enactment to authorize the conveyance at a future Council meeting.

2. Other Business

6. Corporate Affairs

Mayor Bentley - Chair

1. CAO-03-2025 Requested Delegations at the 2025 AMO Conference

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THAT Report CAO-03-2025 Requested Delegations at the 2025 AMO Conference be received;

AND THAT the following AMO delegation requests be approved for submission:

- a. Delegation to the Ministry of Transportation Re: Highway 6 Bypass through Hagersville due to current and future growth projections;
- b. Delegation to the Ministry of Transportation Re: Argyle Street Bridge Replacement;
- c. Delegation to the Ministry of Energy and Mines Re: Nuclear Energy Plant in Haldimand;
- d. Delegation to the Ministry of the Solicitor General Re: Haldimand County OPP Detachment;
- e. Delegation to the Ministry of Health Re: Urgent need for increased funding to support seniors aging safely at home in rural communities;
- f. Delegation to the Ministry of Long Term Care Re: Expansion of Edgewater Gardens long term care facility;
- g. Delegation to the Ministry of Economic Development, Job Creation and Trade Re: Employment Lands, Nanticoke & MZO;
- h. Delegation to the Ministry of Children Community & Social Services Re: Advocating for funding for Victim Services Haldimand, Norfolk and Mississauga's of the Credit First Nation;
- i. Delegation to the Ministry of Indigenous Affairs Re: Duty to consult, indigenous relationships with Haldimand County and the Province;
- j. Delegation to the Ministry of Indigenous Affairs Re: To celebrate rich history in our area with trails and indigenous historical markers, displays and art work throughout the community.

2. CLE-06-2025 Municipal Election 2026 – Alternative Voting Options 597

THAT Report CLE-06-2025 Municipal Election 2026 – Alternate Voting Options be received;

AND THAT the by-laws attached to Report CLE-06-2025 be approved at a future Council meeting.

3. Other Business

I. Delegations and Consideration of Related Reports (1 p.m.)

1. CEC-03-2025 Public Entertainment Licence and Designation of Municipally Significant Event for Rhune Mountain Music Festival 603

THAT Report CEC-03-2025 Public Entertainment Licence and Designation of Municipally Significant Event for Rhune Mountain Music Festival be received;

AND THAT in accordance with By-law 1915/18, a Public Entertainment Event Licence be issued to Black Throne Productions, 242 Troy Street, Mississauga, ON L5G 1S7 to hold Rhune Mountain Music Festival at 536 Port Maitland Road, Dunnville, from June 26 to June 28, 2025, subject to the following conditions:

- a. A Temporary Use By-law be passed, as recommended in Report PDD-11-2025, permitting camping as an accessory use to the Rhune Mountain Music Festival;
- b. A building permit be procured for erecting any stage or tent structure that exceeds 60 square metres;
- c. Final approvals from Grand Erie Public Health related to food premises and portable toilets are obtained;
- d. Confirmation that security staff will be on location for the duration of the event from when gates open until all participants have left the property;
- e. Provision of a Commercial General Liability Policy including liquor liability and coverage in the amount of \$5,000,000 per occurrence, as well as all other insurance requirements outlined in By-law 1915/18;
- f. An onsite meeting be held with the Manager, Emergency Services/Fire Chief, and Manager, Building & Municipal Enforcement Services, the day prior to the event to confirm all requirements are being met;
- g. A refundable damage deposit in the amount of \$5,000 be provided to the municipality for costs of damages to municipal property or cleaning of municipal property;
- h. The maximum allowable sound level from amplified music or musical performances be limited to 85 dBA at 30m distance from

the opening of the hangar;

- i. No amplified music or musical performances be permitted prior to 9:00am or after 11:00pm as per Haldimand County Noise By-law 1098/10;
- j. Amplified music or musical performances are restricted to the hangar and amplified music or musical performances shall not occur anywhere else on the property;
- k. The services of an independent, licensed acoustics engineer specializing in acoustics must be procured by the applicant to:
 - i. monitor sound levels to ensure that conditions a. and b. above are adhered to;
 - ii. collect sound level data from specific reception points on and off the event site as determined by the Manager, Building & Municipal Enforcement Services in consultation with the acoustics engineer hired by the Rhune Mountain Music Festival for establishing sound level criteria for future events;
 - iii. provide the sound level data collected during the licensed event to the Manager, Building & Municipal Enforcement Services within 60 days following the event;
 - iv. ensure the rear or east doors of the hangar remain closed during all amplified music or musical performances or practices;

AND THAT the Rhune Mountain Music Festival be deemed as an event of municipal significance for its perceived community benefit and to fulfill requirements for liquor sales at events as prescribed by the Alcohol and Gaming Commission of Ontario.

- 1. Randylin Babic, Rhune Mountain Entertainment Inc./Black Throne Productions

2. LSS-03-2025 Request for New Lease - Dunnville Boat Club - 102 Hydro Street, Dunnville 613

THAT Report LSS-03-2025 Request for New Lease – Dunnville Boat Club – 102 Hydro Street, Dunnville be received;

AND THAT a lease be entered into with the Dunnville Boat Club for property legally described as PIN 38124-0057 (LT) Part Lot 7-8 Plan 13558 Parts 3 and 4, 18R2350; Haldimand County, and municipally known as 102 Hydro Street, Dunnville for an initial 10-year term, with a 10-year renewal and a subsequent 5-year renewal, for a potential total of 25 years;

AND THAT that staff be authorized to reflect the starting lease rate included within Option 3, including annual CPI adjustments if Haldimand County opts to purchase new day-use docks and the Dunnville Boat Club agrees to assume responsibility for their maintenance;

AND THAT if the Dunnville Boat Club does not agree to assume responsibility for the maintenance of new day-use docks as noted above and as outlined in the report, staff be authorized to reflect the starting lease rate included within Option 2, including annual CPI adjustments;

AND THAT the Mayor and Clerk be authorized to execute all necessary documents.

1. Angelene Hunter, Dunnville Boat Club 643

3. CLE-07-2025 Strong Mayor Powers and Duties 649

THAT Report CLE-07-2025 Strong Mayor Powers and Duties be received.

1. John Edelman 679

J. Unfinished Business

K. New Business

1. Resolution from the Town of Saugeen Shores Re: Opposition to Proposed Amendments to O.Reg. 530/22 to Expand Strong Mayor Powers 681

L. Reports, Inquiries, Announcements and Concerns of Councillors

M. Closed Session

THAT pursuant to Section 239 (2)(c) and (f) of the *Municipal Act*, as amended, Council convene in a meeting at _____ p.m. closed to the public, to discuss:

N. Motions Arising from Closed Session

O. Motion of Receipt

P. Adjournment

THAT this meeting is now adjourned at _____ p.m.

HALDIMAND COUNTY

Report PDD-03-2025 Information Report - Zoning By-law Amendment Application to Facilitate a 115-Unit Townhouse Development, 139-143 King Street West, Hagersville



For Consideration by Council in Committee on May 20, 2025

Objective:

To inform Council of an on-going Zoning By-law Amendment application for the development of 115 street townhouse dwellings (condominium) within the Urban Area of Hagersville, and to hold the statutory public meeting required under the *Planning Act*.

Recommendations:

THAT Report PDD-03-2025 Information Report – Zoning By-law Amendment Application to Facilitate a 115-Unit Townhouse Development, 139-143 King Street West, Hagersville be received.

Prepared by: Mark Andrews, M.A., MCIP, RPP, Senior Planner

Reviewed by: Shannon VanDalen, MCIP, RPP, Manager, Planning & Development

Respectfully submitted: Mike Evers, MCIP, RPP, BES, General Manager, Community & Development Services

Approved: Cathy Case, Chief Administrative Officer

Executive Summary:

MHBC Planning, on behalf of Dongab Co. Inc. (owner), has submitted a Zoning By-law Amendment application to facilitate the development of 115 street townhouse dwelling units, arranged into eighteen (18) townhouse blocks ranging in size from four (4) to eight (8) unit groupings. Parking is proposed at a rate of 2.0 spaces per dwelling unit (driveway and garage) for a total of two hundred thirty (230) parking spaces as well as 0.23 spaces per dwelling unit for visitors for a total of twenty-seven (27) visitor spaces. The subject lands are proposed to be accessed via a private road from King Street West that will provide access throughout the proposed development along the length of the site. This road would provide access to all street townhouse units and the twenty-seven (27) visitor parking spaces. An emergency access from Jane Street to the east is also proposed.

The subject report is intended to advise Council of the details relating to the subject application and to assist Council in understanding the potential impacts of the proposal, along with identifying potential matters that need to be addressed prior to staff bringing forward a recommendation on the subject planning application. This report will also provide an opportunity for early public engagement in the planning process, by allowing members of the public to provide comment directly to Council on the submitted applications. Additionally, this allows staff to follow up on public comments and concerns raised, prior to preparing a recommendation report. Once all public comments have been addressed and staff have reviewed and are satisfied with the technical materials submitted, a subsequent recommendation report will be brought forward for Council's deliberation and decision.

Background:

The subject lands are located on the western edge of the urban area of Hagersville (Attachment 1) and are irregularly shaped with an approximate area of 3 hectares (7.4 acres). The lands are known municipally as 139-143 King Street West and legally described as Hagersville Plan 905, Block 1 and 2, Part Lot 1, and Part Lot 16, Parts 1 and 2 on Reference Plan 18R7991. The lands consist of three (3) parcels that are being merged to create one development parcel that is bound by King Street West to the north, Concession 13 Walpole to the west, the former quarry to the south and Jane Street to the east.

The subject lands currently contain two (2) existing single detached dwellings along the King Street West frontage, which are presently vacant and intend to be demolished in order to facilitate the proposal. A small wooded area is also present on the subject lands most of which would be removed to facilitate the proposal.

The lands are surrounded by the following land uses:

- North:** Immediately north of the subject lands is Mississaugas of the Credit First Nation with land uses of single detached dwellings and agricultural operations.
- South:** To the south of the subject lands is the former Hagersville quarry lake and the future Crystal Lake subdivision. Additionally, beyond the quarry lake are more development lands that were zoned in 2024 as part of the proposed Sandusk Subdivision development.
- East:** East of the subject lands are existing residential dwellings along Jane Street and King Street West, as well as a church (Kingdom Hall of Jehovah's Witnesses).
- West:** To the west of the subject lands are limited non-farm residential dwellings on large lots and agricultural lands.

Current Land Use Permissions

The subject lands are designated "Residential" in the Haldimand County Official Plan (HCOP). The "Residential" designation permits all forms of residential development. The subject lands are identified as being within the built-boundary of the Hagersville Urban Area.

The subject lands are currently zoned as 'Urban Residential Type 1-A "(R1-A)"', which permits low density residential land uses in the form of single detached dwellings. The "(R1-A)" Zone reflects the current development condition in the surrounding area, which is primarily low-density residential development. A Zoning By-law Amendment application has been submitted in order to rezone the lands to an "Urban Residential Type 4 (R4)" zone to facilitate the proposed townhouse development.

Pre-Consultation Meeting and Application Submission

On August 2, 2023, Dongab Co. Inc. (owner), attended a pre-consultation meeting with the County in order to discuss the proposal, required *Planning Act* applications and supporting technical materials.

In October of 2024, MHBC Planning Ltd., on behalf of Dongab Co. Inc. (owner), submitted a Zoning By-law Amendment application which was formally deemed complete under the *Planning Act* on November 8, 2024. In accordance with legislative requirements, surrounding property owners were notified that a complete application had been received. The application was circulated for comment by the various County departments and external agencies in November of 2024, with a commenting deadline of mid-December. Please refer to the stakeholder impact section of this report for a summary of the internal County staff, external agency, and public comments received to date. As part of the Public Consultation Strategy, given the scale and scope of the proposal, County staff recommended that the proponent host an open house/public information session to share information with the public,

specifically neighbouring residents on the planning application and present background information and to ask questions/provide comments to the project team. This meeting was held in March of 2025 and details of that are provided in the stakeholder impact section of the report.

In support of the application, the proponent's consulting team submitted a number of reports to justify the proposed development, and technical studies and plans to demonstrate the suitability of the proposed development. These are listed in the following report section and are currently being assessed as part of the application review process.

Subject Application/Development Proposal

The Zoning By-law Amendment application was submitted to facilitate the development of the subject lands for 115 street townhouse dwelling units arranged into 18 townhouse blocks. The subject lands are proposed to be accessed via a private condominium road extending from King Street West to provide access throughout proposed development along the length of the site. This road will provide access to all street townhouse units and the 27 visitor parking spaces. An emergency access from Jane Street to the east is also proposed with a potential opportunity for a future road connection to the south once the lands are developed. A detailed concept plan is included as Attachment 2 to this report.

Parking is proposed at a rate of 2.0 spaces per dwelling unit (driveway and garage) for a total of two hundred thirty (230) parking spaces, which complies with the parking provisions. Additionally, a total of twenty-seven (27) visitor spaces is proposed to be provided at a rate of 0.23 spaces per dwelling unit, which exceeds our current Haldimand County visitor parking standard of 1 additional space for every 10 units (15 spaces).

Amenity space is also proposed and is located centrally within the site with pedestrian connections and crosswalks planned throughout the development to ensure safe access is provided and maintained to this shared amenity space (Attachment 2). The specifics of the amenity space have not been determined at this stage and it is anticipated that it will be refined through the detailed-design (i.e., Plan of Condominium) stage. In addition, each townhouse dwelling unit will have their own private amenity space in the form of rear yard decks and backyards.

The subject lands are proposed to be rezoned to a site-specific 'Urban Residential Type 4 "(R4.X)" Zone, which permits medium density townhouse dwelling units. The site-specific provisions are proposed to address the following: rear yard setback, amenity area and interpretation of the lot lines, with details as outlined later in this report.

In support of the submitted Zoning By-law Amendment application, the proponent submitted the following supporting materials:

1. Zoning By-law Amendment application;
2. Concept Plan (MHBC Planning Ltd.);
3. Planning Justification Report (MHBC Planning Ltd.);
4. Stage 1-2 Archaeological Assessment for 139 King Street West (Detritus Consulting Ltd.);
5. Stage 1-2 Archaeological Assessment for 143 King Street West (Archaeological Services Inc.);
6. General Vegetation Inventory (JK Consulting Arborists);
7. Civil Engineering Drawings (WalterFedy);
 - a. Existing Conditions and Removals Plan;
 - b. Grading Plan;
 - c. Servicing Plan;
 - d. Erosion and Sediment Control Plan; and,
 - e. Notes and Details Plan.
8. Functional Servicing and Stormwater Management Report (WalterFedy); and,
9. Transportation Impact Study (Paradigm Transportation Solutions Limited).

County staff and agencies have completed their review of the submitted materials and have provided the applicant some questions/comments for their consideration and action. A subsequent resubmission will be required to address staff and external agency comments, which will be deferred to the detailed-design stage (i.e., Plan of Condominium). Each of the submitted technical materials are discussed in more detail in the analysis section of this report.

Process

The purpose of this report is as follows:

1. To advise Council of the details relating to the subject applications (as described above);
2. To provide a summary of key planning and development issues; and,
3. To hold the statutory public meeting to provide an opportunity for the public to identify issues and to provide comments relative to the subject applications prior to Planning staff making a recommendation and prior to Council making a decision.

This is an approach implemented by the County for applications that are identified as complex and/or those that would have a significant public interest component (such as Official Plan and Zoning By-law Amendment applications). This approach allows for the formal public meeting to be held and public input to be received and considered in advance of Planning staff making a recommendation and Council making a decision. It also works as an opportunity for the identification of any issues early on in the process, which is invaluable as it allows for early public engagement in the planning process. It should be noted that through this process a second public meeting is held when the recommendation report comes forward.

Analysis:

The planning considerations identified below apply to this proposal. Planning staff summarize the relevant policies that must be addressed without providing opinion or recommendation and summarize the studies provided with the applications below.

The proposal involves one planning application at this stage, and it is anticipated that a future Site Plan application and/or Draft Plan of Condominium application are forthcoming once the land use has been established in principle:

1. A Zoning By-law Amendment application intended to establish the land use and key performance standards.

Planning Act

The *Planning Act* (Act) is provincial legislation that establishes the framework for land use planning in Ontario. Section 18 of the *Planning Act* sets out the applicable regulations for municipal official plans. Section 34 of the *Planning Act* sets out the applicable regulations for municipal zoning by-laws.

All land use decisions must also have sufficient regard for the matters of provincial interest outlined in Section 2 of the *Planning Act* including, but not limited to:

- The orderly development of safe and healthy communities;
- The adequate provision of a full range of housing, including affordable housing;
- The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- The appropriate location of growth and development, and,
- The promotion of built form that;
 - i. Is well-designed,
 - ii. Encourages a sense of place, and,

- iii. Provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

The proposed development and submitted technical materials are being evaluated to determine if there has been sufficient regard given to the provincial interest in Section 2 of the *Planning Act*.

Provincial Policy

Provincial Planning Statement, 2024 (PPS)

The Provincial Planning Statement, 2024 (PPS) came into effect on October 20, 2024, and combined the previous Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan). The policies contained within the new PPS are similar to the previous provincial documents with respect to encouraging and focusing growth and development within existing settlement areas, such as Hagersville. However, there is increased emphasis on housing policies which is set out in the Vision of the PPS which prioritizes the provision of more residential dwellings:

“Ontario is a vast, fast-growing province that is home to many urban, rural and northern communities distinguished by different populations, economic activity, pace of growth, and physical and natural conditions. More than anything, a prosperous Ontario will see the building of more homes for all Ontarians. This is why the province has set a goal of getting at least 1.5 million homes built by 2031.

Ontario will increase the supply and mix of housing options, addressing the full range of housing affordability needs. Every community will build homes that respond to changing market needs and local demand. Providing a sufficient supply with the necessary mix of housing options will support a diverse and growing population and workforce, now and for many years to come.”

The PPS directs that Planning authorities are to continue providing an appropriate range and mix of housing options and densities to meet projected needs of current and future residents. The proposed zoning by-law amendment for the subject lands has been proposed to support infill residential development within a designated settlement area.

Planning Comment: The PPS supports improved land use planning and management, which contributes to a more effective and efficient land use planning system. A key planning matter that will be evaluated is the consistency of the proposal with the Provincial Policy Statement. In particular, the below matters will be evaluated against the applicable PPS policy to determine consistency, among others:

1. the proposal’s impact on housing affordability and the range and mix of housing types;
2. the proposal’s ability to be adequately serviced by public water and wastewater servicing infrastructure;
3. the proposal’s impact on surrounding transportation infrastructure;
4. the proposal’s impact on cultural heritage and archaeological resources; and,
5. the proposal’s impact on municipal intensification and density targets.

The proposed development and submitted technical materials are being evaluated based on consistency with the above policy sections, among others, to ensure consistency with the PPS.

County Policy

Haldimand County Official Plan

The Haldimand County Official Plan (HCOP) creates the long-term framework for guiding land use changes in the County by protecting and managing the natural environment, directing and influencing growth patterns and facilitating the vision of the County as expressed through its residents. The HCOP also provides the avenue through which Provincial Policy is implemented into the local context.

i. Designation

The subject lands are within the Urban Area of Hagersville and are within the built-up area, and designated “Residential”.

ii. Residential Designation

The HCOP states that the lands designated “Residential” within each of Haldimand County’s urban communities are expected to accommodate attractive and functional neighbourhoods that provide a variety of housing forms and community facilities supportive of a residential environment. The predominant use of lands within the Residential designation shall be for residential purposes, including all forms of residential development in accordance with the policies of the HCOP. Development shall proceed in an orderly, phased manner contiguous to existing development and take into consideration the availability of services.

Planning Comment: Staff are evaluating as to whether the proposed use is appropriate for this location and whether the density, size and scale aligns with the intent of the “Residential” designation policies and adjacent neighbourhood.

iii. Infilling and Intensification

Section 4.B.7 of the HCOP states that Haldimand County will support measures to provide residential intensification such as conversion, infilling and redevelopment in areas where residential uses are permitted. The intensification of residential development reduces the need to expand urban boundaries and uses existing services more efficiently. Residential intensification, infilling and redevelopment of existing areas allows for the efficient provision of urban services thereby helping to minimize the costs of providing services while meeting an important component of housing needs and to achieve the intensification strategy set out in Section 4.B.8. Section 4.B.8 contains the County’s intensification strategy. This strategy seeks to encourage intensification throughout the built-up area and directs mixed-use intensification to the designated downtown of the County’s 6 urban areas. The County’s higher density residential development is also directed to the intensification corridors along Argyle Street in Caledonia and Main Street in Dunnville, which are identified as appropriate locations for higher density residential uses. While the subject lands are not located within an intensification area/corridor, which encourage residential uses, generally in the form of apartments and mixed-use developments, the proposal will be evaluated against the applicable infilling and intensification policies (noted above and further in this report), as well as the development criteria for medium and high density development, noted below.

Intensification is also permitted in stable residential neighbourhoods through the County’s intensification strategy; however, such intensification must respect and reinforce the stability of the residential neighbourhood, not be out of keeping with the physical character of the neighbourhood, and be of a scale and built form that reflect the surrounding neighbourhood.

Planning Comment: Staff are reviewing the proposal against the County’s intensification strategy, in particular as it relates to stable neighbourhoods, in order to determine whether it complies with the above policies. In particular Staff will be evaluating whether this is an appropriate location for the proposed land use, at this density and scale.

iv. Infill Development Within Stable Residential Neighbourhoods

The proposed development is also located within the built-up area, but outside of an intensification area/corridor, as defined by the HCOP. However, the subject lands are considered to be within a stable residential neighbourhood, which are residentially designated portions of the built-up areas that are located outside of the intensification areas and corridors. New dwellings within stable residential

neighbourhoods shall provide a consistent relationship with existing adjacent housing forms. Policy 4.B.2)6. establishes criteria for development in stable residential neighbourhood.

New dwellings on lots within stable residential neighbourhoods shall:

- limit building heights to reflect the heights of adjacent housing;
- provide for a similar lot coverage to adjacent housing to ensure that the massing or volume of the new dwelling reflects the scale and appearance of adjacent housing;
- maintain the predominant or average front yard setback for adjacent housing to preserve the streetscape edge and character;
- provide for similar side yard setbacks to preserve the spaciousness on the street;
- provide a built form that reflects the variety of façade details and materials of adjacent housing, such as porches, windows, cornices and other details;
- include provisions for landscaping and screening if required;
- provide a limitation on the width of a garage so that the dwelling reflects the façade character of adjacent housing;
- provide for a consistent arrangement of parking in terms of amount, size and location of parking areas; and,
- ensure that any increased traffic movements and activity are appropriate for the area.

Planning Comment: Staff are in the process of reviewing the proposal against the development criteria in stable residential neighbourhoods policies. The Official Plan encourages the use of site-specific zoning standards to ensure the above development criteria for stable residential neighbourhoods are met. Some of the principal areas for review relating to the subject development include, the massing and configuration is suitable with the scale and appearance of adjacent housing and future growth, and ensuring that the increase of traffic flow in the area are appropriate, taking into consideration the existing strains on the intersection of King Street and Main Street (Highway 6). This will require careful consideration as staff and the proponent move through the detailed analysis of the application, in particular the results of the Traffic Impact Study.

v. Development Criteria for Medium and High Density Development

With 115 proposed townhouse dwelling units on 3 hectares (7.4 acres) of urban residential land yields an approximate density of 38 units per gross residential hectares which, in terms of residential density targets, is within the medium density range. Townhouse dwellings generally fall within the medium density range, and, as such, is generally considered as compatible and appropriate infill development of an underutilized parcel of urban residential land.

Policy 4.B.2)7. establishes matters to be addressed when considering medium and/or high density residential development, including apartment dwellings. These matters include establishing a housing need, relationship to adjacent residential development, parking, traffic, the provision of public parks and amenities, the adequacy of community public service facilities; and, the compatibility of the proposed development with the urban design guidelines for residential developments. Technical materials were submitted to address these criteria.

Planning Comment: Staff are currently reviewing the proposed development from a traffic and parking perspective. Staff are also assessing the compatibility of the proposal in the context of existing residential development, in particular the existing low density residential development to the south and west, and the approved low density development to the north. Subsequent Staff analysis through a separate report will carefully and comprehensively evaluate whether the proposal can satisfy the development criteria for medium and high density development.

vi. Servicing

Policy 5.B.1)1 of the Official Plan states that new development and redevelopment in the Urban Areas shall generally proceed where the development is fully serviced by municipal water, sanitary sewers, adequate drainage and stormwater management facilities.

A Functional Servicing and Stormwater Management Report was provided with the Zoning Amendment application to identify how the development will be serviced, including water, sanitary, and storm connections to the municipal infrastructure, as well as stormwater management.

The development is proposed on full municipal services; however, and as part of the evaluation modelling of the water and sanitary services will be completed to ensure the existing conveyance system and treatment capacity exists to accommodate the proposed development. Any external upgrades will be identified and it will need to be demonstrated that the proposal can be appropriately accommodated on municipal services prior to approval of the subject applications. Additionally, any upgrades required would be funded by the development.

The proponent has proposed a private sanitary pumping station to convey sanitary discharge to the gravity sanitary sewer on Jane Street. This solution has been proposed due to the shallow depth of the sanitary system on Jane Street and the surrounding area, as identified in the Hagersville Master Servicing Plan.

The preliminary stormwater management design for the proposed development includes a proposed on-site conveyance system and outlet. The design is required to address both quantity and quality control. Staff are currently reviewing the submitted stormwater design for suitability and functionality.

vii. Traffic/Transportation

Policy 5.A.1)17 states that Traffic studies may be required as part of any proposal for development where it is determined that the development may have an impact on the road network. Only those development proposals that can reasonably be accommodated within the existing roads system will be permitted. Where improvements to the road network are necessary to accommodate development, the County will require that developers improve the system at their own expense or make financial contributions to the improvements.

Planning Comment: As previously mentioned herein, the proponent submitted a Transportation Impact Study (TIS), which is being reviewed by County Staff in both Engineering Services and Planning and Development. The engineering consultant who completed the recent Hagersville Master Servicing Plan (MSP) is also reviewing the TIS to verify the conclusions are inclusive of all other proposed developments within Hagersville. A summary of the initial comments and findings for the TIS are included in this report under the *Submitted Supporting Materials* section. Any upgrades identified through the full transportation and traffic evaluation will be captured in the proposed design and secured through the Site Plan process. The proponents are required to demonstrate that adequate parking is available and the proposed vehicular and pedestrian access arrangement is functional from a traffic flow, snow clearing, emergency access, and pedestrian circulation perspective.

viii. Noise Study

Policy 5.F.2)1 states that the County may require a noise study when introducing new sensitive land uses, including residential development, adjacent to transportation corridors. These studies are to be prepared by a qualified acoustical consultant, and the noise study, including a peer review (if required), and any noise mitigating measures (if required) shall be undertaken and/or implemented at the proponent's expense.

Planning Comment: The proponent has indicated that the preparation of the noise study to evaluate transportation noise along King Street West will be deferred to the detailed-design stage (i.e., future Plan of Condominium) once the proposal is further refined and additional building design details are considered.

ix. Archaeological Resources

Policy 6.G.3. of the HCOP states that areas of potential archaeological significance shall be identified prior to new development, or site alteration. Where these areas exist, they shall be studied and significant archaeological resources preserved or removed, prior to development, or site alteration. The County will require the preparation of an archaeological assessment by an archaeologist licensed under the *Ontario Heritage Act* and mitigation of impacts when development or site alteration adversely affects an archaeological resource. All archaeological resources will need to be adequately preserved and Ministry clearances obtained prior to development.

Planning Comment: The proposed development and submitted technical materials are being evaluated based on conformity with the above policy sections, among others, to ensure conformity with the HCOP. The applications, supporting reports and studies have been provided to Six Nations Council of the Grand River and Mississaugas of the Credit First Nation for review and comment. Please see the comment summary below for more details; however, it is noted that review and dialogue is on-going.

Haldimand County Zoning By-law HC 1-2020

The purpose of the Haldimand County Zoning By-law HC 1-2020 is to control the use of land within the County by stating exactly how land may be used, where buildings and other structures can be located, the types of buildings that are permitted and how they can be used, permitted lot sizes and dimensions, parking space requirements, building heights, and setbacks from the street. The Zoning By-law implements the Official Plan and is legally enforceable.

The subject lands currently zoned 'Urban Residential Type 1 – A "(R1-A)" Zone, which permits residential uses in the form single detached dwellings along with certain residential and commercial accessory uses. This zoning largely reflects the existing built condition of the area.

The subject lands are proposed to be rezoned to a site-specific 'Urban Residential Type 4 "(R4.X)" Zone, which permits medium density townhouse dwelling units. The site-specific provisions will address the following: rear yard setback, amenity area and interpretation of the lot lines, with details outlined below.

- **Rear Yard Setback:** The proposal contemplates a proposed rear yard setback of 7 metres (23 feet), whereas the "(R4)" Zone requires a minimum of 7.5 metres (24.6 feet). The rear yard reduction only applies to the townhouse dwellings located along the southern portion, adjacent to the quarry. The proposed reduction in the rear yard setback is required to optimize the redevelopment potential for the irregularly shaped lot, and provide a development that is appropriate and compatible with the adjacent existing residential uses.
- **Amenity Area:** While the "(R4)" Zone does not require a minimum amenity space per dwelling unit, the application proposes a minimum of 15 square metres (161.5 square feet) of amenity area per dwelling unit. It was identified during early discussions with the proponent through the pre-consultation stage to impose a minimum amount of amenity space for the proposed development.
- **Interpretation of Lot Lines:** As the development is proposed as a common element condominium, where units will be located on future Parcels of Tied Land (POTLs), the site-specific "(R4)" Zone

is proposing that the zoning regulations apply to the entirety of the subject lands, and not the individual units within the development.

Planning Comment: The proposed development and submitted technical materials are being evaluated to ensure conformity with the intent and purpose of the Haldimand County Zoning By-law HC 1-2020.

A future Zoning By-law would likely contemplate a Holding (H) Provision to address various technical matters, including developer obligations.

Submitted Supporting Materials

Planning Justification Report (MHBC Planning)

The Planning Justification Report, prepared by MHBC Planning, provides a recommendation in support of the proposed development. The proposed development and submitted technical materials are analyzed against the various Provincial and County level land use planning documents including the *Planning Act*, the Provincial Planning Statement, 2024, the Haldimand County Official Plan and Zoning By-law H 1-2020. The report concludes that the proposed development is consistent with, and conforms to the relevant land use planning documents and that the proposal represents good planning and should be approved.

Staff will evaluate the report and conduct its own evaluation of the proposal relative to consistency and conformity with Provincial and County policy frameworks.

Functional Servicing and Stormwater Management Report (WalterFedy)

A Functional Servicing and Stormwater Management Report, prepared by WalterFedy was submitted in support of the proposed development. The report provides recommendations as it relates to the water and wastewater servicing design of the proposed development. The report is currently being evaluated to ensure capacity is available in municipal infrastructure services to accommodate the proposed development. Water and wastewater modelling will also be required in order to ensure the proposed development can be accommodated on full municipal servicing.

With regards to stormwater management, the report provides several recommendations related to the proposed stormwater management design for the proposal, including on-site storage via underground storage tanks and quality control outlet systems. These are being assessed by relevant technical staff.

Archaeological Assessment

Stage 1-2 Archaeological Assessment for 139 King Street West (Detritus Consulting Ltd.); and, Stage 1-2 Archaeological Assessment for 143 King Street West (Archaeological Services Inc.)

Two separate Stage 1 and Stage 2 Archaeological Assessments have been prepared in support of the proposed development. The Stage 2 work determined that further assessment is warranted and a Stage 3 is to be completed for the subject lands. A Stage 3 consists of detailed testing and excavation to determine the exact boundaries, nature, and significance of the site. This stage helps determine if a site is worthy of further mitigation or can be avoided.

The proponent will be required to demonstrate that archaeological resources have been appropriately documented/preserved on-site and receive the appropriate approval/registration from the Ministry of Citizenship and Multiculturalism. Six Nations Council of the Grand River and the Mississaugas of the Credit First Nation were also provided copies of the submitted archaeological assessments. Detailed comments and concerns are included in the below Stakeholder Impact section of this report and are to be further evaluated as part of the processing of the application.

General Vegetation Inventory (JK Consulting Arborists)

The analysis of the vegetation along with the recommendations provided for the vegetation has been separated into two sections: Recommended for preservation and further review and recommended for removal. Trees identified for preservation and further review will be carried over into a Tree Protection Plan (TPP), and the preservation of the trees within the development will be explored with the project team during the detailed design stage.

Traffic Impact Study (Paradigm Transportation Solutions Ltd.)

The Traffic Impact Study (TIS) provided the following conclusions based on the investigations carried out:

- Existing Traffic Conditions: The intersection of Main Street and King Street is currently operating at acceptable levels of service with no specific problem movements.
- Development Trip Generation: The development is forecast to generate approximately 59 trips during the AM peak hours and 70 trips during the PM peak hours.

Based in the finding of the study, it is recommended that the development be considered for approval. If no secondary access connecting to the future road south of the site is constructed, it is recommended to install a 15 metre (49 feet) westbound left-turn lane at the intersection of King Street and the entrance/exit road to the site base on 2032 total traffic conditions.

At the intersection of Main Street and King Street, it is also recommended that the County consider additional upgrades based on background traffic conditions not triggered by the proposed site-generated traffic.

The TIS will be circulated to J.L. Richards, the engineering firm that prepared the Hagersville Master Servicing Plan, to be peer reviewed and to ensure that the conclusions made in the report are considered in the Master Servicing Plan. This additional level of analysis will determine how the proposal will impact other existing development projects in Hagersville from a road function and design perspective and if any specific upgrades will be required at the King Street and Main Street (Highway 6) intersection. The results of this analysis are forthcoming and will be included in the final recommendation report.

Conclusions and Next Steps

The subject report is intended to assist Council in understanding the potential impacts of the proposal and to provide an opportunity for public involvement and engagement in the planning process before Planning staff makes a recommendation and Council makes a decision on the subject applications.

Based on a follow-up meeting with County staff and the proponent to discuss the proposal and comments issued by the County, it is our understanding that refinements to the proposed site design and layout are forthcoming. At this time, staff are uncertain as to the extent of the changes proposed, however understand they are based on feedback received both by County staff and from neighbouring residents during the Open House that was held on March 12, 2025. Following this report and meeting, Planning staff will bring a recommendation report forward at a future Council in Committee meeting for Council's consideration. Public input will also be invited and considered at the future public meeting.

Financial/Legal Implications:

Not applicable.

Stakeholder Impacts:

Haldimand County Development Technologist

Development Haldimand County's standards and policies to rezone the subject properties from Urban Residential Type 1-A (R1-A) to Urban Residential Type 4 (R4) with site-specific provisions, to permit the development of one hundred fifteen (115) street townhouse dwelling units, arranged into eighteen (18) groups. This memo outlines key technical considerations and requirements for advancing the proposal through the planning process. Please note that this review does not constitute approval of the site plan, and additional detailed engineering reviews will be required at subsequent stages.

Key Considerations:

Servicing

The proposed development as a single private condominium may limit the county's ability to establish a robust infrastructure network for adjacent or future urban lands without considerable reconsideration of the recently accepted Hagersville Master Servicing Plan.

Development Engineering suggests a Holding (H) provision to address servicing and future development coordination, addressing the following:

- Approval of all modelling, reports, and engineered plans for internal and external works.
- Supply of the required securities as outlined in a development agreement.
- Execution of the development agreement by the applicant and the County.
- Allow interim use of the existing residential dwellings.

With a Holding (H) provision in place, this would allow the developer and the County to contemplate alternative servicing strategies that should benefit both parties.

Staff have identified several high-level servicing concerns and proposed strategies for water, wastewater, transportation, and stormwater management from the current MSP as well as operational staff. The following are concerns for each of the servicing components:

Water

The MSP explored alternatives to improve pressure and flow in prioritized development areas. However, no immediate improvements were identified for this area, deciding that upgrades would be completed through future capital works or development applications.

Although from an operating perspective have a higher density development at the end of the current network, the MSP concluded that this area has undersized or cast iron watermain that are unable to supply the required fire flows for a higher-density development as proposed. While the submitted documents reference Fire Underwriters, the consultant chose to base the requirements from the Ontario Building Code. The County suggests applying the Simple Method for Residential Fire Flows from the 2020 FUS Guidelines. The owner could consider incorporating enhanced fire resistance into the structures which would reduce the required fire flows and minimize the external upgrades needed to upgrade the watermain to the current county standards.

Wastewater

Both MSPs (2009 and 2024) proposed a pump station near King Street West and Concession 13 Walpole to support future development. However, this development proposed a private pump station within the development. If this servicing approach is considered and moves forward, it could limit future development to adjacent landowners or accommodate future expansions of the county's system. The FSR suggests that downstream landowners could connect to the forcemain in the future. This is not a county standard, and typically the county does not allow private force mains within the county ROW.

As the sanitary flows from this development, it would enter into the Jane Street sanitary sewer, this sewer would then flow into the Mary Street pump station. The Mary Street Pump Station is scheduled for refurbishment in 2029, and it is suggested that new flows not be introduced until the project is completed.

Transportation

The Traffic Impact Study aligns with the 2024 MSP's findings, identifying background traffic issues that will need to be addressed through development charges or future capital projects.

Specifically for the proposed development's private road network and the recommendations within the TIS, the County would like to share the following suggestions:

- The proposed access to King St should be relocated due to its proximity to the intersection of Concession 13 and the potential warrant for a left turn lane from King Street into the development.
- The proposed emergency access to Jane Street should be built as a complete and proper access to service the site. As Jane Street is not a through street, it will need to be upgraded to the current County standard to facilitate operations within the ROW. Currently, there are operational issues and these should be remedied through the new design which may require dedicating additional land to the county.
- Access to Concession 13 Walpole can be considered to service the site or as an emergency access.
- The construction of the road within the future subdivision that was suggested to be used as an access to the site is unknown at this time.

Stormwater Management

The current proposal appears to align with County requirements but must confirm the adequacy of outlets. One outlet is proposed to discharge into the roadside ditches of the future subdivision, while the other utilizes the roadside ditch on King Street. Both outlets will need to be analyzed to their final outlet and determine if any upgrades or maintenance needs to be completed to establish it as adequate or constructed and accepted in terms of using the future subdivision.

Building and Municipal Enforcement Services

General Comments:

- For emergency access, 2 clear road accesses should be provided.
- Zoning R1-A does not allow R4 construction.
- Water and Sewer amounts and pipe sizing to be confirmed by Water & Wastewater.

Haldimand County, Forestry Operations

Based on the information provided in the General Vegetation Inventory (GVI) a Tree Protection Plan (TPP) is required to show how the County-owned trees (including trees on the County/private property line) and trees on the adjacent private properties (property) lines will be protected.

- Included in the TPP the County would like to see a plan to transplant the (2) Common Hoptree located on the site into the proposed amenity area.

The County-owned trees along Concession 13 Walpole must be protected and won't impact the proposed development.

The County-owned Cedar hedge along King Street West may be removed if desired by the application through the submission of a County Tree application (subject to application, tree removal/stump grinding and replanting fees).

Mississaugas of the Credit First Nation (MCFN)

The Mississaugas of the Credit First Nation (MCFN), Department of Consultation and Accommodation (DOCA) submit the following comments:

The Mississaugas of the Credit First Nation hereby notify you that we are the Treaty Holders of the land on which the development of 115 townhouses will be taking place. This project is located on the Between the Lakes No. 3, of 1792.

Therefore, the MCFN Department of Consultation and Accommodation (DOCA) has been informed that a Stage 4 is underway and MCFN Archaeological Unit has not been fully engaged by the proponent. MCFN DOCA is deeply concerned that we have missed out on documenting potential findings from this site and with a Stage 4 the removal of cultural resources. MCFN DOCA cannot support this application until we have further dialogue with the landowner.

Canada Post Corporation

Service type and location:

1. Canada Post will provide mail delivery service to this development through centralized Community Mail Boxes (CMBs); unless,
2. If the development includes plans for (a) multi-unit building(s) with a common indoor entrance of 3 or more units, the developer must supply, install and maintain the mail delivery equipment within these buildings to Canada Post's specifications. If there are over 100 units, a mail room will be required.

Municipal requirements:

1. Please update our office if the project description changes so that we may determine the impact (if any).
2. Should this development application be approved, please provide notification of the new civic addresses as soon as possible.

Developer Timeline and Installation:

1. Please provide Canada Post with the excavation date for the first foundation/first phase as well as the date development work is scheduled to begin so that we can plan for equipment. Finally, please provide the expected installation date(s) for the CMB(s).

Please see Appendix A for any additional requirements for this developer should Canada Post need to install a Community Mailbox.

Appendix A

Additional Developer Requirements:

- The developer will consult with Canada Post to determine suitable permanent locations for the Community Mail Boxes. The developer will then indicate these locations on the appropriate servicing plans.
- The developer agrees, prior to offering any units for sale/rent, to display a map on the wall of the sales office in a place readily accessible to potential owners/renters that indicates the location of all Community Mail Boxes within the development, as approved by Canada Post.
- The developer agrees to include in all offers of purchase/rental a statement which advises the purchaser/renter that mail will be delivered via Community Mail Box. The developer also agrees to note the locations of all Community Mail Boxes within the development, and to notify affected owners/renters of any established easements granted to Canada Post to permit access to the Community Mail Box.

- The developer will provide a suitable and safe temporary site for a Community Mail Box until curbs, sidewalks and final grading are completed at the permanent Community Mail Box locations. Canada Post will provide mail delivery to new residents/tenants as soon as the homes/businesses are occupied. We require a minimum of 60-days' notice to build and install the equipment.
- The developer agrees to provide the following for each Community Mail Box site and to include these requirements on the appropriate servicing plans:
 - Any required walkway across the boulevard, per municipal standards;
 - Any required curb depressions for wheelchair access, with an opening of at least two to three metres (consult Canada Post for detailed specifications); and
 - A Community Mailbox concrete base pad per Canada Post specifications.

Public Input

A Notice of Complete application was circulated on November 12, 2024 to properties within 120 metres (400 feet) of the subject lands. Staff have received two separate phone call inquiries requesting more information on the project and stating preliminary objections to the proposal; however, no written submissions have been received.

Additionally, a Notice of Public Meeting for this meeting was provided to the same circulated area.

Report Impacts:

Agreement: No

By-law: No

Budget Amendment: No

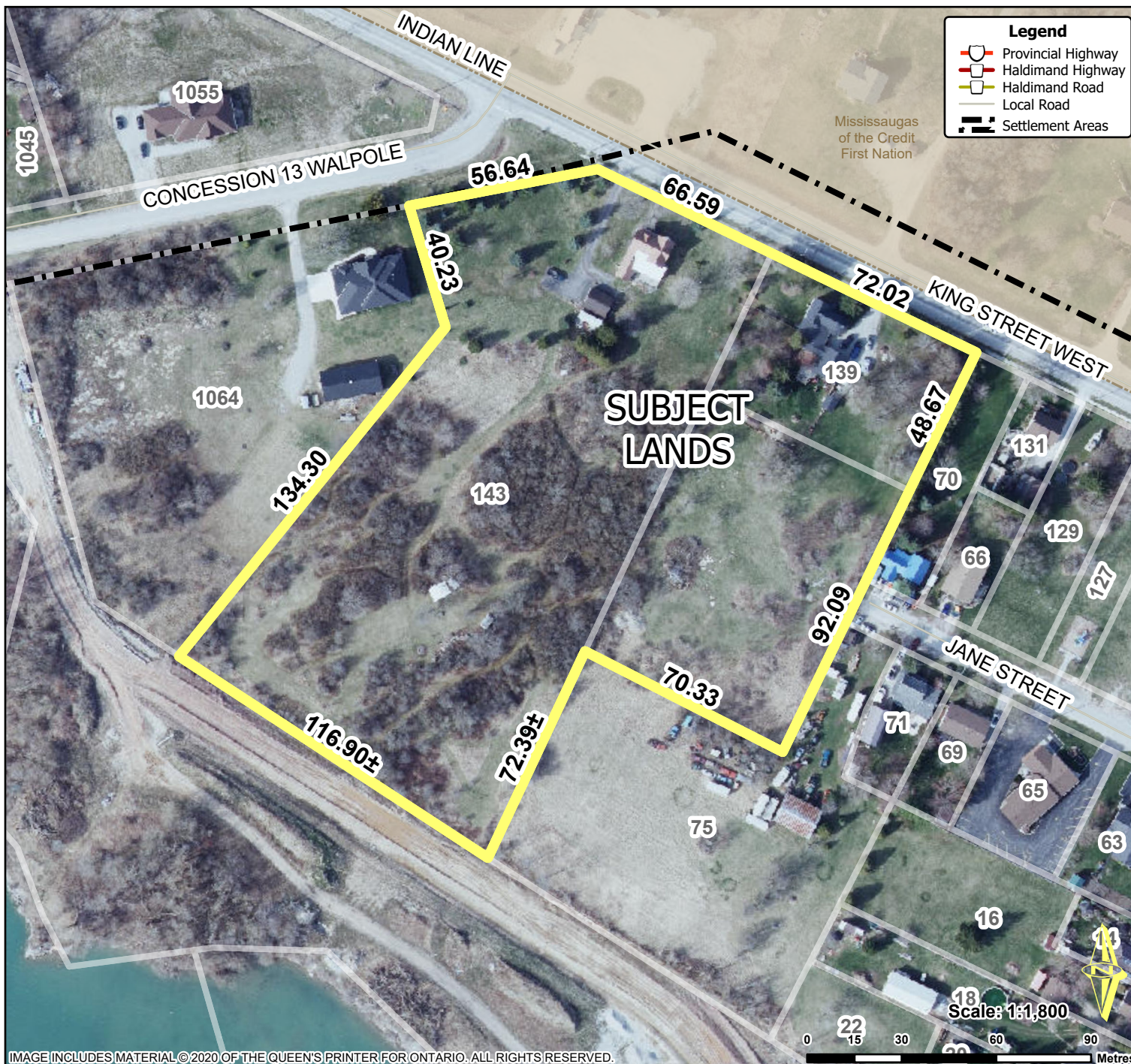
Policy: No

Attachments:

1. Location Map.
2. Conceptual Site Plan.

Location Map FILE #PLZ-HA-2024-222 APPLICANT: Dongab Co Inc

PDD-13-2025, Attachment 1

Location:

143, 139 KING STREET WEST
URBAN AREA OF HAGERSVILLE
WARD 4

Legal Description:

HAG PLAN 905 BLK 1 PT LOT 1, PLAN 905
BLK 2 PT LOT 16 RP 18R7991 PART 2, PLAN
905 BLK 2 PT LOT 16 RP 18R7991 PART 1

Property Assessment Number:

2810 154 001 00200 0000,
2810 154 001 00300 0000,
2810 154 001 00302 0000

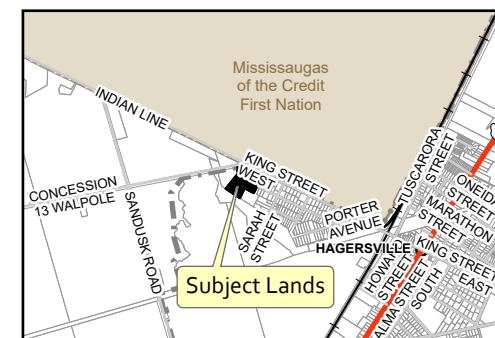
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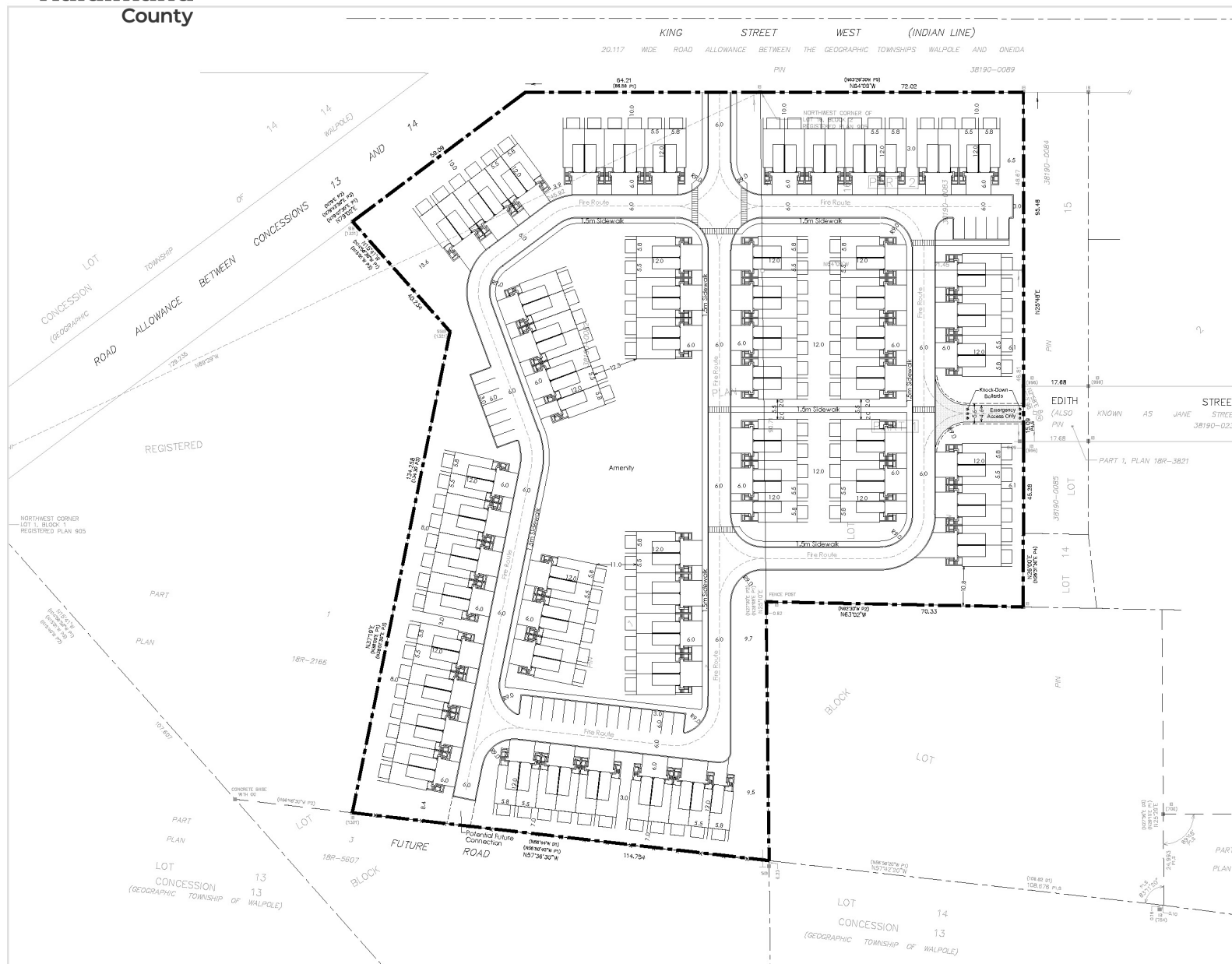
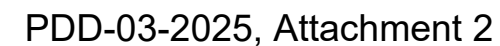
3.00 Hectares

Zoning:

R1-A (Urban Residential Type 1-A)

HALDIMAND COUNTY, ITS EMPLOYEES, OFFICERS AND AGENTS ARE NOT RESPONSIBLE FOR ANY ERRORS, OMISSIONS OR INACCURACIES WHETHER DUE TO THEIR OWN NEGLIGENCE OR OTHERWISE. DO NOT USE FOR OPERATING MAP OR DESIGN PURPOSES. ALL INFORMATION TO BE VERIFIED.





King Street West
Hagersville, ON

Subject Lands 29,896m² (2.99ha)

Units: 115
Visitor Parking: 27 (0.23 per unit)

Notes:

- For conceptual purposes only.

DATE: January 15, 2024

FILE: 15246P

SCALE 1:1,000

DRAWN: GC



105285L HADIMANDICPC2 JAN 15 2024 D



PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

200-540 BINGEMANS CENTRE DR. KITCHENER, ON, N2B 3X9
P: 519-576-3650 F: 519-576-0121 | WWW.MHBCPLAN.COM

HALDIMAND COUNTY

Report PDD-11-2025 Temporary Use Application to Permit Accessory Camping and Over-Night Accommodation, Dunn

For Consideration by Council in Committee on May 20, 2025



Objective:

To consider a Temporary Use By-law for a period of 1-year to permit accessory and over-night accommodation associated with a special event.

Recommendations:

1. THAT Report PDD-11-2025 2025 Temporary Use Application to Permit Accessory Camping and Over-Night Accommodation, Dunn be received;
2. AND THAT application PLRU-2025-052 to pass a Temporary Use By-law for a period of one (1) year to May 26, 2026 to permit accessory and over-night accommodation associated with a special event music festival on the subject lands be approved for the reasons outlined in Report PDD-11-2025;
3. AND THAT the proposal is deemed to be consistent with the Provincial Planning Statement (2024) and conforms to the Haldimand County Official Plan;
4. AND THAT the Temporary Use By-law attached to Report PDD-11-2025 be approved at a future Council meeting.

Prepared by: Shannon VanDalen, MCIP, RPP, Manager of Planning & Development

Respectfully submitted: Mike Evers, MCIP, RPP, BES, General Manager, Community & Development Services

Approved: Cathy Case, Chief Administrative Officer

Executive Summary:

An application has been received for consideration of a Temporary Use By-law to permit camping and overnight accommodations on a temporary basis as accessory to a permitted special event to May 26th, 2026. The impetus for the application is to allow temporary accommodations relating to a three (3) day music event scheduled for June 26th to June 28th, 2025, and is permitted on the subject lands. The temporary use by-law has been structured to apply broad permissions that would not only allow camping for this event but for other special events on the property – already permitted for short durations as of right - for a period of 1 year.

Background:

The subject lands are a 138 hectare (344 acre) parcel known municipally as 536 Port Maitland Road, between the hamlets of Byng and Port Maitland on the west side of Port Maitland Road (Attachment

1). The property contains four (4) large hangar buildings which are now used for various industrial/commercial operations and a smaller mini-storage building. The property also contains the No. 6 RCAF Museum which features a number of heritage and vintage aircraft and displays.

The proposed temporary use zoning amendment is to permit camping and overnight accommodations as accessory to a permitted short-term special event to occur on the subject lands from Thursday June 26 to Saturday June 28, 2025. The permitted music event is to take place in the existing Hangar 1 building, with the camping and overnight accommodations to be located in the grassed areas between the old runways/track lanes in front of the hangar (Attachment 2). The music event is permitted as-of-right with existing site zoning, pending separate licensing approvals, and only the camping is subject to this application.

Analysis:

Planning Act

The *Planning Act* is the provincial legislation that sets out the ground rules for land use planning in Ontario. It sets out Provincial interests, policy statements, planning applications, planning processes and timelines that must be followed.

The *Planning Act* authorizes Council to pass a by-law to authorize the temporary use of land, buildings, or structures for any purpose that is otherwise prohibited by the Zoning By-law. The *Planning Act* requires the temporary use by-law to define the area to which it applies and to specify the period of time for which the authorization shall be in effect, which cannot exceed three (3) years from the day of passing of the temporary use by-law. Prior to expiry of the temporary use by-law, the *Planning Act* authorizes Council to grant extensions for not more than three (3) years per extension. The extension request would be circulated to neighbours for input and feedback, and would require Council's approval. Upon expiry of the temporary use by-law, the use is no longer permitted on the subject lands.

In this case, Council is authorized (should they choose) to pass a temporary use by-law to permit the applicant to have camping and overnight accommodations, associated with a special event, for one (1) full year (i.e., until May 26, 2026). If approved, it would allow for camping associated with a music festival that is planned in late June, but it would also allow for camping associated with other special events should any be planned in future. If Council approves the applicant's request and passes the temporary use by-law, the applicant could submit an application to request an extension to the temporary use by-law; and Council could extend the temporary use by-law for any timeframe up to three (3) years. The applicant could continue to request extensions prior to expiry as the *Planning Act* does not limit the number of times that Council can extend a temporary use by-law, or alternatively the property owner could make a full Zoning Amendment application to consider the use on a permanent basis through the public application process and based on supporting reports and information.

Provincial Planning Statement, 2024

The Provincial Planning Statement (PPS) (2024) is a high level planning document that provides direction on matters of provincial interest related to land use planning, development, and growth. These policy frameworks require the long-term protection of prime agricultural lands. The subject lands are located in the prime agricultural area and as the proposal is temporary in nature, the request for camping is not anticipated to have significant adverse impacts on adjacent properties.

These policy frameworks are general, as they apply province wide; they do not drill down into all local circumstances, issues, and policies. This is the function of the Haldimand County Official Plan (OP), and as such, the proposal conforms with the PPS.

Haldimand County Official Plan

The Official Plan (OP) creates the long-term framework for guiding land use changes in the County to 2051, by protecting and managing the natural environment, directing and influencing growth patterns, and facilitating the vision of the County as expressed through its residents. The OP also provides the avenue through which Provincial Policy is implemented into the local context. Decisions on temporary use by-law applications must conform to the OP.

The subject lands are designated 'Rural Industrial' and are located in a predominately agricultural area of the County. The OP recognizes that industrial development is an important means of providing employment opportunities and diversifying the assessment base within the County. The Rural Industrial designation applies to those historical lands that have had existing and established industrial activities and agricultural-related located in the rural areas of the municipality that function on private services. The permitted uses are limited to those that are considered dry industrial uses.

The OP elaborates on the *Planning Act* legislation and states that Council may enact temporary use by-laws to allow the temporary use of land for the purpose that is otherwise prohibited by the Zoning By-law under the following circumstances:

- a) For unfamiliar or uncommon uses on a trial basis that do not necessarily conform to the policies of the OP; and/or,
- b) For a use where it is known that the use will only be established for a brief period of time.

Further, the OP states that prior to passage of the temporary use by-law, Council shall be satisfied that:

- a) The temporary use permitted is compatible with adjacent uses or alternatively, that appropriate measures to mitigate any adverse impacts are implemented;
 - **Planning Comment:** The application is to permit camping and overnight accommodations as accessory to a special event which is considered a permitted use based on a site specific zoning on the lands, established many years ago. Special Events are limited in the site specific zoning to short-term shows and events not longer than 7 days of consecutive duration for any individual show or event to a maximum of 7 days during the calendar year. While the proposal is to allow for a full year permission, the impetus for the application is a proposed music festival which is scheduled to run for three (3) days from Thursday June 26 to Saturday June 28, 2025.
- b) On-site parking is adequate for the use and no adverse impacts on traffic or transportation facilities will result; and,
 - **Planning Comment:** The proposed camping and overnight accommodation is not anticipated to create any adverse traffic impacts. There is on-site parking associated with the permitted music event, and the temporary use will not further create any additional impacts on the road network in the area. To that end, the camping and overnight accommodations can actually assist in traffic management as a number of the attendees will remain on site for the music festival which reduces the number of vehicles travelling to-and-from the subject lands during the event.
- c) There is a reasonable probability that the temporary use will cease on or before the expiry of the by-law.
 - **Planning Comment:** The temporary use request is in association with a permitted use for the subject lands. The request has been made to consider the camping and overnight accommodations through a Temporary Use By-law as the intention is to recognize for the event but at this point there is no consideration for a permanent and on-going basis. The camping and overnight accommodation would be limited in time and permissions to short term shows and events.

Based on the foregoing, the temporary land use permissions and temporary use by-law, the proposal is considered appropriate and in conformity with the Haldimand County Official Plan.

Haldimand County Zoning By-law HC 1-2020

The subject lands are zoned “Light Industrial (ML)” and “Agriculture (A)”, with special exceptions 37.42; 37.194B; 37.237 and 37.558. The area where the existing buildings and functions of the property is zoned ML and the short term shows and events is permitted via 37.42. The music festival is permitted under the zoning as a special event running for three (3) days, and the requested camping and overnight accommodations would be accessory to the permitted use. The proposed temporary use is considered ancillary to the use via the subject temporary by-law amendment generally minor in nature in terms of potential impacts on adjacent properties. The area for the camping and overnight accommodation will be more central to the site and buffered from Port Maitland Road via the existing hangar buildings on the property.

A Temporary Use By-law has been prepared and included with this report as Attachment 3 for Council to consider.

Licensing Requirement

It is noted that while the music festival is permitted as of right, a Public Entertainment Event Licence is also required. A concurrent report (CEC-03-2025) is also being presented as part of the May 20th Council-in-Committee agenda by Customer Experience and Communications in regards to the licence request. Under Haldimand County’s Public Entertainment Event Licensing By-law 1915/18, a public event is classified as an exhibition, concert, festival or other organized public amusement and to which a licence must be obtained through Council approval. Report CEC-03-2025 lays out the details of the by-law requirements relating to the Public Entertainment Event and suggests a conditional framework for licence approval, and includes comments received through circulation to Emergency Services; Building and Municipal Enforcement Services; Roads Operations; Legal and Support Services; Grand Erie Public Health; and, the Ontario Provincial Policy. Through the circulation a number of recommendations for conditional approval are identified including:

- Approval of the subject Temporary Use By-law to permit the accessory camping;
- Compliance with Haldimand County’s Noise By-law;
- Permits from Grand Erie Public Health regarding any food premises and portable toilets;
- Final building permits for erection of any stages and buildings for the event;
- Confirmation of on-site security; and,
- Provision of insurance.

It should also be noted that should other special events be planned at the property that fall under the Public Entertainment Event Licensing By-law, they would be subject to the same requirements listed above, meaning that a regulatory framework can be relied upon to address various public interest matters. (e.g., noise, safety, etc.)

Financial/Legal Implications:

Not applicable.

Stakeholder Impacts:

Planning and Development – Development Technologist: No comments or concerns regarding the temporary use.

Building and Municipal Enforcement Services: No comments. Use to be accessory to a special event.
Licence required for the special event.

Report Impacts:

Agreement: No

By-law: Yes

Budget Amendment: No

Policy: No

References:

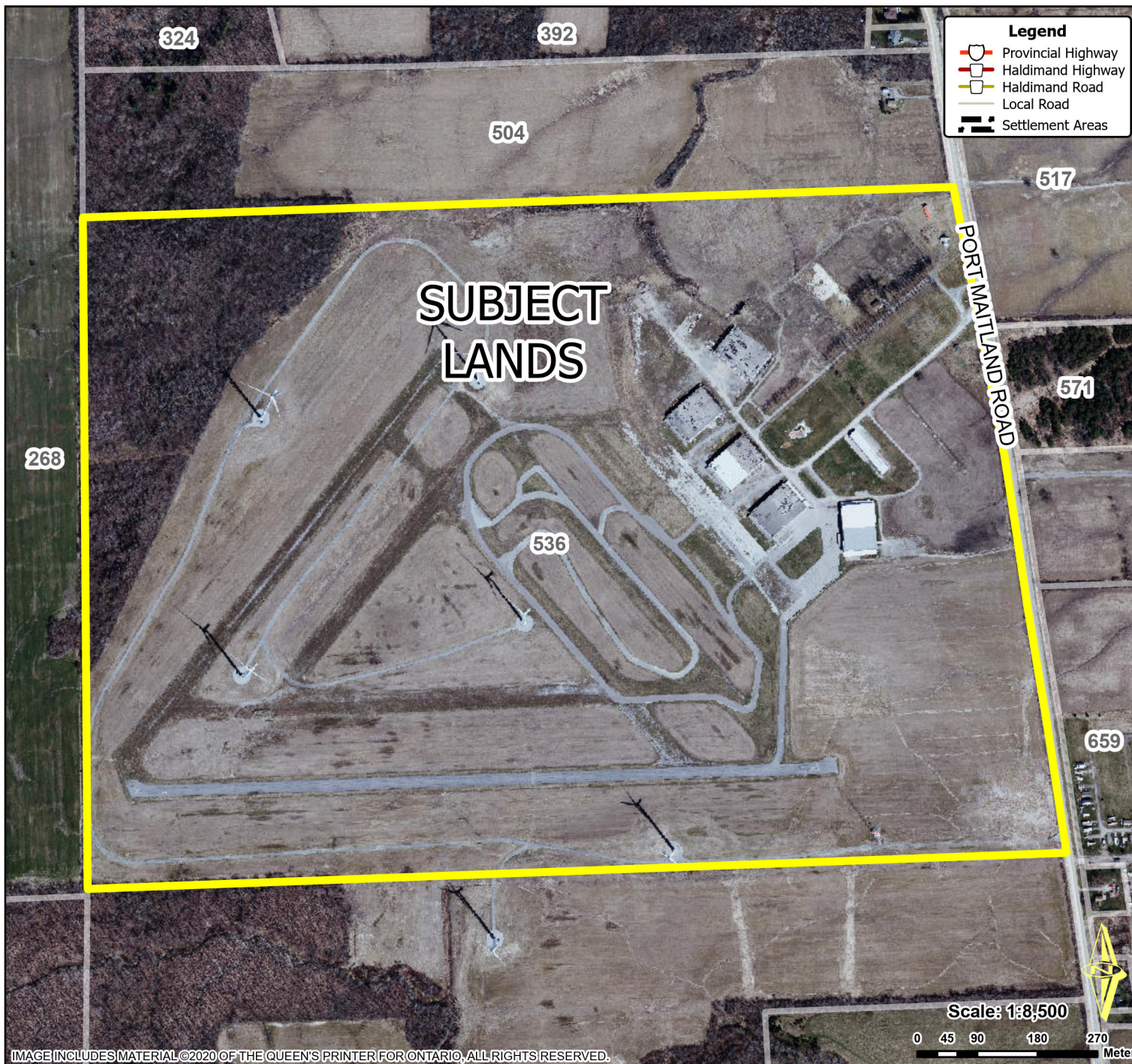
None.

Attachments:

1. Location Map.
2. Site Layout.
3. Draft Temporary Use By-law.

Location Map FILE #PLRU-2025-052 APPLICANT: 1736032 Ontario Inc.

PDD-11-2025, Attachment 1



Location:

536 PORT MAITLAND ROAD
GEOGRAPHIC TOWNSHIP OF DUNN
WARD 5

Legal Description:

DUN TCT SHEEHAN PT LOTS 3-7 RP
18R2000 PART OF PART 1

Property Assessment Number:

2810 021 003 21200 0000

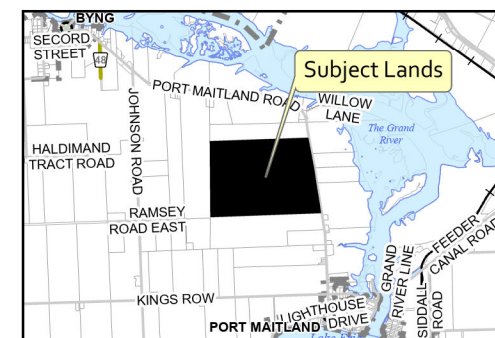
Size:

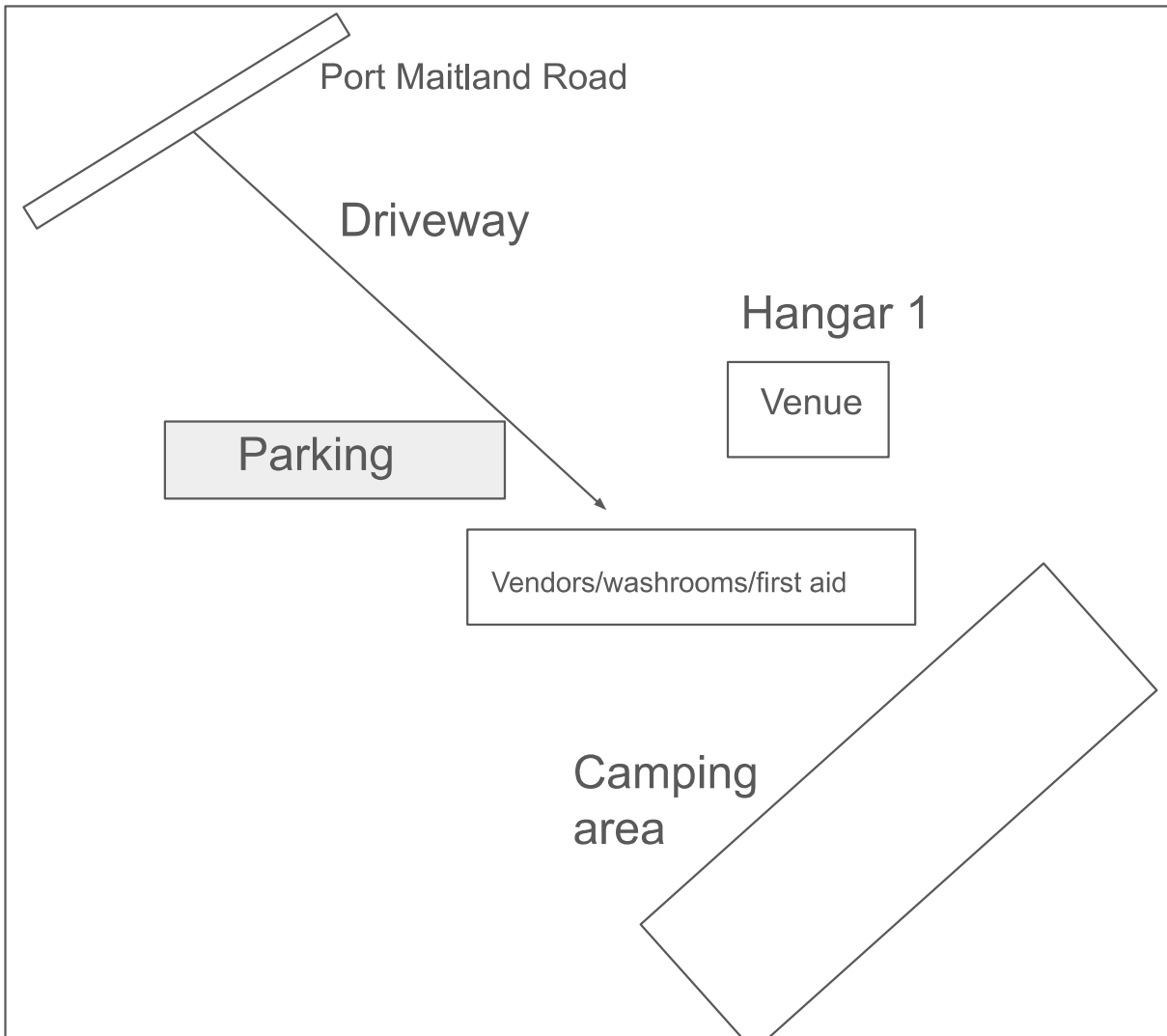
139.57 Hectares (344.9 Acres)

Zoning:

A(H) (Agricultural - Holding),
ML(H) (Light Industrial - Holding),
MNR (Unevaluated Lands),
GRCA (Wetland),
GRCA (Regulated Lands),

HALDIMAND COUNTY, ITS EMPLOYEES, OFFICERS AND AGENTS ARE NOT RESPONSIBLE FOR ANY ERRORS, OMISSIONS OR INACCURACIES WHETHER DUE TO THEIR OWN NEGLIGENCE OR OTHERWISE. DO NOT USE FOR OPERATING MAP OR DESIGN PURPOSES. ALL INFORMATION TO BE VERIFIED.





THE CORPORATION OF HALDIMAND COUNTY

By-law Number /25

Being a by-law to authorize a temporary use of certain lands, buildings and structures for a prohibited use by Haldimand County Zoning By-law HC 1-2020, as amended, in the name of 1736032 Ontario Inc. (Dunnville Airport).

WHEREAS Haldimand County is authorized to enact this by-law, by virtue of the provisions of Sections 34 and 39 of the *Planning Act*, R.S.O., 1990, C. P13, as amended;

AND WHEREAS this by-law conforms to the Haldimand County Official Plan,

NOW THEREFORE, the Council of The Corporation of Haldimand County enacts as follows:

1. **THAT** this by-law shall apply to lands described as Part lots 3-7, Sheehan Tract, RP 18R20000 Part of Part 1, Geographic Township of Dunn, Haldimand County and being shown as the Subject Lands on Maps "A" and "B" attached hereto to form a part of this by-law.
2. **THAT** in addition to the uses permitted in Subsection 8.2 Permitted Uses in the Industrial Zones of By-law HC 1-2020, as amended, and Special Exception 37.42, camping and overnight accommodations in association with short term shows and events may also be permitted on the subject lands identified on Maps A and B of this by-law for a temporary period of time expiring on May 26, 2026.
3. **AND THAT** this by-law shall take force and effect on the date of passing.

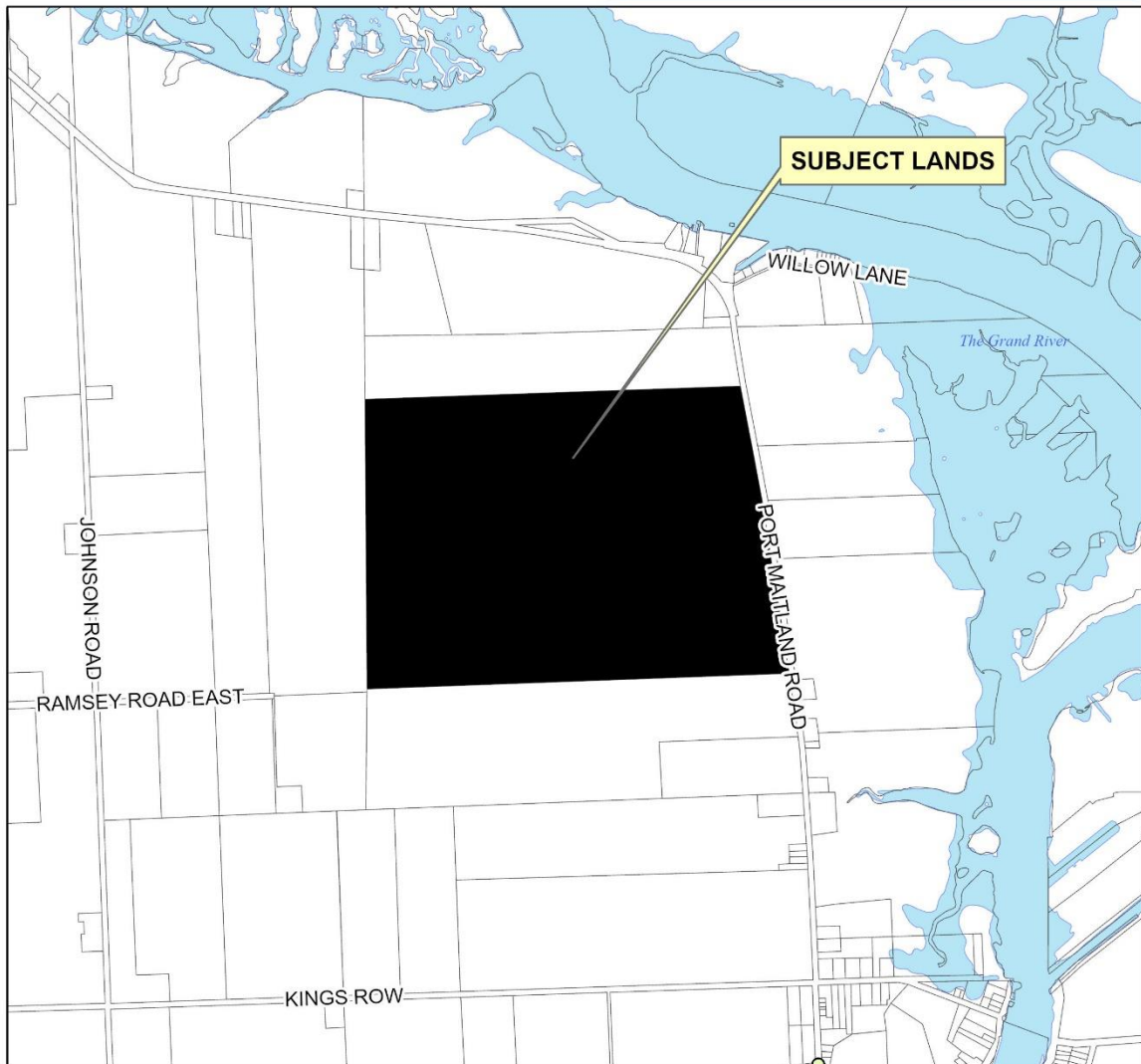
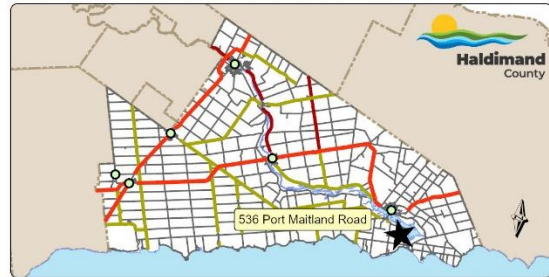
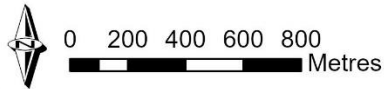
Enacted on this 26th day of May, 2025.

MAYOR

CLERK

MAP A - Key Map

Haldimand County
Geographic Township of Dunn
Ward 5




This is Map A to Zoning By-law _____ Passed the ____ day of _____ 2025

MAYOR

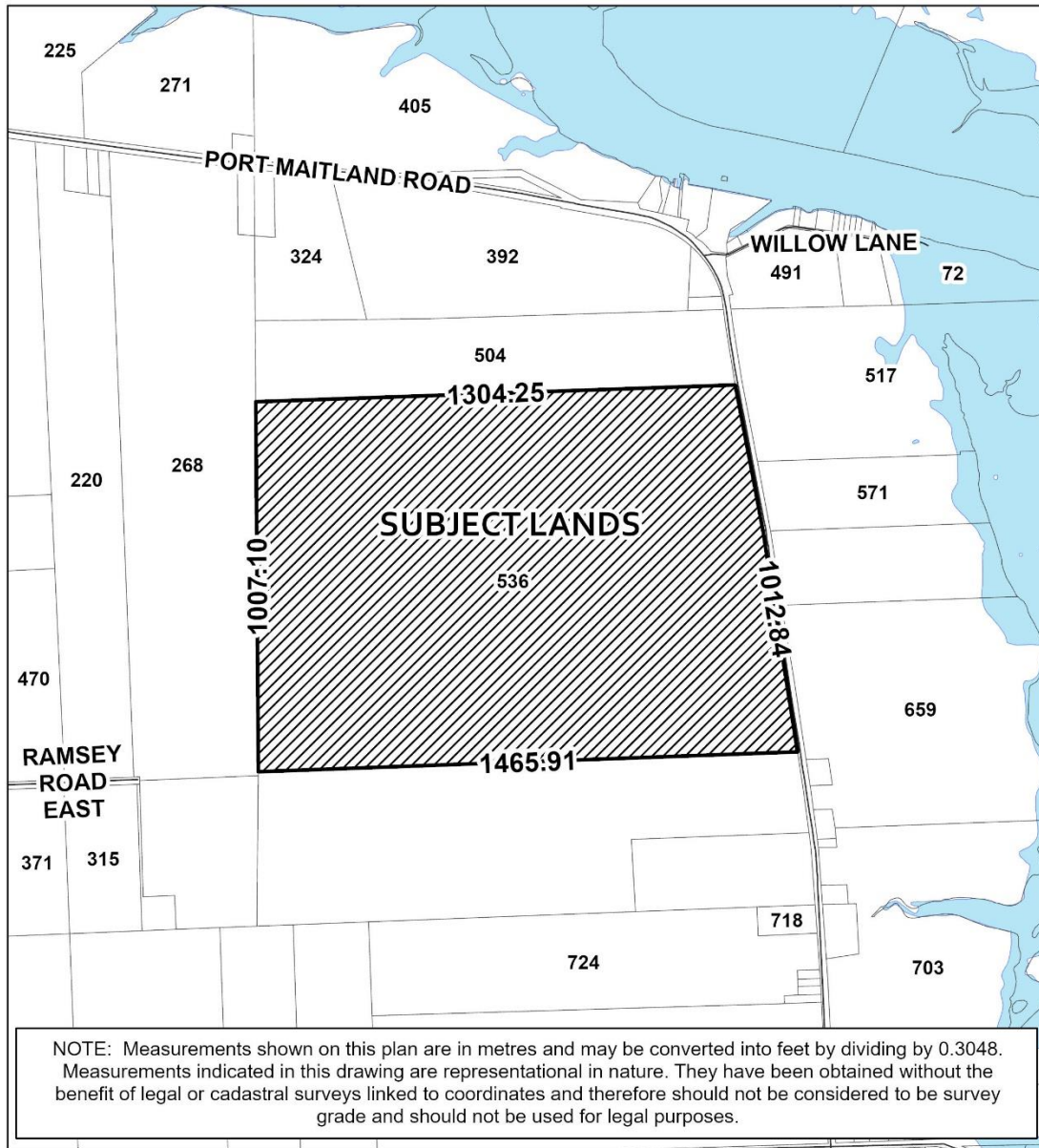
CLERK

MAP B - Detail Map

Haldimand County
Geographic Township of Dunn, Ward 5




SCALE - 1:15,000
0 200 400 600 800 Metres



This is Map B to Zoning By-law _____ Passed the ____ day of _____ 2025.

MAYOR

CLERK

PURPOSE AND EFFECT OF BY-LAW NO. – HC/25

The by-law affects lands located in the agricultural area of the County which are described as Part lots 3-7, Sheehan Tract, RP 18R20000 Part of Part 1, Geographic Township of Dunn, Haldimand County and known municipally as 536 Port Maitland Road.

This by-law has been enacted to temporarily permit camping and overnight accommodations in association with a permitted short term show and event for the subject lands. This by-law provides for such use for a temporary period of time commencing on May 26, 2025 and expiring on May 26, 2026. Any extension to the time limit set out in this by-law will require the passing of a further by-law by Council.

Report Number: PDD-11-2025
File Number: PLRU2025052
Roll Number: 2810-021-003-21200-0000
Name: 1736032 Ontario Inc. (Dunnville Airport)

HALDIMAND COUNTY

Report PDD-13-2025 Zoning By-law Amendment Application to Add a Place of Worship to the Subject Lands – 1899 Lakeshore Road, Selkirk

For Consideration by Council in Committee on May 20, 2025



Objective:

To consider rezoning the subject lands, 1899 Lakeshore Road, Selkirk, to permit a place of worship, to facilitate worship services and related activities at the Disciples Conference Grounds.

Recommendations:

1. THAT Report PDD-13-2025 Zoning By-law Amendment Application to Add a Place of Worship to the Subject Lands – 1899 Lakeshore Road, Selkirk be received;
2. AND THAT application PLZ-HA-2025-027 to amend the Haldimand County Zoning By-law HC 1-2020 by rezoning 1899 Lakeshore Road from 'Open Space "(OS)" Zone to 'Open Space "(OS.8)" Zone with special exceptions to permit the use of a place of worship, be approved for the reasons outlined in Report PDD-13-2025;
3. AND THAT the application is deemed to be consistent with the Provincial Planning Statement, 2024, conforms to the Haldimand County Official Plan and has sufficient regard to matters of Provincial interest under the Planning Act;
4. AND THAT the by-law attached to Report PDD-13-2025 be approved at a future Council meeting.

Prepared by: Mark Andrews, M.A., MCIP, RPP, Senior Planner, Planning & Development

Reviewed by: Shannon VanDalen, MCIP, RPP, Manager, Planning & Development

Respectfully submitted: Mike Evers, MCIP, RPP, BES, General Manager, Community & Development Services

Approved: Cathy Case, Chief Administrative Officer

Executive Summary:

A Zoning By-law Amendment application has been received to consider adding the use of a place of worship within the existing buildings at the Disciples Conference Grounds, located on the north side of Lakeshore Road in Selkirk.

The proposal would utilize and/or retrofit the existing on-site buildings (i.e., pavilion, mess hall) to allow for church worship services and related activities to take place on the subject lands. As such, no new buildings or structures are being contemplated at this time.

Background:

Description of Subject Lands

The subject lands are a large 20 hectare (49 acre) rectangular-shaped lot located in the geographic Township of Rainham, on the north side of Lakeshore Road. The property is legally described as Rainham Concession 1, Part Lot 20 and known municipally as 1899 Lakeshore Road (see Attachment 1).

The subject lands are the present site of the Disciples Conference Grounds and Camp, which was purchased in 1953 to provide a camp space for fellowship among the Ontario Assembly of the Christian Church (OACC) congregations as well as the broader faith community.

The Disciples Conference Grounds contains a number of existing structures, including a pavilion, mess hall, washroom facilities, guest cabins, caretakers' cabin and a pump house. The lower half of the subject lands contain the structures associated with the Disciples Conference Grounds and Camp with some woodlands and thicket of trees surrounding the cabins and buildings while the norther half of the subject lands contain significant woodlands and are heavily forested and contains no buildings or structures. A portion of the subject lands is also located on the south side of Lakeshore Road and contains a portion of lakefront property; however, these lands are not within the scope of the application.

Neighbourhood Context

The southern portion of the subject lands is within the Lakeshore Node of Sweets Corner Road and contains the existing buildings and structures associated with the Disciples Conference Grounds.

A summary of the surrounding land uses is described as follows:

- North:** To the north of the subject lands are agricultural uses and operations with associated residential dwellings.
- South:** To the south of the subject lands is Lake Erie.
- East:** To the east of the subject lands is vacant and undeveloped land that contains significant woodlands in its entirety and form part of the significant woodland features contained within the subject lands.
- West:** To the west of the subject lands are large agricultural lands and associated residential uses as well as low density lakeshore residential dwellings.

Current Land Use Permissions

The subject lands shown in Attachment 1 are designated "Resort Residential Node", in part (southern portion) and "Agriculture", in part on Schedule "D.9" (Lakeshore Node of Sweets Corners Road) in the Haldimand County Official Plan. The Resort Residential Nodes are not considered settlement areas, however, are rural areas of concentrated existing development in nodal or linear form along the Lake Erie shore and predominantly consist of recreational residences and may include related commercial, institutional and recreational facilities serving the area.

The subject lands are presently zoned 'Open Space "(OS)" Zone, in accordance with Haldimand County Zoning by-law HC 1-2020, which primarily permits existing residential uses, limited commercial uses including farmer's markets and accessory retail uses and parks and open space uses, including campgrounds, parks, golf courses, tent and trailer parks, fair and exhibitions grounds and conservation areas. As a place of worship is not a permitted use (primary or accessory) in the "(OS)" Zone, a Zoning By-law Amendment application has been submitted in order to rezone the lands to permit the proposed uses through a site-specific provision.

Subject Application/Development Proposal

The subject application contemplates adding the use of a place of worship within the existing buildings at the Disciples Conference Grounds. The proposal would utilize and/or retrofit the existing on-site buildings (refer to Attachments 2 and 3) to allow for church worship services, congregations and related activities among the broader faith community to take place on the subject lands. Accordingly, no new development (i.e., new buildings or structures) are proposed to facilitate the proposal. The proposed use is considered to be complementary to the existing land use permissions and will not adversely affect the subject lands or neighboring areas.

It is Planning staff's understanding that an existing parking area with approximately 60 spaces is presently existing and has been overgrown with vegetation. It is also staff's understanding that the proponent is re-establishing this parking area for the future use of the place of worship, which is to be contained within the existing pavilion, which is estimated to attract 220 worshipers. As the subject lands are under Site Plan Control, the details of the parking area, space dimensions will be deferred to the detailed-design stage to ensure the parking lot is sufficient in terms of accessibility and meeting all applicable parking provisions in the Zoning By-law.

Analysis:

Provincial Planning Statement, 2024 (PPS)

The Provincial Planning Statement, 2024 (PPS) is a policy statement issued under the authority of Section 3 of the *Planning Act* and provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the Provincial Planning Statement sets the policy foundation for regulating the development and use of land province-wide, helping achieve the provincial goal of meeting the needs of a fast-growing province while enhancing the quality of life for all Ontarians.

The PPS does not provide direction regarding specific institutional uses (i.e., a place of worship) that do not impact matters of Provincial interest. However, the PPS does contain policies pertaining to public spaces, recreation, parks, trails and open space. In particular, section 3.9.1(d) of the PPS states that healthy, active and inclusive communities should be promoted by:

- d) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.

Planning comment: When the property was purchased in 1953, it was vacant of any buildings or structures. The existing buildings were constructed shortly after acquisition in 1953 with minimal tree removals. The structures are built within the woodlands and as no future buildings or structures are being contemplated at this time to facilitate the proposal, there will be minimal negative impacts on these protected areas.

Accordingly, Planning staff are of the opinion that the proposal is generally consistent with and does not conflict with any policies of the PPS.

Haldimand County Official Plan

The Haldimand County Official Plan (HCOP) creates the long-term framework for guiding land use changes in the County by protecting and managing the natural environment, directing and influencing growth patterns and facilitating the vision of the County as expressed through its residents. The HCOP also provides the avenue through which Provincial Policy is implemented into the local context.

Designation

The subject lands are within the Lakeshore Node of Sweets Corners Road, and located on the north side of Lakeshore Road.

The subject lands are designated “Resort Residential Node”, in part (southern portion) and “Agriculture”, in part on Schedule “D.9” (Lakeshore Node of Sweets Corners Road) in the Haldimand County Official Plan.

As stipulated in section 4.E of the HCOP, the Lakeshore Area in Haldimand County has unique development circumstances that are due to:

- a) Its location adjacent to the north shore of Lake Erie;
- b) The ribbon development pattern along the shoreline with concentrated development in certain Resort Residential Nodes;
- c) Development is on private services with the exception of the Major Industrial uses in the Nanticoke area;
- d) The predominant residential character of the area for both seasonal and year-round uses with commercial and tourist opportunities scattered throughout; and,
- e) The industrial uses located around the Hamlets and Nanticoke and Port Maitland.

Resort Residential Node Policies

Further, section 4.E.9 of the HCOP states that Resort Residential Nodes are not settlement areas. They are rural areas of concentrated existing development in nodal or linear form in Lakeshore locations which are predominately recreational residences, and may include related commercial, institutional and recreational facilities servicing the area. Resort Residential Nodes are identified on Schedules “D.1” to “D.21”.

Planning Comment: The Disciples Conference Grounds were established in 1953 and have been consistently used as a religious retreat, Christian education and campsite for decades. The purpose of adding the use of a place of worship will allow the organization to facilitate church worship services and related activities to take place within the existing buildings as part of the site’s program. As noted above, the Resort Residential Nodes may permit some limited forms of institutional uses, which could include a place of worship to serve both the area and those using the camp site as part of the greater Disciples Conference Grounds purpose. No new buildings or structures are being contemplated to facilitate the proposed use of the place of worship.

Natural Environment Policies

The subject lands are located partially within and adjacent to a candidate significant woodland, which according to Section 2.A.2. of the HCOP, are considered a Significant Natural Environment Area (NEA). Accordingly, any proposed development (which also includes a change of land use) or site alteration is proposed within or adjacent to an NEA, an Environmental Impact study (EIS) shall be required to ensure that any proposed development will not result in any negative impacts on the ecological and hydrologic functions of the natural features and their functions.

Planning Comment: While the location of the existing buildings is within and adjacent to the NEA, the proposal does not contemplate any new construction or site alteration as the proposed place of worship will be contained solely within the existing pavilion on site. As such, Planning staff are of the opinion that the requirements for an EIS can be waived in this instance as the proposal is not anticipated to have any negative impacts on the natural heritage features or their ecological and/or hydrologic functions. The Long Point Region Conservation Authority—which has watershed jurisdiction in this part of Haldimand and was circulated—has not raised any concerns with the staff recommended approach to the NEA.

Lakeshore Hazard Lands

Section 2.C.3) of the HCOP includes policies pertaining to the hazard lands located along the Lake Erie shoreline, in particular, fluctuating water levels, storms, wave uprush, ice build-up and erosion. These hazard lands are Regulated by the Long Point Region Conservation Authority (LPRCA) in accordance with Ontario Regulation 41/24 (Prohibited Activities, Exemptions and Permits). The southern portion of the subject lands are within an identified shoreline hazard and may be subject to significant damage potential. The policies in this section contain limitations and prohibitions on certain types of development within the shoreline hazards lands.

Planning Comment: The existing buildings associated with the Disciples Conference Grounds are located outside of the hazard lands and the LPRCA Regulated Areas. As such, there are no anticipated impacts from an environmental hazard perspective.

Planning staff are of the opinion that the propose use of a place of worship within the existing camp site is consistent with the intent and purpose of the Haldimand County Official Plan.

Haldimand County Zoning By-law HC 1-2020

The purpose of the Haldimand County Zoning By-law HC 1-2020 is to regulate the use of land within the County by stating exactly how land may be used, where buildings and other structures can be located, the types of buildings that are permitted and how they can be used, and the lot sizes and dimensions, parking space requirements, building heights, and setback from the street. The Zoning By-law implements the Official Plan policies and is legally enforceable.

The subject lands are presently zoned 'Open Space (OS)' with special exception 36.178, in accordance with Haldimand County Zoning By-law HC 1-2020, which permits existing residential uses, limited commercial uses including farmer's markets and accessory retail uses and parks and open space uses, including campgrounds, parks, golf courses, tent and trailer parks, fair and exhibitions grounds and conservation areas. Site-specific provision (36.178) was created through prior Zoning By-law Amendments (By-law No. 10-H-97 and 11-H-97), to permit the use of a camp ground in the "(OS)" Zone with an amended definition of campground for the subject lands, as well as placing the lands under Site Plan Control.

The Zoning By-law Amendment application is seeking to amend the land use permissions for the subject lands to facilitate and permit a place of worship to allow for church and worship services to occur in conjunction with the camp ground facilities programming. As such, the proposal seeks to rezone the subject lands from 'Open Space "(OS)" Zone to 'Open Space "(OS.8)" Zone with a special exception to permit the use of a place of worship.

Planning Comment: As the proposed use is anticipated to be used in conjunction with the programming of the Disciples Conference Grounds, and no additional buildings or structures are proposed to be constructed to facilitate the use as it will be contained within the existing buildings. As such, given that no buildings or structures are being proposed that would have the effect of substantially increasing the size of or useability of the site, would not meet the definition of development under section 41 of the *Planning Act*. Accordingly, as the subject lands are under Site Plan Control through the above-noted By-law, it would be appropriate to direct the proponent to seek an exemption to Site Plan Control (SPC) through a Site Plan Waiver request. SPC remains applicable for the parking area should any of the work relating to re-establishing it trigger any significant grading, drainage or other design works.

Accordingly, Planning staff are supportive of the proposed Zoning By-law Amendment application and are of the opinion that the development proposal is generally consistent with the intent and purpose of the Haldimand County Zoning By-law HC 1-2020.

A copy of the proposed draft Zoning by-law is attached as Attachment 5 to this report.

Financial/Legal Implications:

Not applicable.

Stakeholder Impacts:

Public Comments: No comments from the public, including area residents were received at the time this report was written.

Development & Design Technologist: No comments or concerns.

Building and Municipal Enforcement Services:

General Comments

- Property zoned OS w/ special provision 36.178. Place of worship not currently a permitted use.
- Any development will be subject to site plan control and LPRCA approval.

Application-Specific Comments

- Provide complete site plan with all information on one plan.
- Parking:
 - Include dimensions of parking spaces and aisles.
 - Include setbacks from property lines.
 - Provide capacity/attendance numbers for place of worship.
- Sewage system evaluation required (by licensed sewage system installer) to confirm existing sewage system is adequate for proposed use, and in good working condition.

Planning Comment: While the subject lands are under Site Plan Control, the proposal does not contemplate the construction of any new buildings or structures, accordingly, would not trigger the Site Plan requirements under Section 41 of the *Planning Act*. As such, Planning staff recommend that the proponent request a Site Plan Waiver application, which will require a more detailed concept/site plan and confirmation of parking as part of the submission requirements.

Mississaugas of the Credit First Nation (MCFN): No comments received.

Six Nations of the Grand River:

- 10:1 tree replacement ratio for any trees slated to be removed. A stage one archeological assessment be completed and sent to Tanya Hill-Montour for her review upon any ground disturbances.

Planning Comment: Planning staff are currently engaged with the Six Nations to waive the archaeological assessment requirements given that no new development or site alteration is being proposed.

Economic Development and Tourism (EDT): EDT has no comments or concerns.

Canada Post: Please be advised that Canada Post does not have any comments on this application for the addition of a place of worship on the property as this will not affect mail delivery.

Long Point Region Conservation Authority (LPRCA): Long Point Region Conservation Authority (LPRCA) staff have had an opportunity to review the application PLZ-HA-2025-027 and can provide

the following comments based on LPRCA's plan review responsibilities for Haldimand County's consideration.

It is staff's understanding that the submitted application will facilitate the addition of a site-specific provision on the property zoned OS-1 to allow for an existing structure to be used as "a place of worship".

Delegated Responsibility from the Minister of Natural Resources, Chapter 5.2 of the Provincial Policy Statement, 2024

Conservation Authorities have been delegated responsibilities from the Ministry of Natural Resources to represent the provincial interests regarding natural hazards encompassed by Chapter 5.2 of the Provincial Policy Statement, 2024 (PPS). The overall intent of Chapter 5.0 - Protecting Public Health and Safety of the PPS is to reduce the potential public cost and/or risk to Ontario's residents from natural or human-made hazards. As such, "development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards".

The application is subject to the following subsections of Chapter 5.2 of the Provincial Policy Statement:

5.2.2 Development shall generally be directed, in accordance with guidance developed by the Province (as amended from time to time), to areas outside of:

- a) hazardous lands adjacent to the shorelines of the Great Lakes - St. Lawrence River System and large inland lakes which are impacted by flooding hazards, erosion hazards and/or dynamic beach hazards;
- b) hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; and,

LPRCA staff can advise that the application is consistent with Section 5.2.2 a) and b) of the Provincial Policy Statement, 2024.

Permitting under Ontario Regulation 41/24

The subject lands are partially regulated by Long Point Region Conservation Authority under Ontario Regulation 41/24. LPRCA's regulation limit extends outward from the shoreline, the watercourses, and wetland present on the property by varying distances. Permission from this office is required prior to any development within the regulated area as defined in the *Conservation Authorities Act*.

Development is defined as:

- the construction, reconstruction, erection or placing of a building or structure of any kind,
- any change to a building or structure that would have the effect of altering the use or potential use of the building or structure, increasing the size of the building or structure or increasing the number of dwelling units in the building or structure,
- site grading, or
- the temporary or permanent placing, dumping or removal of any material, originating on the site or elsewhere (Ontario Regulation 41/24).

Planning Comment: Acknowledged. The applicant is hereby notified that a Permit may be required for any applicable development as noted above from the LPRCA and are further advised to contact LPRCA's office prior to any applicable development. While it is Planning staff's understanding that no new buildings or structures are proposed, we advise to contact LPRCA's office to ensure no further approvals are required to facilitate the proposal.

Report Impacts:

Agreement: No

By-law: Yes

Budget Amendment: No

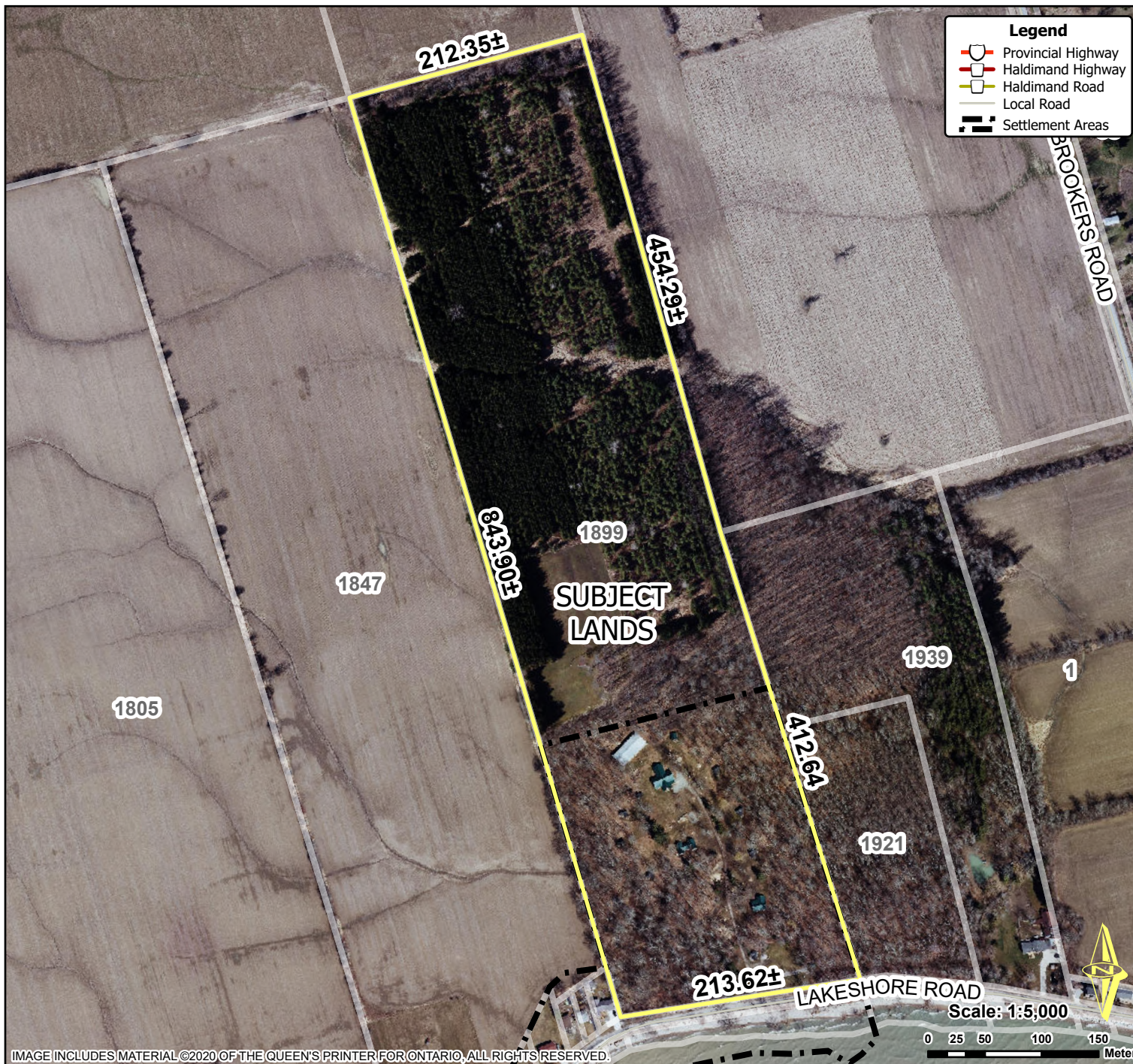
Policy: No

Attachments:

1. Location Map.
2. Site Plan.
3. Site Plan Details.
4. Parking Area.
5. Draft Zoning By-law.

Location Map FILE #PLZ-HA-2025-027 APPLICANT: Disciples Camp

PDD-13-2025, Attachment 1



Location:
1899 LAKESHORE ROAD
GEOGRAPHIC TOWNSHIP OF RAINHAM
WARD 2

Legal Description:
RNH CON 1 PT LOT 20

Property Assessment Number:
2810 158 001 62100 0000

Size:
APPROX. 18.32 HECTARES (45.28 ACRES)

Zoning:
RS (Lakeshore Residential), A (Agriculture),
OS (Open Space), LPRCA (Regulated Lands),
HCOP (Riverine Hazard Lands)

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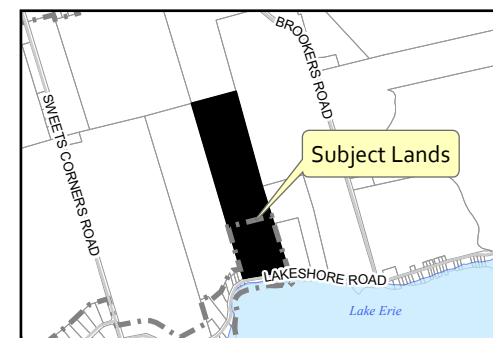
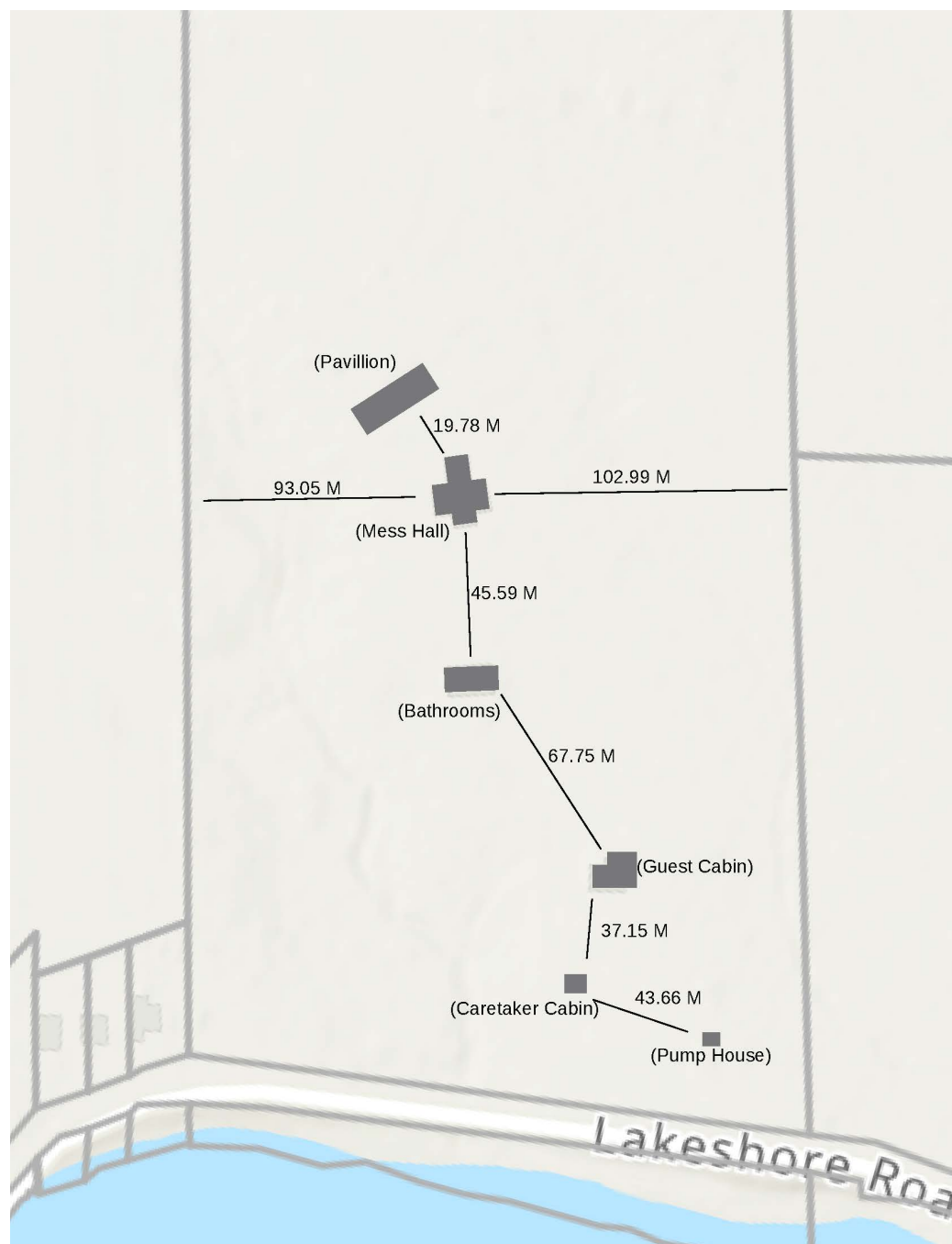


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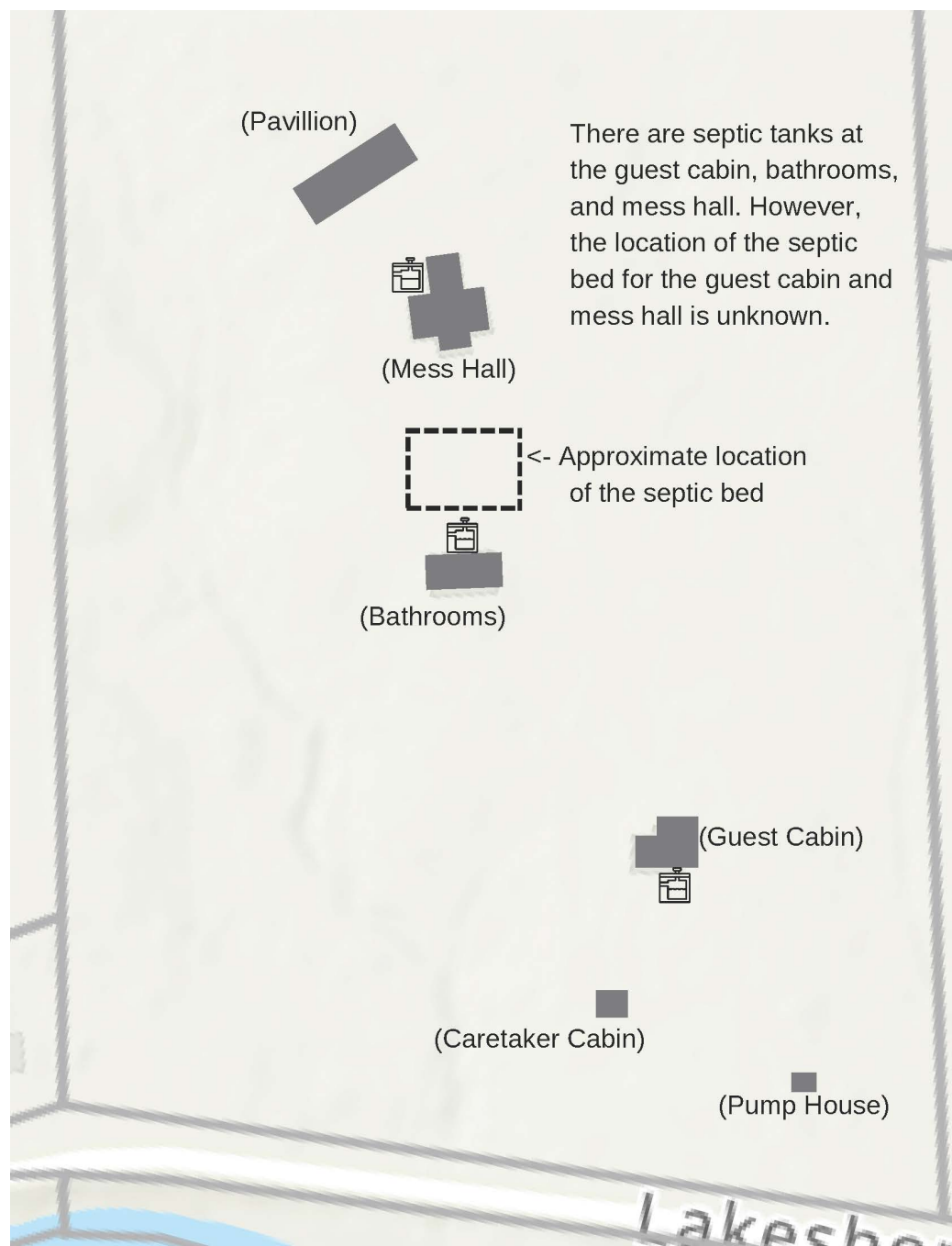
Owner's Sketch #2 FILE #PLZ-HA-2025-027 APPLICANT: Disciples Camp

PDD-13-2025, Attachment 2



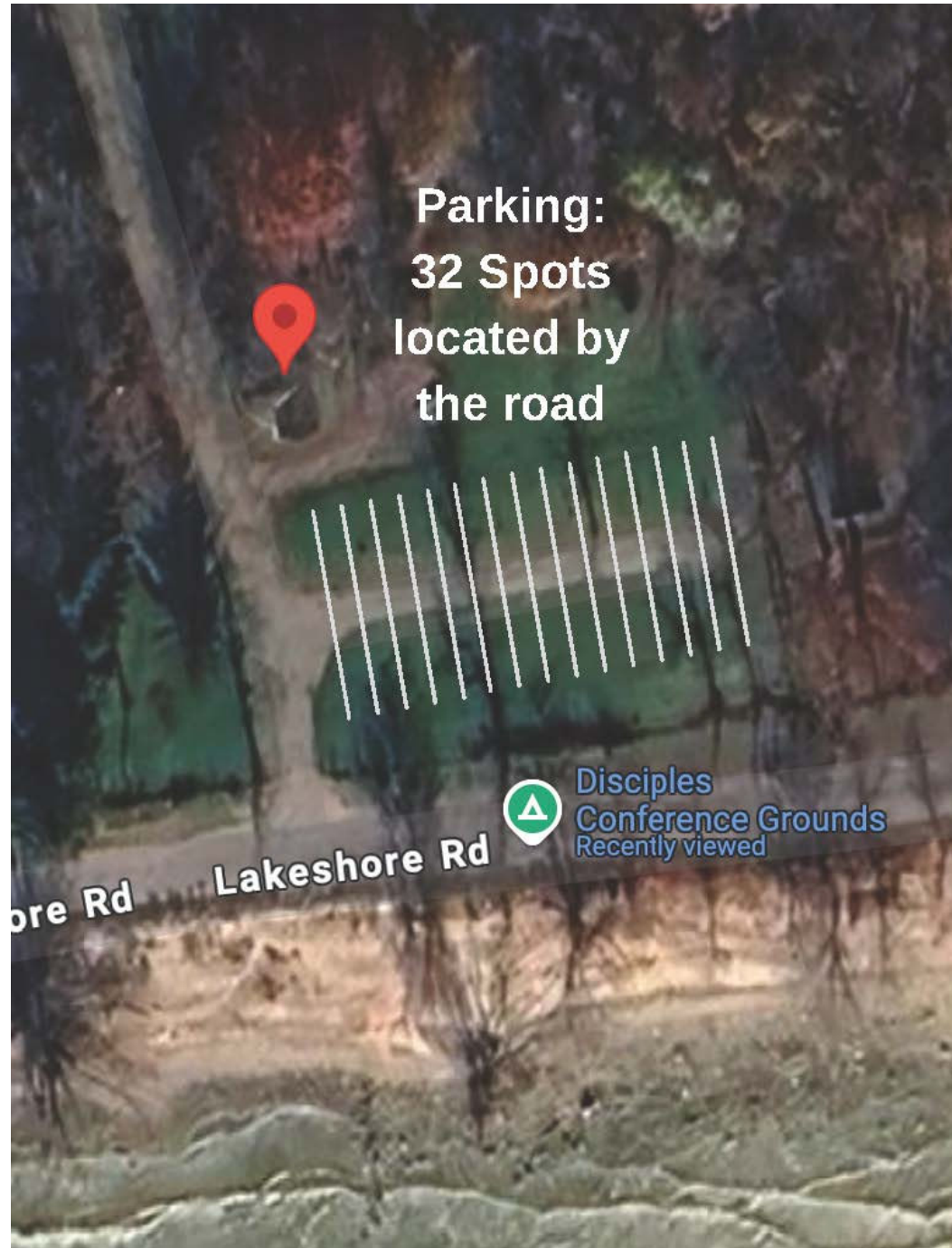
Owner's Sketch #3 FILE #PLZ-HA-2025-027 APPLICANT: Disciples Camp

PDD-13-2025, Attachment 3



Owner's Sketch #8 FILE #PLZ-HA-2025-027 APPLICANT: Disciples Camp

PDD-13-2025, Attachment 4



THE CORPORATION OF HALDIMAND COUNTY

By-law Number XXXX-HC/XX

Being a by-law to amend Zoning By-law HC 1-2020, as amended, for property described in the name of Disciples Camp.

WHEREAS Haldimand County is authorized to enact this by-law, by virtue of the provisions of Section 34 of the *Planning Act*, R.S.O. 1990, CHAPTER P.13, as amended;

AND WHEREAS this by-law conforms to the Haldimand County Official Plan,

NOW THEREFORE, the Council of The Corporation of Haldimand County enacts as follows:

1. **THAT** this by-law shall apply to lands described as the subject lands and shown on Maps “A” and “B” attached to and forming part of this by-law.
2. **THAT** Schedule “A” of By-law HC 1-2020, as amended, is hereby further amended by changing the zoning of the subject lands identified on Map “A” (attached to and forming part of this by-law) from ‘Open Space “(OS)” Zone to ‘Open Space “(OS.8)” Zone with a Special Exception.
3. **THAT** Schedule “A” of By-law HC 1-2020, as amended, is hereby further amended by delineating the lands identified as the subject lands on Map “A” (attached to and forming part of this by-law) as having reference to Subsection 10.4.1.8. – OS.8.
4. **THAT** Subsection 10.4 Special Exceptions is hereby further amended by adding the following:

10.4.1.8 - OS.8

In addition to the uses *permitted* in the OS Zone, a *PLACE OF WORSHIP* shall be *permitted*.

HALDIMAND COUNTY

By-law Number /XX

THAT this by-law shall come into force in accordance with the provisions of the
Planning Act.

ENACTED this 26th day of May, 2025.

MAYOR

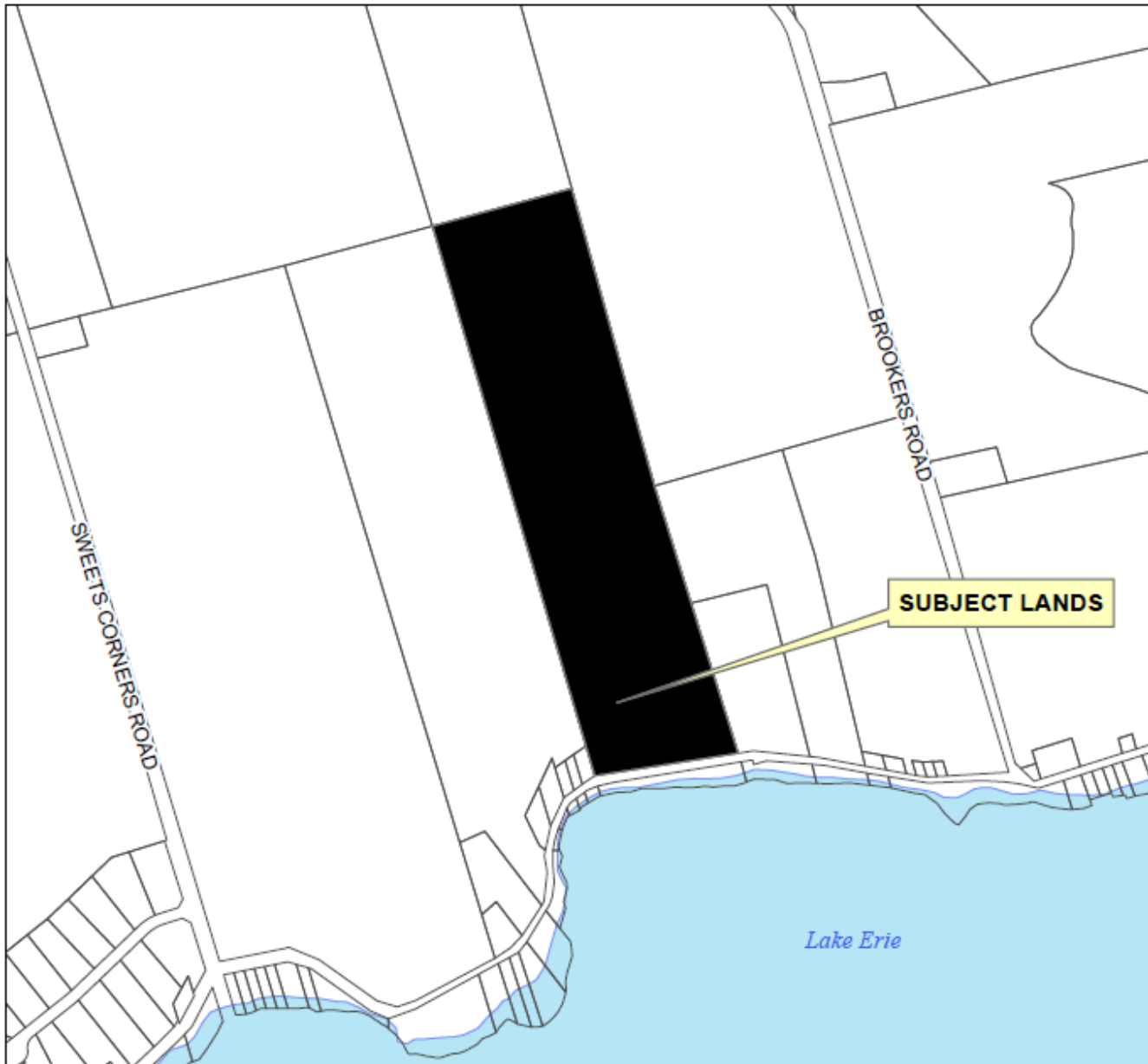
CLERK

HALDIMAND COUNTY

By-law Number /XX

MAP A - Key Map

Haldimand County
Geographic Township of Rainham
Ward 2



This is Map A to Zoning By-law _____ Passed the ____ day of _____ 2025.

MAYOR

CLERK

HALDIMAND COUNTY

By-law Number /XX

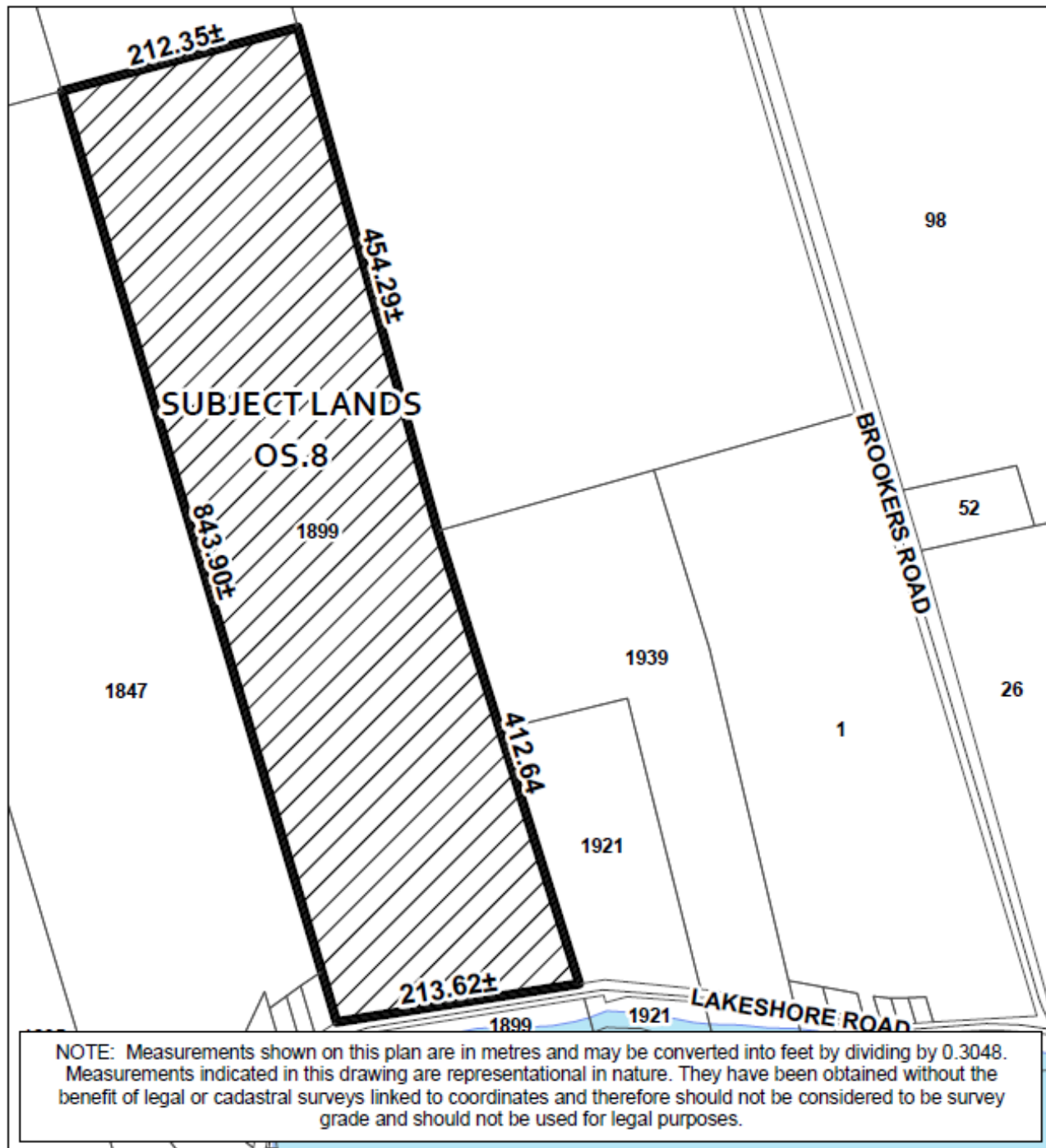
MAP B - Detail Map

Haldimand County

Geographic Township of Rainham, Ward 2

SCALE - 1:4,800

0 50 100 150 200 Metres



This is Map B to Zoning By-law _____ Passed the ____ day of _____ 2025.

MAYOR_____
CLERK

Ref: PLZ-HA-2025-027

PURPOSE AND EFFECT OF BY-LAW XX/XX

The subject lands are legally described as Rainham Concession 1, Part Lot 20 and municipally known as 1899 Lakeshore Road, Selkirk.

The purpose of this by-law is to amend the land use permission for the subject lands (Disciples Conference Grounds) to permit a *PLACE OF WORSHIP* in the existing buildings by rezoning the subject lands from 'Open Space "(OS)" Zone to 'Open Space "(OS.8)" Zone with a special exception.

Report Number:	PDD-13-2025
File No:	PLZ-HA-2025-027
Name:	Disciples Camp
Roll No.:	2810.158.001.62100.0000

HALDIMAND COUNTY

Report CDS-06-2025 Haldimand County Housing Needs Assessment For Consideration by Council in Committee on May 20, 2025



Objective:

To approve a Housing Needs Assessment for the purposes of meeting Haldimand's requirements under the Canada Community-Building Fund, and to serve as baseline data for the development of future strategies focused on meeting housing needs.

Recommendations:

1. THAT Report CDS-06-2025 Haldimand County Housing Needs Assessment be received;
2. AND THAT the Housing Needs Assessment Report, included as Attachment 1 to Report CDS-06-2025, be approved for use in the development of future strategies, programs and planning;
3. AND THAT the Housing Assessment Template, included as Attachment 2 to Report CDS-06-2025, be approved for submission to meet Haldimand County's federal program requirements under the Canada Community-Building Fund.

Prepared and Respectfully submitted: Mike Evers, MCIP, RPP, BES, General Manager, Community & Development Services

Approved: Cathy Case, Chief Administrative Officer

Executive Summary:

On June 24, 2024, staff recommended (FIN-12-2024) that Council authorize the Mayor and Clerk to execute the new revised Municipal Funding Agreement for the Canada Community-Building Fund (CCBF). Under the revised agreement, a new requirement, a Housing Needs Assessment (HNA), was introduced. The HNA is to be used by municipalities to prioritize, where possible, infrastructure or capacity building projects that support increased housing supply.

Given the technical nature and scope of the requirements, staff secured the services of an external consultant, Watson & Associates Economists Ltd. (Watson), to complete the HNA on our behalf. Watson has now completed that work which consists of a detailed report and a fully populated HNA template, the latter being a key requirement of the CCBF eligibility and which is to be submitted to AMO by the end of June. The final HNA report and template are being presented for Council's approval such that they can be submitted by the prescribed June 30th deadline and ensure Haldimand remains eligible for federal funding under infrastructure programs and in compliance with our Municipal Funding Agreement. The HNA will also serve as the data baseline for a number of future initiatives which will serve to address the current and future housing gaps in Haldimand such as an affordable housing strategy and Official Plan update.

Background:

The Canada Community-Building Fund (CCBF) is a stable, predictable, and indexed source of funding provided up front to provinces and territories who, in turn, flow this funding to their communities. The funding allows local communities to make strategic investments in essential infrastructure, such as roads and bridges, public transit, drinking water and wastewater infrastructure, and recreational facilities. These investments contribute to the development of Canada's housing supply by supporting infrastructure projects that align with regional housing goals, enable urban density, and help to improve housing affordability for Canadians. For the past 5 years, Haldimand has received CCBF funding of approximately \$3 million annually (excluding one time top-ups). The projected amount for years 2026 to 2028 is approximately \$3.3 million annually.

Under Haldimand's existing Municipal Funding Agreement for CCBF we are now required to complete a Housing Needs Assessment (HNA). An HNA is a report informed by data and research that describes the current and future housing needs of a municipality or community. It includes both:

- Quantitative research such as economic data, population and household forecasts; and,
- Qualitative research such as interviews, policy analysis and stakeholder engagement.

HNAs provide data to support evidence-based decision making at the local and community level. Having this data helps all levels of government make informed decisions about their infrastructure and housing investments in order to build and/or facilitate the building of the most suitable housing for their communities. An assessment helps a community gather critical housing data to guide decisions on the type and location of housing to build, as well as the infrastructure needed to support community growth.

A Housing Needs Assessment for Haldimand County has been completed by Watson & Associates Economists Ltd. (Watson). The conclusions of the analysis are intended to:

- satisfy the requirements for funding eligibility under the CCBF and meet our obligations under our Municipal Funding Agreement; and,
- provide the foundational data to develop a road map to support the growth of housing supply that will serve to close key housing gaps across the full housing continuum (market and non-market housing).

Analysis:

A healthy housing continuum should provide a broad range of housing options enabling households with different sizes, compositions, and incomes to access affordable and appropriate housing as needed. To realize a full housing spectrum, precise information about existing housing stock, demographics, household formation, household size, income levels, population growth, and housing demand and supply is needed to create a data baseline. With this information, an assessment can be made to understand the extent to which the supply, built form, and tenure of housing meet current and future needs and where there may be existing or future gaps in the provision of a healthy housing continuum.

The Housing Needs Assessment (HNA) presented herein serves as the key foundational document to address the above. Produced by Watson—relying primarily on Statistics Canada Census, CMHC data and local data from Haldimand staff and community stakeholders—the HNA analyzes housing supply, demand, demographics and affordability specific to Haldimand County. The HNA validates Haldimand's key housing gaps and provides detailed information that can be used to explore how to address current and future housing needs and challenges with targeted and intentional policy and program initiatives. To that end, some of the key conclusions include:

Housing context:

- current housing base is approximately 18,800 occupied dwelling units, consisting of mostly low density (88%) with small amounts of medium (5%) and high density (7%);
- renter occupied households is 15% of total occupied dwelling share (85% are owner occupied), which is less than half of the provincial average (31%); meanwhile the vacancy rate has been steadily declining and sat at 0.6% (2023) which is approximately 65% lower than the provincial average of 1.7% (note: vacancy rate of 3% is considered healthy);
- 98% of Haldimand's housing is market housing (e.g., the 'standard' housing option where prices reflect the forces of supply and demand in the real estate market, without any special government subsidies or assistance), with only 2% being publicly funded or provided by non-profit agencies. This is similar to municipalities of comparable size.
- over the last decade (2015 to 2024), Haldimand has averaged 310 new residential units per year (all types combined), with growth accelerating in the latter half of the decade with an average of 361 unit per year – the predominant built form of this new supply is characterized as low density, freehold and grade-related;
- there are approximately one dozen active residential development projects (e.g., clearing conditions, detailed design stage, initiating agreements, preliminary servicing stage) with a total anticipated yield of approximately 1,900 units upon full build out. The majority of these are intended for the ownership market and all are anticipated to have a price point range that is above the affordable purchase price, landing at the mid to high end of the market price;
- Haldimand has experienced a strong appreciation in housing prices and rental rates over the last 5 years – this has led to the erosion of housing affordability, a common occurrence across the country.

Current & future housing need:

- Haldimand County is experiencing a range of housing pressures as a result of sustained population and economic growth, which has led to a widening gap between housing demand and supply. This is not unique to Haldimand and is an increasingly common theme in municipalities of all sizes across Ontario, as well as beyond our provincial boundaries;
- Haldimand has a structural deficit in its housing supply which has not kept pace with the growing needs of the current population. Specifically, Haldimand has a shortage of affordable rental and ownership housing, as well as limited housing typologies suitable for low- to moderate-income households. Rising home prices and rental rates are increasingly pricing both existing and future residents out of the market. In addition, there is a pressing need for supportive and non-market housing, with many residents experiencing homelessness, remaining on waiting lists for non-market housing, or living in severe core housing need;
- infrastructure capacity constraints present a significant challenge to addressing housing needs in Haldimand County. In particular, a lack of serviced development ready land for housing is a key challenge for accommodating new housing, especially in Settlement Areas designated for growth. Additionally, intensification and higher-density developments often require costly upgrades to aging infrastructure that was not built to handle current or anticipated growth levels. As above, this is similar to the current reality of many municipalities across Ontario. For clarity, as it relates to lack of serviced development ready land, the infrastructure that Haldimand is responsible for providing through DC-related projects (e.g., wastewater treatment plants, water treatment/storage, arterial roads) has sufficient capacity in all urban areas for at least 5+ years of development which meets provincial requirements. Where challenges exist rests with lack of up front provision of local services which are the responsibility of developers (e.g., localized pumping, localized water and wastewater collection and conveyance). This infrastructure can have long lead times for emplacement which can lead to delays in the delivery of housing. Potential solutions to this include developers working together, and with the County, on front-ending of infrastructure projects (building sooner than may be required so infrastructure is there

when needed) or upsizing at the outset of a multi-phase project to accommodate future project phases;

- to maintain a well-balanced and healthy community and ensure long-term sustainability, it is vital to offer a wide range of housing options to a broad range of income groups, including affordable housing;
- increasing cultural diversity, an aging Baby Boom population, growing demands for new families, a growing share of young adults and eroding housing affordability combine to drive the need for a mix of future housing across a range of density types, affordability options and tenure;
- as average age of Haldimand's population continues to increase, it is anticipated that demand for higher-density housing forms will gradually increase. The aging population will also drive the need for seniors' housing and other forms geared to older adults (e.g., assisted living). At the other end of the spectrum, a rise in the number of younger adults and families will increase demand for a broad range of housing types that are affordable, including townhouses and higher density developments (apartments). Low density housing demand is expected to be strongest for "move up" home buyers with growing families, typically those approaching 40 years of age and older;
- analysis of the 10-year housing forecast for Haldimand—which is 4,575 units, as derived from the Council approved 2024 population, housing and employment forecasts—shows approximately 825 rental housing units and 3,750 ownership housing units would be built. To meet the Province's affordable housing benchmarks, 32% of that total (1,450 units) would need to be affordable housing (both ownership and rental). Haldimand will need to continue to work with its public and private sector partners to encourage a greater supply of more moderately priced, higher density, freehold and condominium units and purpose-built rental apartments.

Building off the conclusions, strategic recommendations put forward in the Watson report include the following. Of note, these recommendations are intended to provide options to consider and they are to be examined in more detail as part of other initiatives (which are described further on in this report under 'The Road Forward') to ascertain feasibility, potential for impact, resource needs (financial and other) and ease of implementation:

- Planning for long-term population growth across a diverse range of age groups and income levels – this requires attraction efforts that include a growing economic base, (planning for/delivering) broader range of housing typologies and housing tenure, and developing updated affordable housing targets as part of the Official Plan;
- Expanding housing affordability options – this can be accomplished through more compact built form and innovative design (e.g., permitting tiny homes/modular homes, alternative development standards such as reduced parking requirements, innovative construction methods) and the promotion/enabling of additional residential units;
- Expansion of non-market housing – this requires working with housing service partners (e.g., Haldimand Norfolk Housing Corporation) to maintain and increase housing support services and programs, and the supply of affordable housing;
- Regulatory and financial tools to support housing development – this includes the application of various tools (representing both 'carrot' and 'stick' approaches) to facilitate a higher rate of residential activity, in particular rental and affordable ownership options. Tactics can include having an appropriate amount of designated land supply with servicing (or servicing plans), regulatory incentives (e.g., expedited processing, reduced parking), and financial incentives (grants, rebates).

The Road Forward

As expressed above, as a recipient of the CCBF, we are expected to prioritize projects and initiatives that support the growth of housing supply, across the housing continuum, within our community. The

HNA is a fundamental ‘starting point’ for that work and can be used to prioritize, where possible, infrastructure or capacity building projects that support increased housing supply where it makes sense to do so. How that translates into action will be worked out through a series of initiatives that will be completed sequentially over several years, as follows:

- **Affordable Housing Strategy (2026):** A municipal affordable housing strategy (AHS) is a plan developed to address the local need for housing that is affordable for low-to-moderate-income households. These strategies aim to increase the supply of affordable housing, provide a variety of housing options, and support residents in accessing housing they can afford while meeting other basic needs like food and transportation. It is typically executed through the development of supportive/enabling policies (e.g., policies that can be adopted in municipal Official Plans, Secondary Plans); performance/zoning standards; incentive programs (e.g., Community Improvement Plan grants, municipal land sale program, expedited review/approval processes); etc. The work on the AHS is expected to be initiated by staff in late 2025 with a consultant being retained in 2026 to assist in building out an implementable suite of policies and programs;
- **Official Plan Update (2027):** The AHS, grounded in the findings of the HNA, will then inform the next update of the Haldimand County Official Plan (OP), scheduled as part of the legislated five-year review cycle, beginning in 2026 and concluding in 2027. The Official Plan review will include the consideration of housing-related policies such as:
 - Establish minimum new housing targets for affordable and attainable housing;
 - Identify higher-density nodes and corridors, along with minimum density performance standards;
 - Mandate inclusion of medium- and high-density units in larger developments;
 - Expand permissions for additional dwelling units across more residential areas;
 - Allow as-of-right conversions of underutilized greyfield sites (e.g., commercial/institutional) to residential uses;
 - Support the sale or lease of surplus County-owned land for affordable housing development;
 - Enable alternative development standards for projects meeting affordability criteria;
 - Encourage shared housing models, including those offering support services; and,
 - Consider the creation of an Affordable Housing Fund to support incentive-based initiatives.

In addition, the HNA findings will be translated into specific land use permissions that reflect the type and scale of housing required across the County. These will inform housing policies for both greenfield (undeveloped) areas and built-up areas targeted for infill and intensification. The policies will address key considerations such as housing form, density, and development standards. Furthermore, these policies will be tailored to the distinct characteristics of each of the County’s six urban areas. For example, higher-density and more diverse housing options may be prioritized in high-growth communities such as Caledonia;

- **Zoning By-law Review (2028) –** Haldimand Comprehensive Zoning By-law serves as the key vehicle to implement the directions set in the Official Plan (OP). Upon receiving provincial approval of the OP (2027 or 2028), an update to the Zoning By-law will take place to ensure policy directives are actioned and able to be implemented ‘on the ground’. This may include alternative development standards for certain types of residential projects (reduced parking, increased height permissions, decreased setbacks, smaller units, more units per lot), high density residential zones (with a minimum number of units required per hectare), inclusionary zoning (requiring a minimum % of units in a subdivision development are designated affordable), and more mixed use opportunities;

- Master Servicing Plans (2025, on-going) – The planning directions (AHS, OP) will also directly intersect with infrastructure planning and investment. The housing projections and spatial distribution identified through the HNA will guide future updates to the County’s Master Servicing Plans (MSPs), ensuring alignment between growth and infrastructure delivery. This includes planning for water supply, treatment and conveyance; sanitary sewer capacity and treatment; stormwater management systems; and the expansion or enhancement of the transportation network. This serves as the key work to systematically address the infrastructure capacity constraints and lack of serviced development ready land challenges that have been identified through the HNA. MSPs for Haldimand’s 6 urban areas are updated on 5 year cycles with one MSP (typically) being completed each calendar year. A variety of capital projects flow from these studies on an annual basis.

Through this integrated and phased approach, the HNA will not only inform immediate housing strategies but will also guide long-term planning and policy-making in Haldimand County, ensuring that housing supply aligns with community needs, supports economic development, and fosters inclusive, complete communities.

The data collected through the HNA will serve as a critical input in shaping both the forthcoming AHS and the County’s Official Plan policies, particularly with respect to identifying residential needs, appropriate locations for development, and necessary infrastructure supports.

Financial/Legal Implications:

Funding for the HNA was approved through FIN-17-2024 in the amount of \$40,000. The project has been completed in line with the approved budget. The cost to complete the HNA has been funded directly from our CCBF, as permitted within the agreement. Due to the nature of the work, the HNA is exempt from the County’s Procurement Policy. While there could be financial impacts associated with future policies, programs and strategies, those will be considered as part of the applicable initiative(s) and budget processes. Lastly, best practice is to update a municipal HNA at least once every 5 years. Based on this, and assuming that future CCBF eligibility requirements will reflect same under Haldimand’s Municipal Funding Agreement, there will be a need to include a recurring HNA initiative in future budgets.

Stakeholder Impacts:

The Watson team undertook a number of key stakeholder interviews (10 in total) to give a fuller picture of the housing needs in Haldimand County. This included interviewing existing non-market housing providers, Chamber of Commerce and economic development representatives, and a number of homebuilders/developers to gain insights regarding the local housing market. Key findings of the interviews were:

- Housing affordability is a significant concern, including lack of diverse housing options;
- Most housing is low density, ownership; there is a severe lack of rental – more purpose-built rental is needed;
- Employers are struggling to retain/attract employees due to housing shortages and/or limited options to meet specific needs;
- Perceived shortage of serviced land for residential development and opposition from the community remains a challenge (objections to increased density, infill);
- Key projects to address specific needs (e.g., seniors housing) are upcoming but moving slower than expected due to regulatory hurdles, funding challenges;

- There is need for strategic partnerships with developers, local governments and other interested parties. These will be key to overcoming financial and logistical barriers in the development of affordable and sustainable housing.

The stakeholder input was used to inform the strategic recommendations in the Watson report and will be further assessed as part of, and help shape the directions of, the various initiatives described above (Affordable Housing Strategy, Official Plan, etc.).

Report Impacts:

Agreement: No

By-law: No

Budget Amendment: No

Policy: No

References:

None.

Attachments:

1. Housing Needs Assessment Report.
2. Housing Needs Assessment Template.
3. Watson HNA Presentation.



Housing Needs Assessment

Haldimand County

May 13, 2025

Watson & Associates Economists Ltd.
905-272-3600
info@watsonecon.ca

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List of Acronyms and Abbreviations

Acronym	Full Description of Acronym
A.R.U.	Additional residential unit
C.I.P.	Community Improvement Plan
CMHC	Canada Mortgage and Housing Corporation
HNHSS	Haldimand and Norfolk Health and Social Services
NHS	National Housing Strategy
P.P.S., 2020	Provincial Policy Statement, 2020
P.P.S., 2024	Provincial Planning Statement, 2024
P.P.U.	Persons per unit



Executive Summary

Overview

The County of Haldimand retained Watson & Associates Economists Ltd. to prepare a Housing Needs Assessment. The primary objective of this assignment is to help ensure that the County's housing supply is appropriately aligned with housing needs. The key objective is to assess the current and forecast (10-year) housing needs in Haldimand County and identify gaps between housing demand and supply metrics across the full housing continuum.^[1]

The assessment considers macro-economic conditions, demographic trends, and regional and local real-estate development trends that are influencing current housing trends across the County. This analysis will help inform the definition of market demand and assess the various other supply and policy-based factors that are likely to impact local housing needs over the next three decades.

The study included a community engagement component which comprised interviews with various key informants. The engagement offered valuable insight and feedback to best analyze and address the housing gaps in the County.

Context

Haldimand County Housing Market

Haldimand County's 2021 permanent housing base comprises approximately 18,800 occupied dwelling units, largely consisting of low-density housing (single detached/semi-detached) which accounts for 88% of the units.^[2] The County's housing base also comprises approximately 5% and 7% medium- and high-density units, respectively.

Historically, the County's housing base has been predominantly owner-occupied, low-density units (single and semi-detached). The local housing market is gradually becoming more diverse with a greater share of higher-density units.

^[1] Housing continuum includes market and non-market housing, including family housing, rental housing, affordable housing, supportive housing, accessible housing, seniors housing, and transitional housing.

^[2] Based on Statistics Canada, 2021 data.



The County's share of renter-occupied households is 15%, which is significantly lower than the provincial average of 31%.^[1] There is a limited share of non-market housing in Haldimand County, with 98% of the County's total housing being market housing compared to 2% being publicly funded or provided by non-profit agencies. While the share of non-market housing in Haldimand is similar to other municipalities of comparable size, the housing assessment presented herein suggests additional non-market housing options are needed.

The average number of persons per dwelling unit (P.P.U.) has declined in Haldimand County and the Province over the past two decades.^[2] County's current (2021) P.P.U. of 2.74 is higher than the Province of Ontario's average of 2.67. It was observed that smaller household sizes are becoming more prevalent. The downward trend in housing occupancy in Haldimand County has been driven by the aging of the population, which increases the proportionate share of empty nester and single-occupancy households.

Over the 2015 to 2024 period, Haldimand County averaged 310 residential units per year with a significant increase in development activity in the past five years. Low-density housing construction remained the predominant built form of new housing construction.

The County has experienced strong appreciation in housing prices and housing rental rates over the past five years. These price increases have been significantly higher than the rate of income growth or inflation which has eroded housing affordability in the community.

Haldimand County Current Housing Needs

The findings from the technical analysis and community consultation suggest that Haldimand County has a structural deficit in housing supply that has not kept pace with the growing needs of the current population from a household affordability lens. This includes an estimated 116 individuals who are currently homeless in Haldimand and Norfolk Counties and 550 Haldimand County households that are on a waiting list for non-market housing. There are also 395 households in severe core need in Haldimand,

^[1] Based on 2021 Census Profile data.

^[2] Average number of persons per unit is defined as the total population divided by the number of occupied dwelling units.



as identified through the 2021 Census data. On-going efforts to address this affordable housing need should be considered a high priority for the short and medium term.

Haldimand County Future Housing and Residential Land Needs

Population growth in Haldimand County will drive demand for a broad range of housing. Long-term population growth in Haldimand will be heavily driven by net migration. To a lesser extent, natural increases (i.e., births less deaths) also contribute to population growth.

The County's population is aging. Haldimand County's 65+ age group has grown considerably over the past 20 years and is expected to increase in both percentage and absolute terms over the next several decades. As the average age of the County population continues to increase, it is anticipated that demand for higher-density housing forms will also continue to gradually increase.

In addition, the County is also anticipated to accommodate a growing share of young adults and new families seeking competitively priced home ownership and rental opportunities. Accordingly, opportunities should be explored to provide a mix of future housing across a range of density types, to accommodate those with varying levels of income (including affordable housing options).

Haldimand County needs approximately 11,000 new permanent housing units over the 2025 to 2051 period to meet the requirements of its growing population. The majority of forecast permanent housing growth is expected to be accommodated within its Settlement Areas. The 10-year housing forecast totals 4,575 units, including 3,750 ownership units and 825 rental units.

This analysis indicates that the County has a sufficient supply of potential housing units in registered and draft-approved plans to accommodate housing demand over the short to medium term.

The 10-year housing forecast by structure type and tenure has been further analyzed to determine the number of affordable vs. market-based units in each category. The analysis demonstrates that 32% (1,450 units) of forecast housing growth between 2025 and 2035 is expected to require affordable housing. This includes 1,045 ownership units and 405 rental units.



Strategic Recommendations

The County is responsible for local decisions that guide future land use, development, and growth. This includes authority over how land is utilized for housing; policies that guide the density, form, and type of housing development; policies that support and promote a full range of housing types; and potential regulatory and financial incentives to encourage development of rental and affordable housing.

Through various initiatives and programs, Haldimand County and its strategic partners have made progress over the past five years with its efforts to address and meet the affordable housing needs in their community. Even with this progress, several housing needs remain unmet, as Haldimand County continues to experience significant population and economic growth within an evolving provincial planning framework.

The following presents key strategic directions related to housing.

Planning for Long-Term Population Growth Across a Diverse Range of Age Groups and Income Levels

To accommodate the future population growth projected across Haldimand County over the 2025 to 2051 period, the County will require approximately 425 new permanent housing units per year. This is 37% higher than the amount of annual new permanent housing construction levels achieved over the past decade. Future housing growth is anticipated across a diverse range of housing forms.

It is generally recognized that the accommodation of skilled labour and the attraction of new businesses are dependent on one another. As such, for the County's economic base to grow, effort will be required to continue to attract new skilled working residents to Haldimand County with suitable employment opportunities and market choice in housing, to ensure that economic growth is not constrained. Attraction efforts must also be linked to housing accommodation (both ownership and rental), municipal services and infrastructure, and quality of life attributes that appeal to the younger mobile population, while not detracting from the County's attractiveness to older population segments.

To promote the attractiveness of Haldimand County for future residents, there is a need to expand housing market choice and options in the community to include a broader



range of housing typologies for a range of market segments and housing tenure (home ownership and rental), including affordable housing.

The County, as part of the next Official Plan Review, should update the definition of affordable housing in accordance with the new P.P.S., 2024, and update affordable housing targets for the County to align with the affordable housing needs assessment presented herein.

Expand Housing Affordability Options

Housing affordability in Haldimand County is a paramount concern across the community. As previously presented, average home prices and rents in the County have increased significantly over the past five years. Due to the substantial increase in both ownership and rental prices, existing and future residents are being priced out of the market and require more affordable housing solutions.

The following initiatives should be considered to address the identified gaps in the County's housing needs and to promote a more diverse supply of housing.

More Compact Built Form and Innovative Design

To address the gap in affordably priced, higher-density ownership and rental housing, the County should continue to work with home builders to expand the supply of more moderately priced ownership and rental housing options. As part of the County's next Official Plan Review and update, the County may want to consider policies and strategies that encourage and support the development of a broader range of housing options, in accordance with provincial policy direction.

The County should review local zoning and land-related barriers to identify opportunities to expand housing supply within the Settlement Areas that are more compact, land efficient, environmentally sustainable, and price competitive. This may include promoting more modular home and tiny home construction where appropriate, for example.

The County should consider alternative development standards for affordable housing developments, which would reduce development costs. These may include the reduction of parking requirements, permitting innovative construction methods, and allowing for smaller units and lots, provided they meet Ontario Building Code requirements and other health and safety standards.



Promote and Enable Additional Residential Unit Development

Through the *More Homes Built Faster Act, 2022*, changes were made to the *Planning Act* that now allow for up to three residential units per residential lot. This includes the primary residential unit and up to two A.R.U.s, including secondary suites. A.R.U.s represent an opportunity to increase affordable rental housing in the community through gentle intensification.

The County should update the Official Plan policies to align with the Zoning By-Law allowing A.R.U.s (up to three units in total per lot). This includes secondary suites (e.g., basement apartments) within the primary dwelling unit, as well as permanent garden suites, laneway housing, and other dwelling forms in accordance with provincial planning direction.

The federal government recently announced, through their Secondary Suite Refinance Program, that homeowners will be able to refinance up to 90% of their property's value to add A.R.U.s as long-term rental units on their respective properties. The County may also consider providing financial incentives (e.g., grants) for homeowners who construct A.R.U.s that are intended to be rented out on a long-term basis.

Expand Non-Market Housing

Through demographic analysis and community feedback, it is evident that there is a need for more supportive and non-market housing in the County. The County, together with its housing service partners, should continue to maintain and incrementally increase housing support services and programs, and expand the supply of deeply affordable and near-market housing.

Regulatory and Financial Tools to Support Housing Development

To achieve the housing mix and level of housing development activity needed to meet the existing and future housing needs identified herein, the County will need to explore and consider the potential application of regulatory and financial tools to support/enable a higher rate of residential development activity. The County should consider the following factors in supporting/enabling a higher rate of residential development activity, particularly for rental and more affordable ownership options:

- **Quantum of Designated Developable Land Supply/Sites** – This includes designated greenfield lands and supporting infrastructure, focusing on residential



development within the Settlement Areas and promoting a range of infill/intensification opportunities where servicing is available. This includes medium-density (“missing middle”) and high-density development and the development of A.R.U.s (e.g., secondary suites).

- **Regulatory Incentives** – This includes tools to assist in project feasibility through flexibility in the development approvals process (e.g., expedited processing), development permissions (i.e., building height, density), parking requirements, and design considerations.
- **Financial Incentives** – At the municipal level, this can focus on reducing the upfront financial obligations of the developer and/or reducing the operational costs moving forward.

Community Improvement Plans

The County should explore expanding its Community Improvement Plan (C.I.P.) for its Settlement Areas, with a greater focus on housing. C.I.P.s can reduce the upfront financial obligations of potential developers and home builders (e.g., waiving development and building fees) and can be an effective tool in promoting an expanded housing supply within Settlement Areas. In addition, C.I.P.s can offer property tax exemptions or reductions through tax increment equivalent grants, which can be particularly beneficial for new purpose-built rental housing developments.

Conclusions

The results of this study serve as a foundational document for housing in Haldimand County. This study is intended to guide decision-making and policy development specifically related to housing policy and programming in the County.

Accommodating and enabling/supporting greater housing development would require the County to also consider the following:

- **Planning Implications** – Over the next several decades, the focus of residential development is anticipated to continue to promote balanced growth – a balance between both intensification opportunities and greenfield opportunities. From a planning policy perspective, Urban Settlement Areas should represent priority locations for residential development given the amenities that these locations provide with respect to access to retail and other community services.



- **Impacts on Infrastructure and Municipal Service Needs** – Higher housing density would require increases in local infrastructure and municipal service needs, particularly within Settlement Areas where most of the increased housing demand is anticipated to be directed. While small-scale infill or redevelopment can benefit from existing capacity associated with hard municipal services, large-scale intensification projects can come at a high price. This is due to the costs associated with replacing, improving, and maintaining existing services that have not been planned to accommodate significant increases in housing and population. The County will need to continue to work to address growing infrastructure and municipal service needs related to housing and population growth.
- **Financial Implications** – While it is beyond the scope of this study to address the financial implications of economic incentives and promote a broader mix of housing supply, the municipal financial impacts of accommodating purpose-built rental housing and affordable housing must be addressed. This can be done through alternative funding programs or, if necessary, by passing the costs on to existing ratepayers.

To ensure the housing needs assessment remains current and reflective of housing needs in the community, consideration should be given to updating the needs assessment every five years. Building on this report, the County may also consider undertaking a housing affordability strategy to comprehensively explore and identify potential action items and implementation approaches to address local existing and future housing needs.



1. Introduction

1.1 Terms of Reference

The County of Haldimand retained Watson & Associates Economists Ltd. to prepare a Housing Needs Assessment. The primary objective of this assignment is to help ensure that the County's housing supply is appropriately aligned with housing needs. The key objective is to assess the current and forecast (10-year) housing needs in Haldimand County and identify gaps between housing demand and supply metrics across the full housing continuum.^[1]

The assessment considers macro-economic conditions, demographic trends, and regional and local real-estate development trends that are influencing current housing trends across the County. This analysis will help inform the definition of market demand and assess the various other supply and policy-based factors that are likely to impact local housing needs over the next three decades.

1.2 Background

Haldimand County is a single-tier municipality located in southwestern Ontario, approximately 25 km southwest of Hamilton and 125 km southeast of London. Located on the north shore of Lake Erie, the County spans over 1,250 square kilometres in area. As of 2021, the County had a population and employment base of approximately 49,200 and 20,000, respectively.^[2] Haldimand County is primarily a rural area with a number of urban communities, including Caledonia, Cayuga, Hagersville, Townsend, Dunnville, and Jarvis, as illustrated in Figure 1.

^[1] Housing continuum includes market and non-market housing, including family housing, rental housing, affordable housing, supportive housing, accessible housing, seniors housing, and transitional housing.

^[2] Note: 2021 population figures exclude the net Census undercount, which is estimated at approximately 3.8%. Employment figures are an estimate as the 2021 Census for employment is unreliable due to Census enumeration occurring during a provincial COVID-19 lockdown. Employment includes work at home and no fixed place of work.



Figure 1
Location Map



Source: Watson & Associates Economists Ltd.

The County has experienced strong population growth and demand for housing over the past five years. A range of demographic and economic factors are driving this shift, including growth in local employment opportunities, net migration, an aging population, and affordability considerations.

1.3 Local Housing Affordability Context

Over the next 30 years, Haldimand County is anticipated to experience continued strong population and employment growth. There are numerous economic benefits associated with population and employment growth related to economic expansion, community vibrancy, and an increasing tax base. On the other hand, new development can also create new challenges associated with infrastructure requirements, municipal service delivery, housing needs, and environmental protection.



To maintain well-balanced and healthy communities and ensure long-term sustainability, it is vital that municipalities offer a wide range of housing options to a broad range of income groups, including a provision for attainable and affordable housing. The availability of housing is a key factor in attracting and retaining people and businesses to a community. In an increasingly knowledge-based environment, the ability to cultivate, retain, and attract talented workers is increasingly important. Attracting and retaining people of working age and their families, which is necessary to support a broad range of employment opportunities, requires a diverse housing stock.

Looking forward, the increasing cultural diversity, an aging Baby Boom population, growing demands from new families, and eroding housing affordability will require that the County promotes and supports a broad range of new housing products by location, type, built-form, density, and price/affordability. This includes innovative approaches to accommodating new affordable rental housing and various other ownership housing products that are attractive to a broad range of demographic groups.

There is a recognized need to support affordable housing in Haldimand County. While the County's strong real-estate market is beneficial for many current and future residents, it also results in affordability pressures on the community's lower-income households, including those in minimum wage and service sector jobs and other vulnerable populations. Opportunities exist to utilize a range of tools and programs to help support an environment that is conducive to affordable housing, particularly for development by the private sector.

1.4 Community Consultation

To complement the statistical analysis of housing needs presented herein, the Consultant Team conducted interviews with key interested parties to provide a more comprehensive picture of the housing needs in Haldimand County. This included interviewing existing non-market housing providers, chamber of commerce and economic development representatives, and a number of home builders/developers to gain insights regarding the local housing market. The aggregate findings of these interviews are presented in section 5.2.



2. Housing and Planning Policy Context

2.1 National Housing Policy

Introduced in 2017, the National Housing Strategy (NHS) is a federal strategy that identifies “Canadians have housing that meets their needs and they can afford. Affordable housing is a cornerstone of sustainable, inclusive communities and a Canadian economy where we can prosper and thrive.” Through the NHS, the federal government plans to promote diverse communities and create a new generation of mixed-use, mixed-income, sustainable, and accessible housing.

The NHS recognizes “the right of every Canadian to access adequate housing” and sets ambitious and clear targets to achieve improved housing outcomes. The NHS is a 10-year plan that aims to reduce chronic homelessness by 50%, take out 530,000 households from housing need, build 100,000 new housing units, and repair and renew 300,000 housing units. To meet these goals, the initiative introduces a mix of provisions for funding, grants, and loans and requires the collaboration and partnership of public, private, and non-profit sectors to create affordable and livable communities located near transit and public services.

2.2 Provincial Housing Policy

The following provides a summary of the relevant provincial and policy framework that relates to housing.

2.2.1 Bill 109: *More Homes for Everyone Act, 2022*

Introduced on March 30, 2022, Ontario's *More Homes for Everyone Act, 2022* (Bill 109) received Royal Assent on April 14, 2022. Bill 109 was an attempt to implement some of the recommendations included in the Ontario Housing Affordability Task Force Reports released on February 8, 2022. The Ontario Housing Affordability Task Force recommends increasing the housing supply by 1.5 million housing units over the next 10-year period. Through Bill 109, the Province of Ontario responds to a need to increase housing supply and choice by proposing several amendments to existing legislation, including the *Planning Act*, the *Development Charges Act*, the *City of Toronto Act, 2006*, the *New Home Construction Licensing Act, 2017*, and the *Ontario New Home Warranties Plan Act*.



Some of the planning-related items in Bill 109 include:

- Requiring municipalities to provide refunds of application fee(s) for zoning by-law amendments, Official Plan amendments, and site plan control applications when a municipality takes longer than expected to reach a decision;
- Enabling the Ontario Land Tribunal to provide a recommendation on a municipal comprehensive review or reach a decision on an Official Plan; and
- Introducing the Community Infrastructure and Housing Accelerator tool that permits the Minister of Municipal Affairs and Housing to make a zoning order at the request of municipalities.

Furthermore, Bill 109 supports expedited processes of approvals for housing and local priorities and faster resolutions at the Ontario Land Tribunal.

2.2.2 Bill 23: *More Homes Built Faster Act, 2022*

On October 25, 2022, the Ontario government introduced the *More Homes Built Faster Act* (Bill 23). Following Bill 108 and Bill 109, Bill 23 is part of a long-term strategy to address the housing crisis by facilitating the construction of 1.5 million homes over the next 10 years. Bill 23 received Royal Assent by the provincial legislature on November 28, 2022. The Bill is intended to increase the housing supply and provide a mix of ownership and rental housing types for Ontarians. This identified need for additional housing relates to demand associated with both existing Ontario residents and newcomers to the Province through immigration.

To support the provincial commitment to getting 1.5 million homes built over the next 10 years, Bill 23 includes sweeping and substantive changes to a range of legislation, as well as through updates to regulations and consultations on various provincial plans and policies. Some of the Bill's changes to the *Development Charges Act*, the *Planning Act*, and the *Conservation Authorities Act* intend to reduce and exempt fees to spur new home construction and reduce the cost of housing. This includes ensuring affordable residential units, select attainable residential units, inclusionary zoning housing units, and non-profit housing developments will be exempt from payment of municipal development charges, community benefits charges, and the parkland dedication provision.

Bill 23 exempts residential development with up to 10 residential units from site plan control approval. Furthermore, for developments that are subject to site plan control,



Bill 23 limits the extent to which exterior design could be addressed through the site plan approval process. To encourage gentle intensification, Bill 23 also allows for up to three residential units to be developed on any serviced lot that is designated for residential uses.

In Bill 23, the Province of Ontario has assigned municipal housing targets, identifying the number of new housing units needed by 2031, impacting Ontario's 50 largest and fastest growing single/lower-tier municipalities in Ontario, including Haldimand County.

It is important to emphasize that perceived housing demand established through Bill 23 does not represent a prescribed forecast that municipalities must strive to achieve. Rather, Bill 23 establishes housing targets that represent a desired state, expressed as a policy objective. In contrast, Haldimand County's population and housing figures provided herein represent forecasts as opposed to targets. Growth forecasts are a common input into municipal decision making. Such forecasts typically include a comprehensive review of how anticipated economic and demographic trends and government policies are expected to influence future growth and development patterns. A forecast is typically updated every five years to align with the most current Census information available. Forecasts are the best possible estimates of future growth, based on historical trends, expected changes resulting from reasoned assumptions, and the anticipated implementation of policies affecting growth-generating projects.

2.2.3 Bill 185: Cutting Red Tape to Build More Homes Act, 2024

With respect to the proposed changes to the *Planning Act* under Bill 185 (*Cutting Red Tape to Build More Homes Act, 2024*), we have identified the following key impacts as they broadly relate to housing in Ontario.

Enhancing and Broadening the Framework for Additional Residential Units

Under subsection 35.1 (2) of the *Planning Act*, the Minister is authorized to make regulations regarding additional residential units (A.R.U.s) by establishing requirements and standards with respect to a second or third residential unit in a detached house, semi-detached house, or rowhouse, as well as a residential unit in a building or structure ancillary to such a house.

Bill 185 proposes to broaden provisions to allow the Minister to regulate any A.R.U.s in an existing home (as noted above) or ancillary structure for the purposes of an A.R.U.



If approved, the Minister will have a new regulation-making power to remove zoning barriers to accommodate A.R.U. developments, which may include maximum lot coverage and limits on the number of bedrooms allowed per lot.^[1]

Implementing the Affordable Residential Unit Exemption

The *More Homes Built Faster Act* (Bill 23) identified an exemption for affordable residential units from development charges, community benefits charges, and parkland dedication fees. This exemption was subsequently revised through Bill 134, the *Affordable Homes and Good Jobs Act, 2023*, which received Royal Assent on December 4, 2023. The exemption is summarized as follows:

- Affordable Rental: Where the rent is no greater than the lesser of the income-based affordable rent^[2] set out in the Affordable Residential Units Bulletin and the average market rent identified in the Affordable Residential Units Bulletin.
- Affordable Owned Unit: Where the price of the residential unit is no greater than the lesser of the income-based affordable purchase price^[3] set out in the Affordable Residential Units Bulletin and 90% of the average purchase price identified in the Affordable Residential Units Bulletin.

This exemption came into force on June 1, 2024, and the Affordable Residential Units for the Purposes of the Development Charges Act Bulletin is posted on Ontario.ca.

Note: no commentary has been provided on the Attainable Unit exemption at this time.

2.2.4 Provincial Planning Statement, 2024

The Province of Ontario issued a new Provincial Planning Statement (P.P.S., 2024) on August 20, 2024, which came into effect on October 20, 2024. The P.P.S., 2024 is intended to simplify and integrate existing provincial policies (A Place to Grow: Growth Plan for the Greater Golden Horseshoe and the Provincial Policy Statement, 2020

^[1] Bill 185, Schedule 12, section 9.

^[2] Based on the 60th percentile of gross annual incomes for renter households in the applicable local municipality and where the rent is equal to 30% of the income of the household.

^[3] Based on the 60th percentile of gross annual incomes for households in the applicable local municipality and where the purchase price would result in annual accommodation costs equal to 30% of the income of the household.



(P.P.S., 2020) while providing municipalities and the Province with greater flexibility to deliver on housing objectives. The P.P.S., 2024 also provides a more flexible horizon for planning for urban growth and land needs over a 20- to 30-year planning horizon.

The following summarizes key highlights of the new P.P.S., 2024.

Providing for an Appropriate Range and Mix of Housing Options

- The new P.P.S., 2024 requires that municipalities unlock more opportunities for housing. Generally unchanged from the P.P.S., 2020, the P.P.S., 2024 still requires planning authorities to maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands that are designated and available for residential development. Planning authorities are also required to maintain at all times, where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units, available through lands suitably zoned, including units in draft approved or registered plans.
- The P.P.S., 2024 requires municipalities to establish and maintain minimum targets for intensification and redevelopment within built-up areas, based on local conditions.^[1] Furthermore, municipalities are required to keep their zoning by-laws up to date by establishing minimum densities, heights, and other standards to accommodate growth and development.^[2]

No Significant Policy Change and Approach to Planning for Affordable Housing

- The new P.P.S., 2024 carries forward a similar definition of affordable housing as established in the P.P.S., 2020. The definition of affordable housing in the P.P.S., 2024, however, is based on the municipality instead of the regional market area as defined in the P.P.S., 2020. Additionally, the P.P.S., 2024 carries forward the requirement of “establishing and implementing minimum targets for the provision of housing that is affordable to low- and moderate-income households.”^[3] The P.P.S., 2024 does not address the issue of attainable housing, an issue that was also lacking in the P.P.S., 2020.

^[1] Bill 185, Schedule 12, section 9, policy 2.3.1.4, p. 8.

^[2] Ibid., policy 6.1.6, p. 32.

^[3] Ibid., policy 2.2.1, p. 7.



2.3 County Official Plan

The Official Plan for Haldimand County provides a long-term land use and development framework guiding growth to 2051. Central to the Official Plan is the prioritization of diverse housing options to meet the needs of both current and future residents. The Official Plan emphasizes intensification and efficient land use in urban areas, encouraging infill development and redevelopment to maximize existing infrastructure. Greenfield areas are also targeted for higher-density housing that aligns with provincial policy requirements, with medium- and high-density housing strategically encouraged near community amenities, arterial roads, and transit routes to foster walkable, connected neighbourhoods.

Approved on May 13, 2024, Official Plan Amendment 69 introduces updates across several policy areas to strengthen support for affordable housing and more complete communities. The amendment encourages the development of medium- and high-density housing through potential incentives such as expedited approvals, fee grants, and alternative development standards. In addition, the amendment supports the conversion of non-residential buildings to residential use in designated Residential areas, provided they meet servicing, access, and design requirements, contribute to intensification targets, and address any necessary site remediation.

2.4 Local Housing Plans and Strategies

2.4.1 *Social Housing System Review*

In 2024, Haldimand and Norfolk Health and Social Services (HNSHSS), as the Service Manager, commissioned a Social Housing System Review to assess the region's non-profit social housing system and develop a strategy to address growing housing challenges. The review examined housing services and funding considerations in response to rising demand for affordable housing. Key recommendations included expanding housing options, improving financial and operational efficiency, strengthening policy frameworks, leveraging data and technology, and enhancing organizational capacity. These measures aim to create a more sustainable and inclusive housing system that effectively meets community needs.



2.4.2 Haldimand County's Strategic Plan 2025-2045

Haldimand County's Strategic Plan 2025-2045 sets a long-term direction for the municipality, focusing on sustainable growth, efficient services, and community well-being. Developed through extensive consultation, the plan responds to population growth, evolving community needs, economic changes, and technological advancements. It introduces key priorities across five core themes, with a phased implementation approach: short term (2025 to 2026), medium term (2027 to 2030), and long term (2031 to 2045). Developed through extensive consultation, the plan emphasizes sustainable growth, community engagement, and the integration of best practices to ensure Haldimand County remains resilient and future-ready.^[1]

2.4.3 Haldimand County Housing Master Plan

In July 2021, the Housing Master Plan was completed as part of Haldimand County's Official Plan Review and outlined policies to support diverse and affordable housing options in Haldimand County. The plan identified key gaps, including the need for a wider range of housing types (e.g., apartments, townhouses, secondary suites), additional supportive housing, more affordable rental options, an increased supply of purpose-built rentals, and expanded affordable homeownership opportunities. It also proposed policy amendments, housing targets, and implementation strategies across short-, medium-, and long-term timelines, with recommendations such as inclusionary zoning and incentive programs to enhance housing affordability.

2.4.4 Haldimand and Norfolk Housing and Homelessness Plan (2020 to 2030)

In 2019, the renewed Haldimand and Norfolk Housing and Homelessness Plan established a 10-year strategy to improve housing affordability and address homelessness. As a five-year update to the 2013 plan, it reflects changes in the housing market, economy, and policies, including the federal *National Housing Strategy* and Ontario's *More Homes, More Choice Act*. It also meets provincial requirements for reviewing long-term housing strategies. The plan includes a housing needs assessment and extensive community engagement, identifying key gaps such as the

^[1] Report CAO-01-2025 Haldimand County Strategic Plan, For Consideration by Council of Committee on February 25, 2025 (<https://pub-haldimandcounty.escribemeetings.com/filestream.ashx?DocumentId=37089>)



need for emergency and transitional housing, affordable rentals, supportive housing, and a broader range of dwelling types.

2.4.5 Haldimand and Norfolk 10-Year Housing and Homelessness Plan

Completed in 2013, the Haldimand and Norfolk 10-Year Housing and Homelessness Plan aimed to address housing affordability, prevent homelessness, and support vulnerable populations within the two Counties. Mandated by the Province of Ontario, it set objectives, implementation measures, and monitoring strategies to ensure access to safe and affordable housing. The plan focused on strengthening partnerships, integrating supportive housing solutions, and tracking progress to adapt policies as needed. By fostering collaboration and evidence-based decision-making, it sought to create sustainable and inclusive housing opportunities for all residents.

2.5 Municipal Housing Pledge

The Haldimand County [Municipal Housing Pledge](#) acknowledges the provincial target of 4,200 new housing units over the nine-year period from 2023 to 2031. The Municipal Housing Pledge outlines historical efforts and existing conditions that could support future growth. These include the 2020 Growth Strategy and Official Plan Update, which identified the need for 12,730 new dwellings over 35 years; servicing capacity for over 6,800 residential units; over 3,700 units already fully approved; and an additional 3,500 units in the application pipeline. The County also highlights the need for intersection improvements led by the Ministry of Transportation to allow for future phases of major developments.

2.6 What is Affordable Housing?

In recent years, the Province has introduced and passed various pieces of legislation to improve housing access and address specific housing supply issues, along with a standardized definition for affordable housing through Bills 23 and 134 that is consistent with the new P.P.S. 2024.



Provincial Planning Statement, 2024

The P.P.S. 2024 outlines definitions for “affordable” housing and “low- and moderate-income households,” which are generally consistent with the P.P.S., 2020. The relevant definitions and policies are detailed below for reference:

“Affordable: means

- a) in the case of ownership housing, the least expensive of:
 - 1. housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for *low and moderate income households*; or
 - 2. housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the municipality;
- b) in the case of rental housing, the least expensive of:
 - 1. a unit for which the rent does not exceed 30 percent of gross annual household income for *low and moderate income households*; or
 - 2. a unit for which the rent is at or below the average market rent of a unit in the municipality.”^[1]

“Low and moderate income households: means

- a) in the case of ownership housing, households with incomes in the lowest 60 percent of the income distribution for the municipality; or
- b) In the case of rental housing, households with incomes in the lowest 60 percent of the income distribution for renter households for the municipality.”^[2]

Implementation of Affordable Residential Unit Exemption (Bill 134)

The *More Homes Built Faster Act* (Bill 23) identified an exemption for additional residential units. This exemption was subsequently revised through Bill 134, *Affordable Homes and Good Jobs Act, 2023*, whereby the Ontario Legislature made changes to the *Development Charges Act* and the *Planning Act*. These changes received Royal Assent on December 4, 2023, under Bill 134 (*Affordable Homes and Good Jobs Act*). The changes pertain to the definition of an “affordable residential unit” for the purpose

^[1] Provincial Planning Statement, 2024, Definitions, p. 39.

^[2] Ibid., p. 45.



of exempting such developments from the payment of development charges, community benefits charges, and parkland dedication.

In May 2024, the provincial government tabled a bulletin under the *Planning Act* that listed the definition of affordable for the purpose of exemption for municipal development charges, community benefits charges, and parkland dedication fees.

The new definition of an affordable residential unit is generally consistent with the P.P.S., 2024 and considers both income-based and market-price approaches to derive an affordable housing definition for both rental and ownership housing units.

The exemption is summarized as follows:

- Affordable Rental: Where the rent is no greater than the lesser of the income-based affordable rent^[1] set out in the Affordable Residential Units Bulletin and the average market rent^[2] identified in the Affordable Residential Units Bulletin.
- Affordable Owned Unit: Where the price of the residential unit is no greater than the lesser of the income-based affordable purchase price^[3] set out in the Affordable Residential Units Bulletin and 90% of the average purchase price identified in the Affordable Residential Units Bulletin.

This exemption came into force on June 1, 2024, and the Affordable Residential Units Bulletin is posted on Ontario.ca.

3. Haldimand County Population and Housing Trends

The following provides an overview and analysis of the macro-economic factors, local market considerations, and socio-economic and demographic trends that are influencing housing ownership and rental housing demand, supply, and affordability.

^[1] Based on the 60th percentile of gross annual incomes for renter households in the applicable local municipality and where the rent is equal to 30% of the income of the household.

^[2] The average market rent for the year in which the residential units are occupied by a tenant is published yearly by the Canada Mortgage and Housing Corporation.

^[3] Based on the 60th percentile of gross annual incomes for households in the applicable local municipality and where the purchase price would result in annual accommodation costs equal to 30% of the income of the household.



The analysis relies largely on Statistics Canada Census data for the 2006 to 2021 period with supplemental data from the Canada Mortgage and Housing Corporation (CMHC) and HNHSS.

3.1 Local Population Growth Trends

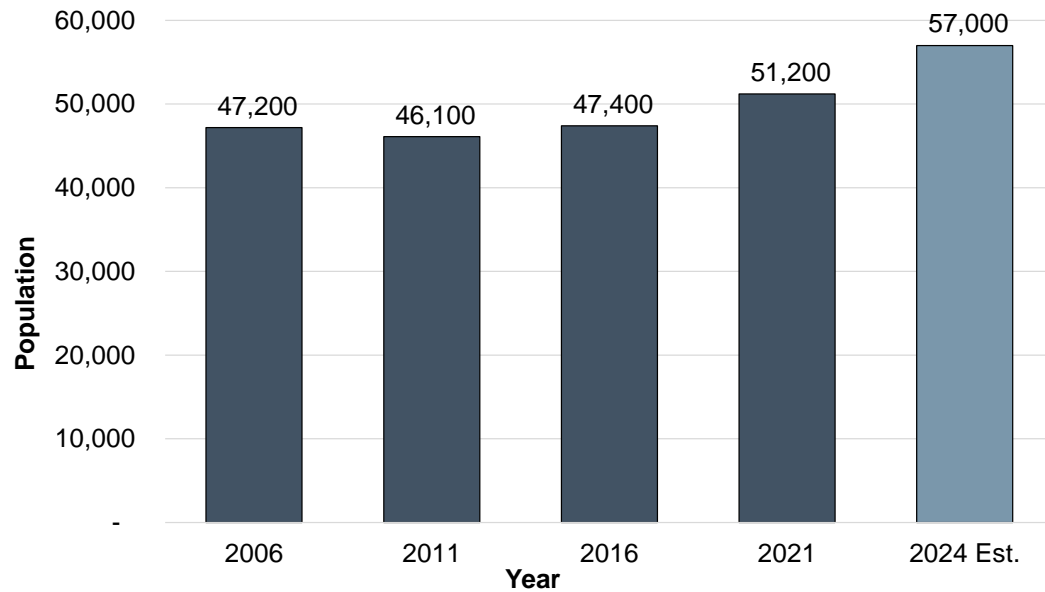
Figure 2 and Figure 3 summarize historical population growth rates for Haldimand County in accordance with Statistics Canada Census data. For comparative purposes, historical population growth rates have also been provided for the Province of Ontario. As illustrated, Haldimand County's population increased from 47,200 in 2006 to 51,200 in 2021, with approximately 8.5% of the population increase occurring over the 2016 to 2021 period. Haldimand County's 2024 population is estimated at 57,030, representing an 11.4% increase from 2021.^[1]

Between 2006 and 2016, the population base within the County decreased from 47,200 in 2006 to 46,100 in 2011. The County's population rebounded to 51,200 by 2021. Over the 2016 to 2021 period, the County's average annual population growth rate accelerated to 1.5%, higher than the provincial average of 1.1% over the same five-year period.

^[1] 2016 and 2021 Canada Censuses.



Figure 2
Haldimand County
Historical Population, Mid-2006 to Mid-2024

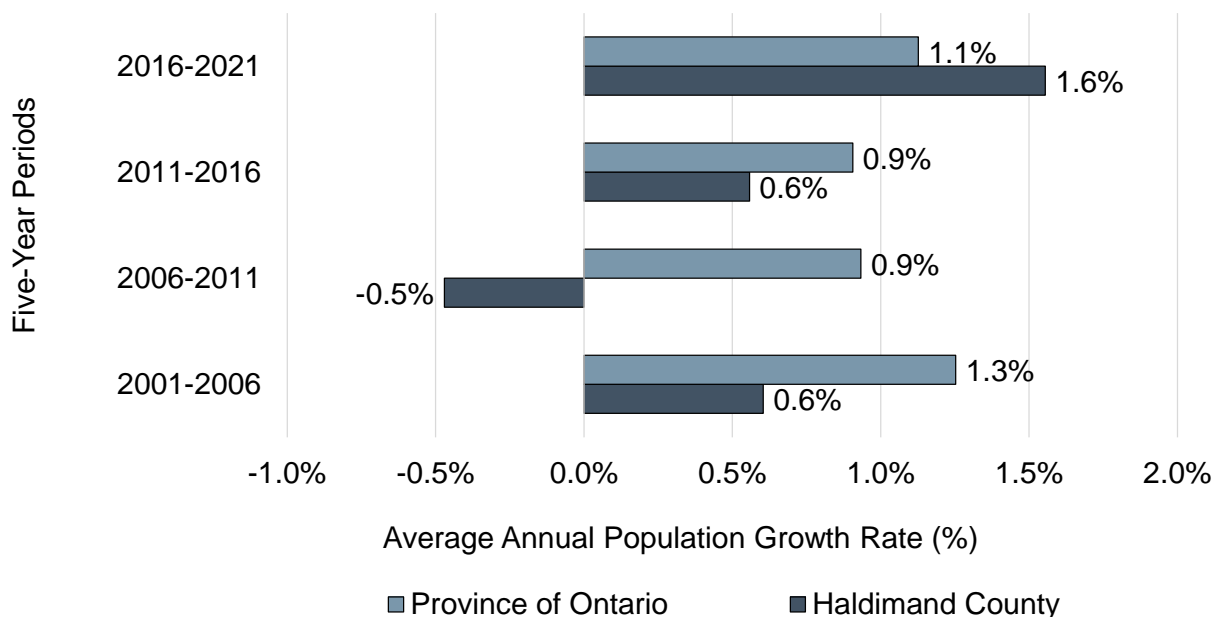


Note: Population includes net Census undercount estimated at 3.8%.

Source: Derived from Statistics Canada Census data, 2006 to 2024, by Watson & Associates Economists Ltd., 2025.



Figure 3
Haldimand County and the Province of Ontario
Average Annual Population Growth Rates in Five-Year Intervals, 2006 to 2021



Source: Derived from Statistics Canada Census data, 2001 to 2021, by Watson & Associates Economists Ltd., 2025.

3.2 Demographic Trends

Demographic trends strongly influence both housing need and form. Across the Province, the population is getting older on average, due to the aging of the Baby Boomers.^[1] The first wave of this demographic group turned 75 years of age in 2021.

Similar to the Province, the average age of the population base in Haldimand County is also aging, due to the County's large concentration of Baby Boomers. The aging of the local population base further reinforces the need to attract younger age groups to Haldimand County, particularly those characterized as Millennials and Generation Z, as well as other future generations.^[2]

^[1] Baby Boomers are generally defined as those born between 1946 and 1964.

^[2] Millennials are generally defined as those born between 1980 and 1992. For the purposes of this study, we have assumed that those born between 1993 and 2005 comprise Generation Z.

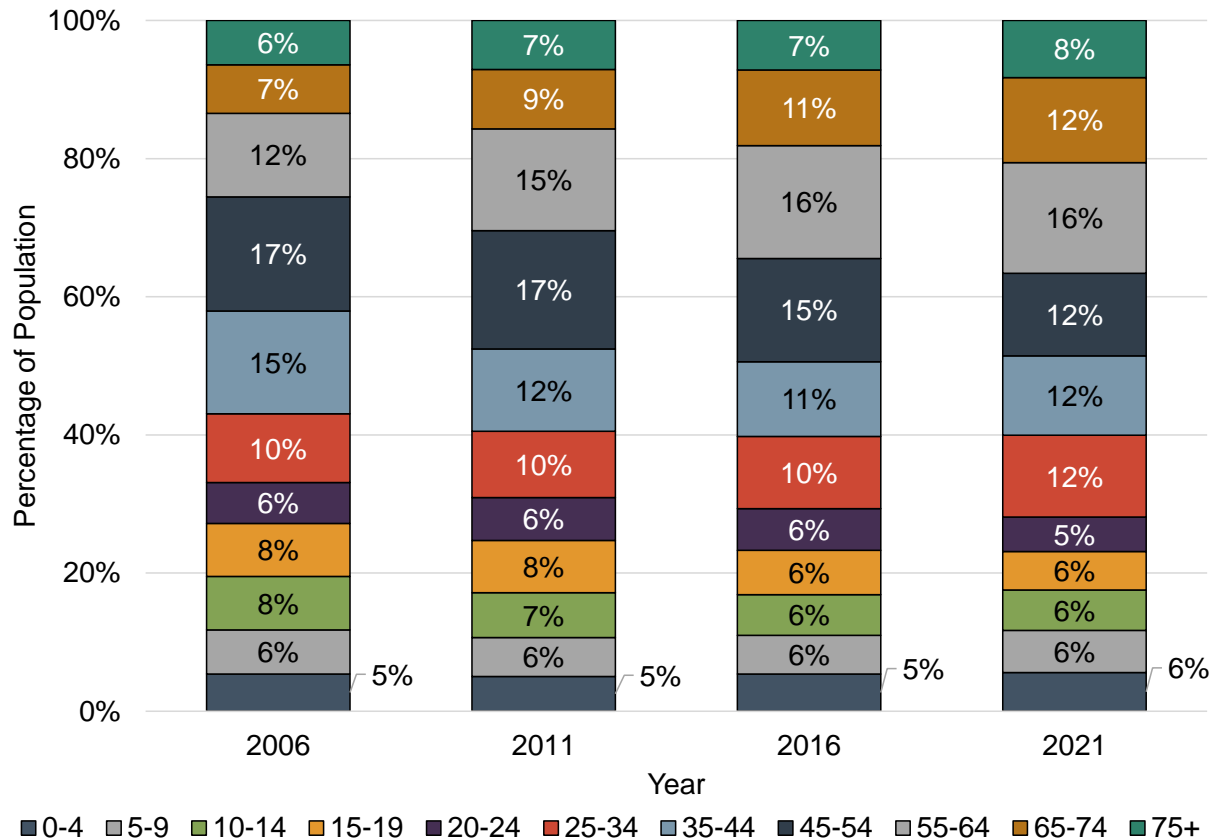


Figure 4 summarizes historical trends in population structure over the 2006 to 2021 period by major age group in Haldimand County. Key observations include the following:

- The share of the population in the 55+ age cohort steadily increased from 26% in 2006 to 37% in 2021.
- The share of the resident population 19 years of age or younger declined from 27% in 2006 to 23% in 2021.
- Similarly, the share of the 35 to 54 age group also steadily declined from 31% in 2006 to 23% in 2021.
- The population share of the young adult age group (20 to 34 years of age) remained stable at 16%.
- It should be noted that, as of 2021, the median age for the population in Haldimand County is 42.5 years of age, while the Ontario median age is 41.6 years.



Figure 4
Haldimand County
Historical Population by Major Age Group, 2006 to 2021



Source: Derived from Statistics Canada custom order data by Watson & Associates Economists Ltd., 2025.

3.3 Household Trends

Haldimand County's 2021 permanent housing base comprises approximately 18,720 occupied dwelling units, largely consisting of low-density housing (single detached/semi-detached) which accounts for 88% of units.^[1] The remainder of the County's housing stock comprises approximately 5.3% medium-density and 6.8% high-density

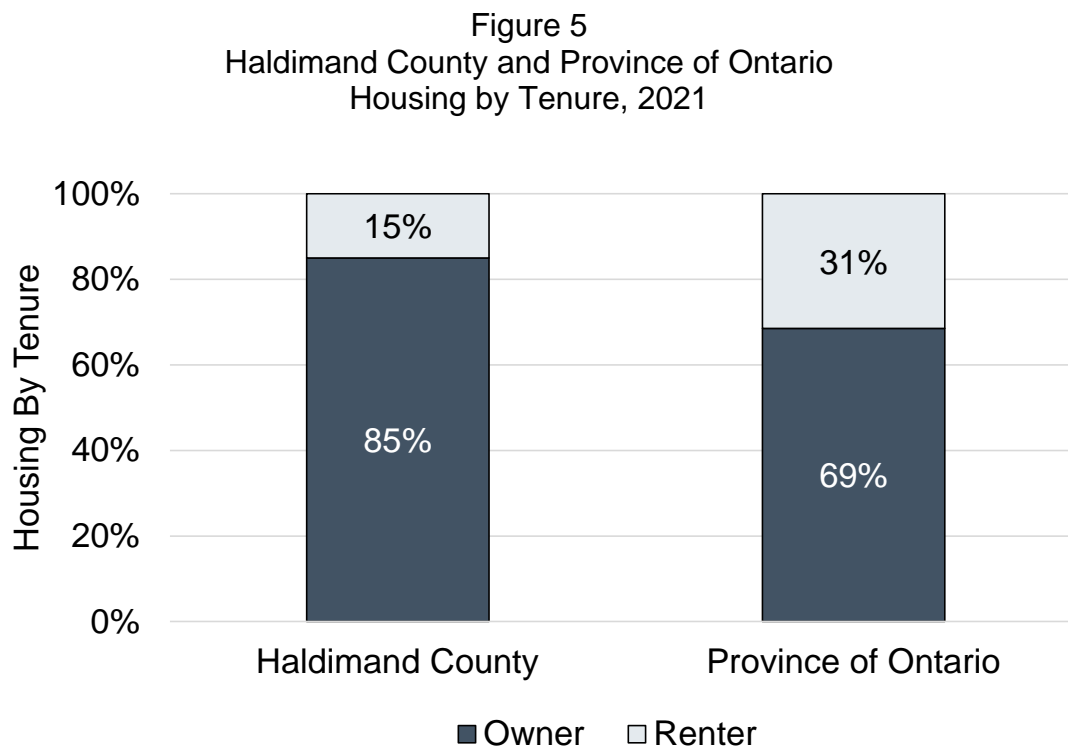
^[1] Based on Statistics Canada, 2021. Reflects private dwellings occupied by usual residents on a permanent basis; excludes second homes and short-term rentals.



units, respectively. Haldimand County's housing base has historically been predominantly owner-occupied, low-density units (single and semi-detached).

3.3.1 Housing Tenure

Housing tenure falls under two categories: owner-occupied and renter-occupied. As shown in Figure 5, within Haldimand County in 2021, 85% of housing units were owner-occupied and 15% were renter-occupied.^[1] The County's share of renter households was significantly lower than the provincial average.



Source: Derived from Statistics Canada Census data by Watson & Associates Economists Ltd., 2025.

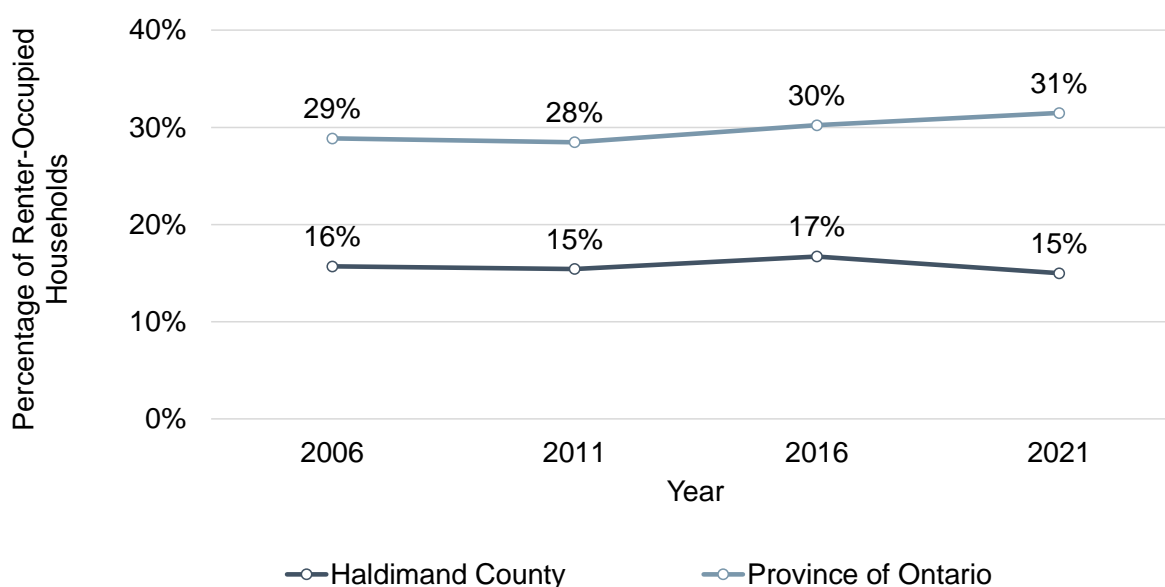
^[1] Based on 2021 Census Profile data. Reflects private dwellings occupied by usual residents on a permanent basis; excludes second homes and short-term rentals.



Figure 6 summarizes the historical share of renter-occupied units within Haldimand County and the Province over the 2006 to 2021 period. Key findings include the following:

- The share of renter-occupied households in Haldimand County decreased from 16% in 2006 to 15% in 2011, increased to 17% in 2016, and decreased again to 15% in 2021.
- Renter-occupied households as a proportion of total dwellings in Haldimand County remained significantly lower than the Province of Ontario throughout the 2006 to 2021 period.
- Over the 2006 to 2021 period, the number of renter-occupied housing units in Haldimand County increased from 2,560 to 2,805.

Figure 6
Haldimand County and Province of Ontario
Rental Dwellings as a Share of Total Occupied Dwellings, 2006 to 2021



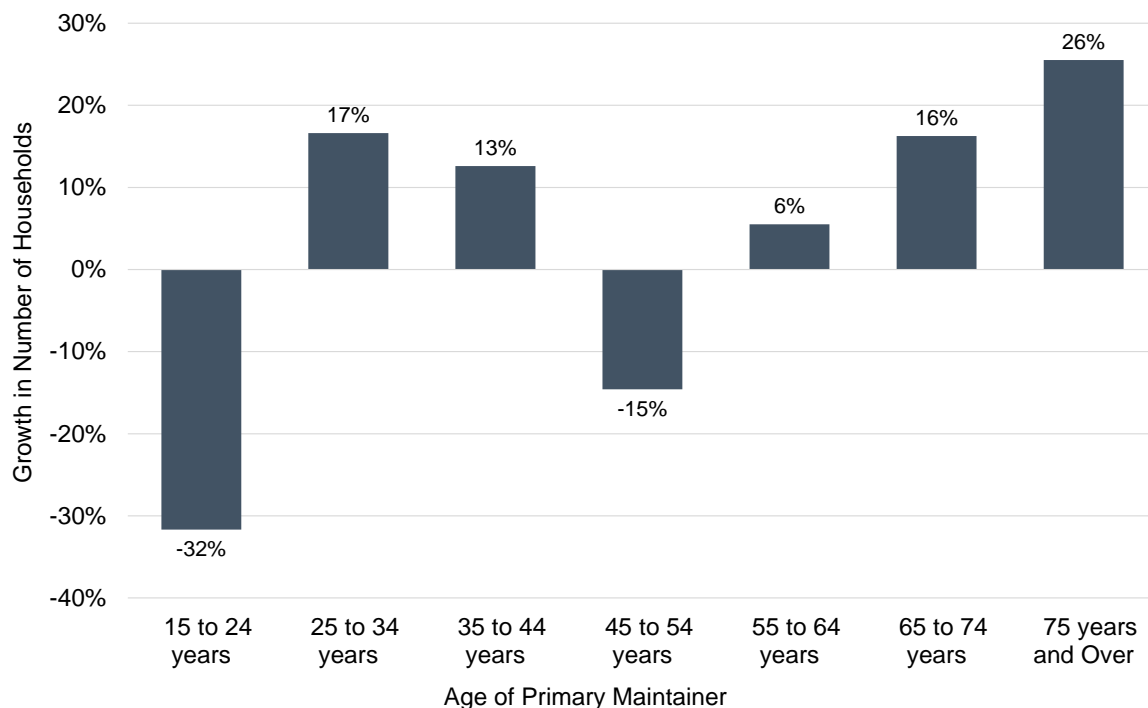
Note: The renter-occupied household metrics do not include non-Census dwelling units.
Source: Derived from Statistics Canada Census data, 2006 to 2021, by Watson & Associates Economists Ltd., 2025.



3.3.2 Household Growth by Age and Size

Figure 7 summarizes 2016 to 2021 household growth by age of primary household maintainer in Haldimand County. The County has experienced strong household growth in the 25 to 34 age cohort, the 35 to 44 age cohort, and among seniors (aged 65+). Household growth in units maintained by those aged 75+ equated to the largest increase over the 2016 to 2021 period. The 75+ age cohort grew by 500 households, followed by an increase of 490 households in the 65 to 74 age cohort, 315 households in the 25 to 34 and 35 to 44 age cohorts, and 230 households in the 55 to 64 age cohort. The 65+ age cohort accounted for 82% of the total increase over the 2016 to 2021 period, with 12% of households being renter-occupied and 88% owner-occupied by the end of the period. During the same period, the 45 to 54 age cohort experienced a strong decline, with a decrease of 535 households.

Figure 7
Haldimand County
Growth in Number of Households by Age of Primary Maintainer, 2016 to 2021

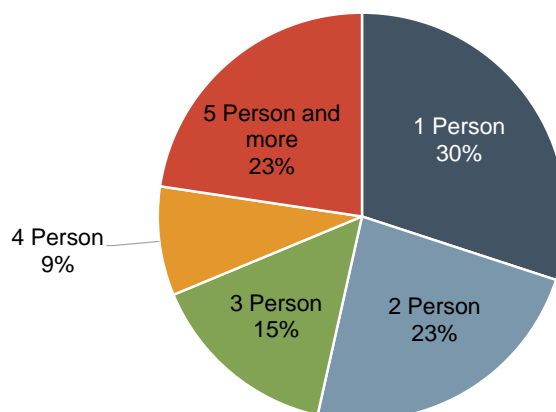


Source: Derived from Statistics Canada Census data, 2016 to 2021, by Watson & Associates Economists Ltd., 2025.



Figure 8 summarizes the 2016 to 2021 household growth by household size within the County. For 2016 and 2021, the average household size remained at 2.5 residents per household, respectively; however, there were some slight rearrangements in how the households were grouping themselves. It was observed that smaller household sizes and large households were more prevalent. As shown, 53% of the total household growth comprised either one- or two-person households. In comparison, three-person and four-person households accounted for 24% of total household growth and five-person-and-more households accounted for 23%.

Figure 8
Haldimand County
Share of Growth in Households by Size, 2016 to 2021



Source: Derived from Statistics Canada Census data, 2016 to 2021, by Watson & Associates Economists Ltd., 2025.

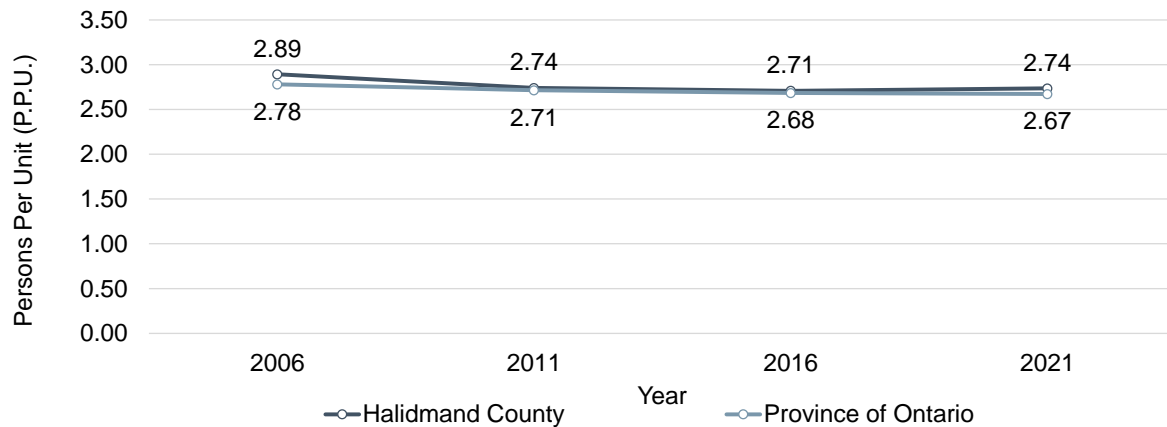
Figure 9 summarizes the average housing occupancy in the County in comparison to the provincial average over the 2006 to 2021 period. This is expressed as the average number of persons per dwelling unit (P.P.U.).^[1] As shown, average P.P.U.s have declined in the County of Haldimand and the Province over the past two decades. The County's current (2021) P.P.U. of 2.74 is higher than the Province of Ontario's average of 2.67.

^[1] Average number of persons per unit is defined as the total population divided by the number of occupied dwelling units.



The downward trend in housing occupancy in Haldimand County has been driven by the aging of the population, which increases the proportionate share of empty nester and single-occupancy households.

Figure 9
Haldimand County
Housing Occupancy Trends, 2006 to 2021



Note: Persons per unit (P.P.U.) metrics include Census undercount estimated at 3.8%.

Source: Derived from Statistics Canada Census data, 2006 to 2021, by Watson & Associates Economists Ltd., 2025.

4. Haldimand County Housing Profile

Haldimand County's housing continuum is presented in Figure 10. As shown, 98% of the County's total housing is market housing compared to 2% being publicly funded or provided by non-profit agencies. Most units (85%) are owner occupied, compared to secondary market rental households (13%), and primary rental households (2%). The share of non-market housing in Haldimand is similar to other municipalities of comparable size.



Figure 10
Haldimand County Housing Continuum

				Market Housing (98%)			
Emergency Housing Program	Supportive Housing	Social Housing (R.G.I.)	Affordable Housing	Purpose-Built Rentals	Secondary Rental Market	Owner Occupied - Condominiums	Owner Occupied - Freehold
Level of Government Assistance							
14 <1%	10 <1%	232 1%	51 <1%	460 2%	2,070 11%	90 <1%	15,820 84%
Non-Market Housing (2%)							

Notes: Numbers may not add precisely due to rounding. R.G.I. means rent-geared-to-income.
Source: Derived from Haldimand and Norfolk Health and Social Services data, CMHC Rental Market data, and Statistics Canada Census data, 2021, by Watson & Associates Economists Ltd., 2025.

4.1 Rental Housing Market

Similar to other communities in Canada, Haldimand County's rental market is characterized by both a primary and secondary market, as discussed below:

- **Primary rental market** – The CMHC identifies the primary rental market as structures that have at least three rental units. These properties are typically operated by an owner, manager, or building superintendent.
- **Secondary rental market** – The CMHC identifies rented condominiums, subsidized rental housing, and rentals in structures of less than three units as part of the secondary rental market. In fact, all rentals – except privately initiated, purpose-built rental structures of three units or more – are included in the secondary rental market.

The primary and secondary rental market supply in Haldimand County totals approximately 2,810 dwelling units as of 2021. This includes approximately 460 (16%) units in the primary rental market and 2,350 (84%) units in the secondary rental market.^{[1] [2]}

^[1] Statistics Canada Census, 2021 and CMHC Rental Market data.

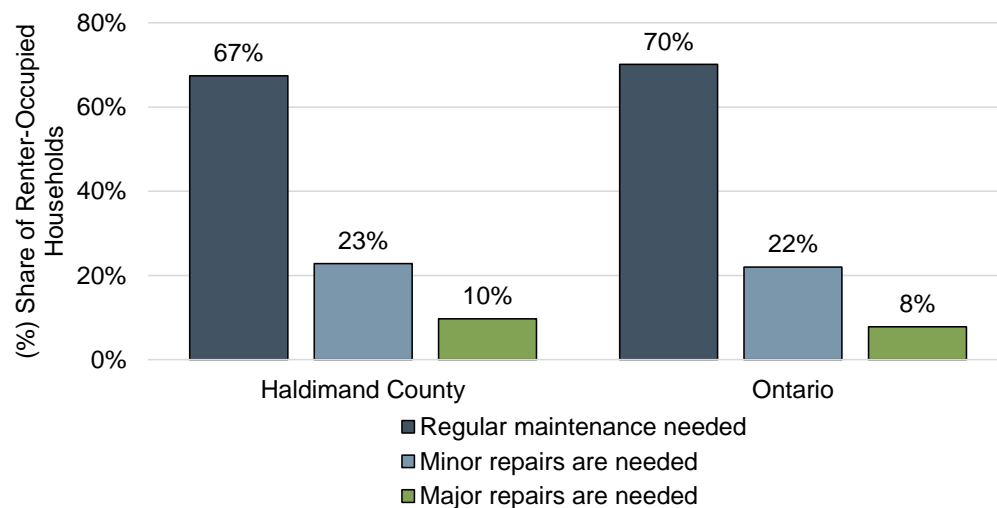
^[2] The CMHC primary rental data for Haldimand County.



Approximately one half (47%) of Haldimand County's rental housing supply comprises low-density dwellings (single and semi-detached), while medium-density dwellings (townhouses, duplexes) and high-density units (apartments) account for 16% and 37%, respectively.

Haldimand County's renter-occupied households by dwelling condition, compared to the provincial average, are presented in Figure 11. As shown, more than two-thirds of the County's renter-occupied households are in dwellings that only require regular maintenance, slightly lower than the provincial average. Of the renter-occupied dwellings in Haldimand County, 10% require major repairs, which is higher than the provincial average.

Figure 11
Haldimand County
Share of Renter-Occupied Households by Dwelling Conditions, 2021



Source: Derived from Statistics Canada, Table 98-10-0247-01, by Watson & Associates Economists Ltd., 2025.

4.1.1 Vacancy Rate Trends

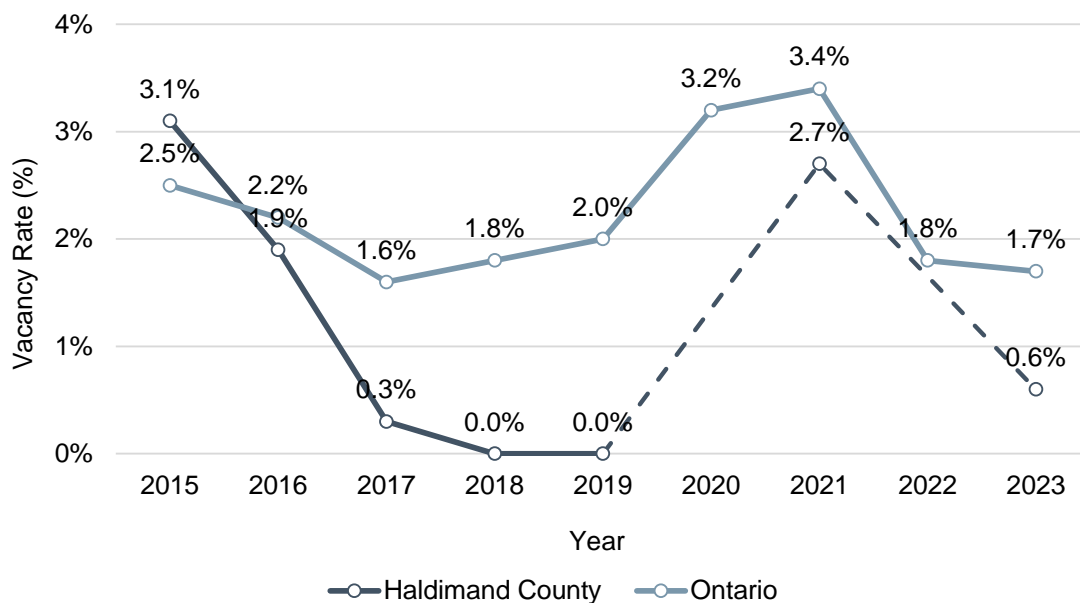
Figure 12 provides a summary of average rental vacancy rates for one-, two-, and three-bedroom apartments in the primary rental market over the past five years in



Haldimand County compared to the provincial average. Key observations include the following:

- As of October 2023, the overall vacancy rate was at 0.6% in Haldimand County, below the provincial average of 1.7%.^[1]
- Over the past nine years, Haldimand County's vacancy rate has been below the provincial average (2.2%).
- Haldimand County's vacancy rate has noticeably decreased from 3.1% to 0.6% between 2015 and 2023.

Figure 12
Haldimand County
Historical Vacancy Rates, 2015 to 2023



Note: Vacancy rate data for 2020, 2022, and 2024 is unavailable from the Canada Mortgage and Housing Corporation (CMHC); interpolated values are shown as dashed lines.

Source: Derived from CMHC Housing Market data by Watson & Associates Economists Ltd., 2025.

^[1] Canadian Mortgage and Housing Corporation, 2023.



Typically, a rental vacancy rate of approximately 3% is considered healthy. It is noted that low average rental vacancy rates currently experienced across the Province continue to place an upward price pressure on rents.

4.2 Ownership Market Housing

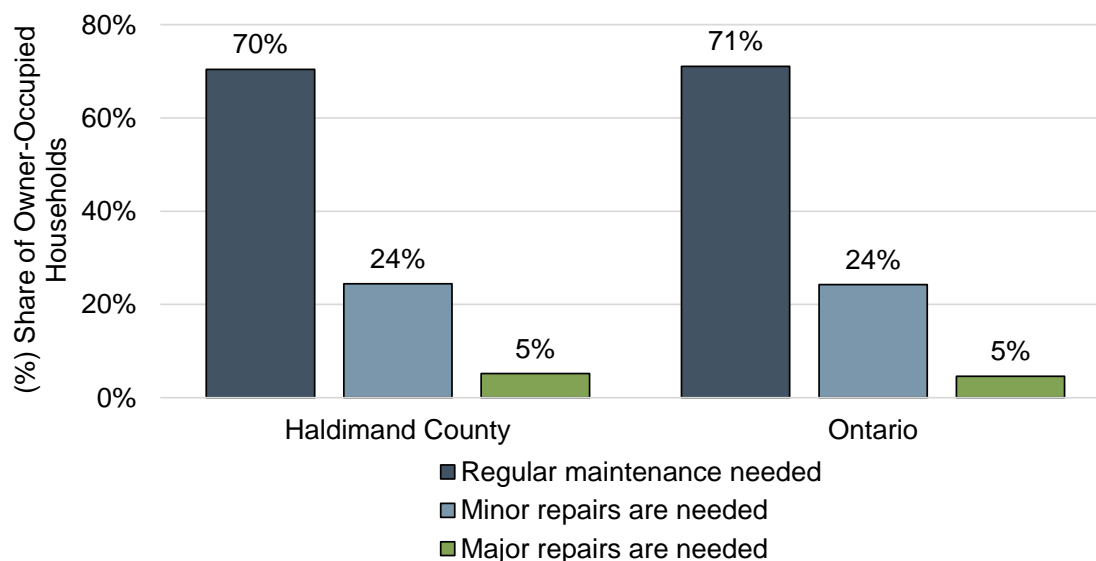
Haldimand County has a strong tradition of home ownership with approximately 15,915 (85%) of housing units defined as owner occupied. The County's owner-occupied households largely comprise freehold grade-related housing units, including detached dwellings (low density) and townhouses (medium density), which account for 95% and 3% of the total, respectively. High-density units, comprising condominiums, account for 1% of the total.^[1]

Haldimand County's owner-occupied households by dwelling condition, compared to the provincial average, are presented in Figure 13. As shown, approximately 70% of the County's owner-occupied households are in dwellings that only require regular maintenance, slightly lower than the provincial average. Of the owner-occupied dwellings in Haldimand County, 5% require major repairs, comparable to the provincial average.

^[1] Statistics Canada 2021 Census data.



Figure 13
Haldimand County
Share of Owner-Occupied Households by Dwelling Conditions, 2021



Source: Derived from Statistics Canada, Table 98-10-0247-01, by Watson & Associates Economists Ltd., 2025.

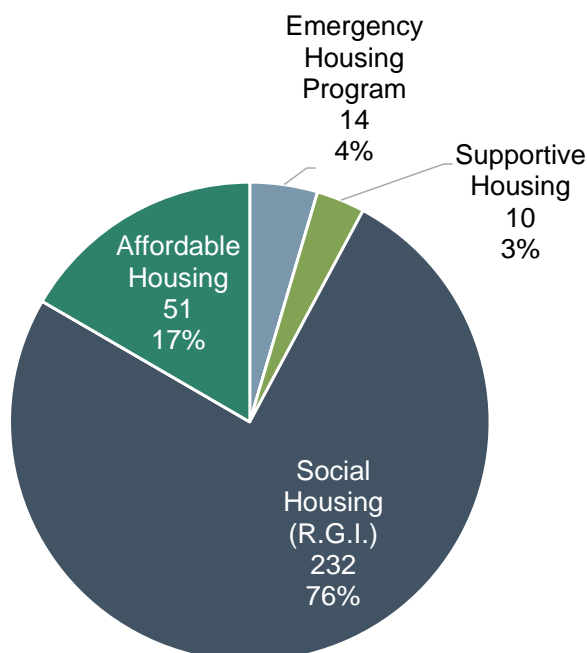
4.3 Publicly Funded/Non-Profit Housing

Haldimand County has 283 publicly funded/non-profit housing units which makes up approximately 2% of all housing in the County.^[1] Figure 14 illustrates that publicly funded and non-profit housing in Haldimand County, provided by HNHSS, consists of the following categories: social housing (76%), affordable housing (17%), emergency housing program (4%), and supportive housing (3%).

^[1] Emergency shelter program is not counted as Census units. Supportive housing is a subsidy attached to households, not units, within Haldimand County.



Figure 14
Haldimand County
Publicly Funded/Non-Profit Housing Inventory



Note: R.G.I. means rent geared to income.

Source: Derived from Haldimand and Norfolk Health and Social Services data by Watson & Associates Economists Ltd., 2025.

Further details on Haldimand County's publicly funded/non-profit housing ecosystem are provided below:

- **Emergency Housing Program** – HNHSS oversees the Emergency Housing Program, funded through the provincial Homelessness Prevention Program, with a total capacity of 14 individuals in Jarvis.
- **Rent-geared-to-income (R.G.I.) housing** – There are 232 social housing (R.G.I.) units in Haldimand County. These are subsidized housing units with rent at 30% of gross monthly household income or the maximum shelter allowance for social assistance recipients.
- **Supportive Housing** – Supportive housing assists chronically homeless individuals or individuals at risk of homelessness with finding suitable accommodations, including shared housing and one-bedroom apartments.



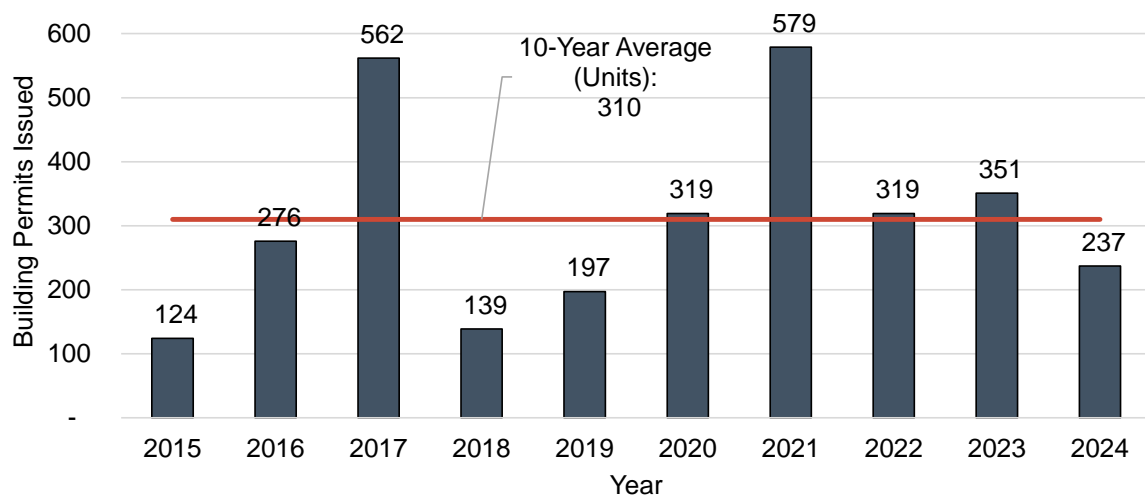
Haldimand County has approximately 10 units of this type offered by True Experience in Dunnville.

- **Affordable Housing** – Affordable housing units are units with rental rates at or below the CMHC average market rent of a unit in the County. Currently there are 51 affordable housing units in Haldimand County.

4.4 Housing Development Activity Trends

Over the 2015 to 2024 period, Haldimand County averaged 310 residential units constructed per year, as illustrated in Figure 15. Housing growth has accelerated, with an average of 361 units per year over the 2020 to 2024 period. Over the past decade, low-density housing construction has declined as a share of total housing development, with an increase in the share of high-density units (i.e., apartments, triplexes, quadplexes, and other multi-unit dwellings). Over the past five years (i.e., 2020 to 2024), 47% of housing development activity occurred in Caledonia, 11% in Hagersville, 2% in Jarvis, 2% in Dunnville, 1% in Cayuga, and 37% in the remaining areas in Haldimand County, as shown in Figure 16.

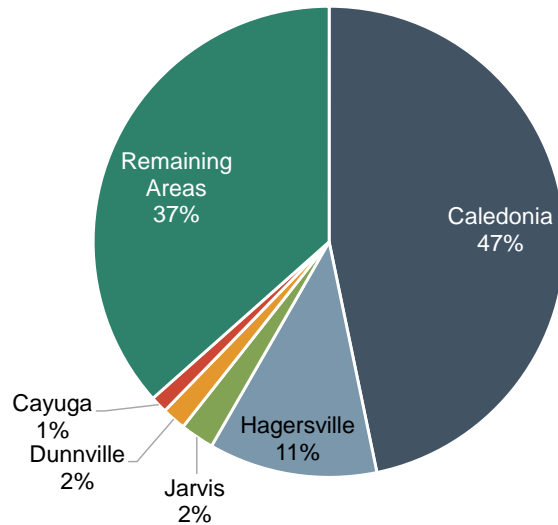
Figure 15
Haldimand County
Housing Development Activity (Housing Units), 2015 to 2024



Source: Derived from Haldimand County building permit data by Watson & Associates Economists Ltd., 2025.



Figure 16
Haldimand County
Housing Development Activity by Geographic Area, 2020 to 2024



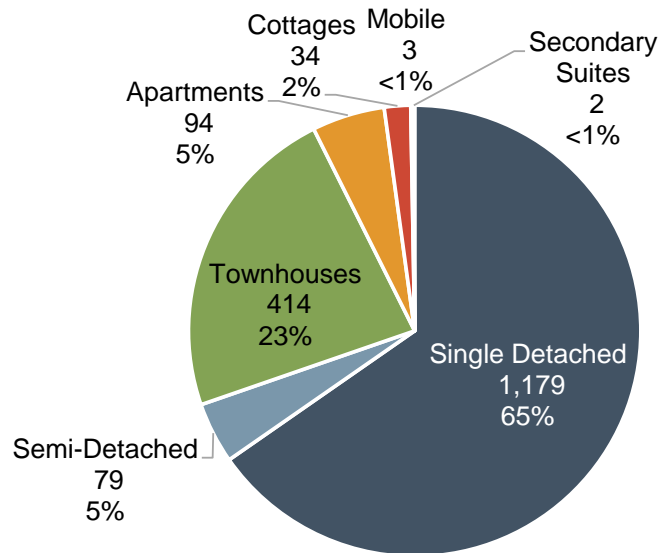
Source: Derived from Haldimand County Building Permits data by Watson & Associates Economists Ltd., 2025.

Building permit activity by housing type in Haldimand County over the past five years (2020 to 2024) is presented in Figure 17. As illustrated:

- There has been a shift toward higher-density development, with approximately 23% of units being medium density (townhouses) and 5% being high density, compared to 69% for low-density units (single and semi-detached housing).
- The majority of housing development has been grade-related (i.e., single detached, semi-detached, and townhouses), with limited higher-density projects and only a small number of A.R.U.s or secondary suites.



Figure 17
Haldimand County
Residential Development Activity by Type (Units), 2020 to 2024



Note: Apartments include triplexes, quadplexes, and other multi-unit dwellings.

Source: Adapted from Haldimand County's building permit data by Watson & Associates Economists Ltd., 2025.

4.5 Housing Cost Trends

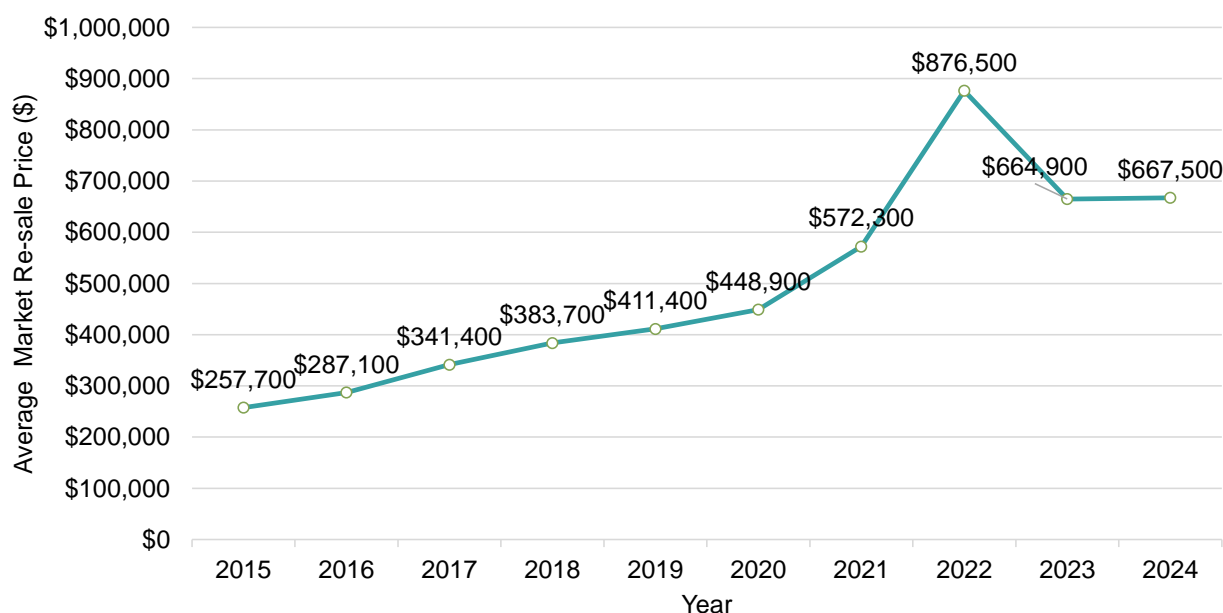
4.5.1 Ownership Housing Costs

Figure 18 illustrates the average market re-sale price over the 2015 to 2024 period for single-family homes, townhouses, and apartments (condominiums) in Haldimand County. As shown, over the 2020 to 2024 period, the average price for re-sale homes in the County increased 49%, rising from approximately \$448,900 in 2020 to \$667,500 in 2024.



In 2024, the re-sale price of single detached homes in Haldimand County averaged \$712,366 compared to \$453,250 for townhouses and \$496,875 for apartments (condominiums).¹

Figure 18
Haldimand County
Average Re-sale Price, 2015 to 2024



Source: Adapted from the MLS® Home Price Index by Cornerstone Association of REALTORS®, by Watson & Associates Economists Ltd., 2025.

Haldimand County currently has approximately one dozen active residential development projects with a total yield of approximately 1,900 units which are intended for the ownership market. An estimate of the anticipated price point range by housing type was prepared using available market data. The key findings of this analysis are summarized in Figure 19, as follows:

- The new single detached unit price point ranges from \$730,000 to \$1,600,000.
- The townhouse unit price point ranges from \$620,000 to \$665,000.

^[1] Haldimand Monthly Statistics Package, February 2025, Cornerstone Association of Realtors.



Figure 19
Haldimand County
New Ownership Housing Development Pipeline
Market Price Range

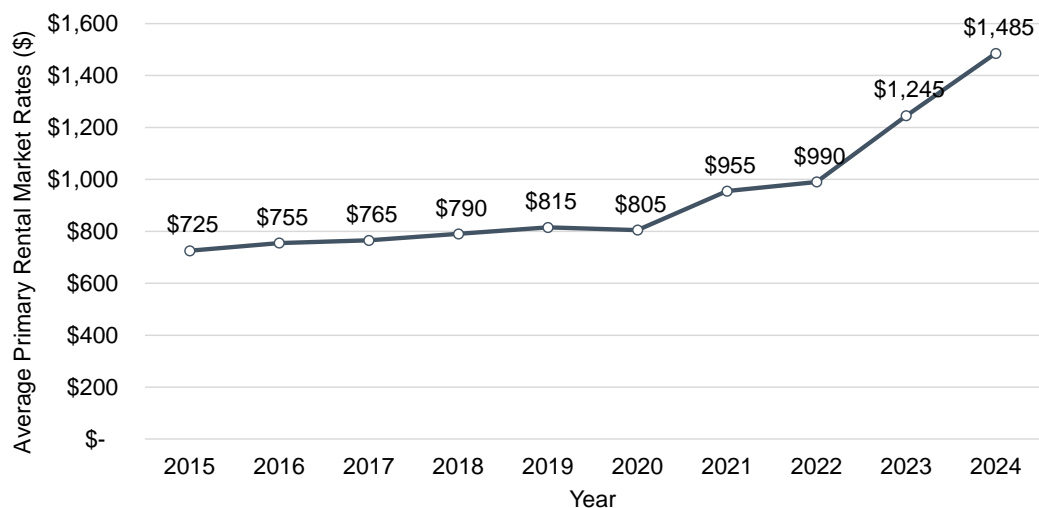
Housing by Type	Low Market Price	High Market Price	Average Market Price
Single detached	\$730,000	\$1,600,000	\$922,000
Townhouses	\$620,000	\$855,000	\$665,000

Source: Derived from Altus Data Studio market data by Watson & Associates Economists Ltd.

4.5.2 Rental Housing Costs

Figure 20 illustrates the average rental market rates over the 2015 to 2024 period for apartments in Haldimand County. As shown, over the 2020 to 2024 period, the average primary rental market rates for apartments increased 84%, rising from approximately \$805 in 2020 to \$1,485 in 2024.

Figure 20
Haldimand County
Average Primary Rental Market Rates – Apartments, 2015 to 2024



Source: Derived from CMHC Rental Market Survey by Watson & Associates Economists Ltd., 2025.



4.6 Housing Affordability Benchmarks

In accordance with the definition of affordable housing provided in the P.P.S., 2024 and Bill 134, the following provides current housing affordability benchmarks for both rental and ownership housing in Haldimand County.

4.6.1 *Renter Housing*

Figure 21 presents the benchmark for affordable housing in Haldimand County in 2024. The assessment of affordable rental housing criteria is based on the review of both income-based and average market rent approaches where rent is no greater than the lesser of:

- **The income-based affordable rent** where the 60th percentile of gross annual income for renter households is equal to 30% of the income of the household; and
- **The average market rent** in Haldimand County, based on the P.P.S., 2024 and average apartment rent data.

As illustrated below in Figure 21, the income-based affordable rent for a housing unit is \$1,660, based on the current income distribution. The average market rents for different unit types vary, with bachelor units priced at \$677, one-bedroom units at \$1,241, two-bedroom units at \$1,295, and three-bedroom+ units at \$1,665. The average market rents by unit size represent the affordable rental housing thresholds for Haldimand County.



Figure 21
Haldimand County
Assessment of Affordable Rental Housing Benchmarking, 2024

Affordable Rental Housing Unit	Amount
Rent based on income	\$1,660
Average Market Rent:	-
Bachelor Unit	\$677
1-Bedroom Unit	\$1,241
2-Bedroom Unit	\$1,295
3-Bedroom+ Unit	\$1,665

Source: Adapted from Affordable Residential Units for the Purposes of the *Development Charges Act, 1997* Bulletin, by Watson & Associates Economists Ltd., 2024.

4.6.2 Ownership Housing

In the determination of affordable ownership housing, the price of the residential unit is to be no greater than the lesser of,

- **The income-based affordable purchase price** for the residential unit based on the income of a household that the 60th percentile of gross annual income for the household would result in annual accommodation costs equal to 30% of the income of the household.
- **Market price** at 90% of the average purchase price identified for homes in Haldimand County.

As illustrated below in Figure 22, the income-based affordable purchase price in Haldimand County is \$391,600, based on the current income distribution. The market prices at the 90% range vary by housing type, with single detached houses priced at \$657,000, semi-detached houses at \$522,000, townhouses/rowhouses at \$495,000, and condominium apartments at \$585,000. As such, the affordable household threshold for Haldimand County is based on the income-based price of \$391,600.



Figure 22
Haldimand County
Assessment of Affordable Ownership Housing Price Benchmarking, 2024

Affordable Ownership Housing Unit	Amount
Purchase Price based on income	\$391,600
Market-based Purchase Price (90% of average):	-
Single Detached	\$657,000
Semi-Detached	\$522,000
Townhouse/Rowhouse	\$495,000
Condominium Apartment	\$585,000

Source: Adapted from Affordable Residential Units for the Purposes of the *Development Charges Act, 1997* Bulletin, by Watson & Associates Economists Ltd., 2024.

Appreciation in house prices primarily impacts carrying costs through increased mortgage costs. As such, the erosion of housing affordability attributed to higher housing prices has a greater impact on lower- and middle-income households, and first-time home buyers who often can only meet the minimum down payment requirements for a mortgage.

5. Haldimand County's Current Housing Needs

This chapter presents an overview of housing needs in Haldimand County through both a quantitative and qualitative lens. A closer look at the municipal context of housing in the County is required to provide a more comprehensive review of the barriers and challenges that residents face in accessing housing.

5.1.1 *Waiting List for Non-Market Housing*

Figure 23 shows the number of applicants on the Haldimand and Norfolk Centralized Waiting List managed by HNHSS. As shown, as of November 2024, there were 550 eligible applicants on the waitlist for subsidized, affordable, supportive, and special needs housing units. The number of households on the waitlist increased by 60% over the 2018 to 2024 period, as shown in Figure 23.



Figure 23
Haldimand-Norfolk Service Area
Number of Households on Social Housing (R.G.I.) Wait List

Centralized Waiting List	2018	2024	2018-2024 Changes (%)
Applicants	343	550	60%

Note: R.G.I. means rent geared to income.

Source: Derived from the Haldimand and Norfolk Housing and Homelessness Plan, 2020-2030 and Haldimand and Norfolk Health and Social Services data as of November 28, 2024, by Watson & Associates Economists Ltd., 2025.

5.1.2 Core Housing Need

Figure 24 illustrates the households in core housing need by tenure (owner, renter) and renter households that are subsidized and not subsidized. In accordance with CMHC's definition, a household is considered to be in core housing need if it meets two criteria:

- A household is **below one or more** of the adequacy (repair), suitability (crowding), and affordability standards.
- The household would have to spend 30% or more of its before-tax household income to access local market housing that meets all three standards.

The households in core housing need in Haldimand County total 835 dwelling units as of 2021. This amount has been derived from a total of 17,905 assessed occupied dwelling units and represents approximately 5% of households in the County, which is lower than the provincial average of 12%.^[1] Of the households in core housing need, approximately 490 (59%) are renter households, and 345 (41%) owner households. Of the renter households in core housing need, 81% are not subsidized and 19% are subsidized households, as shown in Figure 24.

^[1] Statistics Canada Table 98-10-0247-01, Core housing need by tenure, including presence of mortgage payments and subsidized housing: Canada, provinces and territories, Census divisions and Census subdivisions.



Figure 24
Haldimand County
Households in Core Housing Need

Housing Need Standards	Owner Households	Renter Households (Subsidized)	Renter Households (Market)	Total Owner and Rental Households
Below adequacy threshold only	35	-	-	60
Below suitability threshold only	-	-	-	-
Below affordability threshold only	270	60	330	660
Below affordability and suitability thresholds	-	-	-	20
Below affordability and adequacy thresholds	30	15	40	90
Below suitability and adequacy thresholds	-	-	-	-
Below all three thresholds	-	-	-	-
Total Households in Core Need	345	95	395	835

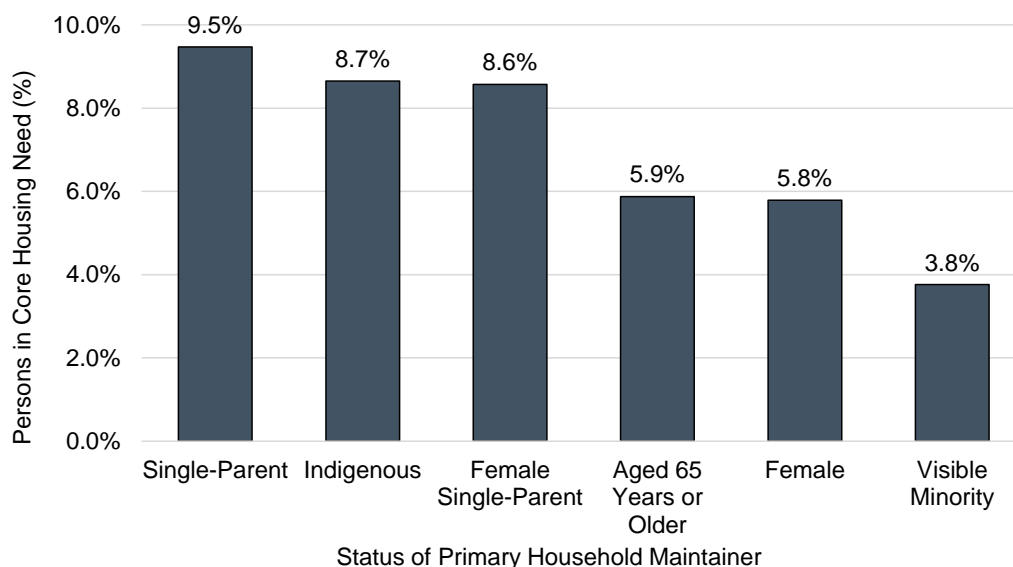
Note: Numbers may not add precisely due to rounding.

Source: Derived from Housing Assessment Resource Tools (HART) – 2021 Census of Canada by Watson & Associates Economists Ltd., 2025.

Figure 25 illustrates percentages of households in core housing need by priority population in the County of Haldimand. As shown, in 2021, approximately 9.5% of households maintained by single parents were in core housing need, along with 8.7% of households maintained by Indigenous people, 8.6% by female single parents, 5.9% by individuals aged 65 and over, 5.8% by women, and 3.8% by visible minorities.



Figure 25
Haldimand County
Key Characteristics of Population in Core Housing Need, 2021



Source: Derived from Housing Assessment Resource Tools (HART) – 2021 Census of Canada by Watson & Associates Economists Ltd., 2025.

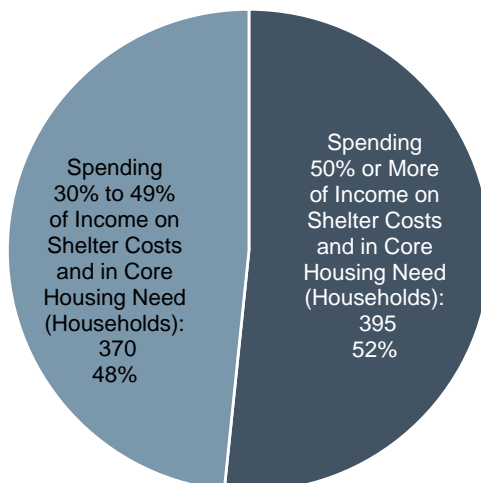
Figure 26 shows the County's total households in severe core housing need. A household is considered to be in severe core housing need if it meets two criteria:

- A household **is below one or more** of the adequacy (repair), suitability (crowding), and affordability standards.
- The household would have to spend 50% or more of its before-tax household income to access local market housing that meets all three standards.

As shown in Figure 26, 395 households are in severe core housing need, representing 52% of the County's total households in core housing need.



Figure 26
Haldimand County
Households in Severe Core Housing Need



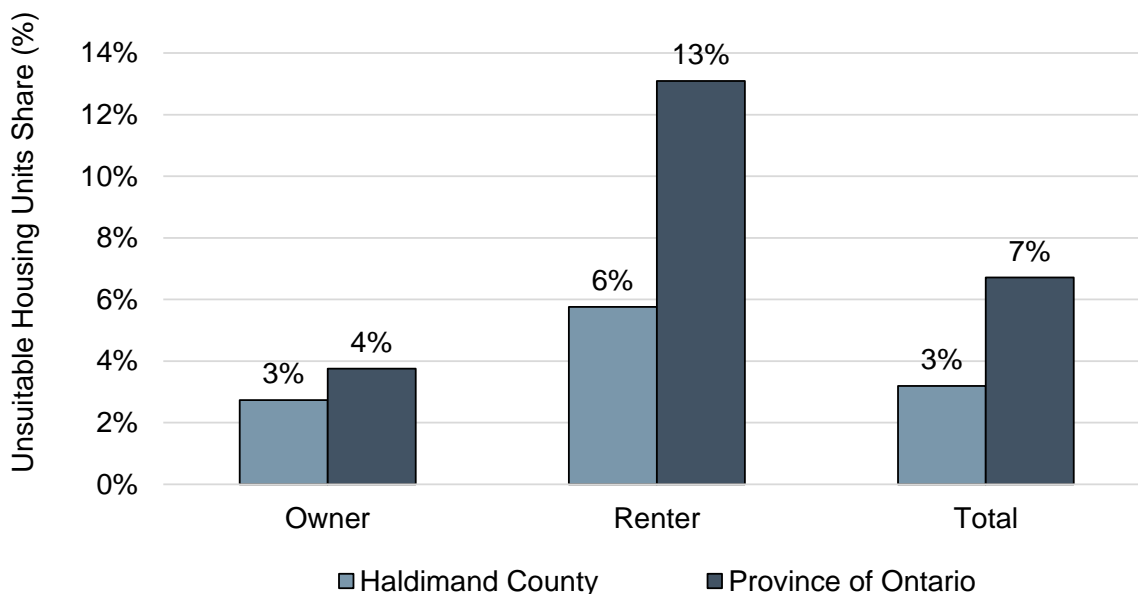
Source: Derived from Housing Assessment Resource Tools (HART) – 2021 Census of Canada by Watson & Associates Economists Ltd., 2025.

5.1.3 Housing Suitability

The indicator for housing suitability (a topic often referred to as crowding) is measured by the number of bedrooms within the dwelling related to the size and composition of the household. Within Haldimand County, 3% (580 units) of occupied housing is not considered suitable for occupants from a space needs perspective. The percentage share of dwellings not considered suitable in the County is considerably lower than the Ontario average (7%), as shown in Figure 27. Haldimand County's unsuitable housing share has slightly decreased since 2006, when it was 4%.



Figure 27
Haldimand County and Province of Ontario
Housing Suitability, 2021



Source: Derived from Statistics Canada. Table 98-10-0247-01 by Watson & Associates Economists Ltd., 2025.

5.1.4 Unhoused Population

As of November 2024, 116 individuals were actively homeless in Haldimand County and Norfolk County.^[1] Among them, 86 individuals (74%) were chronically homeless.^[2] The number of those experiencing homelessness increased by 53% from 79 in 2018 to 116 in 2024, as shown in Figure 28.

^[1] Derived from Haldimand and Norfolk Health and Social Services for the Haldimand-Norfolk Service Area. Data for the entire service area was used, as a separate breakdown for Haldimand County was not available.

^[2] Chronic homelessness refers to individuals who have experienced homelessness for six months or more within the past year.



Figure 28
Haldimand-Norfolk Service Area
Number of People and Households Experiencing Homelessness by Type

Type of Homelessness	2018 (# of People)	2024 (# of People)
Actively Homeless	79	116

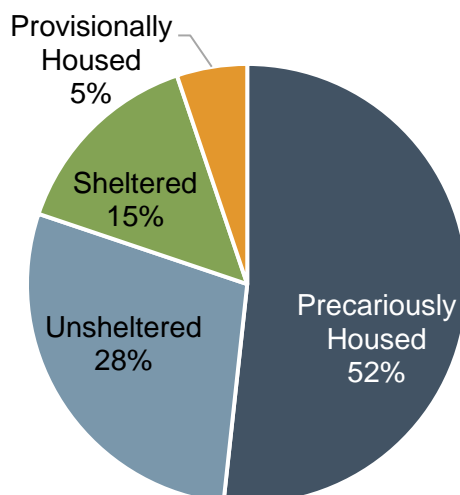
Source: Derived from The Haldimand Press, 2021, and Haldimand and Norfolk Health and Social Services data, as of November 28, 2024, by Watson & Associates Economists Ltd., 2025.

Figure 29 shows the status of the active homeless population in the Haldimand-Norfolk service area as of November 2024.^[1] Of those who were actively homeless, 52% were precariously housed, lacking secure tenure in accommodations such as couch surfing, motels, or room rentals. Additionally, 28% were unsheltered, 15% were in shelters (Emergency Housing Program or Women's Services), and 5% were provisionally housed in provincial institutions such as hospitals, treatment facilities, or jails.

^[1] Derived from Haldimand and Norfolk Health and Social Services for the Haldimand-Norfolk Service Area. Data for the entire service area was used, as a separate breakdown for Haldimand County was not available.



Figure 29
Haldimand-Norfolk Service Area
Status of the Chronically Homeless Population, 2021



Source: Derived from Haldimand and Norfolk Health and Social Services data, as of Nov. 28, 2024, by Watson & Associates Economists Ltd., 2025.

5.2 Findings from Engagement with Key Interested Parties

As discussed in section 1.3, a focus group session was held with key interested parties in Haldimand County. The purpose of these consultations was to gain deeper insights into the opportunities and challenges for housing in the community and to provide a space to discuss emerging ideas and various perspectives on housing development. The engagement offered valuable insight and feedback on key housing issues and gaps in the County. The key findings are summarized below.

Housing Affordability

Housing affordability remains a significant concern in Haldimand County, with vacancy rates below 1% and rising rental costs. The lack of diverse housing options has made it increasingly difficult for residents, particularly low-income individuals, seniors, and seasonal workers, to secure adequate housing. Large employers are also struggling to retain employees due to housing shortages. Additionally, there is an increasing reliance on the secondary rental market, especially among recent immigrants.



Housing Market Choice and Gaps – by Housing Type

The existing housing stock in Haldimand County is predominantly low-density ownership housing, with limited rental options. There is a strong need for more rental housing, including purpose-built rental units, to support both the growing workforce and vulnerable populations. Discussions highlighted the lack of barrier-free and single-floor dwellings for aging in place, as well as the need for family-sized units and accessory dwelling units to provide additional rental opportunities.

Challenges in Attainable Housing for Labour Force

Haldimand County's economy relies heavily on industries such as manufacturing, tourism, and agriculture. The lack of affordable and accessible housing, however, makes it challenging to retain workers, particularly those in the seasonal and health care sectors. Workers also face difficulties in securing housing, as there are limited options that meet their specific needs. Additionally, misalignment between salaries and housing costs continues to hinder workforce retention across multiple industries.

Urban Residential Land Supply

There is a perceived shortage of serviced land for residential development in Haldimand County. While some areas have underutilized infrastructure that could support increased density, some opposition from the community remains a challenge. Interested parties emphasized the need to identify urban properties for new developments and integrate housing into broader economic development strategies.

Upcoming Development Projects

There are several upcoming projects that aim to address housing needs in the area, including a key development in Dunnville and other plans specifically focused on seniors' housing. These projects are considered critical steps in responding to the growing demand for diverse housing options in the community. Despite the potential impact, however, the progress on these projects has been slower than expected. Factors such as regulatory hurdles, zoning challenges, and limited funding can often delay the timely implementation of such developments, but they remain important pieces of the strategy to close the housing gap.



Community Opposition and Public Engagement

Resistance to new housing developments, particularly higher-density projects, is a common challenge across the County. The “not in my backyard” (NIMBY) sentiment is common, and concerns about increased density often delay approval processes. Informing the public on the benefits of diverse housing options and adopting successful affordable housing models from neighbouring communities were identified as potential strategies to address this issue.

Strategic Partnerships for Affordable Housing

To further enhance housing affordability, there is a pressing need for strategic partnerships with developers, local governments, and other interested parties. These partnerships could help unlock more affordable housing options, particularly in the form of additional residential units (A.R.U.s) or low-rise residential projects. For example, A.D.U.s offer a cost-effective solution by allowing homeowners to add rental units on their properties, providing additional housing supply in established neighbourhoods. Collaboration between the private and public sectors will be key to overcoming financial and logistical barriers, ensuring the development of more affordable and sustainable housing in the future.

5.3 Latent (Unmet) Housing Demand

The analysis presented above strongly suggests that Haldimand County has a structural deficit in housing supply that does not meet the needs of the current population in terms of household affordability and market choice. Based on the current housing needs analysis presented above, an estimated 400 additional housing units are required to meet the current unmet demand, with a high concentration of more affordable housing options needed for households headed by those aged 25 to 34.^[1]

To provide better balance and market choice, the County needs to continue promoting the expansion of housing supply and expanding affordable rental and ownership housing options. This will better align with broader core housing needs, enhance housing suitability, and alleviate the low vacancy rates in Haldimand County. The

^[1] Watson & Associates Economists Ltd. estimate based on review of 2021 population and household formation and corresponding headship rates.



County should also continue to promote the expansion of attainable purpose-built rentals and secondary rental market units.

6. Haldimand County's Future Housing Needs

There are several key factors that are anticipated to influence the residential real-estate market and housing needs within Haldimand County over the coming decades. These factors include demographic trends, household income, housing affordability, and supply opportunities. The 2025 housing forecast by age group (age of primary household maintainer) has been modelled to assess anticipated future housing needs by tenure (i.e., rental and home ownership) and affordability needs.

This section provides an analysis of forecast housing needs for Haldimand County over the next 10 years (2025 to 2035) by housing type and tenure. A breakdown of market and affordable housing needs is also presented.

6.1 Growth Outlook for the County

The County of Haldimand is expected to experience relatively strong growth over the next three decades, as illustrated below in Figure 30. As shown, over the 2025 to 2051 period, the County's permanent population is anticipated to increase by 48% (26,900 people). To accommodate the forecast population growth, Haldimand County's housing base is expected to expand by an estimated 11,000 units, an increase of 54%.



Figure 30
Haldimand County
Growth Forecast – Permanent Population and Housing, 2021 to 2051

Metric	2021	2025	2031	2041	2051	2025-2051 Incremental Growth
Population	51,200	55,800	62,800	73,500	82,700	26,900
Housing	18,600	20,500	23,300	27,600	31,500	11,000

Notes:

- Population adjusted to account for net Census undercount estimated at 3.8%.
- Figures have been rounded.

Source: 2021 population and housing units from Statistics Canada Census data; growth forecasts estimated by Watson & Associates Economists Ltd. from the 2024 Growth Study based on the Medium Growth Scenario, 2025.

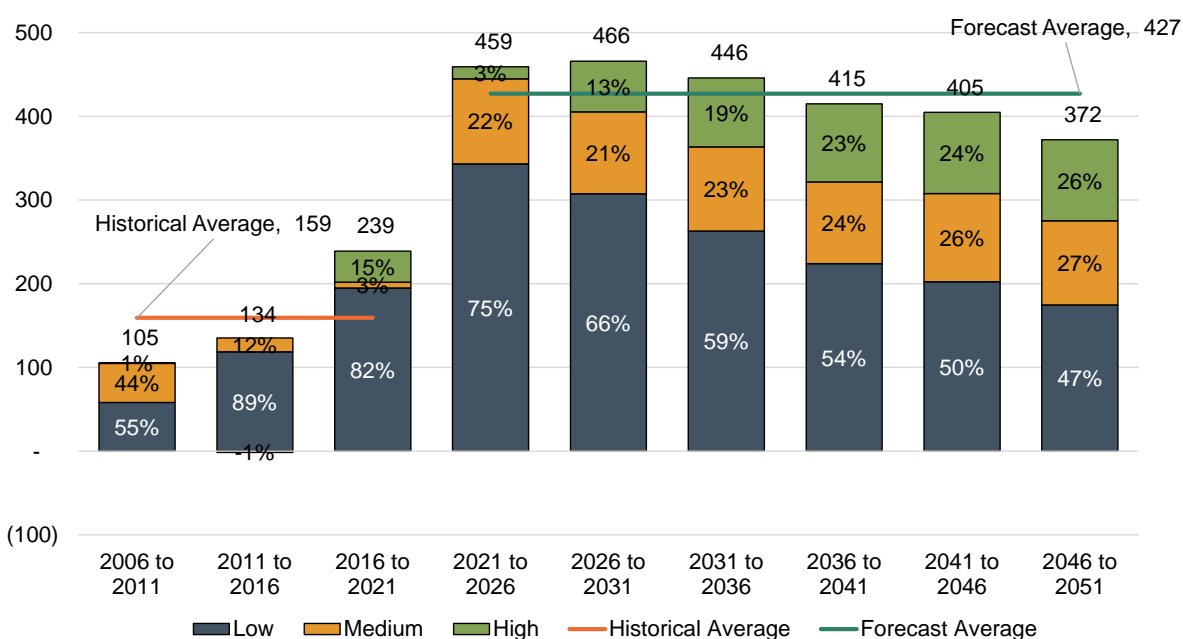
Figure 31 summarizes Haldimand County's housing forecast by structure type (i.e., low density, medium density, and high density) over the 2021 to 2051 forecast period in five-year growth increments. Consistent with forecast population trends over the longer term, the rate of future housing growth is forecast to slow over the forecast period. Key observations include the following:

- From 2006 to 2021, historical housing development averaged slightly under 160 units annually.
- The 2021 to 2026 five-year period represents a considerable increase in residential development activity, at almost 460 new units annually. Growth has been accelerating historically and it is forecast to continue over the short term. As shown, new dwellings are forecast to peak between 2026 and 2031 and to remain higher than the most recent historical five-year period throughout the forecast period.
- New residential development within Haldimand County will continue to be concentrated in ground-related housing forms, largely driven by demand from new families and move-up buyers.
- Recent building permit activity associated with new housing construction over the past decade suggests an increasing trend towards medium- and high-density residential development. This is consistent with the proposed unit mixes within active development applications across the County.



- This shift in dwelling type preferences is anticipated to be driven largely by the aging of the population and to a lesser extent from continued upward pressure on local housing prices.
- Over the 2021 to 2051 forecast period, new housing is forecast to comprise 59% low-density (singles and semi-detached), 24% medium-density (townhouses), and 17% high-density units (apartments, stacked townhouses, and secondary suites).

Figure 31
Haldimand County
Five-Year Incremental Housing Growth – Historical and Forecast, 2006 to 2051



Notes:

- Low Density includes single and semi-detached units.
- Medium Density includes townhouses and apartments in duplexes.
- High Density includes bachelor, 1-bedroom, and 2-bedroom+ apartments.
- Figures may not add due to rounding.

Source: Historical 2001 to 2021 figures from Statistics Canada Census Profiles; forecast prepared by Watson & Associates Economists Ltd., 2024.



6.2 Haldimand County's Residential Supply Opportunities

As shown in Figure 32, Haldimand County has approximately 6,220 units in the residential supply pipeline, comprising 4,280 (69%) registered and draft approved and 1,940 (31%) pending approval units. Of the total market housing units, 5,080 (82%) are grade-related units (single and semi-detached, townhouses, back-to-back townhouses, stacked townhouses, and units in duplexes) and 1,140 (18%) are high density (i.e., condominiums and apartments).

As shown, 99% (6,160 units) of Haldimand County's total residential supply comprises market housing and 1% (56 units) is affordable housing. Of the market housing supply, 14% (857 units) of the units are apartments/rentals.

Figure 32
Haldimand County
Residential Development Pipeline (as of November 28, 2024)

	Unit	Registered and Draft Approved ^[1]		Pending Approval ^[2]		Total	
		Units	Share	Units	Share	Units	Share
More Affordable ↑	Affordable Housing ^[3]	56	1%	-	0%	56	1%
	Apartments	700	16%	157	8%	857	14%
	Condominiums	-	0%	227	12%	227	4%
	Stacked Townhouses	39	1%	69	4%	108	2%
	Back-to-Back Townhouses	48	1%	271	14%	319	5%
	Townhouses	748	17%	391	20%	1,139	18%
	Semi-Detached	183	4%	18	1%	201	3%
↓ Less Affordable	Single Detached	2,505	59%	806	42%	3,311	53%
	Total	4,280	100%	1,940	100%	6,220	100%

^[1] Registered and draft approved plans of subdivision and site plans.

^[2] Plans of subdivision and site plans pending approval, development proposals, zoning by-law amendments pending approval, and applications appealed to the Ontario Land Tribunal (OLT) and pending a decision from the OLT.

^[3] A planned affordable housing project on Ramsey Drive in Dunnville.

Note: Numbers may not add due to rounding.

Source: Data adapted from Haldimand County's Residential Housing Supply data by Watson & Associates Economists Ltd., 2025.

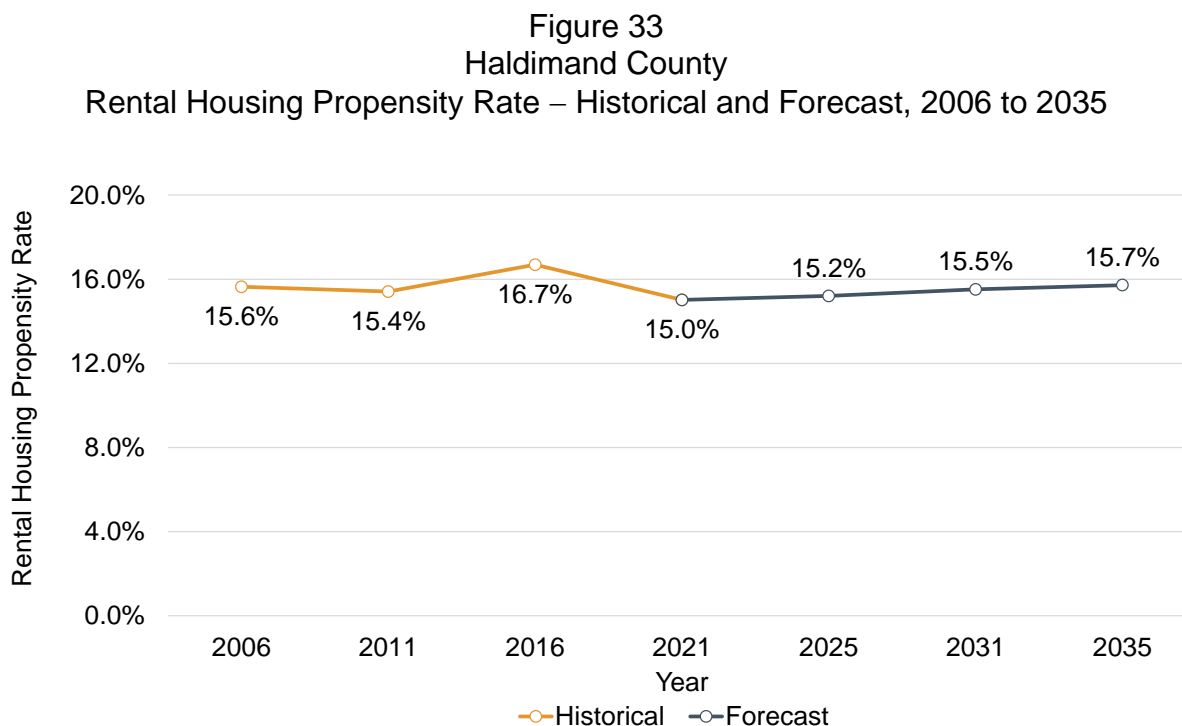
6.2.1 Housing Demand by Tenure

Haldimand County is expected to add around 4,575 households by 2035, which will require a mix of different housing types and ownership options. This housing forecast



analysis looks at what types of housing and tenure (owning versus renting) will be needed.

As the population ages and homeownership becomes less affordable, the demand for rental housing is expected to gradually rise. Figure 33 shows that the percentage of renter households in Haldimand County is forecast to grow from 15.0% in 2021 to 15.7% in 2035.



Source: Historical data from Statistics Canada Census; forecast by Watson & Associates Economists Ltd., 2025.

Over the next 10 years, Haldimand County is expected to add about 825 rental units, which would make up nearly 18% of total household growth. This growth will include 19% low-density (singles and semi-detached), 37% medium-density (townhouses and duplexes), and 44% high-density (apartments and secondary units) dwellings. In the same period, there will be approximately 3,750 new ownership units in Haldimand County, making up nearly 81% of the County's total housing growth.



6.3 Forecast Housing Need by Tenure and Affordability

As discussed throughout this report, many residents in Haldimand County are finding it difficult to afford housing. This highlights the need for the County to support a variety of housing options to meet these growing needs associated with affordable and market housing. Figure 34 summarizes Haldimand County's housing needs based on an analysis that compares the County's household income trends against housing affordability for both affordable and market-based units.

As previously mentioned, Haldimand County is expected to add approximately 825 rental housing units and 3,750 ownership housing units between 2025 and 2035. To determine the number of affordable rental and ownership units required, the Province's affordable housing benchmarks were applied.^[1] For further details, please refer to section 4.6.

Based on the forecast, 28% (1,045 units) of new ownership homes need to be affordable. To help meet the affordable ownership target of 1,045 units, the County will need to encourage more moderately priced, higher density, freehold and condominium units. These affordable ownership units represent households where housing costs do not exceed 30% of household income in the 60th income percentile and/or they meet the Province's affordable housing ownership benchmark price of \$391,600. For rentals, 49% (405 units) will need to be affordable to households whose incomes are insufficient to afford an average market rent of \$1,485 per month within the County. Further details regarding the distribution and breakdown of affordable rental units are shown below in Figure 35.

^[1] Province of Ontario. (2024). *Affordable Residential Units for the Purposes of the Development Charges Act, 1997 Bulletin*.



Figure 34
Haldimand County
Forecast Housing Need by Type, Tenure, and Market, 2025 to 2035

Units	Owner	Renter	Total Units
Affordable*	1,045	405	1,450
Total	3,750	825	4,575
% Affordable	28%	49%	32%

Note: Numbers may not add due to rounding.
Source: Watson & Associates Economists Ltd., 2025.

To meet this target of 1,450 total affordable housing units, the County will need to continue to work with its public and private sector partners to encourage a greater supply of more moderately priced, higher density, freehold and condominium units and purpose-built rental apartments. Continued efforts will also be needed to encourage a broader range of attainable ownership housing options, particularly “missing middle” housing forms.

As previously discussed, rental housing demand in Haldimand County is anticipated to increase by 825 units over the 2025 to 2035 forecast period. Figure 35 summarizes forecast renter households by income group (in 2024 dollars). It also summarizes the market rents that each renter household can afford, by respective income group, and compares these against the current average market rent in Haldimand County, which is approximately \$1,485 per month.^[1] As shown, households with an income of \$59,480 or higher can afford Haldimand County’s average market rent (i.e., \$1,485) or higher, as they can allocate 30% of their income toward rent. Therefore, households with incomes lower than \$59,480, totalling 405 units, will require affordable rental units to meet their housing needs.

^[1] CMHC Rental Market Survey, October 2024.



Figure 35
Haldimand County
Rental Housing Growth by Income and Affordability

Household Income (2024 dollars)	Household Growth, 2025-2035	% of Affordable Units	Maximum Affordable Monthly Rental Cost ^[1]	Maximum Affordability based on % of A.M.R. ^[2]	Comments
Less than \$23,200	24	3%	Less than \$580	39%	Affordable Units
\$23,200 to \$34,900	151	18%	\$580 to \$875	59%	
\$34,900 to \$46,500	123	15%	\$875 to \$1,165	78%	
\$46,500 to \$59,480	107	13%	\$1,165 to \$1,485	100%	
Subtotal	405	49%			
\$59,480 to \$81,300	135	16%	\$1,485 to \$2,035	137%	Market Units
\$81,300 to \$93,000	50	6%	\$2,035 to \$2,325	156%	
\$93,000 to \$104,600	46	6%	\$2,325 to \$2,615	176%	
\$104,600 to \$143,500	100	12%	\$2,615 to \$3,590	241%	
\$143,500 and greater	88	11%	\$3,590 and greater		
Subtotal	419	51%			
Total Renter Households	825	100%			

^[1] Housing affordability based on 30% income to shelter ratio.

^[2] Based on CMHC October 2024 A.M.R. (Average Market Rent) for Haldimand County.

6.4 Observations

As previously mentioned, population age structure influences the socio-economic characteristics of the population related to income/affordability, lifestyle, family size, lifestyle decisions, health, and mobility. Propensities for high-density housing (rental apartments and apartment condominium units) are highest among younger and older age groups, while propensities for low-density housing (single and semi-detached housing) tend to be highest among working-age population groups between 35 and 64 years of age.

As the average age of Haldimand County's population continues to increase, it is anticipated that the demand for higher-density housing forms will also continue to gradually increase. The aging of the County's population is also anticipated to drive the need for seniors' housing and other housing forms geared to older adults (e.g., assisted living, affordable housing, adult lifestyle housing). Given the diversity of the 55 to 74 and 75+ population age groups, forecast housing demand across the County within this broad 55+ demographic group is anticipated to vary considerably.



The demand for affordable rental housing is increasingly concentrated among smaller household sizes, including smaller families, lone-person households, and non-Census families. Driven by demographic shifts such as aging, changing family structures, and a rise in single-person households, this trend highlights the need for the County to prioritize smaller, cost-effective rental units. Expanding the supply of these units will be essential to addressing affordability challenges for low- and moderate-income individuals, seniors, and young professionals while maintaining a balanced rental market.

Housing demand associated with younger generations in Haldimand County is anticipated to be strong across a range of housing types that are affordable to new home buyers/renters and cater to a broad range of lifestyle preferences towards urban and suburban living. This includes housing options such as townhouses (including back-to-back townhouses and stacked townhouses), higher-density developments (i.e., purpose-built apartments and condominiums), and, to a lesser extent, low-density housing forms. Demand for low-density housing is anticipated to be strongest for “move-up” home buyers with growing families, typically working-age homeowners approaching 40 years of age and older.

Accommodating younger generations, such as Millennials and Generation Z, and other working-age adults is a key objective for the County, recognizing that the accommodation of skilled labour and the attraction of new businesses are inextricably linked and positively reinforce one another. To ensure that economic growth is not constrained by future labour shortages, continued effort is required by the County to explore ways to attract and accommodate new skilled and unskilled working-age residents to Haldimand County within a diverse range of housing options by structure type, tenure, and location.

7. Strategic Directions

The County is responsible for local decisions that guide future land use, development, and growth. This includes authority over how land is utilized for housing; policies that guide the density, form, and type of housing development; policies that support and promote a full range of housing types; and potential regulatory and financial incentives to encourage development of rental and affordable housing.



Through various initiatives and programs, Haldimand County and its strategic partners have made progress over the past five years with its efforts to address and meet the affordable housing needs in their community. Even with this progress, several housing needs remain unmet, as Haldimand County continues to experience significant population and economic growth within an evolving provincial planning framework.

The following presents key strategic directions related to housing.

Planning for Long-Term Population Growth Across a Diverse Range of Age Groups and Income Levels

To accommodate the future population growth projected across Haldimand County over the 2025 to 2051 period, the County will require approximately 425 new permanent housing units per year. This is 37% higher than the amount of annual new permanent housing construction levels achieved over the past decade. Future housing growth is anticipated across a diverse range of housing forms.

It is generally recognized that the accommodation of skilled labour and the attraction of new businesses are dependent on one another. As such, for the County's economic base to grow, effort will be required to continue to attract new skilled working residents to Haldimand County with suitable employment opportunities and market choice in housing, to ensure that economic growth is not constrained. Attraction efforts must also be linked to housing accommodation (both ownership and rental), municipal services and infrastructure, and quality of life attributes that appeal to the younger mobile population, while not detracting from the County's attractiveness to older population segments.

To promote the attractiveness of Haldimand County for future residents, there is a need to expand housing market choice and options in the community to include a broader range of housing typologies for a range of market segments and housing tenure (home ownership and rental), including affordable housing.

The County, as part of the next Official Plan Review, should update the definition of affordable housing in accordance with the new P.P.S., 2024, and update affordable housing targets for the County to align with the affordable housing needs assessment presented herein.



Expand Housing Affordability Options

Housing affordability in Haldimand County is a paramount concern across the community. As previously presented, average home prices and rents in the County have increased significantly over the past five years. Due to the substantial increase in both ownership and rental prices, existing and future residents are being priced out of the market and require more affordable housing solutions.

The following initiatives should be considered to address the identified gaps in the County's housing needs and to promote a more diverse supply of housing.

More Compact Built Form and Innovative Design

To address the gap in affordably priced, higher-density ownership and rental housing, the County should continue to work with home builders to expand the supply of more moderately priced ownership and rental housing options. As part of the County's next Official Plan Review and update, the County may want to consider policies and strategies that encourage and support the development of a broader range of housing options, in accordance with provincial policy direction.

The County should review local zoning and land-related barriers to identify opportunities to expand housing supply within the Settlement Areas that are more compact, land efficient, environmentally sustainable, and price competitive. This may include promoting more modular home and tiny home construction where appropriate, for example.

The County should consider alternative development standards for affordable housing developments, which would reduce development costs. These may include the reduction of parking requirements, permitting innovative construction methods, and allowing for smaller units and lots, provided they meet Ontario Building Code requirements and other health and safety standards.

Promote and Enable Additional Residential Unit Development

Through the *More Homes Built Faster Act, 2022*, changes were made to the *Planning Act* that now allow for up to three residential units per residential lot. This includes the primary residential unit and up to two A.R.U.s, including secondary suites. A.R.U.s represent an opportunity to increase affordable rental housing in the community through gentle intensification.



The County should update the Official Plan policies to align with the Zoning By-Law allowing A.R.U.s (up to three units in total per lot). This includes secondary suites (e.g., basement apartments) within the primary dwelling unit, as well as permanent garden suites, laneway housing, and other dwelling forms in accordance with provincial planning direction.

The federal government recently announced, through their Secondary Suite Refinance Program, that homeowners will be able to refinance up to 90% of their property's value to add A.R.U.s as long-term rental units on their respective properties. The County may also consider providing financial incentives (e.g., grants) for homeowners who construct A.R.U.s that are intended to be rented out on a long-term basis.

Expand Non-Market Housing

Through demographic analysis and community feedback, it is evident that there is a need for more supportive and non-market housing in the County. The County, together with its housing service partners, should continue to maintain and incrementally increase housing support services and programs, and expand the supply of deeply affordable and near-market housing.

Regulatory and Financial Tools to Support Housing Development

To achieve the housing mix and level of housing development activity needed to meet the existing and future housing needs identified herein, the County will need to explore and consider the potential application of regulatory and financial tools to support/enable a higher rate of residential development activity. The County should consider the following factors in supporting/enabling a higher rate of residential development activity, particularly for rental and more affordable ownership options:

- **Quantum of Designated Developable Land Supply/Sites** – This includes designated greenfield lands and supporting infrastructure, focusing on residential development within the Settlement Areas and promoting a range of infill/intensification opportunities where servicing is available. This includes medium-density (“missing middle”) and high-density development and the development of A.R.U.s (e.g., secondary suites).
- **Regulatory Incentives** – This includes tools to assist in project feasibility through flexibility in the development approvals process (e.g., expedited



processing), development permissions (i.e., building height, density), parking requirements, and design considerations.

- **Financial Incentives** – At the municipal level, this can focus on reducing the upfront financial obligations of the developer and/or reducing the operational costs moving forward.

Community Improvement Plans

The County should explore expanding its Community Improvement Plan (C.I.P.) for its Settlement Areas, with a greater focus on housing. C.I.P.s can reduce the upfront financial obligations of potential developers and home builders (e.g., waiving development and building fees) and can be an effective tool in promoting an expanded housing supply within Settlement Areas. In addition, C.I.P.s can offer property tax exemptions or reductions through tax increment equivalent grants, which can be particularly beneficial for new purpose-built rental housing developments.

Conclusions

The results of this study serve as a foundational document for housing in Haldimand County. This study is intended to guide decision-making and policy development specifically related to housing policy and programming in the County.

Accommodating and enabling/supporting greater housing development would require the County to also consider the following:

- **Planning Implications** – Over the next several decades, the focus of residential development is anticipated to continue to promote balanced growth – a balance between both intensification opportunities and greenfield opportunities. From a planning policy perspective, Urban Settlement Areas should represent priority locations for residential development given the amenities that these locations provide with respect to access to retail and other community services.
- **Impacts on Infrastructure and Municipal Service Needs** – Higher housing density would require increases in local infrastructure and municipal service needs, particularly within Settlement Areas where most of the increased housing demand is anticipated to be directed. While small-scale infill or redevelopment can benefit from existing capacity associated with hard municipal services, large-scale intensification projects can come at a high price. This is due to the costs associated with replacing, improving, and maintaining existing services that have



not been planned to accommodate significant increases in housing and population. The County will need to continue to work to address growing infrastructure and municipal service needs related to housing and population growth.

- **Financial Implications** – While it is beyond the scope of this study to address the financial implications of economic incentives and promote a broader mix of housing supply, the municipal financial impacts of accommodating purpose-built rental housing and affordable housing must be addressed. This can be done through alternative funding programs or, if necessary, by passing the costs on to existing ratepayers.

To ensure the housing needs assessment remains current and reflective of housing needs in the community, consideration should be given to updating the needs assessment every five years. Building on this report, the County may also consider undertaking a housing affordability strategy to comprehensively explore and identify potential action items and implementation approaches to address local existing and future housing needs.

Housing Needs Assessment

Haldimand County (CY)

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Preface

[Canada's Housing Plan](#) and [Budget 2024](#) both signaled the Government of Canada's intent to use Housing Needs Assessments (HNAs) as a key tool in its evidence-based long-term approach to addressing housing needs across the country. This includes the renewal of the Canada Community-Building Fund and the previously announced permanent transit funding.

As the federal government strives to become a more informed investor, evidence-based tools that provide a clear assessment of local needs and gaps will be required to inform decision making. HNAs will help all levels of government understand the local housing needs of communities - how they may relate to infrastructure priorities - by providing the data necessary to determine what kind of housing needs to be built and where. The intent is to promote systematic planning of infrastructure that takes into consideration current and future housing needs.

Funding Requirement

Under the Housing Accelerator Fund, the Government of Canada currently requires funding recipients to complete an HNA by year 3 of the program, if one has not already been completed within two years of the 2022 federal budget announcement (April 7, 2022).

Going forward, HNAs will be required for:

- Communities with a population of 30,000 and over receiving funding through the Canada Community-Building Fund;
- Communities with a population of 30,000 and over receiving funding through permanent transit funding; and,
- Future federal infrastructure funding applicants as required.

Once an HNA has been completed as a federal program requirement, a community will not be required to complete a new one for other Housing, Infrastructure and Communities Canada programs, other than to update it every five years.

Purpose

When done properly and regularly, an HNA will allow a community to answer fundamental questions such as:

- Where does the greatest housing need exist in our community?
- How can we set meaningful housing targets and measure progress to support the right kind of housing for all residents?
- How much housing, which size and at what price point do we need to ensure that all current and future households can live in suitable, adequate and affordable housing?

HNAs will allow all levels of government (federal, provincial/territorial and municipal) to use this evidence base to inform their investments in enabling and supportive infrastructure as well as guide their policy and regulatory decision-making. HNAs as a tool can help communities plan for and build housing more effectively to address the needs of their residents and instill transparency and accountability across the board.

This HNA template has been informed by best practices from jurisdictions across Canada, consultations with experts, and engagements with provinces and territories. These include the City of Vancouver's [*Housing Needs Report*](#) and the City of Edmonton's [*Affordable Housing Needs Assessment*](#) (for the affordable housing side of needs assessments), as well as the Housing Research Collaborative at the University of British Columbia which brought together a national network of researchers and experts to develop the Housing Assessment Resource Tool (HART). The HART project provides formatted data from Statistics Canada on key housing indices such as core housing need for a wide variety of jurisdictions and geographic levels.

Based on these best practices, this guidance document includes the following necessary information, explained in more detail below.

1. Development and use of Housing Needs Assessments
2. Community profiles and trends
3. Household profiles and economic characteristics
4. Priority groups
5. Housing profiles
6. Projected housing needs and next steps

Communities completing an HNA as a requirement for federal infrastructure programming will be expected to complete all sections outlined in this template. Communities may use a previously completed HNA if an updated version is available; however, communities would be expected to address any gaps related to any of the sections of the guidance document – both qualitative and quantitative – between their existing HNA and this federal template. Additional details about the timelines for completion and submission of HNAs will be provided with specific infrastructure funding programs (e.g. Canada Community-Building Fund).

While responding to the written questions, please use as much space as required.

1. Methodology

In this section, applicants should outline the research methodology used to inform the completion of the assessment, where the methodology is derived from, any assumptions used, and any necessary justification. While different assessments may incorporate unique methodological elements or considerations depending on context, the following methods should generally be outlined:

- **Quantitative research** such as economic data, population and household forecasts; and,
- **Qualitative research** such as interviews, policy analysis and stakeholder engagement.

Both qualitative and quantitative aspects of this guidance document are equally important.

Communities will be required to engage with key stakeholders in the housing sector, including non-profit housing providers, developers, and public entities, as well as those with specific lived experiences, to develop a comprehensive Housing Needs Assessment (HNA). This section should include what forms of engagement were conducted, with whom, how learnings were incorporated into or informed the HNA's findings, and what engagement opportunities may exist to share findings with the community.

To the extent possible, publicly available data from the following sources will be prepopulated to facilitate automated completion of the quantitative components of the assessments:

- [Statistics Canada Census Data](#)
- [CMHC Housing Market Information Portal](#)
- [Statistics Canada Housing Statistics Dashboard](#)
- [CMHC Demographic Projections: Housing Market Insights, June 2022](#)
- [CMHC Proximity Measures Database](#)
- [Housing Assessment Resource Tool Dashboard](#)
- [Canadian Housing Evidence Collaborative – Housing Intelligence Platform](#)

In addition to this data, communities are required to incorporate internal and non-public facing, non-confidential data, into their HNAs in order to more fully capture local contexts and realities as needed.

Data fields highlighted in yellow identify where municipalities will have to source the data.

If this data is unavailable at the time of completion of the first HNA, communities are expected to collect these data points for future iterations. Other fields will be pre-populated. Fields marked with an asterisk (*) indicate data points which are unavailable from the source or suppressed due to low counts.

Please provide data from the latest census except where otherwise indicated.

1.1 Please provide an overview of the methodology and assumptions used to develop this Housing Needs Assessment, using the guidelines above. This should include both quantitative and qualitative methods. Please also identify the publicly available data sources used to complete this assessment beyond the sources listed above, if applicable.

- Ontario's Need for 1.5 Million More Homes, Smart Prosperity Institute, August 2022
(<https://institute.smartprosperity.ca/sites/default/files/Ontario%27s%20Need%20for%201.5m%20More%20Homes-SPI%20August%202022.pdf>)
- Haldimand County Population, Household & Employment Forecast Update, August 2024 by Watson & Associates Economists Ltd.
- Haldimand County Official Plan, November 25, 2024
(<https://www.haldimandcounty.ca/media/utdf4fjl/haldimand-county-official-plan-2024.pdf>)
- Haldimand County Community Improvement Plan
(<https://www.haldimandcounty.ca/business-building-development/invest-grow-haldimand/incentives/community-improvement-plans/>)
- Affordable Residential Units for the Purposes of the Development Charges Act, 1997 Bulletin, Province of Ontario. (2024).
(<https://www.ontario.ca/page/municipal-development-and-community-benefits-charges-and-parklands>)

1.2 Please provide an overview of the methodology and assumptions used to engage with stakeholder groups, e.g. non-profit housing organizations, in the development of this Housing Needs Assessment. This should include qualitative and quantitative methods. Please provide a description of who was engaged, the type of engagement that took place, and the nature of the engagement (e.g. interviews, consultations)

Engagement Methods and Data Collection:

- **Virtual Stakeholder Interviews:** As part of Haldimand County's broader Housing Needs Assessment, Haldimand County conducted a number of virtual key stakeholder interviews to provide a broader picture of the housing needs in Haldimand County.

Stakeholders Groups Engaged:

Participants from the stakeholder interviews were largely existing non-market housing providers, chamber of commerce and economic development representatives, and a number of home builders/developers to gain insights regarding the local housing market.

1.3 Please provide an overview of the methodology and assumptions used to conduct engagement with the priority groups (identified in Section 4) in the development of this Housing Needs Assessment. This should include qualitative and quantitative methods. Please provide a description of who was engaged, the type of engagement that took place, and the nature of the engagement (e.g. interviews, consultations). If a private individual has been engaged, please anonymize and remove any identifying features from the narrative.

Haldimand County employed a mixed-method approach to engage with priority groups identified in Section 4 of the Housing Needs Assessment. This included both quantitative and qualitative research methods to assess housing challenges and barriers faced by these groups.

Engagement Methods and Data Collection

- **Point-in-Time (PiT) Count:** Haldimand and Norfolk Health and Social Services and Housing conducted a PiT Count, a standardized survey methodology used to collect quantitative data on individuals experiencing homelessness. This data provided insights into demographics, housing history, service usage, and barriers to stable housing for individuals without permanent shelter. The PiT Count followed best practices outlined by the Canadian Observatory on Homelessness, as well as federal guidelines.

2. Community Profile and Trends

In this section, communities are expected to tell their housing story through the lenses of their community and household profiles using both qualitative and quantitative data. Communities may structure this information in different ways, including by providing past benchmarks, present figures, future projections, and current growth rates at a local, regional and provincial level.

2.1 Please detail the existing municipal housing policy and regulatory context, such as approved housing strategies, action plans and policies within Official Community Plans.

Official Plan – (2024): Haldimand County’s Official Plan focuses on diverse and sustainable housing, emphasizing intensification, efficient land use, and higher-density development in both urban and greenfield areas. It promotes affordability through incentives, streamlined approvals, and community partnerships, while ensuring new developments align with existing neighbourhood character. The plan aims to create walkable, inclusive, and sustainable communities that meet evolving housing needs.

Official Plan Amendment 69: Approved on May 13, 2024, Official Plan Amendment 69 introduces amendments across several policy areas, including affordable housing.^[1] These changes align the Official Plan with the Provincial Policy Statement, 2020 and the Growth Plan for the Greater Golden Horseshoe, emphasizing the County's commitment to addressing housing affordability and availability.

Haldimand and Norfolk Housing and Homelessness Plan: Developed collaboratively with Norfolk County, the plan outlines a strategic approach to ensure residents have access to safe, appropriate, and affordable housing options. The plan focuses on preventing homelessness, strengthening partnerships, and addressing the unique needs of vulnerable populations. It is regularly updated to reflect changes in the housing market, economy, and policy environment.

Municipal Housing Pledge and Target: In response to provincial initiatives, Haldimand County has established a Municipal Housing Pledge with a ‘made in Haldimand’ target. Through this work, Haldimand has committed to facilitating working towards the objectives of the provincial target for the construction of 4,200 new homes by 2031.^[2] This pledge involves developing strategies and options to meet the target,

^[1] Official Plan Amendment, File No. 27-OP-223086, Ministry of Municipal Affairs and Housing (<https://prod-environmental-registry.s3.amazonaws.com/2024-05/Notice%20of%20Decision%20-%20Haldimand%20County%20OPA%2069.pdf>)

^[2] Report CDS-06-2023 Municipal Housing Pledge and Target, For Consideration by Council in Committee on September 19, 2023, by Haldimand County (<https://pub-haldimandcounty.escribemeetings.com/filestream.ashx?DocumentId=27598>)

including potential policy adjustments and the use of municipal resources to support housing development.

Social Housing System Review: In 2024, Haldimand and Norfolk Health and Social Services (HNHSS) commissioned a review of the region's non-profit social housing system to address rising demand for affordable housing. The review focused on housing services, funding, and operational efficiency. Key recommendations included expanding housing options, improving financial management, strengthening policies, leveraging data and technology, and enhancing organizational capacity to create a more sustainable and inclusive housing system.

Strategic Plan 2025-2045: The County's Strategic Plan establishes a long-term vision and guiding principles, identifying key priorities across five core themes.^[3] While not exclusively focused on housing, the plan provides a framework for decision-making, resource allocation, and service delivery that supports housing initiatives within the broader context of community development.

Haldimand County Housing Master Plan (2021): This plan outlines a strategy to address affordable housing needs by identifying critical gaps and promoting diverse housing options. It focuses on increasing purpose-built rentals, housing for moderate-income households, and supportive housing for vulnerable populations. The plan sets annual affordable housing targets, integrates developments into existing communities near essential services, and uses incentives like expedited approvals and tax reductions to stimulate growth. Preservation of existing affordable housing and equitable tenant access are also prioritized, with ongoing monitoring and partnerships guiding implementation.

Haldimand & Norfolk 10-Year Housing and Homelessness Plan (2013): This plan provides a strategic framework aimed at addressing housing affordability, homelessness prevention, and the unique needs of vulnerable populations within the two Counties. Mandated by the Province of Ontario, it sets objectives, implementation measures, and monitoring strategies to ensure access to safe and affordable housing. The plan focuses on strengthening partnerships, integrating supportive housing solutions, and tracking progress to adapt policies as needed. By fostering collaboration and evidence-based decision-making, it seeks to create sustainable and inclusive housing opportunities for all residents.

Collectively, these policies and strategies demonstrate Haldimand County's proactive approach to managing growth and ensuring that housing needs are met through thoughtful planning and collaboration with various stakeholders.

^[3] Report CAO-01-2025 Haldimand County Strategic Plan, For Consideration by Council of Committee on February 25, 2025 (<https://pub-haldimandcounty.escribemeetings.com/filestream.ashx?DocumentId=37089>)

2.2 Community Profile

2.2.1 Population		
Characteristic	Data	Value
Total Population (Number)	2016	45,608
	2021	49,216
Population Growth (Number)	Total	3,608
	Percentage	7.9
Age (Years)	Average	42.5
	Median	43.6
Age Distribution	0 - 14 years	8,630
	15 - 64 years	30,465
	65+ years	10,115
Mobility	Non-movers	44,225
	Non-migrants	1,160
	Migrants	2,720

2.2.2 Demographic Information		
Characteristic	Data	Value
Immigrants	Total	4,295
Non-Immigrants	Total	44,130
Recent Immigrants (2016-2021)	Total	230
Interprovincial migrants (2016-2021)	Total	300
Indigenous Identity	Total	1,890

2.3 How have population changes in your community as illustrated by the above data impacted your housing market?

Haldimand County is facing increasing housing pressures driven by population growth, affordability challenges, and rising demand. Migration patterns, economic factors, and a limited housing supply have led to higher rental and ownership costs, making it difficult for many residents to secure suitable housing. Young adults struggle to enter the housing market, while seniors face barriers to aging in place or downsizing. Housing affordability concerns impact all demographics, with low-income households, individuals with disabilities, and those experiencing homelessness facing the most significant challenges.

Historically, Haldimand County has been an affordable housing destination, attracting new residents from across the region. Despite this, rising rental prices, a growing waitlist for affordable housing, and increased demand for both market and non-market units have made affordability a pressing issue. Additionally, limited transportation options further restrict access to affordable housing in surrounding areas.

As Haldimand County continues to grow, demand for a broad range of housing options by structure type (i.e., single detached, townhouses, and apartments) and tenure (i.e., ownership vs. rental) will rise. To address this, a shift toward higher-density housing and mixed-income developments will be necessary to support affordability and sustainability goals. Municipal policies, private sector investment, and partnerships with non-profit organizations will play a crucial role in ensuring diverse and accessible housing options for seniors, young families, and vulnerable populations. Ongoing efforts to expand supportive housing initiatives, implement financial incentives, and refine planning policies will be essential in meeting Haldimand County's evolving housing needs.

3. Household Profiles and Economic Characteristics

This section should provide a general overview of income, housing and economic characteristics of the community being studied. Understanding this data will make it easier to observe the incidence of housing need among different socio-economic groups within the community. Income categories could be used for this analysis and can be completed in accordance with the HART methodology and CMHC data.

Area Median Household Income (AMHI) can be used as the primary basis for determining income brackets (as a percentage of AMHI) and corresponding housing cost ceilings.

This section should also outline the percentage of households that currently fall into each of the income categories previously established. This will allow a better understanding of how municipalities compare to Canadian averages, and the proportion of households that fall into each household income category. This will also allow for a better understanding of drop-off levels between total households and the number of units required to meet anticipated need or demand in each category. Housing tenures allow for the comparison of renter and owner-occupied households experiences and is important for understanding a community's housing context.

Using a stratified, income-based approach to assessing current housing needs can enable communities to target new housing development in a broader and more inclusive and equitable way, resulting in housing that can respond to specific households in core housing need. This is shown in the next section.

3.1 Household Profiles

3.1.1 Household Income and Profile		
Characteristic	Data	Value
Total number of households	2016	17,502
	2021	18,719
Household income (Canadian dollars per year)	Average	\$104,400
	Median	\$93,000
Tenant Household Income (Canadian dollars per year, Only Available at Census Agglomeration Level)	Average (Haldimand County)	\$63,450
	Median (Haldimand County)	\$48,400
Owner household income (Canadian dollars per year, Only Available at Census Agglomeration Level)	Average (Haldimand County)	\$111,600
	Median (Haldimand County)	\$99,000
Average household size (Number of members)	Total	2.6
Breakdown of household by size (Number of households)	Total	18,720
	1 person	4,235
	2 persons	6,930
	3 persons	2,875
	4 persons	2,685
	5 or more persons	1,995
Tenant households (Number of households)	Total	2,805
	Percentage	14.984
Owner households (Number of households)	Total	15,915
	Percentage	85.016

3.1.1 Household Income and Profile		
Characteristic	Data	Value
Percentage of tenant households in subsidized housing	Percentage	12.6
Households within 800m of a higher-order/high frequency transit stop or station (#)	Total	0
	Percentage	0%
Number of one-parent families	Total	1995
	Percentage	13.702
Number of one-parent families in which the parent is a woman+	Total	1475
Number of one-parent families in which the parent is a man+	Total	520
Number of households by Income Category	Very Low (up to 20% below Area Median Household Income (AMHI))	470
	Low (21% – 50% AMHI)	3,110
	Moderate (51 – 80% AMHI)	3,460
	Median (81% - 120% AMHI)	4,105
	High (>120% AMHI)	6,965

3.2 Please provide context to the data above to situate it within your municipality. For example, is there a significant number of one-parent families? Are owner household incomes far surpassing tenant household incomes?

Based on the data provided in subsection 3.1, the household data for Haldimand County provides valuable insight into the local demographic and economic landscape. Based on Statistics Canada Census profiles for Haldimand County, the increase in total households from 17,502 in 2016 to 18,719 in 2021 reflects steady population growth,

which aligns with regional trends of migration from urban centers to more affordable, rural communities.

Household Composition & Family Structure

The data in subsection 3.1 shows that one-person households (4,235) make up nearly one-quarter (22.6%) of all households, suggesting a significant number of individuals are living alone. In contrast, one-parent families account for 13.7% of all families (1,995 households), with the majority (1,475) led by women. This highlights the potential need for supportive services and affordable housing options for single-parent households, who may face economic challenges.

Homeownership & Income Distribution

Homeownership is dominant in Haldimand County, with 85% of households owning their homes, compared to just 15% who are tenants. This high rate of ownership reflects the County's traditionally rural and suburban character. The lack of rental housing, however, can be a challenge for lower-income residents, young professionals, and seniors looking to downsize.

Income levels in the County vary, with 4,105 households falling within the median income category (81% to 120% of Area Median Household Income) and 6,965 households classified as high-income earners (above 120% of Area Median Household Income). Meanwhile, over 7,000 households fall into the low or very low-income categories, indicating a significant portion of residents who may struggle with housing affordability.

Housing Affordability & Subsidized Housing

A notable 12.6% of tenant households receive housing subsidies, highlighting a reliance on government-assisted housing for some renters. With tenant households representing just 15% of total households, this suggests that affordable rental options may be limited, putting pressure on lower-income residents.

Implications for Housing Policy

- The high percentage of homeowners suggests that policies should focus on increasing the rental housing supply to support those unable to afford homeownership.
- The presence of a significant number of one-parent families, especially female-led households, suggests a need for affordable family-oriented housing and childcare services.
- The large number of moderate- and low-income households underscores the importance of maintaining and expanding subsidized housing programs and affordability initiatives.

Overall, the data suggests that while Haldimand County remains a predominantly homeowner-driven market, there are affordability challenges for lower-income residents, renters, and single-parent families. Housing policies should focus on increasing rental

stock, addressing affordability concerns, and ensuring that housing remains accessible to diverse demographic groups.

3.3 Suppression of household formation (e.g., younger people living with their parents due to affordability pressures) and housing demand (e.g., “driving until you qualify”) can both indicate strained local housing market conditions. Please provide any data or information that speaks to how suppression of the formation of new households and suppression of housing demand has impacted your community since 2016, and how projected formation patterns are expected to be impacted over the next 5 to 10 years. Please indicate methods used to determine expected household formation, such as calculating headship rates broken down by specific age estimate impacts.⁴

As of 2021, the headship rate for the 15 to 24 age cohort in Haldimand County was 4%, while the 25 to 34 age cohort had a headship rate of 35%. According to the *Ontario’s Need for 1.5 Million More Homes* report by the Smart Prosperity Institute (hereinafter referred to as the *1.5 Million Homes Report*), headship rates in Ontario and British Columbia indicate constrained housing market conditions relative to the rest of Canada. The report suggests that an optimal headship rate would be 12% for the 15 to 24 age group and nearly 47% for the 25 to 34 age group as shown in the table below. Based on 2021 data, this implies that approximately 1,250 additional households within the 15 to 34 age cohort in Haldimand County were unable to form due to existing constraints. Applying these optimal rates to 2021 population data suggests that Haldimand County would have 21,550 households, an existing shortfall of approximately 2,830 households as shown in the table on the following page. This gap represents roughly 15% of the households who have been unable to access the housing market, particularly among those aged 15 to 44, underscoring the urgent need for improved housing affordability in the area.

^[4] *We recognize that some municipalities may not have this data available at the time of completion, but encourage them to do their best in addressing this question. Municipalities will be expected to build this expertise in subsequent iterations of their Housing Needs Assessments.*

Age Group	2021 Population ^[1]	Haldimand County Headship Rate	Canada Headship Rate ^[2]	Haldimand County Households	Benchmark Number of Households	Housing Shortfall
	A	B	C	D = A X B	E = A X C	F = E - D
0-14	8,900	0.0%	0.0%			
15-24	5,500	3.7%	12.0%	210	660	460
25-34	6,400	34.5%	46.7%	2,210	3,000	790
35-44	6,100	46.5%	54.9%	2,820	3,330	510
45-54	6,100	51.7%	57.9%	3,140	3,510	380
55-64	8,000	54.6%	59.3%	4,400	4,770	380
65-74	6,100	57.3%	61.5%	3,510	3,760	260
75+	4,100	60.2%	61.9%	2,460	2,530	70
Total	51,200			18,730	21,550	2,830

^[1] Includes net Census undercount.

^[2] Based on Rest of Canada Headship Rates (excludes Ontario and British Columbia).

Note: Figures have been rounded and may not add up precisely.

Source: Historical population and household derived from Statistics Canada Table 17-10-0155-01, and Census profiles. Headship rate data derived from custom order from Statistics Canada. Canada headship rate derived from Ontario's Need for 1.5 million more homes, August 2022 by Smart Prosperity Institute.

Haldimand County's housing stock has traditionally been dominated by single-detached homes. According to the 2021 Census, 88% of the County's housing consists of single- or semi-detached dwellings, followed by 5% row houses and duplexes, and approximately 7% apartments. To support individuals struggling to enter the housing market, a more diverse supply of housing types and tenure options is required. Virtual stakeholder discussions (noted in subsection 1.2) indicate that the limited availability of diverse housing options makes it difficult for residents and seasonal workers to secure housing, while employers are facing challenges in employee retention due to housing shortages. Additionally, stakeholder interviews revealed frequent resistance to new housing developments, particularly higher-density projects—a trend that is expected to persist unless new policies and resources are introduced.

For many young adults, purchasing a single detached home as a first property is increasingly unattainable, and there is a shortage of smaller housing units and rental options to meet the needs of both this group and seniors. Between 2016 and 2021, the proportion of renter households in Haldimand County declined from 16.7% to 15.0%, while the majority of private households remained owner-occupied. If the current limitations in housing supply persist, younger individuals and seniors may be compelled to relocate to areas with more affordable housing options.

3.4 Economic Conditions

3.4.1 Economy and Labour Force		
Characteristic	Data	Value
Number of workers in the Labour Force	Total	24,680
Number of workers by industry (Top 10 only)	Manufacturing	3,310
	Health care and social assistance	3,085
	Construction	2,900
	Retail trade	2,720
	Educational services	1,590
	Agriculture, forestry, fishing and hunting	1,345
	Other services (except public administration)	1,260
	Transportation and warehousing	1,190
	Accommodation and food services	1,105
	Public administration	1,090
Unemployment rate and participation rate (Percent)	Unemployment rate	8.347
	Participation rate	61.793
All classes of workers (Number)	Total	24,330
Employees (Number)	Total	20,645
Permanent position (Number)	Total	18,085
Temporary position (Number)	Total	2,565
Fixed term (1 year or more, Number)	Total	730

3.4.1 Economy and Labour Force		
Characteristic	Data	Value
Casual, seasonal or short-term position (less than 1 year, Number)	Total	1,840
Self-employed (Number)	Total	3,675
Number of commuters by commuting destination	Within census subdivision	7,255
	To different census subdivision	595
	To different census division	7,560
	To another province/territory	40
Number of commuters by main mode of commuting for the employed labour force with a usual place of work or no fixed workplace address	Car, truck or van	17,770
	Public transit	55
	Walked	710
	Bicycle	35
	Other method	280

3.5 How have labour conditions (e.g., prevalence of precarious employment, temporary or seasonal workforces, reliance on sectors such as natural resources, agriculture, tourism, etc.) in your community impacted housing supply and demand?

Labour conditions in Haldimand County, characterized by a significant agricultural sector and the presence of precarious employment, have notably influenced housing supply and demand in the region.

Agricultural Sector and Seasonal Workforce

Agriculture plays a pivotal role in Haldimand County's economy, with family farms being a longstanding staple. The County's farmers specialize in crop production, animal production, and aquaculture, leading to a higher percentage of agricultural employment compared to provincial and federal levels.^[5]

This robust agricultural activity necessitates a seasonal workforce, including migrant farm workers. While specific data for Haldimand is unavailable, combined figures for Haldimand and Norfolk Counties show that Public Health Inspectors assess over 600 seasonal housing units annually, highlighting the significant demand for temporary accommodations in the region.^[6]

Impact on Housing Demand

The reliance on a seasonal agricultural workforce creates a cyclical demand for temporary housing. While this addresses short-term accommodation needs, it does not contribute to the permanent housing market, potentially leading to fluctuations in housing demand throughout the year.^[7]

Precarious Employment and Income Levels

Beyond the agriculture sector, the County's labour market includes sectors with precarious employment conditions, such as manufacturing and retail. The Local Labour

^[5] Agriculture in Haldimand at a glance, Haldimand County (<https://www.haldimandcounty.ca/business-building-development/invest-grow-haldimand/key-sectors/agriculture/>)

^[6] Migrant Farm Worker's Housing – Seasonal Housing, Health and Social Services, Haldimand-Norfolk (<https://hnhu.org/health-topic/seasonal-housing/>)

^[7] Housing First: The Path to Recovery, Canadian Mental Health Association Ontario. (https://ontario.cmha.ca/wp-content/uploads/2021/07/CMHAAOn_Housing_First_2020_FINAL.pdf)

Market Plan Update 2021-2022 indicates that businesses continue to experience supply-chain disruptions and changes in demand, impacting employment stability.^[8]

In 2021, it was estimated that residents needed to earn approximately \$34,700 annually to cover basic living costs. This suggests that a significant portion of the population may struggle with housing affordability, especially those engaged in precarious or seasonal employment.^[9]

Housing Supply Challenges

The combination of seasonal housing needs and income instability contributes to challenges in the housing market. The Haldimand-Norfolk Housing and Homelessness Plan highlights a significant need for affordable housing, with population growth projections indicating continued demand.^[10]

Furthermore, the County is expected to experience substantial growth, with an anticipated increase of 31,000 residents by 2051 and the addition of 12,820 households. This projected growth underscores the importance of addressing housing supply to meet future demand.^[11]

Labour conditions in Haldimand County, marked by a significant agricultural sector and elements of precarious employment, have a direct impact on housing supply and demand. The seasonal nature of agricultural work creates temporary housing needs, while income instability from precarious employment affects affordability and demand for permanent housing. Addressing these challenges requires strategic planning to ensure adequate and affordable housing options that align with the County's economic and demographic dynamics.

3.6 Households in Core Housing Need

A household is considered to be in core housing need if it meets two criteria:

1. A household is below one or more of the national adequacy, suitability, and affordability standards; and,

^[8] Local Labour Market Plan Update 2021 – 2022, The “Grand Reshuffle” Workforce Reform in Grand Erie, Workforce Planning Board of Grand Erie. (https://workforceplanningboard.org/wp-content/uploads/2022/02/LLMP_Update-2021-22_EN_FINAL_interactive.pdf)

^[9] Ibid.

^[10] Haldimand and Norfolk Housing and Homelessness Plan, 2020 – 2030, December 2019. (<https://hnhousing.org/wp-content/uploads/2021/12/HSS-20-05-Attachment-Haldimand-Norfolk-HHP-Final-Submitted-Dec-5-19.pdf>)

^[11] Haldimand County Population, Household & Employment Forecast Update, August 2024 by Watson & Associates Economists Ltd.

2. The household would have to spend 30% or more of its before-tax household income to access local housing that meets all three standards.

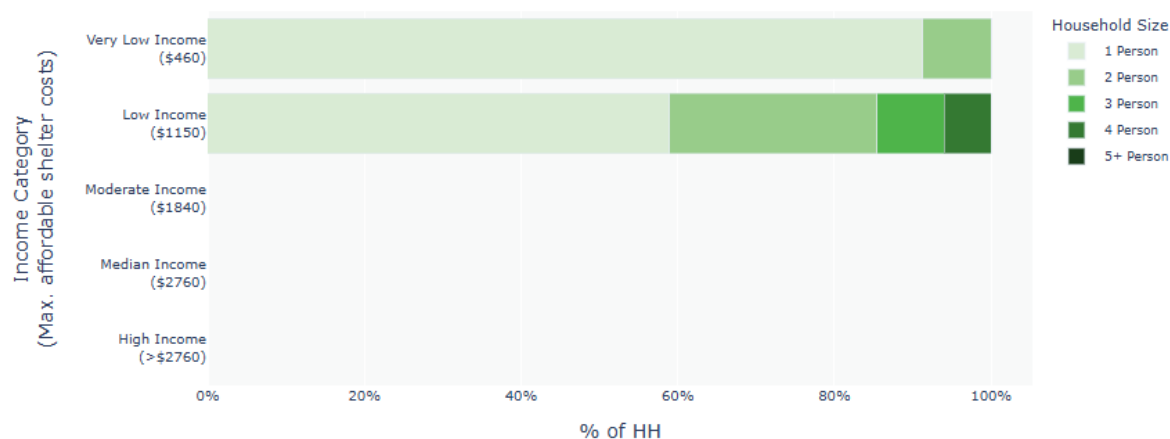
Housing is considered to be affordable when housing costs less than 30% of before-tax household income. Housing is considered to be suitable when there are enough bedrooms for the size and make-up of the household. Housing is considered to be adequate when it is not in need of major repairs. Determining the percentage of core housing need would facilitate comparison with forecasts of population growth and household formation, in turn enabling more accurate projection of anticipated housing needs broken down by different factors such as income, household size and priority population, as explained below. It is important to note that official measures of those in core housing need exclude key groups, including those experiencing homelessness, students living independently of their guardians, people living in congregate housing, and migrant farm workers. This means that core housing need figures may underestimate overall housing need. Due to this, communities should also strive to include as much information as possible about these groups in the Priority Groups section below, in order to provide a comprehensive picture of who is affected by core housing need.

Please use the following section to insert the following Housing Assessment Resource Tools Data Tables ([Housing Needs Assessment Tool | Housing Assessment Resource Project](#))

Income Categories and Affordable Shelter Costs:

Haldimand County CY (CSD, ON)			
Income Category	% of Total HHs	Annual HH Income	Affordable Shelter Cost (2020 CAD\$)
Area Median Household Income		\$92,000	\$2,300
Very Low Income (20% or under of AMHI)	1.93%	<= \$18,400	<= \$460
Low Income (21% to 50% of AMHI)	16.96%	\$18,400 – \$46,000	\$460 – \$1,150
Moderate Income (51% to 80% of AMHI)	19.27%	\$46,000 – \$73,600	\$1,150 – \$1,840
Median Income (81% to 120% of AMHI)	22.93%	\$73,600 – \$110,400	\$1,840 – \$2,760
High Income (121% and more of AMHI)	38.91%	>= \$110,401	>= \$2,761

Percentage of Households in Core Housing Need, by Income Category and Household Size:



3.6. Percentage of Households (HH) in Core Housing Need (CHN), by Income Category and Household Size

Income Category	Affordable Shelter Cost (Canadian Dollars per Month)	1 Person HH	2 Person HH	3 Person HH	4 Person HH	5+ Person HH
Very Low Income (20% or less of AMHI)	<= \$460	91.3%	8.7%	0%	0%	0%
Low Income (21% to 50% of AMHI)	\$460 - \$1,150	59%	26.5%	8.5%	6%	0%
Moderate Income (51% to 80% of AMHI)	\$1,150 - \$1,840	*	*	*	*	*
Median Income (81% to 120% of AMHI)	\$1,840 - \$2,760	*	*	*	*	*
High Income (121% or more of AMHI)	>= \$2,761	*	*	*	*	*

2021 Affordable Housing Deficit:

Haldimand County CY (CSD, ON)						
Income Category (Max. affordable shelter cost)	1 Person HH	2 Person HH	3 Person HH	4 Person HH	5+ Person HH	Total
Very Low Income (\$460)	210	20	0	0	0	230
Low Income (\$1150)	345	155	50	35	0	585
Moderate Income (\$1840)	0	0	0	0	0	0
Median Income (\$2760)	0	0	0	0	0	0
High Income (>\$2760)	0	0	0	0	0	0
Total	555	175	50	35	0	815

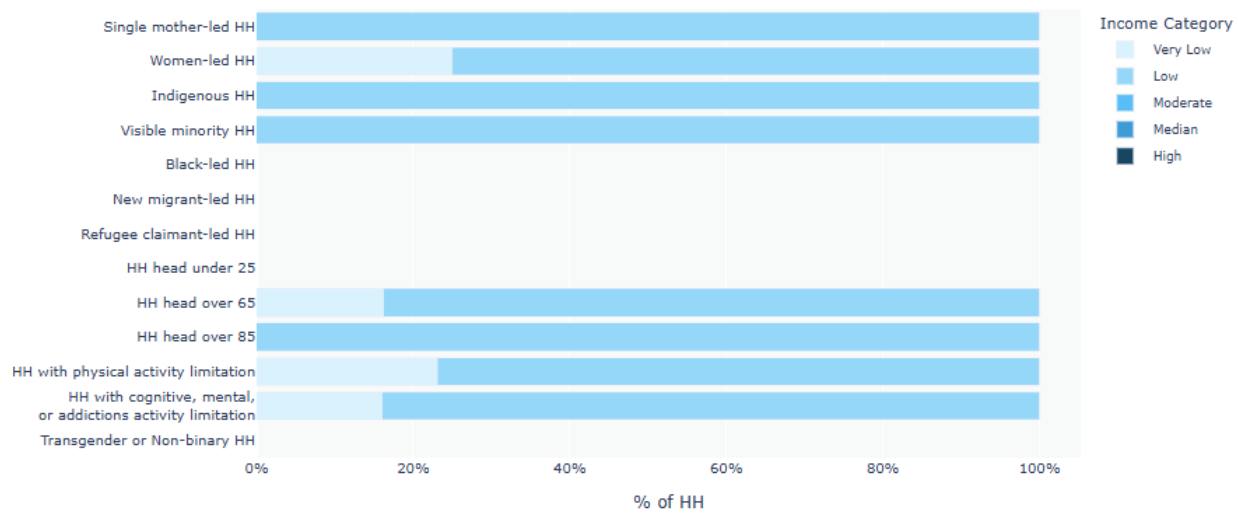
3.6.1 Households in Core Housing Need		
Characteristic	Data	Value
Affordability – Owner and tenant households spending 30% or more on shelter costs (# and %)	Total	3,055
	Percentage	16.9%
Affordability – Owner and tenant households spending 30% or more on shelter costs and in core need (# and %)	Total	770
	Percentage	4.3 %
Affordability – Tenant households spending 30% or more of income on shelter costs (# and %)	Total	1,025
	Percentage	37.1%
Affordability – Tenant households spending 30% or more of income on shelter costs and in core need (# and %)	Total	460
	Percentage	2.6%
Affordability – Owner households spending 30% or more of income on shelter costs (# and %)	Total	2,030
	Percentage	13.2%
Affordability – Owner households spending 30% or more of income on shelter costs and in core need (# and %)	Total	310
	Percentage	1.7 %

3.6.1 Households in Core Housing Need		
Characteristic	Data	Value
Adequacy – Owner and tenant households in dwellings requiring major repair (# and %)	Total	1,120
	Percentage	6%
Adequacy – Owner and tenant households in dwellings requiring major repair and in core need (# and %)	Total	150
	Percentage	0.8%
Adequacy – Tenant households in dwellings requiring major repairs (# and %)	Total	280
	Percentage	10%
Adequacy – Tenant households in dwellings requiring major repairs and in core need (# and %)	Total	80
Percentage of tenant households in core housing need	Percentage	0.4%
Adequacy – Owner households in dwellings requiring major repairs (# and %)	Total	840

3.7 Please provide any other available data or information that may further expand on, illustrate or contextualize the data provided above.

The chart below demonstrates that many different demographics in Haldimand County fall within the “Low” income category with a small proportion within the “Very Low” income category. The chart demonstrates that groups such as women-led, Indigenous, visible minority, refugee claimant-led, over 85 years old, and those with physical or mental limitations have a high prevalence of “Low” income. This impacts the ability of these individuals and groups to access safe, secure, and affordable housing within the County. Efforts to offset housing affordability challenges within these groups would help mitigate the pressures felt by these low incomes.

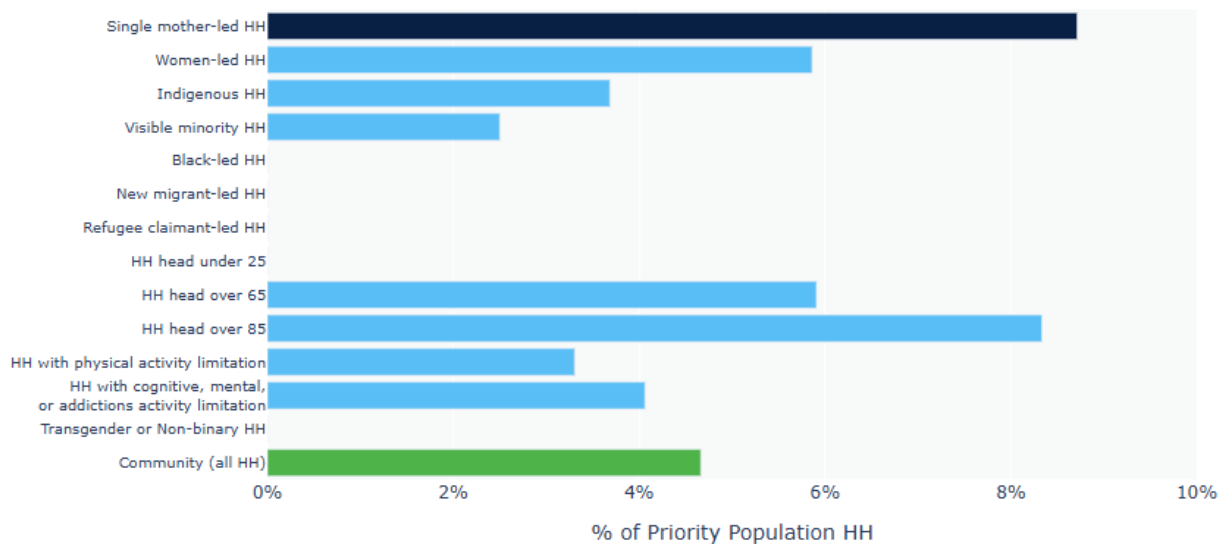
Percentage of Households in Core Housing Need by Priority Population and Income Category, 2021
Haldimand County CY (CSD, ON)



Source: Housing Assessment Resource Tool (HART) for Haldimand County.

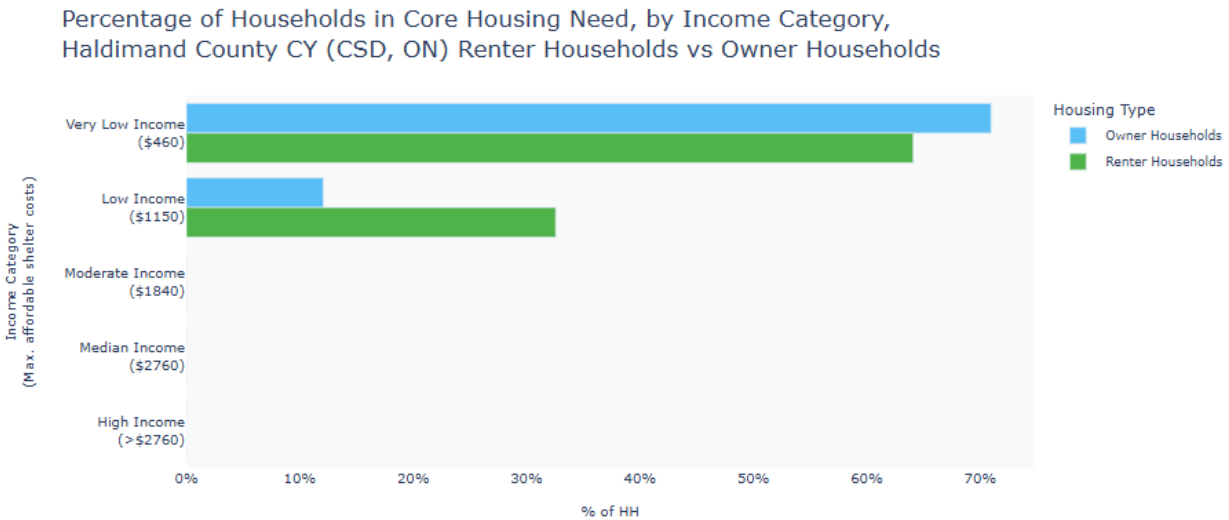
Building on the above, the chart below provides additional metrics related to core housing need by priority population. As shown, single-mother-led households represent the demographic in Haldimand County that is most in core housing need. Following this group, refugee-claimant-led households, and households headed by those over 85 represent the groups in greatest core housing need. There are likely some cross-sections in the data which would suggest that various ethnic and demographic groups are in further core housing need when over 85 years.

Percentage of Households in Core Housing Need by Priority Population, 2021
Haldimand County CY (CSD, ON)



Source: Housing Assessment Resource Tool (HART) for Haldimand County.

Lastly, the chart below highlights households in core housing need based on income category and tenure. As shown in the figure below, there are a significant number of “Very Low Income” households within the owner category, at 70%. It could be speculated, based on the above charts, that a substantial portion of this category is formed by the senior population. This demographic group faces affordability concerns as they age in their existing homes after retirement. The “Low Income” category displays a different pattern, whereas renters form a larger percentage of core housing need compared to owner households. As shown, approximately 35% of the “Low Income” renter households are in core housing need.



Source: Housing Assessment Resource Tool (HART) for Haldimand County.

4. Priority Groups

There are 12 groups that CMHC defines as priority populations for affordable homes: groups who face a proportionally far greater housing need than the general population. There is also a 13th group, women-led households and specifically single mothers, implied in the National Housing Strategy which targets 33% (with a minimum of 25%) of funding going to housing for women-led households. Priority population groups are:

- Women and children fleeing domestic violence
- Women-led households, especially single mothers
- Seniors 65+
- Young adults aged 18-29
- Indigenous Peoples
- Racialized people
- Recent immigrants, especially refugees
- LGBTQ2S+
- People with physical health or mobility challenges
- People with developmental disabilities
- People dealing with mental health and addictions issues
- Veterans
- People experiencing homelessness

Census data does not disaggregate core housing need data by all priority populations, including veterans, individuals who identify as LGBTQ2S+, survivors of domestic violence, and individuals experiencing homelessness. Many households may have members in multiple priority categories which may also not be represented in the data. With these limitations in mind, information on housing need by priority population would be helpful for developing inclusive housing policies.

4.1 What information is available that reflects the housing need or challenges of priority populations in your community? If data is available, please report on the incidence of core housing need by CMHC priority population groups in your community. If no quantitative data is available, please use qualitative information to describe the need for these priority populations.

Haldimand County's housing crisis disproportionately affects priority populations, including low-income families, Indigenous individuals, seniors (65 years and older), and individuals experiencing homelessness. The households in core housing need identified within Haldimand County total 835 as of 2021 as illustrated in the table on the following page. This amount has been derived from a total of 17,905 assessed occupied dwelling

units and represents approximately 4.7% of households in the County, which is lower than the provincial average of 12%.^[12]

Of the households in core housing need, approximately 490 (59%) are renter households, and 345 (41%) are owner households.^[13]

High rental costs, inadequate housing stock, and barriers to supportive housing leave many struggling to secure stable homes. Although specific metrics for Haldimand County are not available, data from the Haldimand and Norfolk Health & Social Services provides insight into the housing situation. By the end of 2024, there were 550 households on the social housing waitlist; demand for affordable units far outstrips availability in Haldimand and Norfolk.^[14] Rising rents are unaffordable for many, forcing shared accommodations out of necessity. Transportation costs compound affordability issues, as the lack of a transit system forces many low-income families to rely on cars.

4.1.1 Core Housing Need (CHN) by CMHC Priority Groups		
Characteristic	Data	Value
All households experiencing CHN	Total (Households)	835
	Percentage (of all households)	4.7%
CHN in households with women and/or children fleeing domestic violence	Total (Households)	
	Percentage (of priority group)	
CHN in households led by women	Total (Households)	410
	Percentage (of priority group)	5.9%
CHN in households led by single mothers	Total (Households)	105
	Percentage (of priority group)	8.7%

^[12] Statistics Canada Table 98-10-0247-01, Core housing need by tenure including presence of mortgage payments and subsidized housing: Canada, provinces and territories, Census divisions and Census subdivisions.

^[13] Ibid.

^[14] Haldimand and Norfolk Health & Social Services data as of November 28, 2024.

4.1.1 Core Housing Need (CHN) by CMHC Priority Groups		
Characteristic	Data	Value
CHN in households led by senior(s) aged 65-84	Total (Households)	340
	Percentage (of priority group)	5.9%
CHN in households led by senior(s) aged 85+	Total (Households)	50
	Percentage (of priority group)	8.3%
CHN in households led by young adult(s) aged 18-29	Total (Households)	40
	Percentage (of priority group)	4.2%
CHN in Indigenous-led households	Total (Households)	35
	Percentage (of priority group)	3.7%
CHN in visible minority-led households	Total (Households)	25
	Percentage (of priority group)	2.5%
CHN in Black-led households	Total (Households)	0
	Percentage (of priority group)	0%
CHN in new-immigrant-led households	Total (Households)	0
	Percentage (of priority group)	0%
CHN in refugee-led households	Total (Households)	0
	Percentage (of priority group)	0%
	Total (Households)	*

4.1.1 Core Housing Need (CHN) by CMHC Priority Groups		
Characteristic	Data	Value
CHN in households with a same-sex couple	Percentage (of priority group)	*
CHN in households with Transgender member(s)	Total (Households)	0
	Percentage (of priority group)	0%
CHN in households with Non-Binary member(s)	Total (Households)	
	Percentage (of priority group)	
CHN in households with member(s) with physical health and/or mobility challenges	Total (Households)	195
	Percentage (of priority group)	3.3%
CHN in households with member(s) with developmental disabilities	Total (Households)	130
	Percentage (of priority group)	4.1%
CHN in households with member(s) dealing with mental health and addictions issues	Total (Households)	55
	Percentage (of priority group)	2.7%
CHN in households with Veteran member(s)	Total (Households)	0
	Percentage (of priority group)	0%
CHN in people experiencing homelessness	Total (people)	
	Percentage (of priority group)	

4.2 Please describe the incidence and severity of homelessness in your community, including an estimated number of individuals and/or families experiencing homelessness (hidden, visible, chronic, living in encampments, and episodic). If available, please include recent Point-in-Time counts.

Point In Time Counts conducted by Haldimand and Norfolk Health and Social Services and Housing on November 28, 2024:

- 116 individuals were found to be experiencing homelessness in Haldimand County and Norfolk County.^[15]
- Of the 116 individuals:
 - 86 individuals (74%) were chronically homeless;
 - The number of those experiencing homelessness increased by 53%, from 79 in 2018 to 116 in 2024.

4.3 Please describe local factors that are believed to contribute to homelessness in your community (e.g., the closing of a mental health facility, high numbers of refugee claimants, etc.).

Several local factors contribute to homelessness in the Haldimand-Norfolk region, reflecting broader economic and systemic challenges as well as unique regional dynamics:

- **Rising Housing Costs**
Shelter costs, rental prices, and homeownership expenses continue to rise within the Haldimand County. These affordability challenges make it increasingly difficult for low-income individuals and families to secure stable housing, pushing more people toward emergency shelters or precarious living situations.
- **Long Wait Times for Social Housing**
The demand for social housing far exceeds supply, resulting in extended wait times for individuals and families in need. The lack of available units delays access to stable housing, prolonging homelessness or forcing individuals into temporary, often inadequate, living arrangements.
- **Rising Cost of Living**
The broader increase in living expenses—including higher transportation costs, inflationary pressures on food and utilities, and other financial burdens—has exacerbated economic hardship for many residents. These financial strains increase the risk of housing instability, particularly for low-income households.

^[15] Data provided by Haldimand and Norfolk Health & Social Services summarized by Watson & Associates Economists Ltd.

Addressing homelessness in Haldimand County requires a multi-faceted approach, including expanding affordable housing options, improving access to social services in rural areas, enhancing transportation options, and continuing efforts to integrate support systems.

4.4 Please identify temporary and emergency relief resources available for individuals experiencing homelessness in your community (e.g., number of shelter beds, resource centres, number of transitional beds available). If possible, please indicate whether capacity levels are commensurate with need. There will be an opportunity to provide information on local permanent solutions and resources further down.

Haldimand and Norfolk Health & Social Services (HNHSS) offers several temporary and emergency relief resources (listed below) for individuals experiencing homelessness in Norfolk and Haldimand Counties. Although specific metrics for Haldimand County are not available, data from the Haldimand and Norfolk Health & Social Services provides insight into the housing situation. The available capacity in Haldimand County, however, is limited and may not fully meet the current needs.

Emergency Housing Program

- HNHSS oversees the emergency housing program, funded through the provincial Homelessness Prevention Program, with a total capacity of 14 individuals in Jarvis.

Capacity vs. Need

Given the combined population of these Counties and the increasing demand for housing support, this capacity is likely insufficient to meet the needs of all individuals experiencing homelessness. The waitlist for affordable housing has grown by 67% over the past five years, with over 400 individuals or families currently waiting. The wait time ranges from two to 10 years, even for high-priority clients.^[16] The County will endeavor to obtain County specific data from Haldimand and Norfolk Housing and Social Services in future iterations.

4.5 Some groups, including students, those in congregate housing, and temporary foreign workers, may be excluded from publicly available core housing need data sources. Communities are encouraged to use this section to describe the housing needs of these respective populations to ensure that all groups are represented in their HNA.

There is a recognized demand for student housing, particularly as universities and colleges continue to grow within the surrounding area. Furthermore, an emerging trend

^[16] Local homeless prevention teams dedicated to finding solutions, The Haldimand Press, September 5, 2024 (<https://haldimandpress.com/local-homeless-prevention-teams-dedicated-to-finding-solutions-2>)

is multi-generational or multi-family housing where, due to limitations on housing supply and affordability, greater numbers of families or individuals are choosing to live together.

Students & Shared Housing

A portion of rental demand in Haldimand County comes from students, particularly those attending Mohawk College (City of Hamilton), Fanshawe College (Norfolk County), Niagara College (Niagara-on-the-Lake and Welland), Six Nations Polytechnic (Brantford Campus), Brock University (City of St. Catharines), McMaster University (City of Hamilton), Wilfrid Laurier University (Brantford Campus), and Conestoga College (Brantford Campus).

Some students may share accommodations due to affordability challenges, which may not be well captured in standard housing data.

5. Housing Profile

5.1 Key Trends in Housing Stock:

This section should tell a story of housing changes over time in a community through trends in net change of affordable or below-market housing. This should be expressed through illustrations of net losses or net gains in affordable and non-market housing over the previous three census periods.

5.2 Please provide a brief history of how housing in the community has been shaped by forces such as employment growth and economic development, infrastructure, transportation, climate impacts, and migration. Please include any long-term housing challenges the community has faced:

Historically, Haldimand County has developed as a suburban community predominantly with a built form of single detached dwellings. A summary is provided below:

Occupied Dwellings Structural Type	Number	Share of Total
Single detached house	15,785	84.30%
Semi-detached house	565	3.02%
Row house	665	3.55%
Duplex	365	1.95%
Apartment in a building that has fewer than five storeys	1210	6.46%
Apartment in a building that has five or more storeys	50	0.27%
Other single attached house	10	0.05%
Moveable dwelling	75	0.40%

Source: Derived from Statistics Canada, 2021 Census of Population.

Haldimand County's housing landscape has evolved significantly due to various factors:

1. **Employment Growth and Economic Development:** The County's economic strategies have focused on diversifying the local economy and attracting investments. This has led to population growth and increased demand for housing. Rapid economic development, however, has also created challenges in meeting the housing needs of a growing workforce.
2. **Infrastructure and Transportation:** Haldimand County's strategic location along major highways and its proximity to rail lines and airports has made it an attractive area for businesses and residents. Improved infrastructure has supported residential development, but balancing growth with sustainable infrastructure remains a challenge.
3. **Climate Impacts:** Climate change has influenced housing through increased insurance costs, energy bills, and the need for resilient infrastructure. In the

future, the County will prepare a Climate Change Adaption Plan and explore ways to support more energy efficient and resilient homes.^[17]

4. **Migration:** The County has experienced significant population growth due to migration, particularly from urban areas seeking affordable housing. This influx has strained the housing market, leading to affordability issues and longer waitlists for subsidized housing.
5. **Long-term Housing Challenges:** Haldimand County faces persistent challenges, including a shortage of affordable housing, long waitlists for rent-geared-to-income units, and the need for transitional and supportive housing. Efforts to address these issues include modular housing developments and repurposing existing buildings for affordable housing.

Haldimand County continues to navigate these dynamics, striving to balance growth with sustainability and inclusivity.

5.2.1 Housing Units: Currently Occupied/Available		
Characteristic	Data	Value
Total private dwellings	Total	18,720
Breakdown by structural types of units (number of units)	Single-detached	15,785
	Semi-detached	565
	Row house	665
	Apartment/flat in a duplex	365
	Apartment in a building that has fewer than 5 storeys	1,210
	Apartment in a building that has 5 or more storeys	50
	Other single attached	10
	Movable dwelling	75

^[17] Haldimand County Council Approved 2025 Capital Budget, Haldimand County (<https://www.haldimandcounty.ca/news/posts/haldimand-county-council-approves-2025-capital-budget/>)

5.2.1 Housing Units: Currently Occupied/Available		
Characteristic	Data	Value
Breakdown by size (number of units)	Total	18,720
	No bedrooms	55
	1 bedroom	1,270
	2 bedrooms	3,405
	3 bedrooms	8,320
	4 or more bedrooms	5,675
Breakdown by date built (number of units)	Total	18,720
	1960 or before	6,005
	1961 to 1980	4,570
	1981 to 1990	2,175
	1991 to 2000	2,290
	2001 to 2005	910
	2006 to 2010	715
	2011 to 2015	600
	2016 to 2021	1,455
Rental vacancy rate (Percent)	Total	2.7
	Bachelor	*
	1 bedroom	3
	2 bedrooms	*
	3 bedrooms+	*
Number of primary and secondary rental units	Primary	462
	Secondary	2,298
Number of short-term rental units	Total	Data Not Available

5.3 In the last five years, how many affordable units for low and very low-income households have been built, and how many have been lost? If data is not available, please describe how the loss of affordable housing units may have impacted your community.

Over the past five years, Haldimand County has initiated efforts to increase affordable housing for low- and very-low-income households. In February 2025, the provincial government committed \$3 million to support the Dunnville Affordable Housing Project on Ramsey Drive, which includes the construction of 42 affordable housing units and a new roadway to service the 56-unit building.^[18]

5.3.1 Change in Units Affordable to Low-Income Households		
Characteristic	Data	Value
Affordable units built (number of units)	2016 to 2021	20
Change in number of affordable units built before 2016 (number of units)	2016 to 2021	-100
Change in number of affordable units (number of units)	2016 to 2021	-80

Data presented above illustrates the change in units between 2016 and 2021 on the number of affordable housing units lost during this period. The loss of affordable housing units can have significant impacts on communities like Haldimand County, which can include:

- **Increased Homelessness:** The reduction in affordable housing options can lead to a rise in homelessness, as low-income individuals and families may be unable to secure stable housing.^[19]
- **Economic Strain:** Families spending a disproportionate amount of their income on housing have less to allocate for other necessities, potentially leading to increased reliance on social services.

^[18] \$3 million in provincial funding to help pay for construction of 42 affordable housing units and new roadway in Dunnville, Haldimand County, February 12, 2025 (<https://www.haldimandcounty.ca/news/posts/3-million-in-provincial-funding-to-help-pay-for-construction-of-42-affordable-housing-units-and-new-roadway-in-dunnville>)

^[19] Forecast For Failure – How a broken forecasting system is at the root of the GTAH's housing shortage and how it can be fixed, Smart Prosperity Institute and Building Industry and Land Development Association (BILD), January 2022 (<https://www.bildgta.ca/wp-content/uploads/2022/06/Forecast-for-Failure-Report.pdf>)

- **Community Displacement:** The erosion of affordable housing can force long-term residents to relocate, disrupting community cohesion and support networks.

Addressing the affordable housing crisis is crucial for maintaining the well-being and stability of residents in Haldimand County.

5.4 How have average rents changed over time in your community? What factors (economic, social, national, local, etc.) have influenced these changes?

Average rents in Haldimand County have experienced significant increases over recent years. Notably, from 2020 to 2023, the average rent for an apartment has nearly doubled over the past four years, escalating from \$804 to \$1,246 as shown in the table below. This sharp increase reflects broader trends observed in similar regions.

5.4.1 Average Rent by Year		
Characteristic	Data	Value
Average Monthly Rent (number, by year)	2016	756
	2017	764
	2018	791
	2019	813
	2020	804
	2021	956
	2022	989
	2023	1,246
Change in Average Monthly Rent (percent, by year)	2016-2017	1.1%
	2017-2018	3.5%
	2018-2019	2.8%
	2019-2020	-1.1%

5.4.1 Average Rent by Year		
Characteristic	Data	Value
	2020-2021	18.9%
	2021-2022	3.5%
	2022-2023	26%

Several factors have contributed to these changes:

- **Increased Housing Demand Due to Remote Work:** The COVID-19 pandemic accelerated remote work opportunities, prompting many individuals to relocate from urban centers to areas like Haldimand County. This shift increased housing demand, leading to higher rents.^[20]
- **Limited Rental Supply:** Haldimand County has faced a shortage of market-rate rental options. The scarcity of available units has intensified competition among renters, allowing landlords to raise rents.^[21]
- **Proximity to Major Urban Centers:** Haldimand County's location near the Greater Toronto and Hamilton Area (G.T.H.A.) makes it attractive for individuals seeking more affordable housing within commuting distance. This desirability has contributed to increased demand and rising rental prices.^[22]
- **Erosion of Homeownership Affordability:** Similar to other municipalities surrounding the G.T.H.A., rising home prices and mortgage rates have made homeownership less attainable for many, leading to increased demand in the rental market and subsequent rent hikes.

These factors, among others, have collectively influenced the upward trend in average rents within Haldimand County.

^[20] Population, Household & Employment Forecast Update, August 2024, for Haldimand County by Watson & Associates Economists Ltd.

^[21] Haldimand and Norfolk Housing and Homelessness Plan, 2020-2030, December 2019 (<https://hnhousing.org/wp-content/uploads/2021/12/HSS-20-05-Attachment-Haldimand-Norfolk-HHP-Final-Submitted-Dec-5-19.pdf>)

^[22] Population, Household & Employment Forecast Update, August 2024, for Haldimand County by Watson & Associates Economists Ltd.

5.5 How have vacancy rates changed over time? What factors have influenced this change?

5.5.1 Rental Vacancy Rate by Year		
Characteristic	Data	Value
Rental vacancy rate (percent, by year)	2016	1.9%
	2017	0.3%
	2018	0%
	2019	0%
	2020	*
	2021	2.7%
	2022	*
	2023	0.6%

As of October 2023, the overall vacancy rate is at 0.6% in Haldimand, below the provincial average of 1.7%.^[23] Over the past nine years, Haldimand County's vacancy rate has been below the provincial average (2.2%). The low vacancy rates in the County suggest a tightening housing market influenced by the following factors:

- Population Growth and Housing Demand:** Since 2020, Haldimand County has experienced accelerated population growth and increased housing demand, partly due to the impacts of COVID-19. This surge has been driven by outward growth pressure from nearby urban centers like Hamilton and the Greater Toronto Area, as residents seek more affordable or spacious living arrangements.^[24]
- Housing Supply Constraints:** The limited availability of rental units, especially purpose-built rentals, has contributed to low vacancy rates. The housing stock in

^[23] Canadian Mortgage and Housing Corporation (CMHC), 2023.

^[24] Haldimand County Population, Household & Employment Forecast Update, August 2024, Watson & Associates Economists Ltd.

Haldimand has traditionally been more focused on ownership rather than rental properties, exacerbating the shortage.^[25]

- **Economic Factors:** Economic conditions, including employment opportunities and income levels, influence individuals' ability to afford homeownership, thereby affecting rental demand. Economic growth can lead to increased migration to the area, further impacting vacancy rates.
- **Policy and Development Initiatives:** Efforts to address housing shortages, such as the development of affordable housing strategies and policies promoting diverse housing types, can influence vacancy rates over time. For instance, initiatives aimed at increasing the supply of rental units or encouraging the development of secondary suites can help alleviate low vacancy rates.^[26]

5.6 How have trends in core housing need changed over time between both tenant and owner-occupied households?

5.6.1 Core Housing Need by Year and Tenure		
Characteristic	Data	Value
Owner households in Core Housing Need (number)	2016	570
	2021	345
	Total Change	-225
	Percent Change	-39.47%
Tenant households in Core Housing Need (number)	2016	950
	2021	490
	Total Change	-460

^[25] Haldimand and Norfolk Housing and Homelessness Plan 2020-2030, December 2019 (<https://hnhousing.org/wp-content/uploads/2021/12/HSS-20-05-Attachment-Haldimand-Norfolk-HHP-Final-Submitted-Dec-5-19.pdf>)

^[26] Haldimand and Norfolk 10-Year Housing and Homelessness Plan, Year 7 Report, 2021, Health and Social Services Haldimand and Norfolk (<https://hnhousing.org/wp-content/uploads/2022/09/HSS-20-05-Reporting-on-Progress-2021.pdf>)

5.6.1 Core Housing Need by Year and Tenure		
Characteristic	Data	Value
	Percent Change	-48.42%
Owner households in Core Housing Need (percentage)	2016	4.15%
	2021	2.27%
Tenant households in Core Housing Need (percentage)	2016	34.23%
	2021	18.08%

Core housing needs have steadily risen over time for both renters and homeowners, though renters continue to experience significantly higher levels of need. According to CMHC, in 2021, renter households were disproportionately affected, representing 58.7% of those in core housing need despite accounting for only 15% of total occupied households in Haldimand County. Furthermore, 18.08% of renter households faced core housing challenges—nine times the rate of owner households, which represented only 2.27% of total owner households as shown in the table above.^[27] This trend may suggest a shortage of rental housing with adequate bedroom sizes to accommodate families in the County.

^[27] Historical Housing Standards (Households in Core Housing Need) for Haldimand County, CMHC Housing Market Information Portal, 2025.

5.7 Non-Market Housing

5.7.1 Current Non-Market Housing Units		
Characteristic	Data	Value
Number of housing units that are subsidized	Total	350
Number of housing units that are below market rent in the private market (can either be rent or income-based definition)	Total	2,100
Number of co-operative housing units	Total	0
Number of other non-market housing units (permanent supportive, transitional, etc.)	Total	10

5.8 Please describe any other affordable and community housing options and needs/gaps currently in your community that are not captured in the table above.

Examples can include:

- Are any of these affordable housing units accessible or specifically designed for seniors, including long-term care and assisted living?
- Does your municipality provide rent supplements or other assistance programs that deepen affordability for households?
- Is your community in need of supportive housing units with wrap-around supports, such as for those with disabilities?

Haldimand County offers various affordable and community housing options to address the diverse needs of its residents. Below is an overview of these options, along with identified gaps:

1. Accessible and Senior-Specific Housing

- **Accessible Units:** The Haldimand Norfolk Housing Corporation (HNHC) manages rental housing for seniors, adults, and families, ensuring that units meet accessibility standards to accommodate residents with disabilities.

- **Senior Housing:** HNHC provides housing options tailored for senior citizens, offering safe and affordable accommodations to support aging in place.

2. Rent Supplements and Affordability Programs

- **Rent-Geared-to-Income (RGI) Housing:** All social housing providers in Haldimand and Norfolk Counties are mandated to select tenants for RGI units from a Centralized Waiting List. This system ensures that housing costs are adjusted based on household income, enhancing affordability.
- **Emergency Financial Assistance:** Homeless Prevention Services offer programs providing emergency shelter and financial aid to those at immediate risk of losing their homes. Assistance can cover rent and utility arrears or first month's rent for a new residence.

3. Identified Needs and Gaps

- **Increased Supportive Housing:** There is a recognized need to expand supportive housing options, including rent-subsidized affordable housing, respite, and short-stay beds for individuals with complex needs.
- **Transportation and Geographic Barriers:** Given Haldimand County's rural geography, even households living in affordable housing may be functionally isolated without access to reliable transportation. Affordable housing near services, employment hubs, and transit options remains a key gap in overall housing suitability.

Addressing these gaps requires continued collaboration between local authorities, housing providers, and community organizations to develop and implement strategies that meet the evolving housing needs of Haldimand County residents.

5.9 Housing Trends

5.9.1 Housing Values		
Characteristic	Data	Value
Median monthly shelter costs for rented dwellings (Canadian dollars)	Median	\$1,000
Purpose-built rental prices by unit size (Average, Canadian dollars)	Total	\$956
	Bachelor	*
	1 bedroom	\$884
	2 bedrooms	\$1,017

5.9.1 Housing Values		
Characteristic	Data	Value
	3 bedrooms+	*
Purpose-built rental prices by unit size (Median, Canadian dollars per month)	Total	\$900
	Bachelor	*
	1 bedroom	\$850
	2 bedrooms	\$995
	3 bedrooms+	*
Sale prices (Canadian dollars)	Average	\$685,983 (2025) ^[28]
	Median	\$655,000 (2025)
Sale prices by unit size (Average, Canadian dollars)	Average	Detached Home: \$685,983 (2025)
	Bachelor	Data Not Available
	1 bedroom	Data Not Available
	2 bedrooms	Data Not Available
	3 bedrooms+	Data Not Available
Sale prices by unit size (Median, Canadian dollars)	Median	\$655,000 (2025)
	Bachelor	Not Applicable
	1 bedrooms	Not Applicable
	2 bedrooms	Not Applicable
	3 bedrooms+	Not Applicable

Please note that data is not readily available by bedroom type. The County will endeavor to obtain the data by bedroom in future iterations. We suggest, however, that average and median sale price by average structure type, rather than unit size data, may be more appropriate, as a breakdown by bedrooms may create disparities when

^[28] Haldimand Monthly Statistics Package, February 2025, Cornerstone Association of Realtors (<https://www.cornerstone.inc/wp-content/uploads/sites/12/2025/03/HaldimandRegion-Feb2025Stats.pdf>)

measuring properties that may have the same number of bedrooms but are a different home type. The table below provides average and median sale prices by structure type.^[29]

Structure Type	Average Sale Price (Canadian Dollars)	Median Sale Price (Canadian Dollars)
Detached	\$712,366	\$674,500
Semi-Detached	\$464,125	\$678,000
Row Townhouse	\$453,250	\$465,000
Apartment	\$496,875	\$507,500

Source: Haldimand Monthly Statistics Package, February 2025, Cornerstone Association of Realtors.

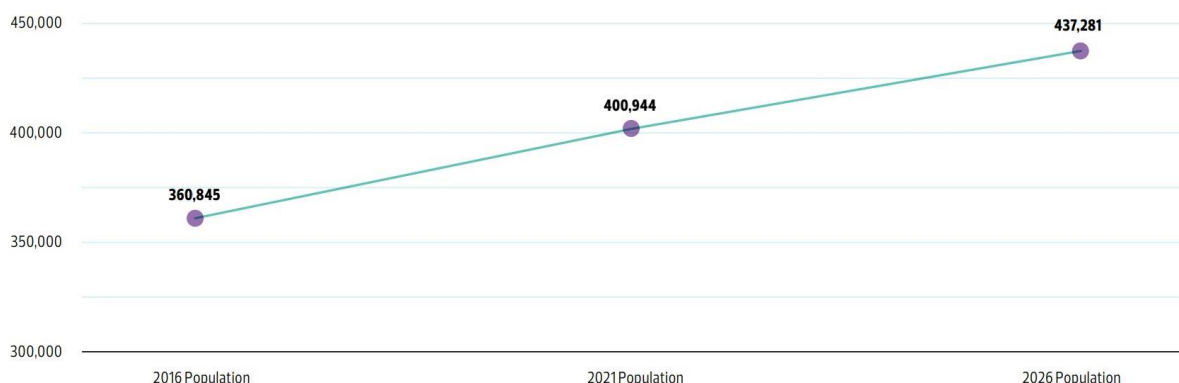
^[29] Haldimand Monthly Statistics Package, February 2025, Cornerstone Association of Realtors (<https://www.cornerstone.inc/wp-content/uploads/sites/12/2025/03/HaldimandRegion-Feb2025Stats.pdf>)

5.9.2 Housing Units: Change in Housing Stock		
Characteristic	Data	Value
Demolished – breakdown by tenure	Tenant	Data Not Available
	Owner	Data Not Available
Completed – Overall and breakdown by structural type (2021, number of structures)	Total	198
	Single	176
	Semi-detached	22
	Row	*
	Apartment	*
Completed – Breakdown by tenure (2021, number of structures)	Tenant	*
	Owner	198
	Condo	*
	Coop	*
Housing starts by structural type and tenure	Total	2024 Housing Starts: Single: 144 Semi-Detached: 14 Row: 124 Apartment: 0 All: 282 2024 Homeowner Housing Starts: Single: 144 Semi-Detached: 14 Row: 124 Apartment: 0 All: 282

6. Projected Housing Needs and Next Steps

This section aims to answer the question, how much and what type of housing is needed to meet the needs of the population over the next 10 years? How will this Housing Needs Assessment (HNA) be meaningfully used in planning and investment decisions?

This section projects population trends from the previous 10 years, dividing by income category and target housing costs while considering migration trends. An example of a benchmarked projection from [Edmonton's Affordable Housing Needs Assessment](#) is provided below.



Household Growth Projection 2016- 2026. [Source: Edmonton Affordable Housing Needs Assessment – August 2022](#)

HNAs should be able to convey through their data-driven narrative how many housing units are needed by income category, household size and dwelling type over the next 10 years. In completing this section, communities must carefully consider their past growth trends and future demographic projections, including recent immigration patterns, aging population dynamics, and economic trends. Furthermore, it is also crucial for communities to consider any pre-existing housing shortages, as evidenced by indicators such as recent trends in rental vacancy rates, growth in prices/rents, the number of households in core housing need, and the aging of their current housing stock.

6.1 Projection Methodology Guidelines

There are several projection methodologies that can be used to project housing demand, [including the HART housing needs projection here](#). The federal government recommends using the HART methodology as a reference point, with additional considerations and data points to improve the validity of the methodology. These considerations, including economic data integration and supply capacity and gaps as well as steps for calculating the methodology are noted below. Provinces and territories, in consultation with their municipalities/communities, are invited to use a methodology that fits their regional circumstances, ensuring the assumptions that inform their

preferred methodology are also clearly explained. The federal government will review the HNAs as a requirement for its various funding programs and assess the methodology and assumptions that inform it for their validity and robustness. If needed, further engagements can take place to better align the preferred methodology with the federal government's expectations.

In employing a projection methodology, jurisdictions may find the following list of key considerations and steps useful. The following approach involves first projecting the population into the future, then projecting household formation from headship rates, and then **demand for housing by tenure, dwelling type and size, family type and income groups**. Following the Population Projection, Household Projection and Housing Demand Projection steps, a table is presented of the key considerations for each step in the process.

Step 1: Population Projection

- Conceptually the projected population is calculated as the survived population + births + projected net migrants. An example of an accepted method to calculate population projection is the Cohort-Component population projection method.

Step 2: Household Projection

- Project family and non-family households separately by multiplying the projected population by age group in a given year with projected headship rates (household formation) by age group in a given year.
 - A headship rate represents the probability that a member of a given age group will head (maintain) a household of a given type (family or non-family). Historical headship rates are calculated as the ratio of household heads in an age group to the population of that age group.
 - Total headship rates can be determined by adding family and non-family headship rates together for a given age group and year. An increase in the total headship of any particular age group means that overall a higher proportion of that group heads households than previously. The converse holds true for a decrease in the total headship rate. Thus, the total rate is an overall indication of the propensity to form households in a particular age group.
- Project both family and non-family households by household type (composition), including couples without children, couples with children, lone parents, multiple-family households, one-person households, and other non-family households. This can be achieved by multiplying the projected number of households in a particular age group by the projected household type proportions for that age group.

- Historical proportions for family households are the ratio of the number of family households of a given type in an age group to the total number of family households headed by that age group.
- Historical proportions for non-family households are the ratio of the number of non-family households of a given type in an age group to the total number of non-family households headed by that age group.
- Project net household formation according to family and non-family household types by calculating the difference between projected households in successive years.

Step 3: Housing Demand (Need) Projection

- Project the number of owner households within a particular age range and household type by multiplying projected household by type (family and non-family) by projected ownership rates.
- Project the number renter households by calculating the difference between projected households and the number of projected owner households.
 - Historical ownership or renter rates are the ratio of the number of owning/ or renter households of a given type and age of head to the total number of households (owners and renters combined) of that type and age of head.
- Project dwelling type (single, semi, row, apartment) by multiplying projected age-specific renter and owner dwelling choice propensities by household type (family and non-family) with the projected number of renter and owner households of the given household type and age group.
 - Historical dwelling choice (occupancy) propensities describe the proportion of a given household type, tenure, and age of head group occupying each of the four dwelling types.
- Finally, communities should integrate assessments of pre-existing housing shortages into their final calculations. This integration should be informed by a thorough review of the preceding quantitative and qualitative analyses within the HNA. Additionally, communities should utilize the data and more advanced methodologies detailed in the Annex to ensure a comprehensive estimation of these shortages.

HART Household Projections – Projected Households by Household Size and Income Category

- The HART methodology estimates the total number of units by type (number of bedrooms) and with reference to income categories that will be needed to house a community's projected population.

Please use the Housing Assessment Resource Tools Households Projections tab to fill out the table below for your jurisdiction – [Housing Needs Assessment Tool | HART](#)

6.1.1 Projected Households by Household Size and Income Category, 2031						
HH Income Category	1 person	2 person	3 person	4 person	5+ person	Total
Very Low Income	471	0	0	0	0	471
Low Income	2,146	1,194	46	0	38	3,424
Moderate Income	1,281	1,877	406	35	121	3,720
Median Income	667	2,191	806	587	274	4,525
High Income	276	2,174	1,772	1,739	1,360	7,321
Total	4,841	7,436	3,030	2,361	1,793	

6.1.1 Projected Households by Household Size and Income Category at 2035						
HH Income Category	1 person	2 person	3 person	4 person	5+ person	Total
Very Low Income	490	-30	0	0	0	460
Low Income	3,040	1,740	-140	-90	50	4,600
Moderate Income	1,920	2,620	540	-310	130	4,890
Median Income	810	2,680	1,010	670	250	5,420
High Income	610	3,150	2,790	1,680	1,540	9,770
Total	6,870	10,150	4,190	1,950	1,970	25,140

Source: Adapted from the Housing Needs Assessment Tool by Watson & Associates Economists Ltd.

Key Considerations

Population

- It is strongly advised to use the updated post-census population estimates for 2022 as your base population provided by Statistics Canada's demographic estimates division. These estimates account for any discrepancies in population counts, whether they are undercounts or overcounts. These estimates also smooth out the sharp downturn in immigration due to the pandemic in 2020/21. Please refer to annex for links to Statistics Canada CSD and CMA estimates.
- If historical fertility, survival and mortality rates by age category are stable and not trending, apply average historical rates to current population by age to project forward. If rates do trend by age over time, estimate the average change in rates in percentage points and add to current rates when projecting forward for the baseline scenario.
- For larger communities and centres where the data exists, disaggregate and project baseline net migration flows for respective components (i.e., net interprovincial, net intra migration and net international). Disaggregate net international migration and project its components further (emigration, returning Canadians, non permanent residents, etc.) and use recent growth trends per flow to project total net international migration. In projecting international migration, it will be important for communities to use the more updated federal immigration targets as an anchor.
- Because of the economic uncertainty triggered by the COVID-19 pandemic and potential future shocks, larger communities are expected to create one additional population scenario (high) to supplement the baseline. Utilize StatsCan projection methodology for fertility, survival, and migration to establish the high scenario. Consult Statistics Canada's population projection report cited in the appendix. Communities should avoid using low population or migration scenarios to prevent housing need undercounting.
- **Smaller Communities:**
 - In smaller centers where population projection scenarios are unavailable from StatsCan, but there is the capacity to generate them, cities can resort to using historically high population growth rates or migration scenarios as alternative methods for projecting future population.
 - One industry communities should also develop multiple population scenarios to manage economic volatility

Household Projections

- Headship rate is commonly defined as the ratio of the number of households by age to the population of adults by age in each community and can be used to project future households.

- If historical headship rates data is not trending or stable by age, apply the average historical census family/non-family headship rates by age group to the corresponding population within each age group.
- If historical headship rates by age is showing a trend over time, include the average historical census family/non-family headship rates percentage point change to the current headship rate. Subsequently, apply these adjusted headship rates by age to the corresponding population within each age group. By incorporating average historical headship rates into household projections, communities can mitigate the impact of potential decreases in recent headship rates that may be due to housing unaffordability, therefore avoiding artificially low household projections.
- **Optional for Smaller Communities:**
 - For the younger population aged 18-34, predict family/non-family headship rates using economic modeling. See UK study in annex for further guidance.
 - Project household composition by family/non-family households using latest census proportions by family type.
 - Project household size by age for family/nonfamily type by dividing population by households.

Housing Demand

To project housing demand by tenure:

- If ownership rates for family/non-family households within specific age groups are not showing a trend over time, apply the average historical ownership rates to projected households by age. The remaining households are considered renter households by age.
- If ownership rates for family/non-family households within specific age groups are trending over time, include the average historical percentage point change to the current ownership rates. Apply these adjusted ownership rates to household counts by age to project tenure by age. The remaining households are considered renter households by age.

To project housing demand by dwelling type:

- If historical dwelling propensities by family type, age, and tenure are not exhibiting a trend, apply the average historical demand propensity by type, age, and tenure to project households by type, age, and tenure.
- If historical demand type propensities are trending, incorporate the average percentage point change in demand type propensities to the current propensities. Apply these adjusted propensities to household types to estimate future dwelling propensities.

Economic Data Integration

- Relying solely on traditional demographic approaches to forecast housing needs can underestimate housing demand.
- Headship rates by age and family type can be projected by considering economic factors as explanatory drivers. These factors could include income, unemployment rates, prices, rents, and vacancy rates.
- CMHC is developing models to project headship rates for household maintainers aged 18-34 in provinces and larger metropolitan areas. Larger communities can benefit from leveraging these projections.
- Using an economic approach to project headship rates and incomes facilitates the estimation of household counts by age, size, tenure, and income. When integrated with dwelling type, price, and rent data, this approach assists in identifying potential households in core housing need.

Supply Capacity & Supply Gaps

- Housing need projections should be adjusted upwards or downwards to account for the **net effects** of conversions, demolitions, and vacant units in each community.
- Where data is available, communities should assess future capacity by compiling data on draft approved serviced lots, categorized by dwelling type and tenure, that will be available for residential development. When combined with household projections by dwelling type and tenure, help estimate supply gaps
- In addition, larger communities can leverage supply gap estimates from CMHC to help inform where need is greatest and to identify housing shortages.
- **Optional for Smaller Communities:**
 - Comparing housing need projections with supply capacity will enable communities to identify potential gaps in supply by dwelling type and tenure.

6.2 Projection Methodology

Please outline the methodology and calculations used to complete the projections here, including any assumptions made.

Utilizing Haldimand County's Population, Household & Employment Forecast Update, prepared in August 2024, a cohort-survival forecast methodology was developed. This forecasting approach adheres to the 1995 Ontario Provincial Projection Methodology Guideline and industry best practices. The cohort-survival population forecast methodology is based on population age groups by sex and projects these groups over time. It takes into account age-specific death rates and age-specific fertility rates for the female population in the relevant years (to estimate new births). To this total, an estimated rate of net migration is added (in-migration to the municipality minus out-migration, broken down by age group). Additionally, through the County's forecast update work, a household formation forecast (i.e., headship rate forecast) by age cohort was derived for Haldimand County. This provides an estimate of the County's overall housing occupancy over the long-term planning horizon, extending to 2051.

Using the HART tool, a projection for 2031 household numbers by household size was developed. The HART tool projects that Haldimand County will achieve 19,340 housing units by 2031, based on Statistics Canada Census data from 2006 to 2021. The HART tool, however, does not account for localized policy changes, population shifts resulting from major events (e.g., COVID-19), or trends emerging after the 2021 Census. According to the County's forecast update, the estimated number of households by 2035 is 25,140 housing units.

To forecast households by tenure, the Housing Needs Assessment analyzed historical Statistics Canada data from 2001 to 2021, examining household trends in tenure, primary maintainer age, and structure type. For anticipated households by income category, the County utilized data from the HART tool to proportionally allocate households based on growth shares by income category.

To estimate the number of apartments by bedroom count, Haldimand County used in-house data tracking active development applications. Further analysis of apartment units with more than three bedrooms was based on a customized historical Statistics Canada dataset, which provided details on year of construction and bedroom counts.

6.2.1 Projections		
Characteristic	Data/Formula	Value
Women by age distribution (# and %)	0-14	470 (7%)
	15-19	650 (9%)
	20-24	550 (8%)
	25-64	3,220 (45%)
	65-84	1,560 (22%)
	85+	700 (10%)
Male Births	Births x Estimated Proportion of Male Births	3070 (50% Male Birth Rate)
Female Births	Total births – Male Births	3070 (50% Female Birth Rate)
Survival Rate	Survival rate for those not yet born at the beginning of the census year	99.63%
Net Migrations	Net migration (in and out) of those not yet born at the beginning of the census year	-220
Projected Family Households	Age-group population x projected age-specific family headship rate	18,820
Projected Non-family Households	Age-group population x projected age-specific non-family headship rate	6,320
Total Projected Headship Rate	Family headship rates + non-family headship rates	25,140

6.2.1 Projections		
Characteristic	Data/Formula	Value
Projected Net Household Formation	Projected households by type (family and non-family) (Year 2) – Projected households by type (family and non-family) (Year 1)	4,580
Projected Owner Households	Projected households by type, year and age group x Projected ownership rate by type, year and age group	<p>Structure Type: Low (single and semis): 2,240 Medium (towns/rows): 790 High (apartments): 290 Total Units: 3,320</p> <p>Projected Owner Households by Age of Primary Maintainer: 15-24 Years: 30 25-34 Years: 240 35-44 Years: 280 45-54 Years: 890 55-64 Years: 580 65-74 Years: 310 75+ Years and Older: 1,090 Total: 3,320</p>
Projected Renter Households	Projected households by type, year and age group – projected owner households by type, year and age group	<p>Structure Type: Low (single and semis): 220 Medium (towns/rows): 320 High (apartments): 720 Total Units: 1,250</p> <p>Projected Renter</p>

6.2.1 Projections		
Characteristic	Data/Formula	Value
		Households by Age of Primary Maintainer: 15-24 Years: 40 25-34 Years: 200 35-44 Years: 180 45-54 Years: 190 55-64 Years: 190 65-74 Years: 130 75+ Years and Older: 330 Total: 1,250
Projected Dwelling Choice	Projected households by type, tenure and age group x projected dwelling choice propensities by type, tenure and age group	Structure Type: Low (single and semis): 2,460 Medium (towns/rows): 1,110 High (apartments): 1,010 Total Units: 4,580 Projected Owner Households by Age of Primary Maintainer: 15-24 Years: 70 25-34 Years: 440 35-44 Years: 460 45-54 Years: 1,080 55-64 Years: 770 65-74 Years: 440 75+ Years and Older: 1,420 Total: 4,570

6.3 Population and Households Projections

6.3.1 Anticipated Population by 2035		
Characteristic	Data	Value
Anticipated population	Total	67,100
Anticipated population growth	Total	11,320
	Percentage	493%
Anticipated age	Average	43
	Median	35
Anticipated age distribution (# and %)	0-14	10,320 (15%)
	15-19	4,280 (6%)
	20-24	3,990 (6%)
	25-64	33,120 (49%)
	65-84	12,810 (19%)
	85+	2,580 (4%)

6.3.2 Anticipated Households by 2035		
Characteristic	Data	Value
Current number of households	Total	20,560
Anticipated number of households	Total	25,140
Anticipated Household Age	Average	1,994
	Median	1,984
Anticipated Households by Tenure	Renter	4,500
	Owner	20,640
Anticipated Units by Type	Total	25,140
	Single	19,315
	Semi-detached	1,430
	Row	2,430
	Apartment	1,960
Anticipated Units by Number of Bedrooms	1 bedroom	1,860
	2 bedroom	75
	3 bedroom	5
	4 bedroom	15
	5 bedroom	15
Anticipated Households by Income	Average	4,930
	Median	5,420
	Very Low	460
	Low	4,600
	Moderate	4,890

6.3.2 Anticipated Households by 2035		
Characteristic	Data	Value
	High	9,770
Anticipated average household size	Total	2.67
Draft approved lots by planned housing type	Total	2,675
Draft approved lots by tenure	Tenant	0
	Owner	2,675

7. Use of Housing Needs Assessments in Long-Term Planning

7.1 This final section aims to determine how your community anticipates using the results and findings captured in the Housing Needs Assessment to inform long-term planning as well as concrete actions that can address identified needs. Please use the following questions to describe how those linkages will be made.

- **How will this HNA inform your official community or development plan, housing policies and/or actions going forward?** For example, if the HNA identifies specific needs in your community across the housing spectrum – such as housing needed for priority populations, units for large households in denser form factors, more diverse structural types such as missing middle housing, or more affordable and higher-density housing near transit - how could actions and changes in policy and planning help address those needs?
- **How will data collected through the HNA help direct those plans and policies as they aim to improve housing locally and regionally, and how will this intersect with major development patterns, growth management strategies, as well as master plans and capital plans that guide infrastructure investments?**
- **Based on the findings of this HNA, and particularly the projected housing needs, please describe any anticipated growth pressures caused by infrastructure gaps that will need to be prioritized and addressed in order to effectively plan and prepare for forecasted growth. This can relate to any type of enabling infrastructure needed for housing, including fixed and non-fixed assets, as well as social, community or natural infrastructure that your local government has identified as a priority for fostering more complete and resilient communities.**

Examples may include:

- Will your public transit system have the capacity to meet increasing demand?
- Will your water and wastewater system have the capacity for additional connections based on the amount of new housing units that will need to be built?
- Will new roads or bridges need to be built to serve new or growing communities?
- Will new schools, parks, community or recreational centres need to be built to serve new or growing communities?
- Will broadband service and access need to be significantly expanded to help new residents and businesses connect? Are there any climate risks or impacts that will affect new growth?

The HNA will play a critical role in shaping Haldimand County's future housing policies and planning frameworks. Based on information in this document, the HNA identifies current and emerging housing needs across the full housing spectrum—ranging from emergency and transitional housing to affordable ownership options, with special attention to priority populations, household sizes, and structural housing types.

To effectively respond to the identified needs, Haldimand County has outlined a series of sequential steps that will guide policy development and implementation:

1. Foundation for the Affordable Housing Strategy (AHS)

The HNA will serve as the cornerstone for the County's first Affordable Housing Strategy (AHS), a key Term of Council (2022 to 2026) priority. Anticipated to be initiated in late 2025 and targeted for completion in 2026, the AHS will set out a comprehensive set of strategies addressing the full housing continuum. These may include:

- New and amended policies;
- Regulatory changes;
- Financial programs and incentives;
- Partnerships with the private, public, and non-profit sectors; and
- Community education and advocacy.

2. Integration into the Official Plan Update

The AHS, grounded in the findings of the HNA, will then inform the next update of the Haldimand County Official Plan—scheduled as part of the legislated five-year review cycle, beginning in 2026 and concluding in 2027. The Official Plan will be adapted to embed housing-related policies that:

- Establish minimum new housing targets for affordable and attainable housing;
- Identify higher-density nodes and corridors, along with minimum density performance standards;
- Mandate inclusion of medium- and high-density units in larger developments;
- Expand permissions for additional dwelling units across more residential areas;
- Allow as-of-right conversions of underutilized greyfield sites (e.g., commercial/institutional) to residential uses;
- Support the sale or lease of surplus County-owned land for affordable housing development;
- Enable alternative development standards for projects meeting affordability criteria;

- Encourage shared housing models, including those offering support services; and
- Consider the creation of an Affordable Housing Fund to support incentive-based initiatives.

3. Development of Incentive Tools

To support implementation, the County will consider an incentives package that may include:

- Expedited planning approvals for affordable housing proposals;
- Waiving or reducing planning application and building permit fees;
- Tax Increment Financing models; and
- Other forms of financial assistance and policy support.

Through this integrated and phased approach, the HNA will not only inform immediate housing strategies but will also guide long-term planning and policy-making in Haldimand County, ensuring that housing supply aligns with community needs, supports economic development, and fosters inclusive, complete communities.

The data collected through the HNA will serve as a critical input in shaping both the forthcoming AHS and the County's Official Plan policies, particularly with respect to identifying residential needs, appropriate locations for development, and necessary infrastructure supports.

The HNA findings will be translated into specific land use permissions that reflect the type and scale of housing required across the County. These will inform housing policies for both greenfield (undeveloped) areas and built-up areas targeted for infill and intensification. The policies will address key considerations such as housing form, density, and development standards. Furthermore, these policies will be tailored to the distinct characteristics of each of the County's six urban areas. For example, higher-density and more diverse housing options may be prioritized in high-growth communities such as Caledonia and Hagersville.

These planning directions will also directly intersect with infrastructure planning and investment. The housing projections and spatial distribution identified through the HNA will guide future updates to the County's Master Servicing Plans, ensuring alignment between growth and infrastructure delivery. This includes planning for water supply, treatment and conveyance; sanitary sewer capacity and treatment; stormwater management systems; and the expansion or enhancement of the transportation network.

By integrating housing need data with growth management strategies and capital infrastructure planning, the County will be better positioned to support complete, connected, and sustainable communities.

Based on the findings of the HNA and the projected housing needs, Haldimand County anticipates significant growth pressures that will require coordinated planning and investment in both hard and soft infrastructure. In response, the County has undertaken the development of several strategic plans aimed at addressing infrastructure gaps, prioritizing investments, and ensuring community readiness. These plans provide a framework for aligning infrastructure delivery with the forecast population and housing growth, and collectively support the development of more complete, connected, and resilient communities.

Key strategic initiatives include:

- **Community & Recreation Facilities Strategy:** This 20-year strategy outlines a comprehensive vision for future investment in community wellness and recreation facilities. It includes a range of major capital projects that are being driven by population growth, such as new indoor gymnasiums, an indoor turf facility, and a proposed indoor aquatic centre. These facilities are essential to support healthy, livable communities as housing development expands.
- **Fire Master Plan (2023–2033):** This 10-year plan addresses facility, staffing, and equipment needs in response to anticipated residential growth. It includes significant capital investments in new fire stations (particularly in high-growth areas), as well as expanded operating budgets to support increased staffing levels. A complementary Paramedic Services Master Plan will be initiated in 2026 to similarly address emergency service needs in light of projected growth.
- **Master Servicing Plans:** These have been recently completed or are underway for all six of the County's urban areas. These 20-year plans guide infrastructure investments in water supply and treatment, sanitary sewer systems, stormwater management, and transportation networks. They are directly informed by growth forecasts and housing needs identified in the HNA. Examples of key infrastructure projects include a new wastewater treatment facility in Caledonia and the twinning of a critical water transmission main in Hagersville—both essential to unlocking additional residential development in these areas.

Together, these strategic plans not only help prioritize infrastructure investments, but also ensure that the County can support the housing targets outlined in the HNA. They also promote the development of sustainable, equitable, and service-ready communities across Haldimand County.

Annex A: Relevant Links for Developing Housing Needs Projections

Data and Analysis

[Housing Statistics - Statistics Canada](#)

[Population estimates, July 1, by census subdivision, 2016 boundaries \(statcan.gc.ca\)](#)

[Population estimates, July 1, by census metropolitan \(statcan.gc.ca\)](#)

[Population and demography statistics \(statcan.gc.ca\)](#)

[Population Projections for Canada \(2021 to 2068\), Provinces and Territories \(2021 to 2043\) \(statcan.gc.ca\)](#)

[Housing Market Information Portal](#)

[UrbanSim – Scenario Modeling](#)

Reports & Publications

[Housing Markets Insight - CMHC's household projections for 8 of Canada's major urban centres until 2042](#)

[CMHC - Housing Shortages in Canada Report](#)

[University of British Columbia - Housing Assessment Resource Tools \(HART\)](#)

[University of London - Affordability targets: Implications for Housing Supply](#)

[Nova Scotia Housing Needs Assessment Report Methodology](#)

[Ontario Land Needs Assessment Methodology](#)

[British Columbia Affordable Housing Need Assessment Methodology](#)

Annex B: Glossary

Affordable Housing: A dwelling unit where the cost of shelter, including rent and utilities, is a maximum of 30% of before-tax household income.

Area Median Household Income: The median income of all households in a given area.

Cooperative Housing: A type of residential housing option whereby the owners do not own their units outright. This would include non-profit housing cooperatives, as stand-alone co-operatives or in partnership with another non-profit, including student housing co-ops, as well as Indigenous co-ops, including those in partnership with Indigenous governments and organizations. This does not, however, include homeownership co-ops or equity co-ops that require an investment, which along with any profit earned, is returned to co-op investors.

Core Housing Need: Refers to whether a private household's housing falls below at least one of the indicator thresholds for housing adequacy, affordability or suitability, and would have to spend 30% or more of its total before-tax income to pay the median rent of alternative local housing that is acceptable (attains all three housing indicator thresholds).

- *Adequate* – Does not require any major repairs, according to residents. Major repairs include those to defective plumbing or electrical wiring, or structural repairs to walls, floors or ceilings.
- *Suitable* – Has enough bedrooms for the size and make-up of resident households, according to guidelines outlined in National Occupancy Standard (NOS).
- *Affordable* – All shelter costs total less than 30% of a household's before-tax income.

Household: A person or a group of persons (other than foreign residents) who occupy a private dwelling and do not have a usual place of residence elsewhere in Canada.

Household Formation: The net change in the number of households.

Supportive Housing: Prioritizes people experiencing chronic homelessness and other vulnerable people who have the highest support needs. It provides long-term affordable housing and a diversity of customized support services.

Permanent Supportive Housing: Prioritizes people experiencing chronic homelessness and other vulnerable people who have the highest support needs. It provides long-term affordable housing and a diversity of customized support services.

Purpose-Built Rental: Also known as the primary rental market or secure rentals; multi-unit buildings (three or more units) which are built specifically for the purpose of providing long-term rental accommodations.

Short-Term Rentals: All or part of a dwelling unit rented out for less than 28 consecutive days in exchange for payment. This includes bed and breakfasts (B&Bs) but excludes hotels and motels. It also excludes other accommodations where there is no payment.

Suppressed Household Formation: New households that would have been formed but are not due to a lack of attainable options. The persons who would have formed these households include, but are not limited to, many adults living with family members or roommates and individuals wishing to leave unsafe or unstable environments but cannot due to a lack of places to go.

Missing Middle Housing: Housing that fits the gap between low-rise, primarily single-family homes and mid-rise apartment buildings, typically including secondary and garden suites, duplexes, triplexes, fourplexes, rowhouses and townhouses, courtyard housing, and low-rise apartment buildings of 4 storeys or less. These housing types provide a variety of housing options that add housing stock and meet the growing demand for walkability. The missing middle also refers to the lack of available and affordable housing for middle-income households to rent or own.



Haldimand County Housing Needs Assessment – Study Findings

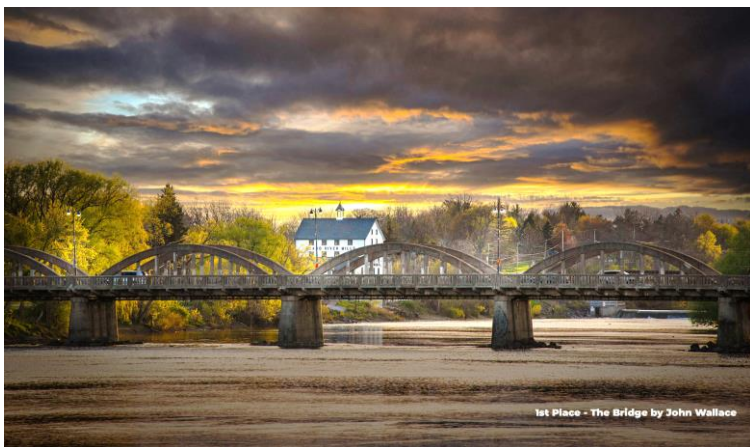
County Council Presentation

May 20, 2025



Introduction

- The Haldimand County Housing Needs Assessment provides an assessment of current and future housing needs and strategic recommendations for the County.
- The study analyzes economic, demographic, and real estate trends to inform future housing demand and policy over the coming decades.





Context

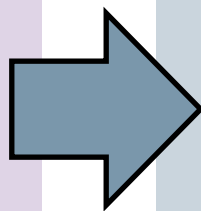
- Haldimand County has experienced strong population growth and demand for housing over the past five years; there has also been significant erosion in housing affordability
- Over the next three decades, Haldimand County is expected to experience continued population and employment growth
- To maintain well-balanced and complete communities, it is vital that municipalities offer a wide range of housing options to a broad range of income groups and household types.



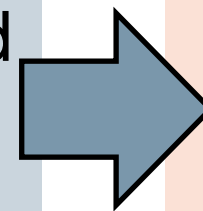
Housing Demand and Supply Considerations

Considerations for Ontario's Municipalities

- Significant population growth driving the need to plan for a higher quantum and diversity of housing



- Ontario's housing market is facing two interconnected challenges – a lack of market choice and erosion in affordability



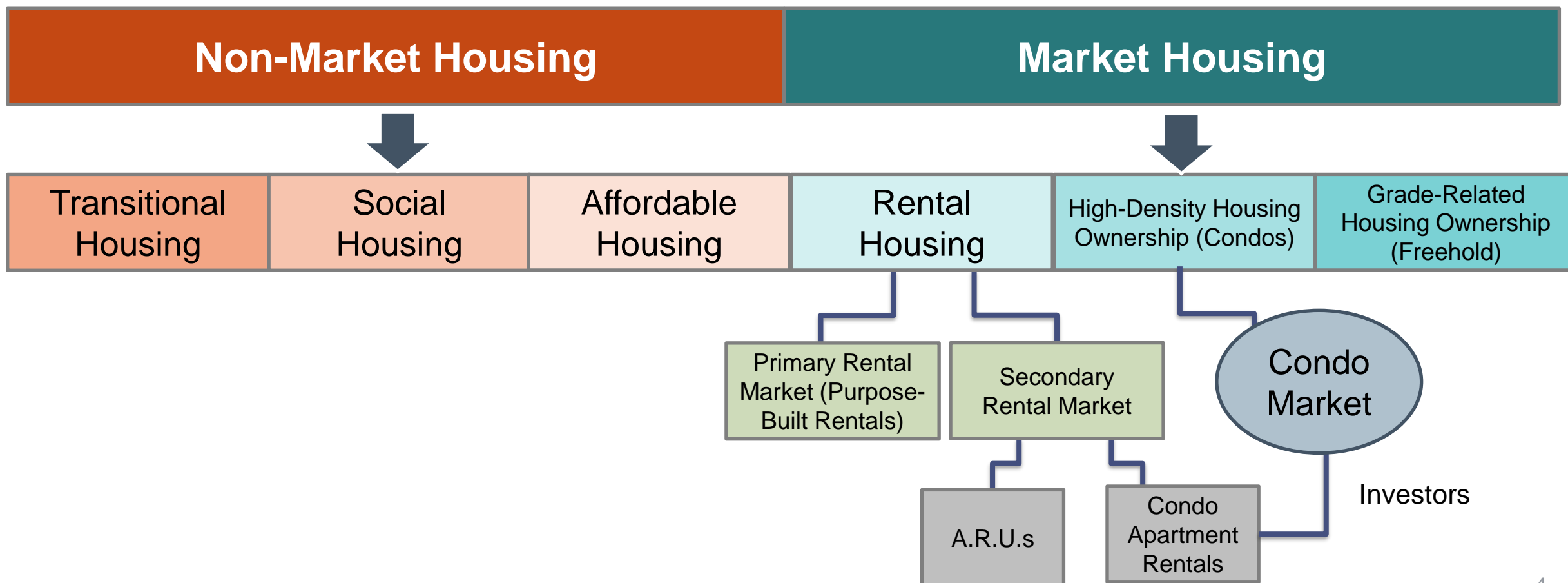
- Evolving provincial policy framework increasingly focused on expanding housing supply





Municipal Planning for Housing Needs

- Need to plan for a diverse selection of housing options across the housing continuum to accommodate a wide range of household types.

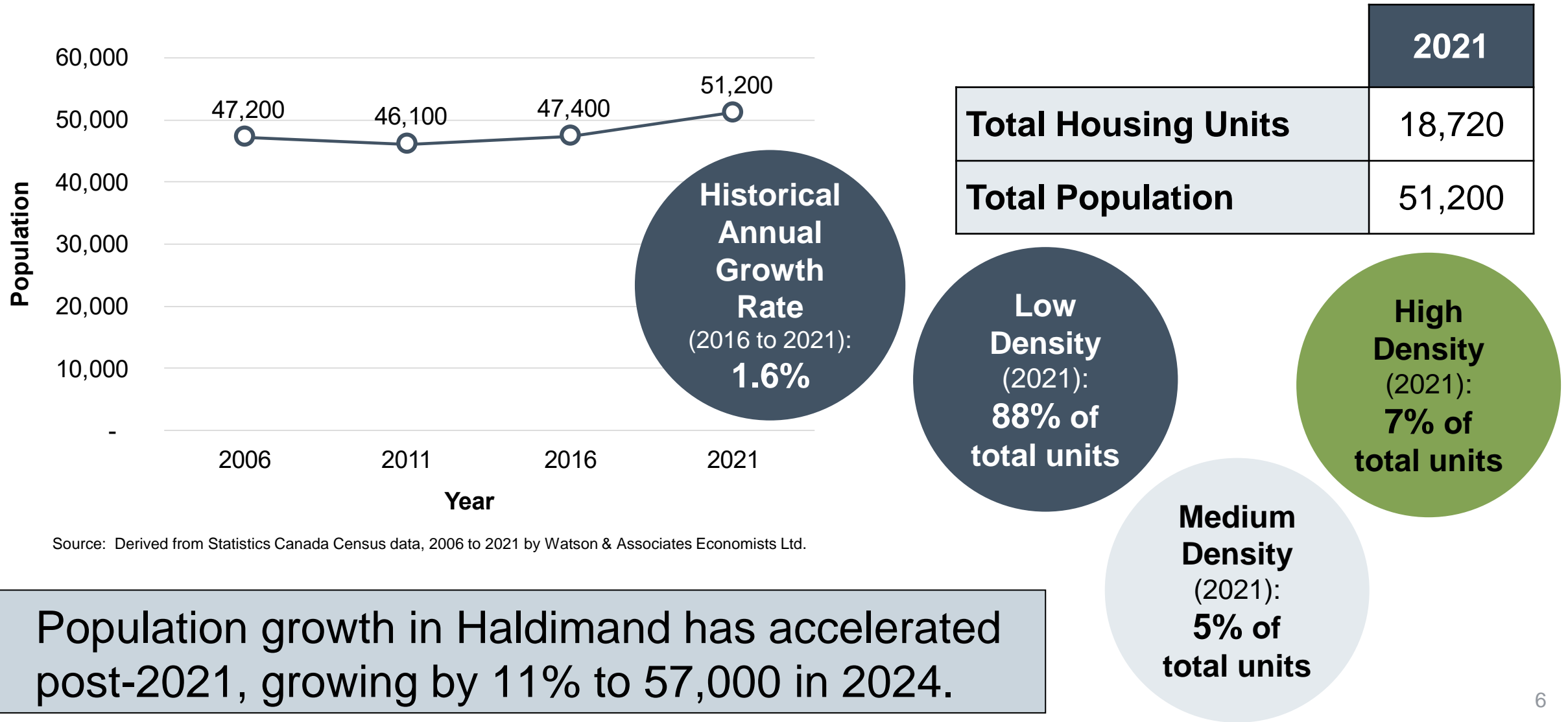


Haldimand County

Population and Housing Growth Trends

Haldimand County

Population and Housing Trends

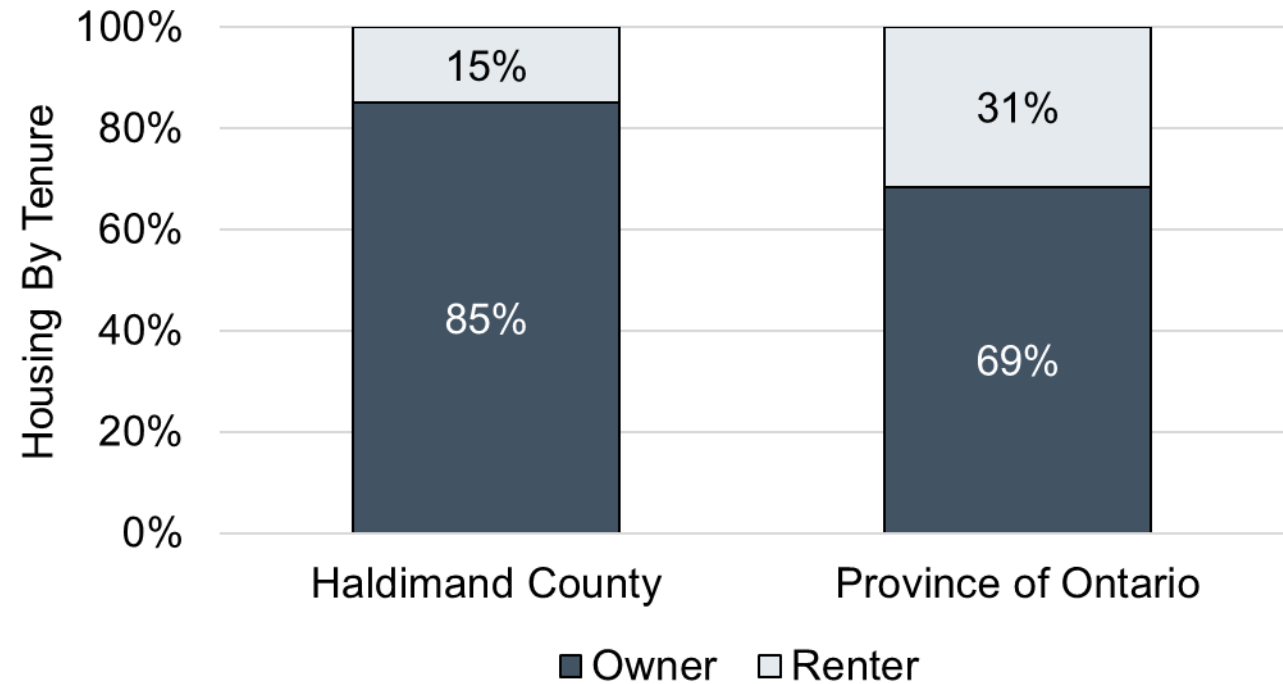


Haldimand County

Population and Housing Trends (Cont'd)



- As of 2021, the County's **share of renter households is lower** than the provincial average.
- Most of the households in the County are **owner-occupied (85%)**.



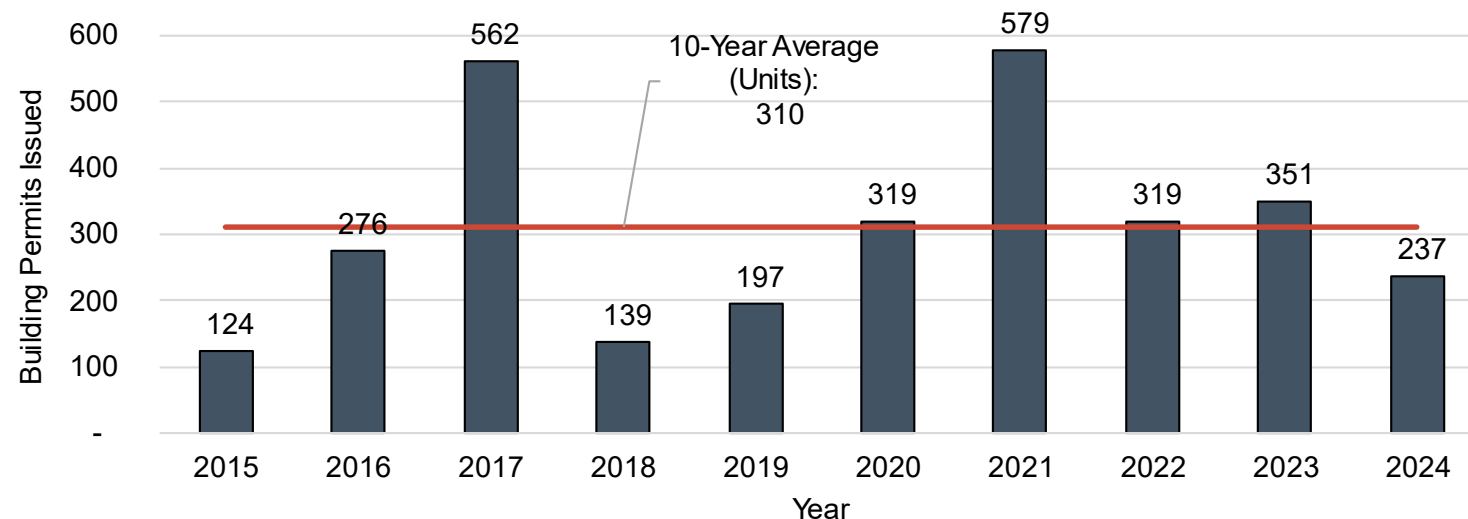
Source: Derived from Statistics Canada Census data, 2016 to 2021 by Watson & Associates Economists Ltd.

Haldimand County

Population and Housing Trends (Cont'd)



- Housing development activity has averaged 310 units per year over the past decade.
- Over the period, 75% has been low density (single/semi-detached); mix starting to shift to greater share of higher density units.



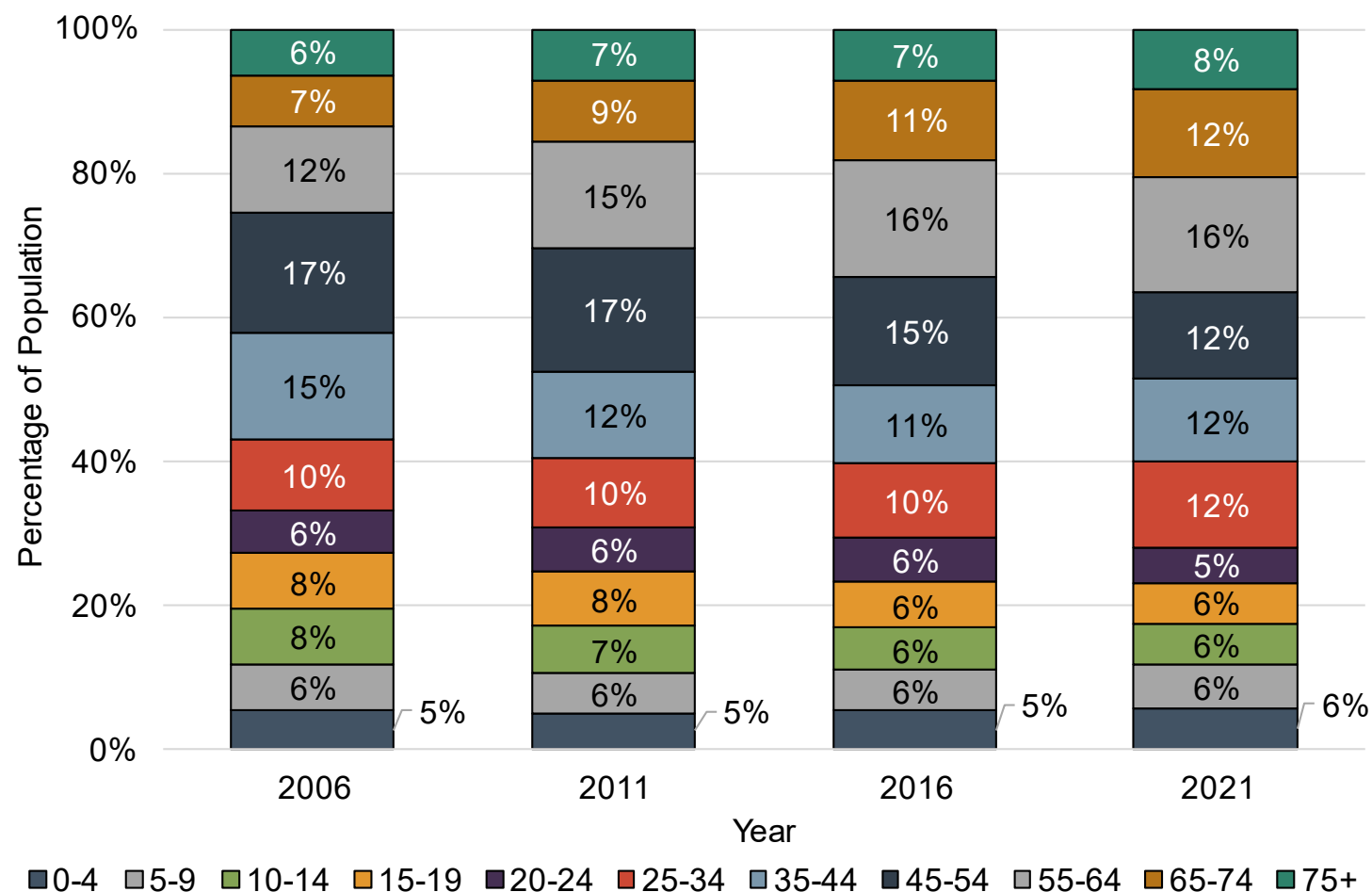
Source: Derived from Haldimand County building permit data by Watson & Associates Economists Ltd., 2025.

Haldimand County

Population and Housing Trends (Cont'd)



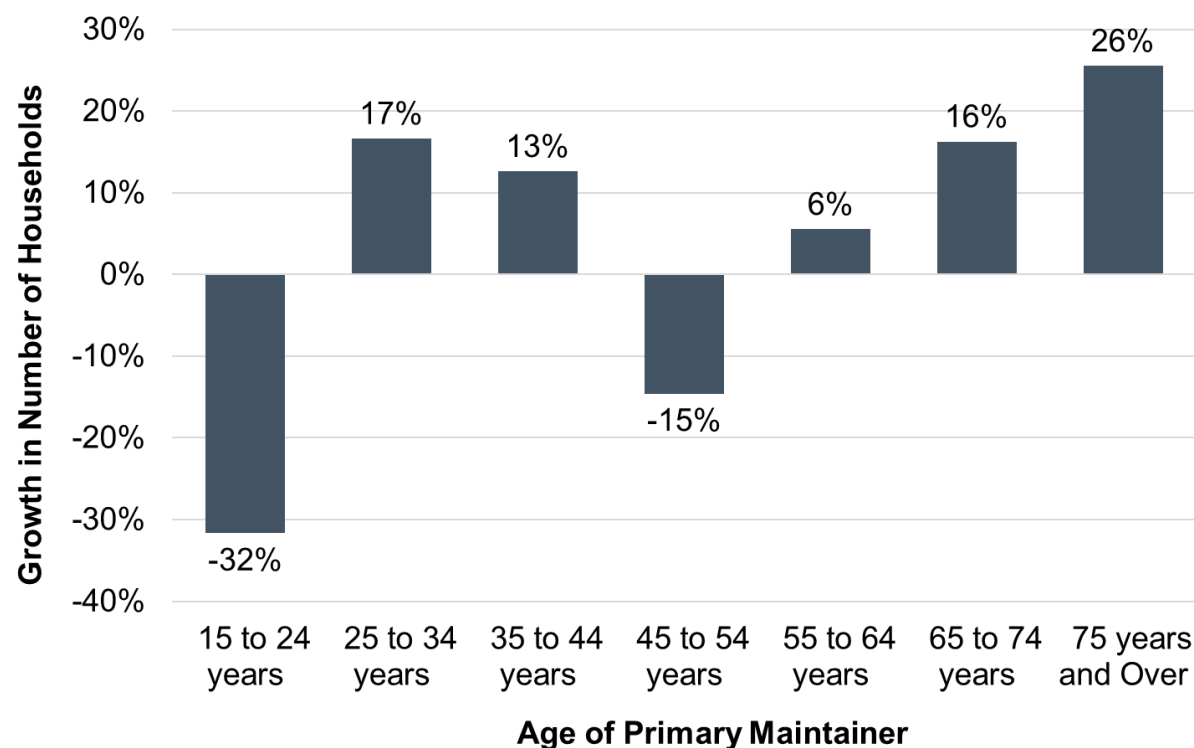
- As of 2021, the median age in Haldimand County was **43.6 years old**, while Ontario's medium age was **42 years old**.
- 37% of the County's total population is **over 55 years of age**.
- The share of population **19 years of age** and younger has been **steadily declining** from 27% in 2006 to 23% in 2021.



Source: Derived from Statistics Canada Census data, 2006 to 2021 by Watson & Associates Economists Ltd.

Haldimand County

Population and Housing Trends (Cont'd)



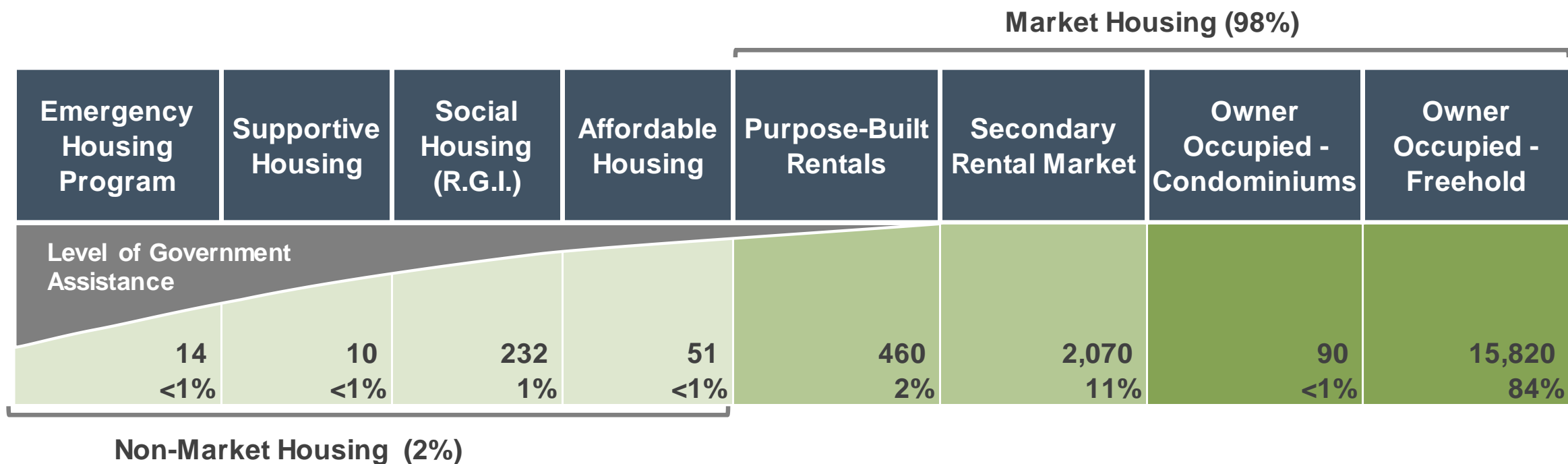
- Between 2016 and 2021, the County experienced strong growth in the 25 to 44 age group and the 65+ age group.
- Downward trend in housing occupancy levels (average number of persons per housing unit) driven by aging population.



Haldimand County

Housing Continuum

- Haldimand's existing housing stock is highly oriented to market-based ground-oriented housing





Haldimand County

What is Affordable Housing?

- In accordance with the provincial definition, affordable housing in Haldimand County is defined as:
 - Ownership: \$391,600 (purchase price)
 - Rental (monthly rent):
 - \$677 (bachelor)
 - \$1,241 (one-bedroom)
 - \$1,295 (two-bedroom)
 - \$1,665 (three-bedroom)



Haldimand County

Housing Sale Price Trends

- Housing cost appreciation over past five years:
 - Average re-sale home prices have increased by 49%, rising from \$449,000 in 2020 to \$667,000 in 2024.
 - Average monthly rental market rates for apartments increased 84%, rising from approximately \$805 in 2020 to \$1,485 in 2024
- New home prices in Haldimand County:

Housing by Type	Low Market Price	High Market Price	Average Market Price
Single detached	\$730,000	\$1,600,000	\$922,000
Townhouses	\$620,000	\$855,000	\$665,000

Source: Derived from Altus Data Studio market data by Watson & Associates Economists Ltd.

Haldimand County

Existing and Future Housing Needs



Haldimand County

Core Housing Need

A household is in **core housing need** if it:

- Falls **below one or more** of the adequacy (repair), suitability (crowding), and affordability standards.
- Requires **30% or more** of its before-tax household income to access local market housing that meets all three standards.

Reflects about 5% of Haldimand's households; lower than the provincial average of 12%.

A household is in **severe core housing need** if it:

- Falls **below one or more** of the adequacy (repair), suitability (crowding), and affordability standards.
- Requires **50% or more** of its before-tax household income to access local market housing that meets all three standards.

Haldimand
County Total
Households in
Core Housing
Need (2021):
835

Haldimand
County Total
Households in
Severe Core
Housing Need
(2021):
395

Haldimand County

Population and Housing Forecast to 2051

- Haldimand's population is expected to increase to 82,700 by 2051, as established through recent County Growth Study in accordance with Provincial projections.
- Critical that the County plan for housing growth and development to accommodate the forecast population.

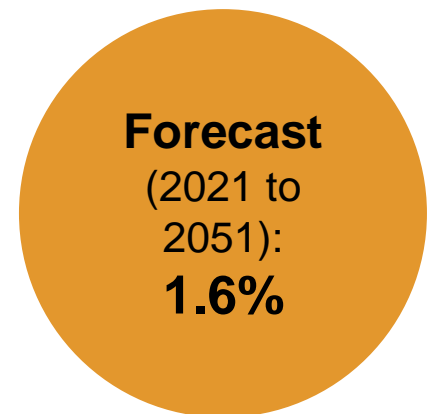
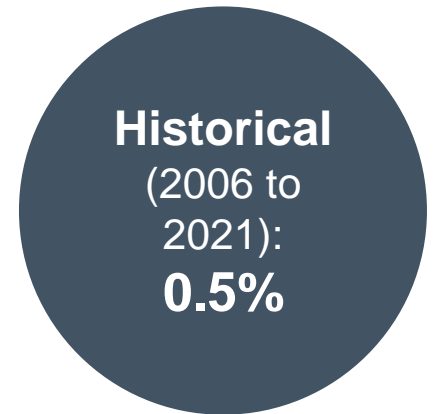
Metric	2021	2025	2031	2041	2051	2025-2051 Incremental Growth
Population	51,200	55,800	62,800	73,500	82,700	26,900
Housing	18,600	20,500	23,300	27,600	31,500	11,000

Note: Figures have been rounded. Population figures include net Census undercount.

Source: Historical derived from Statistics Canada. Forecast derived from Haldimand County Population, Household & Employment Forecast Update (2024) prepared by Watson & Associates Economists Ltd.



Average Annual Population Growth Rates

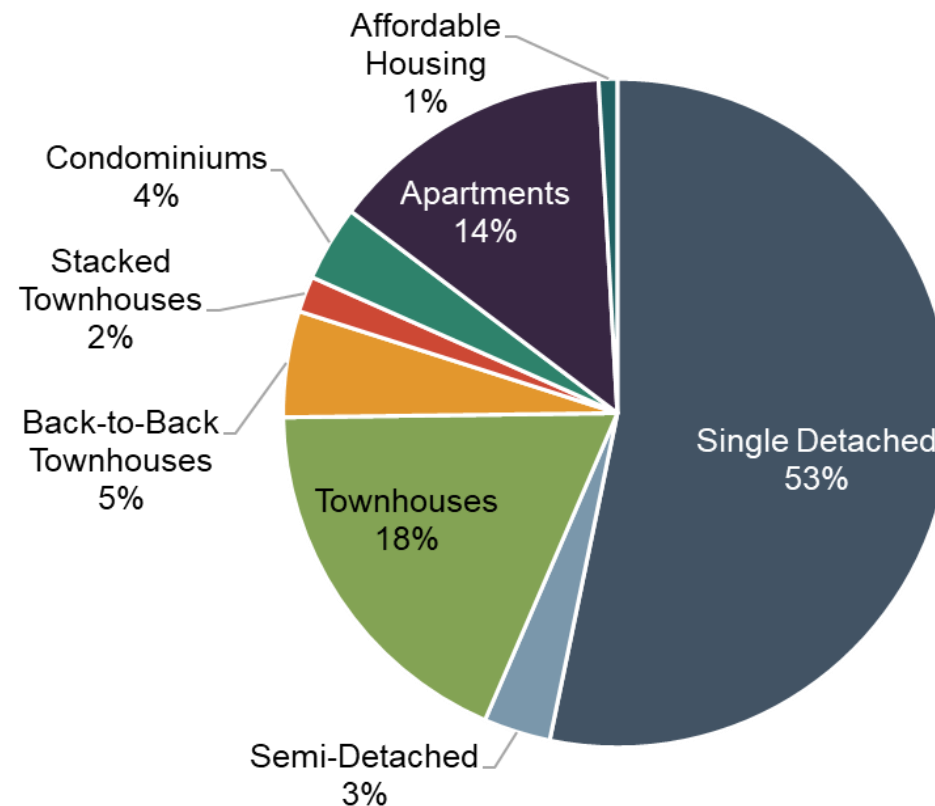




Haldimand County

Potential Residential Supply Pipeline

- Haldimand County has approximately 6,220 units in the potential residential supply pipeline.
 - 4,280 units registered/draft approved
 - 1,940 pending approval
- Single/semi-detached units make up 56% of the total housing stock, while townhouses account for 25% and apartments/condos represent 18% of the residential supply.





Haldimand County

Housing Affordability Needs, 2025 to 2035

- Haldimand County will require a more diverse range of housing to accommodate future housing needs.

2025 to
2035
affordable
housing:
32%

2025 to
2035
rental
housing:
18%

	Owner	Renter	Total Units
Affordable	1,045	405	1,450
Market	2,705	420	3,125
Total	3,750	825	4,575
% Affordable	28%	49%	32%

Note: Numbers may not add due to rounding.

Source: 2024 to 2034 forecast by Watson & Associates Economists Ltd.

Haldimand County

Conclusions and Strategic Recommendations



Recommendations

Planning for Long-Term Growth

- To realize the County's forecast growth potential, there is a need to expand housing affordability options for a range of household income groups.
- The County is responsible for policies that support and promote a full range of housing types including potential regulatory and financial incentives to encourage development of rental and affordable housing.
- As part of the next Official Plan Review, County should update the definition of affordable housing in accordance with the new P.P.S., 2024 and update affordable housing targets to align with affordable housing needs.
- The County should explore expanding its Community Improvement Plan (C.I.P.) for its Settlement Areas, with a greater focus on housing.



Recommendations (Cont'd)

More Compact Built Form and Innovative Design

- The County should continue to work with local home builders to expand the supply of more moderately priced ownership and rental housing options.
- Haldimand County should review local zoning and land-related barriers to identify opportunities to expand housing supply within the Settlement Areas that are more compact, land efficient, environmentally sustainable, and price competitive.
- Explore alternative development standards which would reduce development costs, e.g., reduction of parking requirements and innovative construction methods, and allow for smaller units and lots.



Recommendations (Cont'd)

Promote and Enable Additional Residential Unit Development

- Additional residential units (A.R.U.s) represent an opportunity to increase affordable rental housing in the community through gentle intensification.
- The County should update the local Official Plan policies to align with Zoning By-Law allowing A.R.U.s with up to three units in total per lot in the form of:
 - Secondary suites (e.g., basement apartments) within the primary dwelling unit
 - Permanent garden suites, laneway housing.
- The County may also consider providing financial incentives (e.g., grants) for homeowners who construct A.R.U.s that are intended to be rented out on a long-term basis.



Recommendations (Cont'd)

Expansion of Non-Market Housing Supply

- Through demographic analysis and community feedback, it is evident that there is a need for more supportive and non-market housing in the County.
- The County, together with its housing service partners, should continue to maintain and incrementally increase housing support services and programs, and expand the supply of deeply affordable and near-market housing



Recommendations (Cont'd)

Considerations for Haldimand County

- **Planning for Growth** – a balance between both intensification and greenfield development. Settlement Areas should represent priority locations for residential development given the amenities that these locations provide with respect to access to retail and other community services.
- **Infrastructure and Municipal Service Needs** – continue to address growing infrastructure and municipal service needs related to housing and population growth.
- **Financial Implications** – potential municipal financial impacts of possible housing incentives.



Conclusions

- The results of this study are intended to guide decision-making and policy development specifically related to housing policy and programming in the County.
- Consideration should be given to updating the housing needs assessment every five years.
- The County may also consider undertaking a housing affordability strategy to comprehensively explore and identify potential action items and implementation approaches to address local existing and future housing needs.

Thank You

Haldimand County

Report ENG-12-2025 Traffic Management Strategy Final Report

For Consideration by Council in Committee on May 20, 2025



Objective:

To present the results of the Traffic Management Strategy Final Report and seek Council endorsement of the sixteen recommendations presented in the report.

Recommendations:

1. THAT Report ENG-12-2025 Traffic Management Strategy Final Report be received;
2. AND THAT Council endorses the sixteen recommendations outlined in the "Traffic Management Strategy Final Report" by RJ Burnside and Associates;
3. AND THAT staff be directed to begin implementation of the Traffic Management Strategy Final Report recommendations as outlined in Report ENG-12-2025.

Prepared by: Kristopher R. Franklin, Manager, Engineering Services

Respectfully submitted: Tyson Haedrich, M. Eng., P. Eng., General Manager, Engineering & Capital Works

Approved: Cathy Case, Chief Administrative Officer

Executive Summary:

A traffic management strategy, aimed at improving road safety and addressing key traffic concerns, was identified as a Term of Council priority by the current Council. This strategy also aligns with the Haldimand County Strategic Plan 2025-2045 under the themes of Healthy Communities and Future Ready. To address this Council priority, RJ Burnside and Associates Ltd was hired in May 2024 to develop a comprehensive traffic management strategy to address key traffic concerns including road safety, truck traffic and speeding. The strategy also includes a review of existing policies, processes and design standards to ensure they meet modern traffic practices and prioritize the safety of all road users.

At a high level the strategy is built around the three E's of traffic management: Education, Enforcement, and Engineering. Education focuses on raising public awareness and encouraging responsible driving behaviors; Enforcement ensures compliance with traffic laws through measures such as automated speed enforcement; and, Engineering involves implementing physical changes to roadways to enhance road safety and manage traffic flow.

The study involved extensive public consultation, including workshops, open houses, surveys, and meetings with stakeholders including the Ontario Provincial Police (OPP). The community's input highlighted several key areas of concern, including the need for traffic calming measures to address speeding, automated speed enforcement in school zones, and addressing truck traffic volumes and routes.

The Traffic Management Strategy Final Report provides sixteen recommendations, divided into short-term (1-2 year quick wins) and medium to longer-term action items. Short-term recommendations include adopting a traffic calming implementation framework, developing a centralized reporting tool, establishing a road safety committee, and implementing a comprehensive education strategy. Medium to longer-term recommendations focus on assessing automated speed enforcement programs, updating design specifications, truck traffic reviews, expanding in-school safety programs, and establishing consistent funding for traffic management initiatives.

The 2025 Tax Capital Budget includes \$50,000 to initiate implementation of the short-term Traffic Management Strategy recommendations. Initial costs will cover the purchase of temporary speed humps and the development and mock-up of promotional materials and signage. Future capital and operating budgets will incorporate new initiatives to further implement the strategy's recommendations, including modifications to existing projects in the capital forecast to include traffic calming measures.

The next steps involve Council formally endorsing the sixteen recommendations in the final report and staff developing implementation plans for each initiative. Initial actions for 2025 include adopting the traffic calming framework, establishing the road safety committee, updating policies and procedures, developing promotional materials, purchasing temporary speed humps, and evaluating current capital projects for traffic calming.

Background:

In April 2023, through Report CAO-01-2023 Term of Council Priorities – 2022-2026, a traffic management strategy was identified as a Term of Council priority by the current Council. This priority is linked to the Haldimand County Strategic Plan 2025-2045 through the Healthy Communities – Community Safety and Future Ready themes:

Healthy Communities: Investing in quality programs and services that promote the safety and well-being of communities and residents.

- **Community Safety:** Ensure residents feel secure by maintaining safe public spaces, fostering positive collaboration with law enforcement, and providing appropriate emergency response.

Future Ready: Prepare for and adapt to anticipated future challenges and opportunities to ensure Haldimand can thrive in the face of evolving economic, environmental, technological, and social conditions.

- **Infrastructure Reliability:** Ensure that municipal infrastructure is maintained, optimized, and resilient, supporting the community's needs both now and into the future.

To achieve this Council priority, RJ Burnside and Associates Ltd was hired in May 2024 to develop a traffic management strategy that addresses key traffic concerns and improves overall road safety. The study also includes a review of several Haldimand traffic-related policies, processes, and design standards to ensure they are consistent with modern traffic practices and prioritize the safety of all road users.

The strategy is built around the three E's: Education, Enforcement, and Engineering. Education focuses on raising public awareness and encouraging responsible driving behaviors; Enforcement ensures compliance with traffic laws through measures such as automated enforcement; and, Engineering involves implementing physical changes to roadways to enhance safety and manage traffic flow.

The study involved two rounds of extensive public consultations including workshops, open houses, surveys, and meetings with stakeholders including the Ontario Provincial Police (OPP). The first round focused on gathering community input to ensure the strategy reflects the needs and priorities of residents and included:

- Council Workshop to determine Council's concerns and expected deliverables from the strategy.
- In-Person Open Houses in Caledonia and Cayuga and Virtual Open House to gather input from the public.
- Social Media Campaign and Signage.
- Online Survey with over 1000 responses.
- Internal Stakeholder Workshops with internal Haldimand divisions.
- External Stakeholder Workshops with Committees of Council, BIA's, and Chambers.
- OPP Workshop to discuss concerns, strategies, and recommendations with the OPP.

The second round of public consultation was designed to present the outcomes of Round One, outline the study recommendations, and explain the process for requesting traffic calming measures. This round included:

- Presentation to Haldimand Senior Management Team.
- In-Person Open Houses in Caledonia and Dunnville to obtain comments on round one summary and present recommended action items.
- Social Media Campaign.
- Internal Stakeholder Meetings with Haldimand divisions.
- OPP Meetings to discuss outcomes and recommendations.

Consultation Results

The community's input highlighted several key areas of concern, including the need for traffic calming measures, automated speed enforcement in school zones, and addressing truck traffic volumes and routes. The community's input is summarized as follows:

- Equal desire to address speeding through Engineering and Enforcement, with Education being a close third.
- Strong support for Traffic Calming measures.
- Support for automated speed enforcement in school zones and areas of high pedestrian activity.
- Need to address truck traffic volumes and truck routes used.
- Specific concerns within and outside the scope of this study including:
 - Optimization of traffic control signal operation.
 - Assessment roadway and bridge conditions.
 - Evaluation of sightlines in rural areas and at-grade railway crossings.
 - Review illegal parking/lack of parking.
 - Implementation of Hagersville by-pass.
 - Construction of Highway 6 Caledonia to Mount Hope connection (MTO jurisdiction).
 - Address traffic conditions along Highway 6 and Highway 3 (MTO jurisdiction).

Following the two rounds of public consultation and the analysis of the feedback the Traffic Management Strategy Final Report (see Attachment 1) was completed in April 2025.

Analysis:

The Traffic Management Strategy Final Report outlines sixteen recommendations to address industry best practices and Council and public comments received throughout the consultation process. The recommendations are broken into short-term (1-2 year quick wins) and medium to longer-term action items.

Traffic Management Strategy Recommendations - Short Term (1-2 year implementation)

1. **Adoption of the Traffic Calming Implementation Framework:** Provide Haldimand County with a process to review traffic calming strategies, evaluate when and where they are appropriate, and guidelines on how to implement them.
2. **Develop a Centralized Roadway Safety and Traffic Calming Reporting Tool and Database:** Streamline the management of roadway safety concerns, enforcement, traffic calming initiatives, and completed projects. Enhance coordination across departments and stakeholders.
3. **Establish a Road Safety Committee:** Create a forum for collaboration to review road safety concerns with Haldimand County staff, Council, Ontario Provincial Police (OPP), and potentially public representatives.
4. **Strengthen the Haldimand County's role in the Agricultural Advisory Committee:** Establish a permanent engineering role in the Committee to ensure timely acknowledgment of issues and mitigative measures.
5. **Update Haldimand County policies, practices, and criteria:** Review and develop new policies that align with the traffic management strategy, allowing for future traffic calming measures.
6. **Implement a comprehensive education strategy:** Foster greater public awareness, support, and participation in traffic safety and calming efforts. Engage the community with promotional materials such as brochures, flyers, lawn signs, billboards, and digital content.
7. **Invest in Temporary Traffic Calming Measures:** Investigate temporary measures as a preliminary stage in any traffic calming plan to confirm effectiveness and community support prior to full implementation.

Traffic Management Strategy Recommendations - Medium to Long Term

8. **Assess third-party automated enforcement program:** Engage in discussions with adjacent municipalities on opportunities for a coordinated third-party automated enforcement program for speeding issues.
9. **Update County Design Specifications:** Review roadway design criteria to incorporate traffic calming devices and active transportation facilities for urban and rural roadways.
10. **MTO – Truck Traffic Review (Hwy 3/Hwy 6):** Continue to advocate for by-pass/highway extensions to manage truck traffic through built-up areas.
11. **Expand and Develop In-School Safety Programs:** Engage with school boards to introduce in-school road safety programs such as the CAA School Patroller or Walking Bus programs, Safe School Streets, and Safe School Routes.
12. **Corporate Engagement Programs:** Engage corporate citizens to promote roadway safety.
13. **County-Wide Review of Posted Speed Limits:** Conduct a review of posted speed limits on all County roads to ensure they align with the traffic management strategy.

14. **Establish Consistent Funding:** Establish a capital budget/reserve for traffic management initiatives, starting with an annual budget of \$50,000 in 2025 and building out to align with the demands/success of the program.
15. **Automated Data Collection – Speed:** Adopt an automated data collection and monitoring system for the County’s existing speed sign program to share data with stakeholders and the Road Safety Committee in real-time.
16. **Traffic Signal Upgrades:** Improve the safety and efficiency of signalized intersections by modernizing the traffic signal management software.

Next Steps

Recommendation 2 of this report seeks Council support to formally endorse the sixteen recommendations included in the Traffic Management Strategy. Once approved, staff will begin developing implementation plans for each recommendation. As the implementation plans are developed future Council approvals may be required for certain initiatives such as automated speed enforcement, posted speed limits, etc.

2025 Action Items:

Following the endorsement of the Traffic Management Strategy Final Report recommendations, staff will begin implementing the short-term recommendations starting with the following:

- Adoption of the Traffic Calming Implementation Framework.
- Establishment of a Road Safety Committee.
- Begin update process for policies, processes, procedures, and warrants.
- Develop mock-ups of promotional materials and signage.
- Purchase temporary speed humps and select pilot site.
- Evaluation of current capital projects and target areas for traffic calming

Financial/Legal Implications:

The 2025 Tax Capital Budget includes \$50,000 to begin implementation of the short-term recommendations in the Traffic Management Strategy. These funds will be used for the purchase of temporary speed humps and the development and mock up of promotional materials and signage.

Future capital and operating budgets will include new initiatives to further implement the recommendations in the traffic management strategy including the modification to include traffic calming measures within project already identified in the capital forecast.

Based on the outcomes of the program, as well as a review of its effectiveness, additional staffing resources may be required in the future to implement the initiatives identified in the Traffic Management Strategy.

Stakeholder Impacts:

Not applicable.

Report Impacts:

Agreement: No

By-law: No

Budget Amendment: No

Policy: No

References:

1. [2022 to 2026 Council Priorities](#)
2. [Haldimand County Strategic Plan](#)
3. [Council Workshop - Traffic Management Strategy](#)
4. [Traffic Management Strategy Webpage](#)

Attachments:

1. Traffic Management Strategy Final Report
2. Traffic Management Strategy Presentation to Council



Traffic Management Strategy

The Corporation of Haldimand County



Traffic Management Strategy

The Corporation of Haldimand County

**R.J. Burnside & Associates Limited
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**May 2025
300058527.0000**

Traffic Management Strategy
May 2025**Distribution List**

No. of Hard Copies	PDF	Email	Organization Name
0	Yes	Yes	The Corporation of Haldimand County

Record of Revisions

Revision	Date	Description
0	May 15, 2025	Initial Submission to The Corporation of Haldimand County

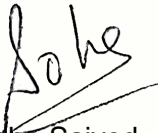
R.J. Burnside & Associates Limited**Report Prepared By:**Sameem Raheemi, B.Sc., MUP
Transportation Planner
SR/SS:ei/rk**Report Prepared By:**Soha Saiyed
Transportation Planner**Report Reviewed By:**Alvaro L. Almuina
Vice President - Transportation Planning

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1.0 Introduction

Haldimand County Council has recognized traffic management on county roads as a key priority for their 2022-2026 term. The county faces traffic situations concerning vehicle speed and driving behaviors, leading to significant road safety issues. To address these concerns, a County-wide Traffic Management Strategy was developed to manage the concerns of the public and stakeholders using the three E's of traffic management (Engineering, Education and Enforcement) for rural and urban environments. This strategy was created through comprehensive public and stakeholder engagement.

1.1 Background

Like most municipalities in Ontario, Haldimand County deals with traffic conditions on its roadways that do not respond or follow established traffic expectations, particularly with regards to the speed of traffic and, particularly, this driving behaviour not being commensurate with the adjacent land use.

To address the Council's objective and public concern about traffic speed and other roadway safety concerns, a traffic management strategy was developed that puts in place an appropriate process to address these concerns through traditional engineering, education, and enforcement practices after an extensive public consultation program.

The strategy was defined through an extensive assessment of technical information, a scan of best practices and appropriate input from stakeholders. The Traffic Management Strategy contains updated policies, procedures, and specifications as well as appropriate new practices and policies for the implementation of traffic calming measures.

1.2 Goals and Objectives

In response to public concerns about traffic, the County developed this traffic management strategy and established an effective process to address speeding and other roadway safety concerns. This process involved traditional engineering methods, educational initiatives, and enforcement practices, along with a comprehensive public consultation program.

The objective was to develop a strategy that harnesses extensive experience, combining technical expertise with effective public engagement to identify the best approach for the County.

The Traffic Management Strategy was developed through a comprehensive assessment of technical data, a review of best practices, and meaningful stakeholder input. This strategy features updates to policies, procedures, and specifications, alongside the introduction of new practices for implementing traffic calming measures. Furthermore, it outlines the financial implications for future capital and operational budgets, ensuring a well-rounded approach to enhancing traffic management in the County.

1.3 Desktop Review

A preliminary investigation was undertaken to establish a baseline understanding of issues related to speeding, roadway safety and traffic calming.

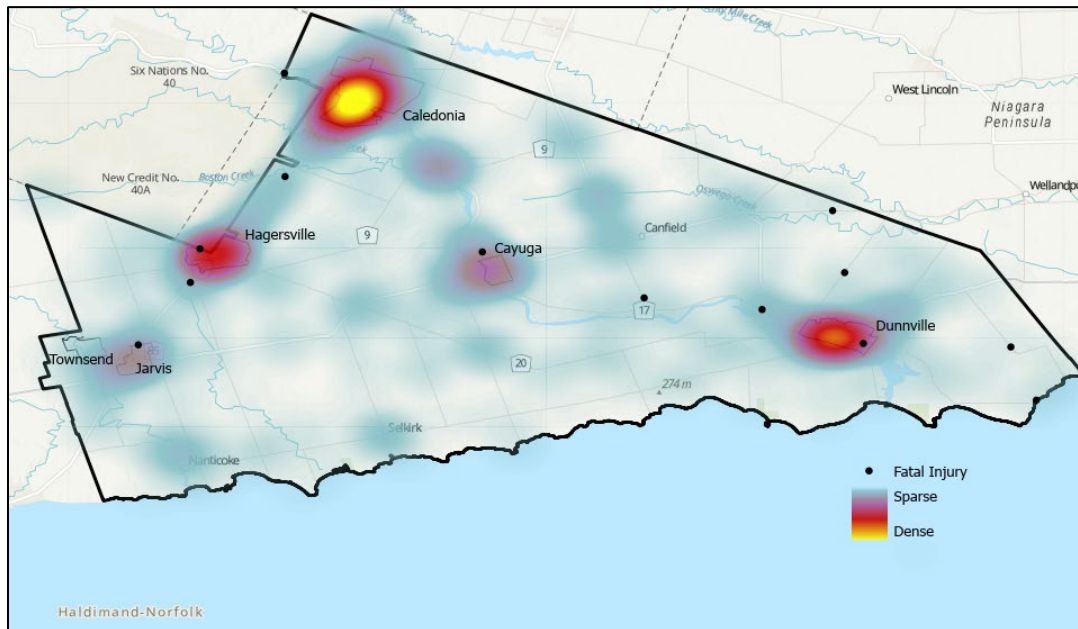
1.3.1 Existing Traffic Conditions

At the outset of the study, the County provided data on existing traffic conditions, including speed, traffic volumes, and collision records. An analysis of the traffic volumes along County roads revealed consistency with their respective classifications and also indicated that the network is generally functioning at an acceptable level of service during the peak periods of travel.

To monitor speed, the County strategically places speed monitoring devices throughout the County roadway network, providing valuable data with regards to vehicular speeds by time of day and day of week. The analysis of this data indicates cases of speeding reaching up to 40 km/h above the posted limits.

A thorough review of historical collision data covering the years 2021 to 2023 was conducted to identify patterns related to collision type, severity, and contributing factors. Figure 1.1 displays a heat map highlighting hotspots for injury-related and property damage only (PDO) collisions, with black dots indicating locations of fatal injury-related collisions.

Detailed figures for each settlement area are presented in Appendix A.

Figure 1.1: Heat Map of Traffic Collisions in Haldimand County (2021-2023)

1.3.2 Master Servicing Plans

Several studies have been undertaken to define infrastructure needs for the next 20 years. These studies are summarized below.

1.3.2.1 Caledonia Master Servicing Plan (2020)

The 2020 Servicing Master Plan for Caledonia built on the previous Master Servicing Plan (MSP) completed in 2006, with some updates in 2015-2018. These updates projected needs for the year 2035. The transportation component of the MSP was updated in 2019 and used for the 2020 update.

1.3.2.2 Cayuga Master Servicing Plan (2010)

The goal of the transportation component of the Cayuga Master Servicing Plan (MSP) was to assess infrastructure needs for roads (both for cars and commercial vehicles), transit, cycling, and pedestrians. The MSP aimed to develop policies, guidelines, and a recommended plan that fosters a safe, efficient, and sustainable transportation environment for all travel modes. The Cayuga Master Servicing Plan is being updated by the County.

1.3.2.3 Dunnville Master Servicing Plan (2008)

The transportation service plan discussed the existing condition of the roadway network (2009), intersection operation, capacity analysis, and active transportation facilities.

It also looked at the future condition (2026) forecast, capacity analysis, and recommended road improvements. Dunnville Master Servicing Plan is being updated by the County.

1.3.2.4 Hagersville Master Servicing Plan (2024)

The update to the Master Servicing Plan, addressing Phase 1 and Phase 2 requirements of the Municipal Class Environmental Assessment (MCEA), is currently under review by Council. This update builds on the 2009 Master Servicing Plan, which projected population and household growth through 2026 and proposed the construction of three new two-lane collector roads with traffic calming features and a new traffic circle. The revised Master Servicing Plan (MSP) evaluates future growth conditions, confirms transportation servicing alternatives, selects the preferred option, and outlines an implementation plan for the chosen transportation servicing strategy.

1.3.2.5 Jarvis Master Servicing Plan (2010)

The 2010 Master Servicing Plan assessed the infrastructure for roads (both for cars and commercial vehicles), transit, cycling, and pedestrians. Land uses in the area include residential, industrial, institutional, and commercial.

1.3.3 Haldimand County Official Plan

Haldimand County's Official Plan was approved in 2009 with a vision for the next 20 years, leading up to the horizon year of 2026. The County includes six fully serviced urban areas and 25 hamlets.

Haldimand County is served by an extensive road network, which includes Provincial highways, and Municipal roads (local, collector and arterial). Road Classification according to the official Plan is as follows:

- Provincial highways are primary transportation routes under the control of the Ministry of Transportation. Connecting links linking provincial highways are controlled by the County. Direct access to a Provincial highway will be limited. Access will be restricted to roads that are not Provincial highways, where applicable, for all new developments. Permits must be obtained from the Ministry of Transportation for all developments located within their permit control area.
- Arterial roads are generally recognized as the principal traffic thoroughfares within the County. Direct access to arterial roads should be limited and means of alternative access should be investigated for all new development or redevelopment adjacent to an arterial road. In some instances, the flow of traffic on an arterial road may take precedence over parking.
- Collector roads are identified as those roads that distribute traffic from the arterial road network to local roads. Direct access to a collector road is permitted.

- Local roads are intended to distribute traffic from collector roads to individual properties. The design of local roads should discourage high-speed traffic through the incorporation of appropriate design measures.
- Private roads are roads that are not owned or maintained by the County but are under private ownership and provide vehicular access to more than one property. The County encourages the upgrading of private roads to municipal standards; however, the improvement of private roads will not obligate the County to assume such roads. The County cannot guarantee the provision of emergency services on private roads.

Haldimand County Official Plan Update Phase 1 Growth Strategy Report (June 2021) was reviewed, which discusses the transportation components of Servicing Master Plans for each of the six urban areas as discussed in Section 1.3.2.

In addition, the Growth Strategy anticipates that no major transportation improvement is required to handle the growth needs of Townsend over the planning horizon of 2046. The growth is expected to be accommodated by extensions to the local network.

1.3.4 Canadian Guide to Traffic Calming, Second Edition (CGTC) (TAC, February 2018)

The publication CGTC guides the application of traffic calming measures on neighbourhood local / collectors, and urban and rural arterials. CGTC proposes a step-by-step procedure which includes initiation, development, approval, implementation and evaluation. The guide also proposes various traffic calming measures and categorizes them into three groups of engineering, enforcement and education. For design purposes, it provides a list of detailed considerations for each of the proposed measures. CGTC serves as a provincial framework that outlines a standard procedure for implementing traffic calming measures. It offers a generic and widely applicable methodology; it encourages municipalities to develop their own tailored traffic calming plans and policies that align with the specific needs and unique characteristics of their local areas.

The guidelines within the CGTC can form the foundational basis of a traffic calming strategy, providing technical recommendations on various measures. The guide also emphasizes the importance of public engagement and data-driven decision-making in the planning process.

1.3.5 Best Practices

Burnside conducted a review of the best practices for traffic calming in the Province of Ontario, focusing on policies and plans implemented by municipalities such as Norfolk County, Brant County, the Town of Oakville, King Township, the City of Hamilton, the Town of Fort Erie, and the City of Guelph. The review highlighted that each municipality has developed its own tailored traffic calming strategy and policy, reflecting its unique challenges related to speeding and traffic management. Notably, the screening criteria for implementing traffic calming measures vary across municipalities. While some have adopted score-based systems to prioritize interventions, others follow a step-by-step approach, starting with softer measures such as pavement markings before opting for more permanent solutions like vertical or horizontal deflections. Further details of the best practices review can be found in Appendix B.

2.0 Policy Review

A review and analysis of existing County policies, plans, reports and other strategic documents was undertaken in the context of how these policies conform to current industry best practices. The draft memo outlining the details of the policy review and recommended updates are provided in Appendix C. Below is a summary of the policy review.

2.1 All-way Stop Policy (2007-03)

The policy provides an overview of the evaluation process to consider for the installation of all all-way stops. There are two processes to evaluate the justification of an all-way stop depending on who initiated the request:

- The Technical Justification Warrant Process.
- The Community Justification Process.

The policy meets the criteria for collision history warrants, and traffic volume warrants as per OTM Book 5.

The policy should be revised to clarify that stop signs are intended to manage right-of-way conflicts, not control speed, as outlined in OTM Book 6. It is also recommended to remove the current 50 km/h minimum speed threshold for all-way stop control, aligning the policy with OTM Book 5 and common municipal practices in Ontario. Additionally, the stopping sight distance should be updated to reflect the appropriate value of 130 m for roads with a 60 km/h speed limit. Some consideration should be given to coordinating the community justification warrant process with the traffic calming request process for consistency.

2.2 Speed Limit Policy (2007-02)

The policy aims to set reasonable speed limits that ensure the safe and efficient operation of the road network, ranging from 50 km/h to 80 km/h in 10 km/h increments, ideally aligned with the 85th percentile speed based on actual measurements. It also includes an annual review of posted speed limits and a procedure for public requests. This Policy needs revision to align with current HTA recommendations and comply with TAC guidelines.

Unrealistic, arbitrary, and inconsistent speed limits have led to widespread non-compliance, increasing collision risk and misleading unfamiliar drivers and pedestrians about actual traffic speeds. To address this, it is recommended that posted speed limits be reviewed every three to five years as part of a comprehensive speed management strategy, considering factors such as operational changes, road geometry, collision history, and enforcement feedback, in line with the Canadian Guidelines for Establishing Posted Speed Limits.

Additionally, speed limits should be updated to align with the Operating Speed principles outlined in Section 2.3.6.5 of the 2017 TAC Geometric Design Guidelines and Table 1 of the Policy to create a road classification system. It is also recommended that the County set a specific percentage requirement for speed limit review petitions, mandating a minimum of two-thirds (67%) support, and to monitor speed reduction areas and include consideration for traffic calming measures.

2.3 Community Safety Zone Policy (2003-09)

This policy establishes criteria for designating Community Safety Zones (CSZs) on County roads to enhance safety and modify driver's behavior. Four warrants must be met for CSZ designation:

- Designated Areas of Special Concern: CSZs are designated in locations like schools and playgrounds.
- Safety Warrant: Either the crash or risk components must be satisfied.
- Other Measures: All other countermeasures must be attempted and found ineffective before implementing a CSZ.
- Ability to Enforce: A maximum of two CSZs may be active in the County at any one time, one in the west and one in the east. The policy is consistent with the community safety zone policies for other jurisdictions like the Town of Puslinch and Oxford County.

It is recommended to update the risk factor scorecard. Industry best practices don't have a minimum or maximum limit on the number of Community Safety Zones (CSZs) that can be established, allowing flexibility to expand their use as needed. Depending on the County's ability for enforcement, it is recommended to implement more CSZs to improve slower traffic speeds within communities.

2.4 Traffic Warrant Sign Policy for Agricultural Equipment on County Roads (07-2008)

The purpose of this policy is to establish criteria for installing caution and warning signs for agricultural equipment (slow-moving vehicles) on roads managed by Haldimand County. Criteria for installation:

- The road must be used by vehicles that comply with the slow-moving vehicle regulations outlined in the Highway Traffic Act, Section 76, and Ontario Regulation 616. This policy applies exclusively to roads under County jurisdiction. The road must have an average annual daily traffic (AADT) volume of at least 2,000 vehicles per day and / or accommodate a minimum of 20 agricultural vehicle trips per week. The slow-moving vehicle sign dimensions are in conformation to Ontario Regulation 616.

The County conforms to the guidelines and is up to date.

2.5 School Speed Limit Warrant Guidelines

The County adopted a "*School Speed Limit Warrant Guideline*" as a part of Council report PW-ES-2015 that evaluates speed limits on roads adjacent to schools and recommends speed reductions based on a warrant assessment using six criteria: school type, road classification, fencing, property line separation, school entrance, and sidewalk location. Each criterion is weighed, with a total score calculated out of 100:

- Roads that score over 40 points are designated as a School Area and / or School Zone.
- Roads that score above 65 points are recommended for a reduced speed limit.
- Roads that score above 81 points are recommended for either a reduced speed limit or School Zone Maximum Speed When Flashing signs.

The policy aligns with other municipalities and conforms to the Transportation Association of Canada's (TAC) "*School and Playground Areas and Zones: Guidelines for Application and Implementation (2006)*".

2.6 Road Care and Use By-Law (358/82)

The municipality established the Road Care and Use Bylaw to regulate the maintenance, use, and protection of public roads. This bylaw defines key terms related to roadways and infrastructure while outlining regulations for municipal roads and properties. The current Road Care and Use Bylaw for the County of Haldimand is originally dated 1982 and last amended in 1994. Several definitions need revision, and the regulations would benefit from clearer categorization based on their specific purpose.

Following a review of Road Care and Use policies from various Ontario municipalities, the following recommendations are proposed:

- Update definitions for road types and roadway infrastructure.
- Refine and categorize regulations into distinct sections, such as general requirements, exemptions, fouling of streets, and encroachments.
- The current policy provides a brief overview of temporary road closures and repair work; however, adding more detailed guidelines and procedures would improve clarity and implementation.
- A detailed list of offences and fines associated with those offences.
- General update to the policy (can refer to City of Brockville or Town of Oakville).

2.7 Parking By-Law (307/02)

The Parking Bylaw 307/02, consolidated in November 2023, provides comprehensive regulatory guidance for the regulation and prohibition of parking, standing, and stopping of vehicles on roads and streets within Haldimand County. This bylaw aligns with the Highway Traffic Act and other relevant regulatory frameworks, ensuring consistent enforcement throughout the county. Key provisions of the bylaw include the following:

- **Stopping:** Defined as halting a vehicle, even momentarily. The bylaw designates specific locations and streets where stopping is prohibited to ensure safety and traffic flow.
- **Parking:** Refers to the standing of a vehicle, whether occupied or not, except when loading or unloading passengers or merchandise. The bylaw identifies specific locations and conditions where parking is prohibited.

The bylaw provides a detailed list of streets within Haldimand County where parking is either prohibited or restricted. Additionally, the bylaw stipulates penalties and fines for violations of its provisions, ensuring compliance and effective management of parking within the County.

It is recommended that the County update Schedule C and Schedule D if on-street parking is adopted as a traffic calming measure in any of the streets where parking is prohibited or restricted under specific circumstances.

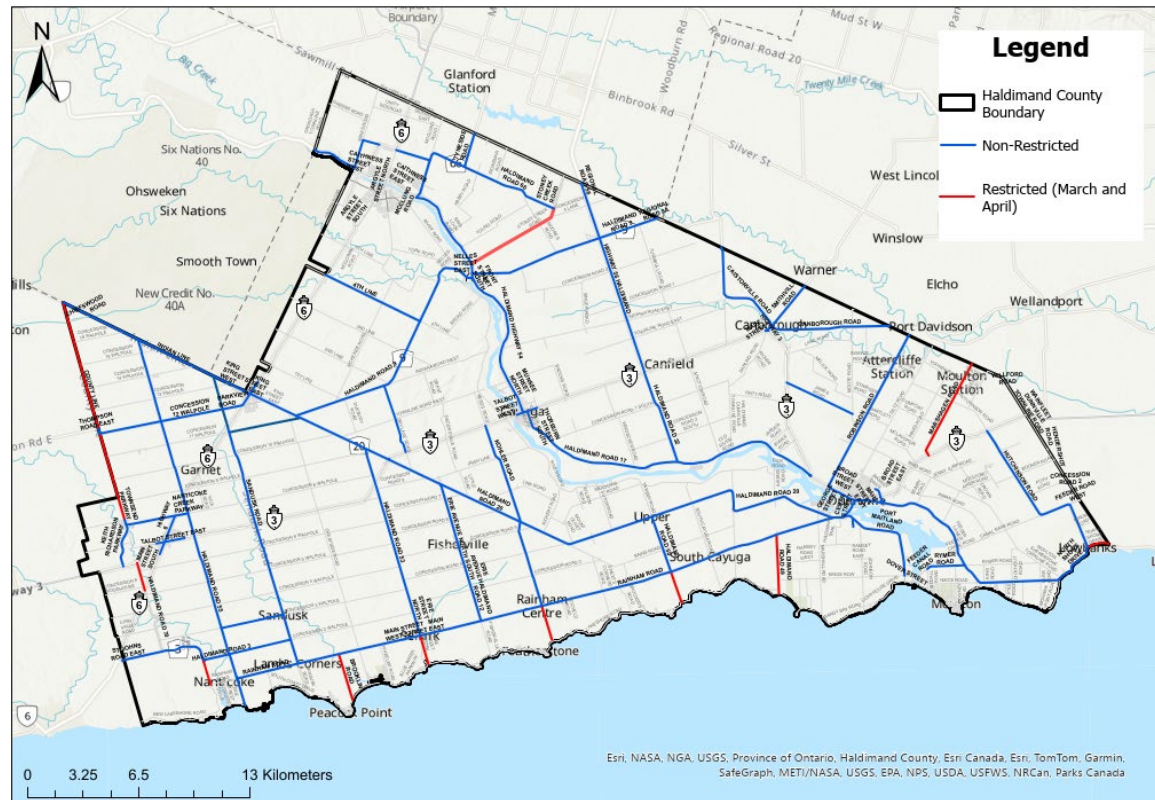
2.8 Heavy Truck By-law (By-law No. 2079/19)

The County designates Truck Routes and requires truck traffic to use these routes. These truck routes are intended to reduce truck traffic impact on urban and hamlet areas. Truck Routes are shown in Figure 2.1

The Corporation of Haldimand County

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Figure 2.1: Haldimand County Truck Routes



This bylaw is up to date and no changes are recommended.

2.9 Non-Standard Warning Sign Request Form

The request form outlines numerous non-standard warning signs, such as:

- Pedestrian Ahead Sign
- Horse Warning Sign
- Child with Disability Warning Sign

The form details the requirements for requesting and implementing these signs on the road and the restrictions regarding their placement.

The Road Operations Department will review the need for each sign every five years. If the need continues after five years, the sign will remain and be maintained; if not, it will be removed.

It is recommended that the County implement online service portals to improve efficiency and make it easier for residents to report issues. Additionally, the County should consider the use of non-standard signage where it clearly benefits a specific group or addresses urgent safety concerns.

However, such decisions must be supported by sound engineering judgment and a traffic engineering study, evaluating factors such as roadway conditions, traffic volumes, sight distance, collision history, and the effectiveness of alternative measures. This approach aligns with guidance from OTM Books 1, 2, and 15.

2.10 Haldimand County Design Criteria-Roadway (2015)

Haldimand County's roadway design standards include roadway classifications based on their transportation service function, as detailed in Table 1.

Table 2.1: Haldimand County's Roadway Classification

Criteria	Arterial Road	Collector Road	Local Street
Traffic Service Function	Priority to traffic mobility	Traffic mobility and land access of equal importance	Priority to land access and urban environment
Typical Traffic Volumes (ADT)	5,000 to 30,000 vehicles per day	1,000 to 12,000 vehicles per day	Less than 3,000 vehicles per day
Typical Speed Limits	50 to 80 km/hr	50 to 60 km/hr	40 to 50 km/hr
Vehicle Types	All types	May restrict heavy trucks in specific cases	Passenger and service vehicles
Connects to	Freeway, highway, arterial collector, local	Highway, arterial, collector, local	Highway, arterial collector, local
Typical Right-of-way width	30 to 36 m	20 to 30 m Industrial Collector: 26 m	20 m Industrial Local: 20 m
Pavement Width	11.0 m	10.0 m Industrial Collector: 10 m	8.5 m Industrial Local: 10 m

The County is committed to developing and enhancing pedestrian and bicycle paths, which will include integrating sidewalks, pathways, and trails within the community. These paths will also link to recreational facilities as part of ongoing infrastructure projects. Priority will be given to routes that connect community amenities with major parks and open spaces or that showcase the County's natural and cultural scenic views. Routes that promote tourism will be favoured. Sidewalks will be used to connect urban trail systems whenever possible. New developments, revitalizations, or redevelopments will be planned with consideration for all travel modes to ensure safe pedestrian and vehicle movement.

According to Haldimand County's Design Criteria, sidewalks are required on both sides of all urban arterial roadways. Sidewalks are also required on at least one side of all urban collector and minor collector streets unless warranted on both sides. For local and collector roadways, the locations of schools, parks, churches, commercial establishments, street length, expected traffic volume, and the number of serviced dwelling units will be used as criteria in determining whether sidewalks are required on two sides of the street. Some recommendations have been proposed to develop a revised set of criteria for traffic-calmed roads within Haldimand County that would align with this Traffic Management Strategy. Draft markups that require this update are provided in Appendix D.

2.11 Other Policies

As part of the study, additional policies were examined to strengthen traffic safety efforts and address specific concerns raised by both the public and County staff. These concerns highlighted the need for more targeted and proactive approaches to managing safety in rural and residential areas. The study recommends the development of new policies that can provide additional guidance and tools to improve the safety of rural intersections and residential neighbourhoods. Rural Intersection Safety Review Policy (A draft of this policy is provided in Appendix F) is proposed to guide safety assessments and improvements at rural intersections, while the Neighbourhood Speed Policy (A draft of this policy is provided in Appendix G) aims to support the implementation of reduced area-wide speed limits in residential neighbourhood. These proposed policies will help establish a more consistent and effective framework for addressing safety concerns across the County.

3.0 Consultation

Burnside carried out consultation activities with the understanding of attributes, and interrelationships between Project advocates and opponents to assist in strategically planning the Project.

3.1 Consultation Strategy

Notification for the project was issued through media releases on the County's website which also linked to the dedicated project web page on the County's website (<https://www.haldimandcounty.ca/trafficstrategy/>). The County website also hosted a banner with information on the project.

Notification was also issued through the County's eNewsletter along with social media posts made on Facebook and X (formerly Twitter). Radio ads were aired on 92.9 the Grand FM and newspaper ads were placed in the Haldimand Press.

3.1.1 Engagement Round 1

The first round of engagement with the residents of the County and project stakeholders included the following.

3.1.1.1 Public Open House Round 1

The kick-off to the Round 1 of consultation was a workshop with County Council on June 24, 2024. Council shared their own observations as well as the typical concerns they receive from their constituents about traffic management. The generally theme of this feedback was with regards to speeding on local roads, pedestrian safety and truck traffic.

There were three formal opportunities for the public to participate in Round 1 of engagement. The first open house was held on Tuesday, July 16, 2024 (6:00 p.m. - 8:00 p.m.), at Haldimand County Caledonia Centre and was targeted for urban residents. The meeting was held in an open house format whereby attendees could review the display boards and ask questions of the study team; the open house was attended by 41 residents (per open house sign in form).

The second open house was held on Tuesday, July 23, 2024 (6:00 p.m. - 8:00 p.m.). This open house was targeted at rural residents and was held at the Cayuga Memorial Arena (55 Thorburn Street South, Cayuga). Like the urban open house, the meeting was held in an open house format. This open house was attended by 29 residents (per open house sign-in form).

The third open house was held virtually over Microsoft Teams on Tuesday, July 30, 2024 (5:00 p.m. - 7:00 p.m.). This virtual open house included a presentation of the display boards and featured interactive questions to gain feedback from participants. The virtual open house had eight participants.

3.1.1.2 Internal Stakeholder Advisory Group (SAG)

As part of Round 1 of engagement, a virtual meeting with the internal SAG group was held to collect feedback and information on traffic management in the County. County staff from teams with exposure to traffic management provided their insights on the project. Groups with representatives in attendance included:

- Haldimand County Fire Department
- Haldimand County Paramedic Services
- Haldimand County Accessibility Advisory Committee / Accessibility Coordinator
- Haldimand County Planning Department
- Hagersville Chamber of Commerce

Feedback Received

County staff discussed that installation of vertical measures (e.g., speed bumps, speed cushions, raised medians) and horizontal measures (e.g., curb extensions, chicanes) could pose challenges for Winter maintenance operations through potential damage to snow ploughs, risk of destroying the traffic calming measures, and the possibility of hindering snow clearing and removal in those areas.

Haldimand County Paramedic Services expressed concern that measures could reduce travel time and cause discomfort for patients in Ambulances and suggested structures be designed with a gradual height increase and decrease to have the least impact on emergency services. Paramedic Services certified that there would be no significant difference between a speed cushion and a speed hump and noted that there is no substantial difference in width between an Ambulance and a small truck.

Haldimand County Fire Department expressed concern that reducing the width of roads could negatively impact fire services, particularly with the increasing size of Fire Trucks. Fire Trucks are typically 102 in. wide, with their total vehicle length varying between 35 ft. to 45 ft.

Accessibility Advisory Committee (AAC) expressed the need for more sidewalks to improve children's safety by providing safer routes to schools and better access to parks.

Paramedic Services agreed with AAC's concerns and noted that most traffic incidents involving pedestrians occurred at pedestrian crossings, either at intersections or Midblock Crosswalks. Paramedic Services agreed to review their data and share a list of areas of concern. The Fire Department committed to providing distracted driving or speeding incident data.

County staff noted the operations team currently lacks specialized equipment for snow clearing and road maintenance and advised the project team to contact the operations team if further information is needed.

3.1.1.3 External Stakeholder Advisory Group (SAG)

As part of Round 1 of engagement, a virtual meeting with the external SAG group was held to collect feedback and information on traffic management in the County. Organizations provided feedback on their priorities for traffic management and provided their insights on concerns in the County. Groups with representatives in attendance included:

- Hagersville Business Improvement Area
- Student Transportation Services Brant-Haldimand-Norfolk
- Health United Haldimand-Norfolk
- Hagersville Chamber of Commerce

Groups who were invited but unable to attend include:

- Caledonia Business Improvement Area
- Dunville Business Improvement Area
- Business Development and Planning Advisory Committee
- Cayuga Chamber of Commerce
- Caledonia Chamber of Commerce
- Selkirk Chamber of Commerce
- Grand Erie School Board
- Accessibility Advisory Committee

Feedback Received:

Health United Haldimand-Norfolk expressed their support for infrastructure improvements that provide safe transportation options, such as cycling and walking.

The Hagersville Business Improvement Area noted concerns about congestion downtown and highlighted issues with truck traffic and adherence to traffic signs and traffic lights. The Hagersville Chamber of Commerce echoed the Hagersville BIA's perspective and noted interest in a bypass in Hagersville for trucks and other vehicles negatively impacting business in Hagersville.

Grand Erie School Board expressed their interest in ensuring connectivity is considered with future developments and that improvements to existing conditions are planned to provide better access for students.

3.1.1.4 Ontario Provincial Police (OPP)

The study team met with the OPP to discuss enforcement and opportunities to align messaging and communication to residents. The OPP provided enforcement data to the study team to better understand patterns within the County.

3.1.2 Engagement Round 2

Round 2 of consultation with the public included two public open house opportunities. The first open house was held on Tuesday, February 4, 2025 (6:00 p.m. - 8:00 p.m.), at Dunville Lifespan Centre. The meeting was held in an open house format whereby attendees could review the display boards and ask questions of the study team.

The second open house was held on Thursday, February 6, 2025 (6:00 p.m. - 8:00 p.m.). This open house was held in the Haldimand County Caledonia Centre REMAX Room. Similar to the first open house, the meeting was held in an open house format.

This second round of open houses was attended by 42 residents (per open house sign-in form).

3.2 Social Media and County Website Form

The feedback provided by residents and businesses collected through various channels, including the County's Facebook page and web form have been reviewed. The analysis of these concerns concluded the primary concerns revolve around speeding, with pedestrian and cyclist safety closely followed, as well as issues related to truck traffic. While there were additional concerns raised, these three categories emerged as the most significant.

3.3 Resident Survey

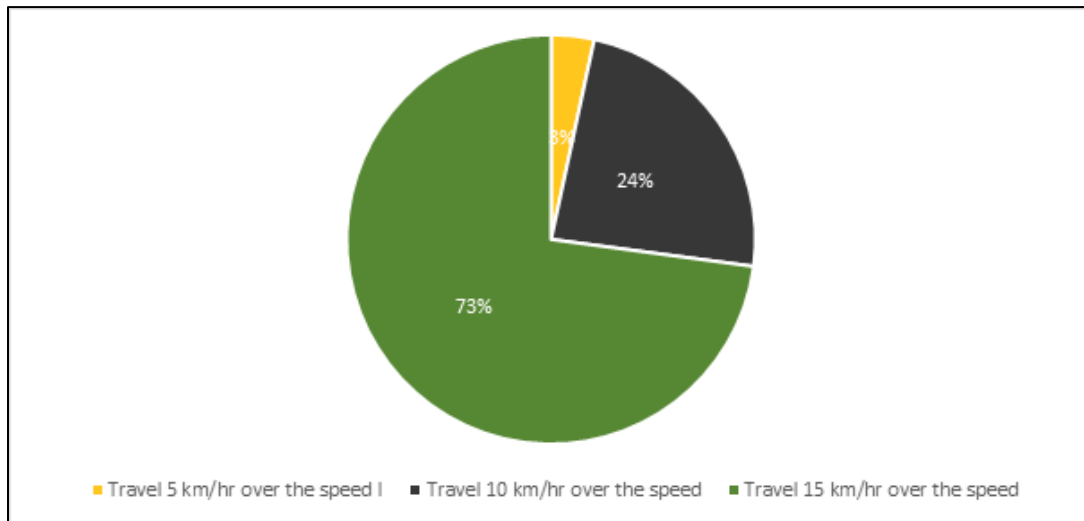
The survey was launched along with Round 1 of public engagement on July 16, 2024, and closed on August 30, 2024, receiving 1,001 responses. Of the respondents, 95% were full-time residents of the County. Most of the respondents live in Caledonia, Hagersville, Dunville and Jarvis.

3.3.1 Speeding

The survey found that 73% of the Haldimand County residents are concerned about speeding, while 27% think speeding is not a concern.

To understand the perspective of Haldimand residents, the survey asked them how they define speeding. 73% of the respondents indicated they defined travelling 15 km/h above the road speed limit as speeding, 24% think travelling 10 km/h above the road speed limit is considered speeding, while only 3% of the respondents indicated they defined travelling 5 km/h above the road speed limit as speeding.

Figure 3.1: Haldimand Residents' Perception of Speeding

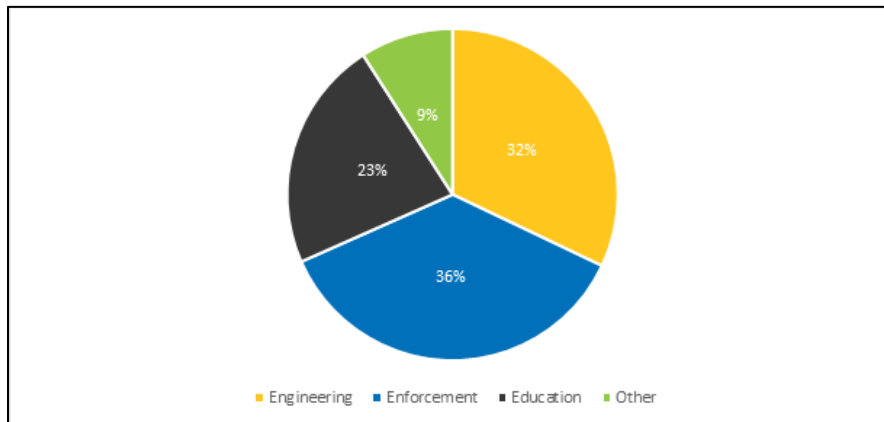


- Survey respondents believe that speeding and traffic-related issues are widespread in the County, posing serious risks to public safety, particularly around schools, residential areas, and highways. School zones consistently experience speeding and failure to stop at four-way intersections, which endangers both children and pedestrians. Some of the other concerns raised by residents included the following:
 - There is a lack of pedestrian crossings in key areas such as near the plaza and Tim Hortons in Jarvis, as well as an absence of sidewalks along Tuscarora and Oneida.
 - Main Street in Hagersville has limited pedestrian crossing points and the pedestrian signal heads near Tim Hortons are poorly installed, making them less visible to drivers and giving pedestrians a false sense of security.
 - Another safety concern is the crosswalk on Highway 6 near Jarvis Public posing a risk to pedestrians, particularly when crossing guards are not present. In residential areas without sidewalks, speeding vehicles further endanger pedestrians daily.
- Highway 6, especially the segments in Hagersville, Caledonia, and Jarvis, is an area of concern due to high volumes of truck traffic and commuter vehicles. These conditions contribute to unsafe passing maneuvers and excessive speeding, particularly in areas with limited visibility. The highway is referred to as a “racetrack”, creating dangerous conditions for all road users. However, it is important to recognize that Highway 6 is a provincial roadway, and the County has very limited jurisdiction over some of its operations and enforcement.

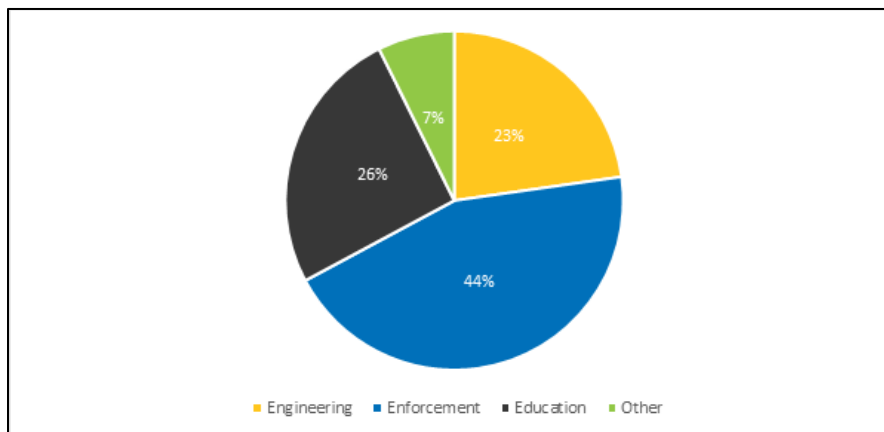
- Narrow rural roads with limited infrastructure, which are often used as shortcuts by speeding vehicles, become especially dangerous for non-motorized road users such as pedestrians and cyclists.
- Residents have reported that drivers frequently ignore stop signs, often performing only rolling stops before accelerating quickly. This behavior poses a safety risk. Specific locations cited include but are not limited to stop signs at Nanticoke Creek Parkway and Willow Glen Drive in Townsend, Munsee Street South and McKay Street East in Cayuga, Keith Richardson Parkway and County Lane in Dunnville, as well as Tamarac Street and various stop signs along Orkney Street in Caledonia.
- Trucks disregard traffic signals, stop signs, and other traffic signs, particularly in residential and commercial areas of Hagersville and Caledonia. Residential areas like River Road in Caledonia, Mains Street (Highway 6) in Hagersville, Chestnut and Broad in Dunnville are some of the areas where such behaviour has been observed.
- Off-road vehicles like dirt bikes and ATVs frequently ignore traffic rules as well, exacerbating the problem.
- The general lack of police presence across the county has led to calls for speed cameras, additional patrols, and more effective enforcement measures to address these ongoing traffic safety and speeding concerns.

3.3.2 Traffic Calming

In response to concerns about speeding within Haldimand County, 67% of survey respondents expressed support for the implementation of traffic calming measures, while 20% opposed them. The remaining 13% indicated a neutral stance on the matter. Although traffic calming measures may cause some level of inconvenience in the form of slight delays, loss of on-street parking, and increased traffic noise, most of the residents remain in support of these measures. Most of the survey respondents (59%) were in favour of installing such measures despite these potential drawbacks, whereas 25% were opposed. The remaining 16% held a neutral position. For residential neighbourhoods, 36% of respondents believe increased enforcement is the most effective solution, while 32% support engineering measures, and 23% favour education initiatives.

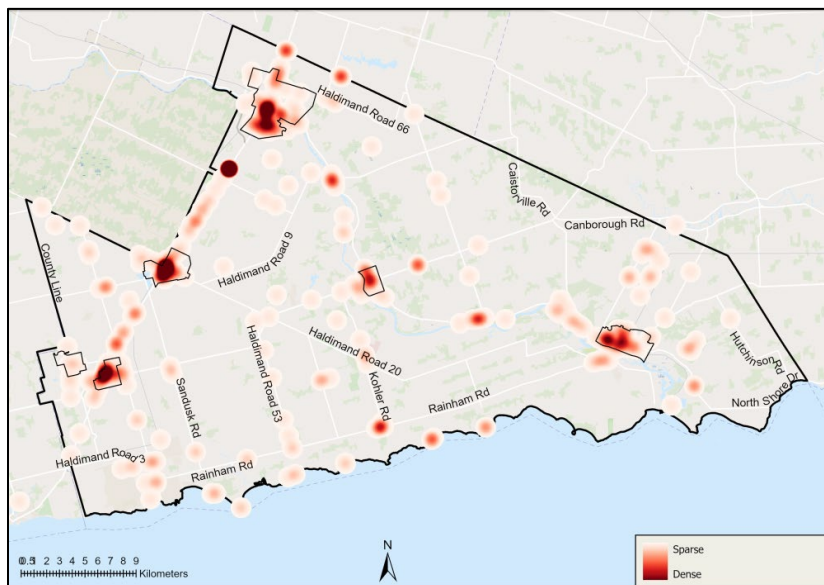
Figure 3.2: Residents' Perception of Most Effective Calming Measures for Residential Neighbourhoods

For rural areas, preferences shift, with 44% supporting increased enforcement, 26% in favour of education measures, and 23% preferring engineering solutions.

Figure 3.3: Residents' Perception of the Most Effective Traffic Calming Measures for Rural Settlements

Overall, survey respondents expressed significant concerns about pedestrian and cyclist safety. According to the results, 54% of participants reported feeling unsafe walking or biking on or near roadways, while only 26% felt safe, and 20% remained neutral. Additionally, two-thirds of residents acknowledged that although traffic calming measures may cause some inconvenience, they are supportive of such initiatives as they believe these measures can help reduce vehicle speeds and enhance overall safety.

Figure 3.4: Areas of Speeding and Traffic Safety Concern According to the Haldimand County Residents



Details of the resident survey findings are provided in Appendix E, offering further insight into community perspectives on road safety.

4.0 Traffic Safety Concerns

4.1 Problem and Opportunity Statement

A Problem and Opportunity statement has been prepared based on the review of the County's policies and practices, a scan of industry practices, and feedback from Round 1 of public consultation. The Problem and Opportunity Statement succinctly describes the existing and future problems and opportunities to be addressed by the Traffic Management Strategy:

“Haldimand County has established a vision for a transportation network that ensures equal treatment for pedestrians, cyclists, and all vehicles, including agricultural, allowing them to move together safely.”

Although there are differing opinions and views in the County about the key concern and means on how to address these concerns through the 3-E's, there is overall support for improving roadway safety for all roadway users. Consequently, the Problem and Opportunity Statement captures each of the following key themes:

- **Speed Management:** Through ongoing enforcement and proper planning and design of streets to encourage appropriate driving behaviour.
- **Pedestrian Environment:** Addressing existing gaps and deficiencies in the pedestrian / sidewalk infrastructure and providing connectivity and new opportunities for these users.
- **Commercial Vehicles:** Addressing transportation needs of area farmers and industries relying on trucks for transportation of their goods.

4.2 Speed Management

Speeding and aggressive driving is a major concern expressed by the community and confirmed by County speed measurement efforts. The Highway Traffic Act (HTA) requires that roads within a built-up area have a statutory speed of 50 km/h, unless otherwise designated. Outside of these areas (i.e., in rural areas), the statutory speed limit is 80 km/h, unless otherwise designated. The County is required to place signage where the speed limit varies from the statutory requirement. Section 128 of the HTA establishes the regulatory framework for setting speed limits in Ontario.

Consistency in the application of speed limits is imperative to roadway safety where there is a high variation between operating speeds and posted limits. The aim is to influence drivers to adopt operating speeds that offer mobility without compromising safety.

Establishing enforceable and appropriate speed limits is important in both urban and rural settings to provide drivers with a sense of what speed is safe for prevailing conditions. Any changes to posted speeds should also prioritize the safety of vulnerable road users such as pedestrians and cyclists, due to the exponential correlation between vehicular speed and the severity of collision impact.

4.3 Pedestrian Safety

The community expressed concerns about pedestrian safety, with the major concerns heard being the use of newly installed pedestrian crossings and as pedestrians on rural roadways. Pedestrian crossings (PXO or IPS) were identified as areas of concern for pedestrians, because notwithstanding the protected crossing being offered by the device, motorists tend to either ignore the right of way of the pedestrian or not acknowledge the device due to visibility limitations. On rural roadways, pedestrians felt unsafe due to the lack of infrastructure for pedestrians and the speed of vehicles travelling on the roadway, which these pedestrians must share with vehicles.

4.4 Cycling Safety

The 2021 update to Ontario Traffic Manual (OTM) Book 18 – Cycling Facilities recommends that a preliminary assessment of bicycle facility requirements be conducted using Book 18 guides for urban / suburban and rural conditions. Book 18 provides guidance on selecting the level of protection required for a bicycle facility, which is contingent on the Average Annual Daily Traffic (AADT) and posted speed limit along the road.

The OTM references three overarching categories for bicycle facilities:

- Physically separated bikeways, which include elements such as curbs, planters or bollards to provide physical separation between people riding bikes and motor vehicle traffic.
- Bicycle lanes, which include designated space for cyclists (through painted lanes) but no physical separation.
- Shared cycling facilities, which provide no distinct operating space for cyclists but can provide other supporting features such as traffic calming and wayfinding.

The requirement for physically separated bicycle lanes in urban / suburban areas or buffered paved shoulders in rural areas are a function of both high posted speed limits and / or high daily traffic volumes. While these measures can act as acceptable preliminary guidance, the surveyed 85th percentile operating speeds reflect the actual speeds along the corridor and should be used instead to define the facility type. Further, the facility type should be designed to consider future anticipated volumes.

Any updates to the County's future Trails and Active Transportation Master Plan should consider coordination with active transportation facilities in the roadway system, per the guidelines in OTM Book 18.

4.5 Truck Traffic

Efficient and reliable goods movement can support the local economy by ensuring businesses receive the goods and materials they need to operate. Freight activity throughout the County also supports businesses in adjacent municipalities. Goods movement planning helps ensure traffic congestion and environmental impacts such as noise and pollution are minimized while supporting economic growth.

*"Freight-Supportive Guidelines" (2016)¹ are a set of recommendations developed by MTO to assist in developing freight-supportive communities. These recommendations aim to balance the needs of the freight industry with other municipal objectives. Key policies from these guidelines include in part *Collaboration and communication between municipalities and the private sector are encouraged* and *Develop strategies to minimize the impact of freight movement on sensitive land uses and address freight movement needs in both urban and rural areas.**

Feedback from study participants expressed concern, particularly in Hagersville, for the need to look at the volume and functionality of truck movements through this settlement area. More discussion with MTO and haulage companies routing trucks through Hagersville must take place to find alternate routes or other solutions.

4.6 Agricultural Vehicles

Farming operations and new farm equipment often conflict with the daily traffic commute. Regardless, both users have a right to access public roadways. Farm equipment and farm operators are exempt from many of Ontario's highway transportation regulations.² Farms are increasing in size, often by the acquisition of non-contiguous land. There is a trend towards greater management of farms by renters and leasers with custom operators performing many field operations.

The conflict most encountered due to the speed at which farm vehicles travel and the size of these vehicles is that commuters or other roadway users may end up behind these vehicles without the ability to pass. The slow trek at times causes congestion and auto drivers tend to make less than desirable manoeuvres on the road to pass the farm vehicles.

There is no clearcut solution to the conflict between these roadway users other than courtesy and patience on both sides.

¹ <https://www.ontario.ca/files/2022-03/mto-freight-supportive-guidelines-en-2022-03-31.pdf>

² <https://www.ontario.ca/files/2024-02/mto-farm-guide-en-2024-02-26.pdf>

4.7 Others

There were a number of other opportunities presented by the community that did not specifically relate to the scope of this assignment. These opportunities were directed to the appropriate department or agency for their consideration and action.

Some of the suggestions related to the topics listed below. Additional comment is provided with regards to the suggestion and suitability within the Traffic Management Strategy:

- School drop-off zones: Comments were made about traffic management specifically around schools and the drop-off / pick-up of students. Generally, it is best that this happens on school grounds but due to traffic congestion sometimes this overflows onto the street. The County could consider a School Streets program whereby car-free zones are implemented in front of schools at the start and end of the school day. These have been successfully piloted in cities of Markham, Mississauga, Hamilton, and Kingston.
- Traffic backups in urban areas forcing drivers to use alternate shortcut routes. Congestion at a major intersection often causes traffic to seek alternate bypass routes, often through existing residential areas. Ensuring optimal intersection operations and placing time of day restrictions to access certain adjacent roadways could help the practice of short-cuts. This is a very specific issue that needs to be studied in depth at the location of concern.
- Speeding in subdivisions: Concerns were expressed about the speed of vehicles in subdivision roads. This is a very specific issue that needs to be studied in depth at the location of concern. The Traffic Calming policy suggested in the Traffic Management Strategy could provide some guidance on addressing this concern.
- Transition Zones: Haldimand County has numerous rural to urban transition zones where the roadway character changes from a rural road to a roadway serving commercial and / or residential uses, at times for a short length of roadway. These transitions have a change in speed limits usually from 80 km/hr. to 60 or 50 km/hr. Often motorists do not adjust their speed going through the built-up areas resulting in concerns from adjacent residents and / or businesses. Measures are available to attempt to address the lack of adherence to speeds limit changes in these transition zones, as presented in the traffic calming policy, on a case-by-case basis.
- Use of stop signs as traffic deterrents: Often communities turn to stop signs to control vehicle speeds and volumes of traffic. The purpose of the stop sign is to *“assign right-of-way between vehicles approaching an intersection from different directions when traffic signals are not warranted or not yet installed, and it has been determined that a yield sign is inadequate.”* The practice in the industry is to not use these signs for anything else than right-of-way control. *“STOP signs are not to be used as speed control devices. Their usage should be limited to the control of right-of-way conflicts.”*

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- Infrastructure Condition – Comments were made with regards to the state of infrastructure (i.e., roadway surface conditions, bridge repairs). These were forwarded to the appropriate County department.

5.0 Recommendations

Based on the findings from the desktop review, public consultation, and traffic safety concerns, a series of 16 recommendations have been identified to enhance traffic safety across the County. These recommendations are categorized into short-term (1-2 years quick wins) and, medium longer-term actions, allowing for a phased -and strategic approach to implementation.

5.1 Traffic Management Strategy Recommendations - Short Term

Short-term recommendations are defined as actions that can be implemented within a one to two-year timeframe. These opportunities are discussed below.

1. **Adoption of the Traffic Calming Implementation Framework:** Adopting the Traffic Calming Implementation framework presented in Section 6.0 of this report. The framework provide Haldimand County with a process to review traffic calming strategies, evaluate when and where they are appropriate, and guidelines on how to implement them.
2. **Develop a Centralized Roadway Safety and Traffic Calming Reporting Tool and Database:** Streamline the management of roadway safety concerns, enforcement, traffic calming initiatives, and completed projects. Enhance coordination across departments and stakeholders.
3. **Establish a Road Safety Committee:** Create a forum for collaboration to review road safety concerns with Haldimand County staff, Council, Ontario Provincial Police (OPP), and potentially public representatives.
4. **Strengthen the Haldimand County's role in the Agricultural Advisory Committee:** Establish a permanent engineering role in the Committee to ensure timely acknowledgment of issues and mitigative measures.
5. **Update Haldimand County policies, practices, and criteria:** Review and develop new policies that align with the traffic management strategy, allowing for future traffic calming measures.
6. **Implement a comprehensive education strategy:** Foster greater public awareness, support, and participation in traffic safety and calming efforts. Engage the community with promotional materials such as brochures, flyers, lawn signs, billboards, and digital content.
7. **Invest in Temporary Traffic Calming Measures:** Investigate temporary measures as a preliminary stage in any traffic calming plan to confirm effectiveness and community support prior to full implementation.

5.2 Traffic Management Recommendations - Medium to Long Term

Medium to long-term recommendations are discussed below.

1. **Assess third-party automated enforcement program:** Engage in discussions with adjacent municipalities on opportunities for a coordinated third-party automated enforcement program for speeding issues.
2. **Update County Design Specifications:** Review roadway design criteria to incorporate traffic calming devices and active transportation facilities for urban and rural roadways.
3. **MTO – Truck Traffic Review (Hwy 3/Hwy 6):** Continue to advocate for by-pass/highway extensions to manage truck traffic through built-up areas.
4. **Expand and Develop In-School Safety Programs:** Engage with school boards to introduce in-school road safety programs such as the CAA School Patroller or Walking Bus programs, Safe School Streets, and Safe School Routes.
5. **Corporate Engagement Programs:** Engage corporate citizens to promote roadway safety.
6. **County-Wide Review of Posted Speed Limits:** Conduct a review of posted speed limits on all County roads to ensure they align with the traffic management strategy.
7. **Establish Consistent Funding:** Establish a capital budget/reserve for traffic management initiatives, starting with an annual budget of \$50,000 in 2025 and building out to align with the demands/success of the program.
8. **Automated Data Collection – Speed:** Adopt an automated data collection and monitoring system for the County's existing speed sign program to share data with stakeholders and the Road Safety Committee in real-time.
9. **Traffic Signal Upgrades:** Improve the safety and efficiency of signalized intersections by modernizing the traffic signal management software.

6.0 Traffic Calming Policy

6.1 Purpose

This policy is intended to address the concerns of residents and motorists relating to speeding and the need for traffic calming on Haldimand County roads. It outlines effective processes and procedures / guidelines for the County to implement traffic calming measures and manage and address the concerns of the public regarding speeding issues. This policy provides step-by-step guidelines for traffic calming and improving road safety in Haldimand County through the systematic provision and implementation of applicable traffic calming measures. The overall objectives of the policy are outlined below:

- Providing the County with tools and procedures to effectively process public requests regarding the installation of traffic calming measures.
- Providing a list of approved traffic calming measures applicable to the environment, infrastructure, and conditions of Haldimand County.
- Identifying an effective process that would help with planning, design, budgeting, and implementation of traffic calming measures.
- Encourage adherence to speed limits on County roads by installing traffic calming measures.
- Educating the County residents about traffic calming and its positive impact on the safety of the roads.
- Encouraging the residents' involvement in traffic calming activities.

6.2 Definitions of Terms

Active Transportation (AT): AT is using human power to get from one place to another. AT includes but is not limited to walking, biking, skateboarding, jogging, running, and a non-mechanized wheelchair.

- **Collision:** A collision denotes a failure in the interaction between the driver, the vehicle, and the road environment.
- **Collision Data:** Collision data is obtained from the Ministry of Transportation's database, referred to as the Authorized Requester Information Services (ARIS).
- **Community Safety Zones:** A designated area, typically near schools, parks, or other pedestrian-heavy locations, with enhanced safety measures and stricter enforcement of traffic laws.
- **County:** The Corporation of the Haldimand County.

- **Education Measure:** These measures aim to change driver's behaviour by raising awareness about road safety, and the consequences of speeding, and promoting responsible driving practices. Changing the driver's behaviour can help to comply with the posted speed and prevent people from speeding.
- **Enforcement Measure:** These involve using measures to hold drivers accountable for their driving behaviour through the enforcement of applicable laws and regulations. Enforcement measures do not modify the physical road environment.
- **Engineering Measure:** Engineering traffic calming measures are physical changes to the road environment with the aim of reducing traffic speed by changing the alignment, features, width, and surface of the road.
- **Horizontal Deflection:** This is a type of engineering measure that alters the horizontal alignment of the road.
- **Internal Review Committee:** The makeup of this committee is at the discretion of the County, and it may include the staff, stakeholders, members of the public and / or enforcement / EMS personnel.
- **OPP:** Ontario Provincial Police.
- **Pavement Marking:** This is paint and other similar materials to visually guide and regulate traffic flow, and to alert drivers of potential hazards or changes in road conditions.
- **Pedestrian Generating Facility:** A development which realizes high facility usage by people arriving on foot.
- **Serious Collision:** A collision that results in fatality.
- **Speeding:** Highway Traffic Act Section 128 defines speeding as the act of driving a vehicle at a speed greater than the posted speed limit.
- **Toolkit:** It is a collection of resources, procedures, and templates designed to help process requests, and select and implement traffic calming measures.
- **Traffic Calming:** It is the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver's behaviour, and improve conditions for non-motorized street users.
- **Vertical Deflection:** This is a type of engineering measure that uses a raised section of pavement to physically slow down vehicles.
- **Warrant:** It is a set of criteria or guidelines used to determine the need for specific traffic calming measures.

6.3 Traffic Calming

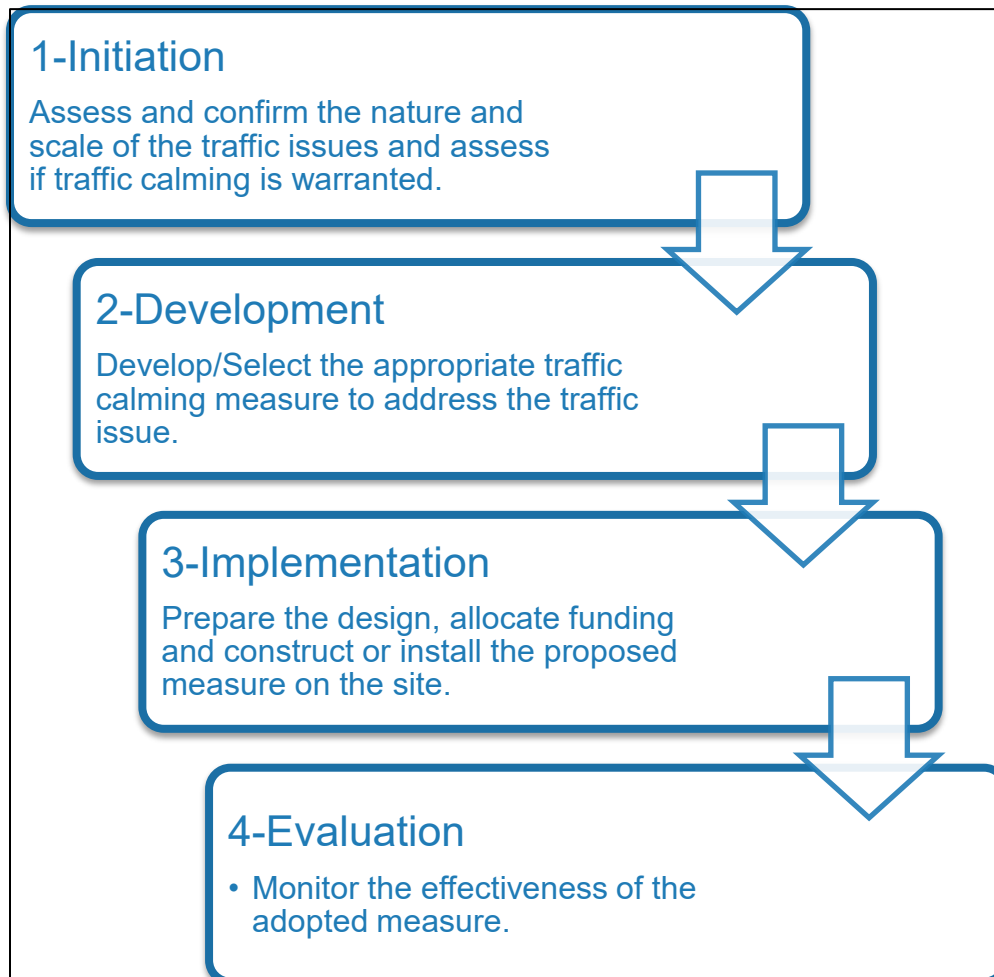
Traffic calming involves using engineering, enforcement, and education measures to slow down traffic and improve the safety of pedestrians, cyclists, motorists, and other road users.

- **Engineering Measures:** Engineering measures include but are not limited to raised crosswalks, speed humps, speed cushions, speed tables, vertical centreline treatment, curb radius reduction, chicane, lateral shift, traffic circles and mini

- roundabouts, on-street parking, raised median, and pavement marking. Details of the engineering measures are included in Appendix H of this report.
- **Enforcement Measures:** Enforcement measures include but are not limited to traditional methods like police presence, fixed speed enforcement, mobile speed enforcement, red-light cameras, and outsourced automated speed enforcement. Details of the enforcement measures are included in Appendix I of this report.
 - **Education Measures:** Education measures include but are not limited to speed display devices (SDD) and vehicle-activated signs, park and stride, active and safe routes to school programs, and targeted education campaigns. Details of the Education Measures are included in Appendix J of this report.

6.4 Traffic Calming Process

The traffic calming process conforms to the Canadian Guide for Traffic Calming and is divided into four phases, including initiation, development, implementation, and evaluation. This phased approach ensures that the traffic calming measure selection meets the needs of the community, adheres to County and Provincial standards, and can adapt over time based on its performance. Figure 6.1 illustrates the four phases of the traffic calming process.

Figure 6.1: Traffic Calming Process

6.5 Initiation

Initiation is the first stage in the process of traffic calming. Residents and staff can submit their request for traffic calming measures to address a speeding issue in an area or a neighbourhood. It is important to understand that some requests might meet the criteria for further investigation, while others do not.

Depending on who submitted the request for traffic calming, the County will conduct a screening process at the initial stage to confirm the expressed concerns and the need for traffic calming measure(s). The County will follow the steps below to conduct an initial assessment of the request.

Step 1: Pre-screening

- Confirm receipt of the request and record it in a searchable and filterable database.
- Verify that the County has not screened the requested area in the past two years.

- Ensure the location falls within the County's jurisdiction.
- Confirm the posted speed limit is higher than 40 km/h (unless it is designated a Neighbourhood Speed Area).
- Ensure the road segment under review is longer than 250 m and without any traffic control.
- Ensure the AADT along the corridor meets the minimum requirement of 100 vehicles per day for urban areas, and 200 vehicles per day for rural areas.
- Verify that the location meets the minimum required points provided in Appendix K of this report.

Step 2: Appropriateness of Traffic Calming

Ensure that traffic calming is an appropriate way to address the concern and does not conflict with the following situations:

- School Zones and Community Safety Zones
- Areas adjacent to parks or children's playgrounds
- High pedestrian traffic generators
- Active transportation networks
- Planned road reconstruction or improvement projects

Step 3: Evaluating Community Support

- Ensure the request is supported by at least 70% of property owners directly (identified by the county staff) affected by the requested traffic calming measures.
- Ensure the request is supported by at least 25% of the residents indirectly (identified by the county staff) affected by the requested traffic calming measures.
- The ward councillor is made aware of the request and contacted for input / comments.
- Notify the applicant of the screening decision.

Step 4: Warrant

Haldimand County uses a point-based system to assess whether a traffic calming measure is warranted for a request and to identify its priority. The point-based warrant assigns points for various criteria to quantify the need for traffic calming measures. By adding these points, this warrant system provides a standardized approach to determine whether the requested area requires traffic calming measures or not. Appendix K details the specific point values assigned to each criterion for decision-making purposes.

6.5.1 Traffic Calming Request Initiated by Residents

A traffic calming request can be submitted by residents using the "Traffic Calming Request Form" provided in Appendix L of this report or an equivalent method deemed acceptable by the County.

At the initial stage, the County will conduct and assess the request by following the guidelines of Step 1, Step 2, Step 3, and Step 4 of the Initiation phase to confirm the expressed concerns and the need for traffic calming measure(s). The process map for addressing a traffic calming request by residents is provided in Figure 6.2.

6.5.2 Traffic Calming Identification Through Capital Planning

County staff can identify locations requiring traffic calming measures based on their professional judgment to be included in the Capital Budget Plans of the County. The draft checklist provided in Appendix M is available to assist staff in the decision-making process. Staff-initiated requests are at the discretion of staff notwithstanding the process outlined in this policy. However, it is recommended that in such cases stakeholder support from directly and indirectly affected property owners, as well as the ward councillor, ensures community alignment and effectiveness of the proposed measures. The process map for addressing traffic calming through capital budget planning by staff is provided in Figure 6.3.

6.5.3 New Development

Appendix N provides a draft checklist for traffic calming opportunities during the development approval stages. If traffic calming is warranted, the developer will be responsible for implementing the required traffic calming measures prior to the transfer of the roads' responsibility to the County.

6.6 Development

The selection and development of a traffic calming measure to address the issue requires a detailed understanding of the problem, road characteristics, and area characteristics. By following a series of steps, the process identifies the most suitable traffic calming solutions, ensuring that they not only address the identified issues but also maintain safety across the roadway network. The following steps outline the methodology for selecting the most appropriate traffic calming measure:

1. **Step 1:** Evaluate the area's road classification, pavement width, cross-section type, and existing infrastructure (e.g., sidewalks, bike lanes, street lighting, parking). Simultaneously, collect traffic data such as operating speeds, traffic volumes, truck volumes, collision history and others as required to identify issues that traffic calming measures need to address.
2. **Step 2:** Engage the internal review committee (internal stakeholders) to evaluate the proposed measure's potential impact on operations, including emergency services, snow clearance, and police enforcement. The committee will also assess the feasibility of enforcement or educational measures and, if not applicable, review suitable engineering solutions.

3. **Step 3:** If education and enforcement measures cannot resolve the issue, determine the appropriate engineering measures using the Traffic Calming Toolkit. The toolkit employs various criteria based on the information collected in Step 1 and Step 2 of the development phase to shortlist the applicable measures to address the request for traffic calming in an area or a neighbourhood.
4. **Step 4:** Ensure the proposed measure avoids diverting traffic, particularly the truck traffic to adjacent areas and inform the ward councillor of any potential traffic diversion.
5. **Step 5:** Add the approved measure to the Centralized Traffic Calming Database, prioritize implementation based on the warrant scoring system and budget availability, and proceed with execution according to these priorities.

6.7 Implementation

Once a traffic calming measure is approved, the next phase is its implementation. The process involves the following steps:

1. **Step 1:** The design and implementation must ensure compliance with policies on accessibility, emergency services, pedestrians, and cyclists. Legal measures like speed or red-light cameras require proper authorization, privacy protection, and warning signs for drivers.
2. **Step 2:** If the approved measure requires updates to existing bylaws or the introduction of new ones (e.g., parking regulations, red-light cameras, automated enforcement cameras), prepare a council report detailing the necessary bylaw amendments.
3. **Step 3:** Project estimates should be prepared and incorporated into the relevant capital or operating budgets to account for installation, as well as ongoing operation and maintenance.
4. **Step 4:** After the design has been finalized and approved, appropriate arrangements should be made in accordance with the County's standard procedures to install or construct the approved measures.

6.8 Evaluation

The effectiveness of the implemented traffic calming measures should be evaluated to ensure they are achieving their intended outcomes. This process involves monitoring and evaluation, which should be conducted based on the following criteria after a period of **12 months** after implementation:

1. **Speed Reduction:** Speed data should be collected and compared to the baseline data gathered during the initial phase of the study (development and approval). The evaluation will assess whether the speeding issue has been resolved and whether the 85th percentile speed falls within the acceptable tolerance range.
2. **Traffic Volume Reduction:** Traffic volume data should be collected and compared to the baseline. Traffic data for parallel streets should be collected when implementing measures like speed tables, humps, chicanes, or traffic circles that may potentially divert traffic to these streets. The evaluation will determine if the traffic volumes are within acceptable or desired levels.
3. **Truck Traffic:** Data on truck traffic should be collected to evaluate whether truck volumes have decreased to acceptable levels, particularly during peak hours, and if fewer trucks are using the area to avoid traffic.
4. **Stakeholder Feedback:** A survey should be conducted to gather feedback from key stakeholders, including the internal review committee (internal stakeholders), councillor, residents, and other community members who originally raised concerns. This feedback will provide insights into the perceived effectiveness of the measures.

Based on the results of evaluation and feedback, and a re-run of the warrant analysis, decisions can be made either to:

- Maintain the current measure
- Improve it through additional or alternate measures
- Implement stricter measures
- Remove the implemented measure if it is deemed ineffective

Removal of Traffic Calming Measure: A traffic calming measure may be removed if it is not serving its purpose. The following factors should be considered.

- When the physical changes to the road structure show that the measure is no longer applicable.
- When the traffic flows have changed significantly, resolving the original concerns.
- When the issue is resolved, the measure is causing more concern for the public and / or the stakeholders.

Proposals for measure removals should be presented to the Internal Review Committee for approval, followed by public notification.

Figure 6.2: Traffic Calming Process – Resident Request

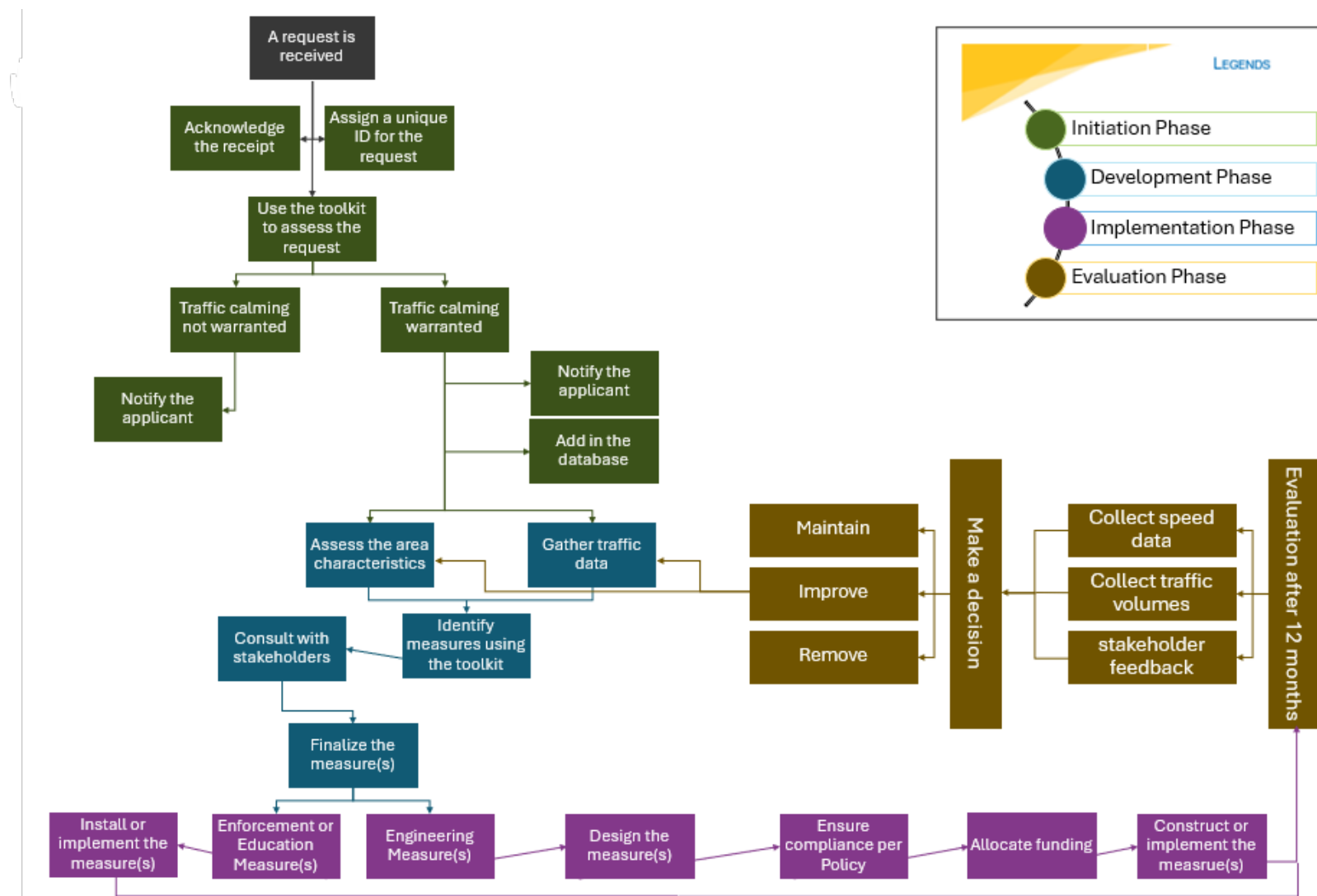
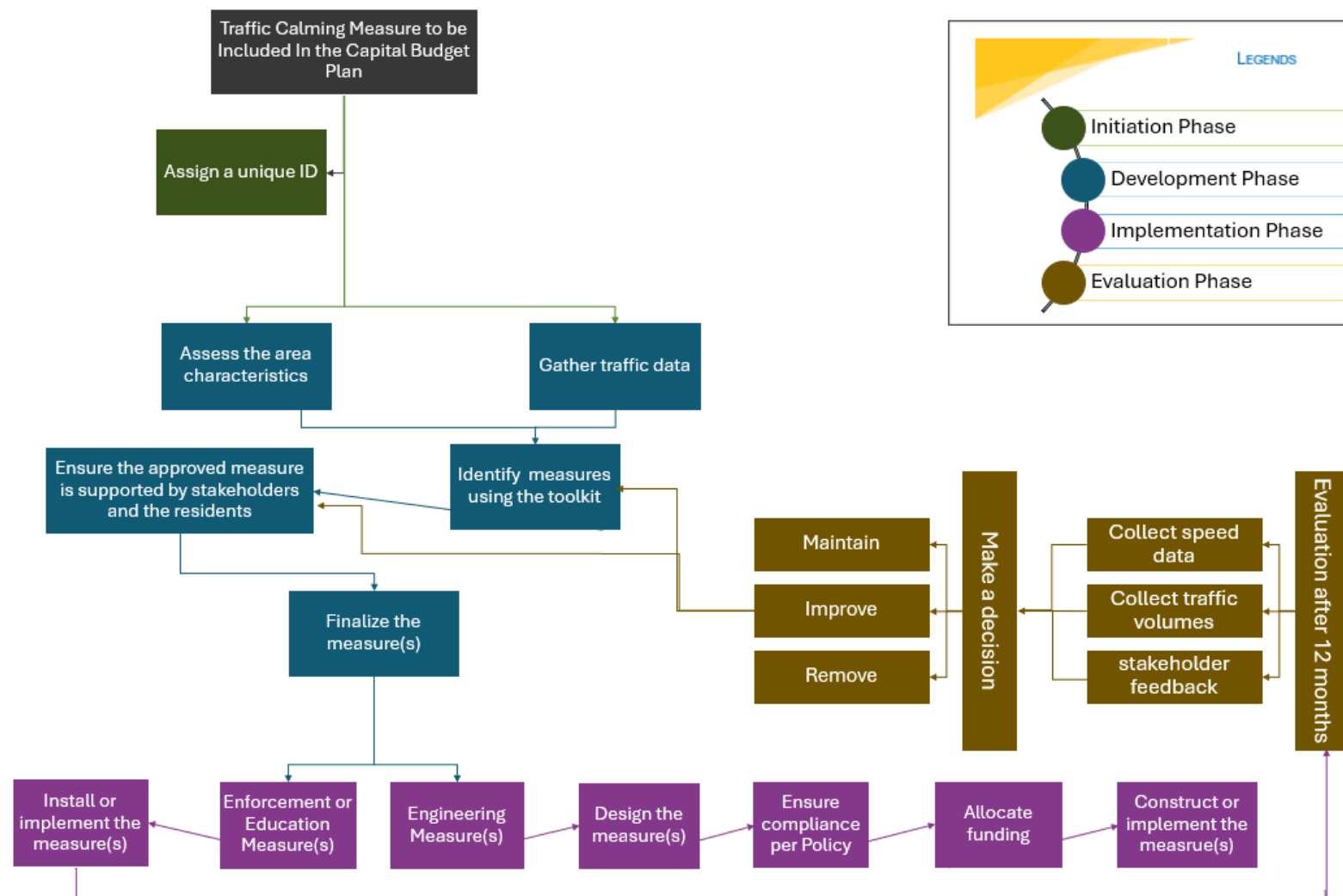


Figure 6.3: Traffic Calming Process – Capital Budget Planning



7.0 Cost

Traffic calming measures whether engineering, enforcement or education have varying costs, depending on the nature of the overall program. Some measures have low cost and are easy to implement, while some have high cost and take more time and resources to implement.

Following we provide a discussion on order of magnitude costs for the various measures recommended in the Haldimand County Traffic Management Strategy.

7.1 Engineering Measures

The costs associated with the traffic calming engineering measures recommended in this study are divided into the following three categories:

- **Capital or Installation Cost:** This is a fixed cost that the County bears to design and implement / install a traffic calming measure.
- **Operation Cost:** This is a variable cost that the County will bear to operate traffic calming measures such as relocation of mobile speed signs.
- **Maintenance:** This is a variable cost that the County bears to maintain various traffic calming measures such as pavement marking, changing batteries, and repairing damaged equipment.

Traffic calming engineering measure costing is generally classified into three groups: low cost, medium cost and high cost. These costs include primarily installation cost, as follows:

- **Low cost** - considered to be in the range of \$5,000 to \$20,000.
- **Medium cost** - considered to be in the range of \$20,000 to \$100,000.
- **High cost** - considered more than \$100,000.

Figure 7.1 illustrates the cost distribution of various traffic calming measures, represented by different colour ranges. The cost categories are depicted as low, low to medium, medium, medium to high, and high. It is important to note that a specific cost for a specific project cannot be defined, as projects vary in length and complexity, and often include a combination of measures. Hence costs are only provided on a piecemeal basis.

It is important to note that while some traffic calming measures may have low initial installation costs, such as vertical centerline treatments, they may incur ongoing operational and maintenance expenses over their lifespan. In contrast, some measures with higher upfront costs, such as mini-roundabouts or chicanes, typically involve no operational costs and require minimal maintenance. In some cases, the cumulative operational and maintenance costs can exceed the initial capital / installation cost. For instance, pavement marking measures require regular upkeep that can result in higher long-term expenditures compared to the implementation cost.

Table 7.1 summarizes the capital (average of the ranges shown above), operational and maintenance costs associated with each engineering measure. It is important to note the costs associated with each measure is unique to its location, traffic composition, maintenance practices. In other words, no one cost is exact for a given implementation.

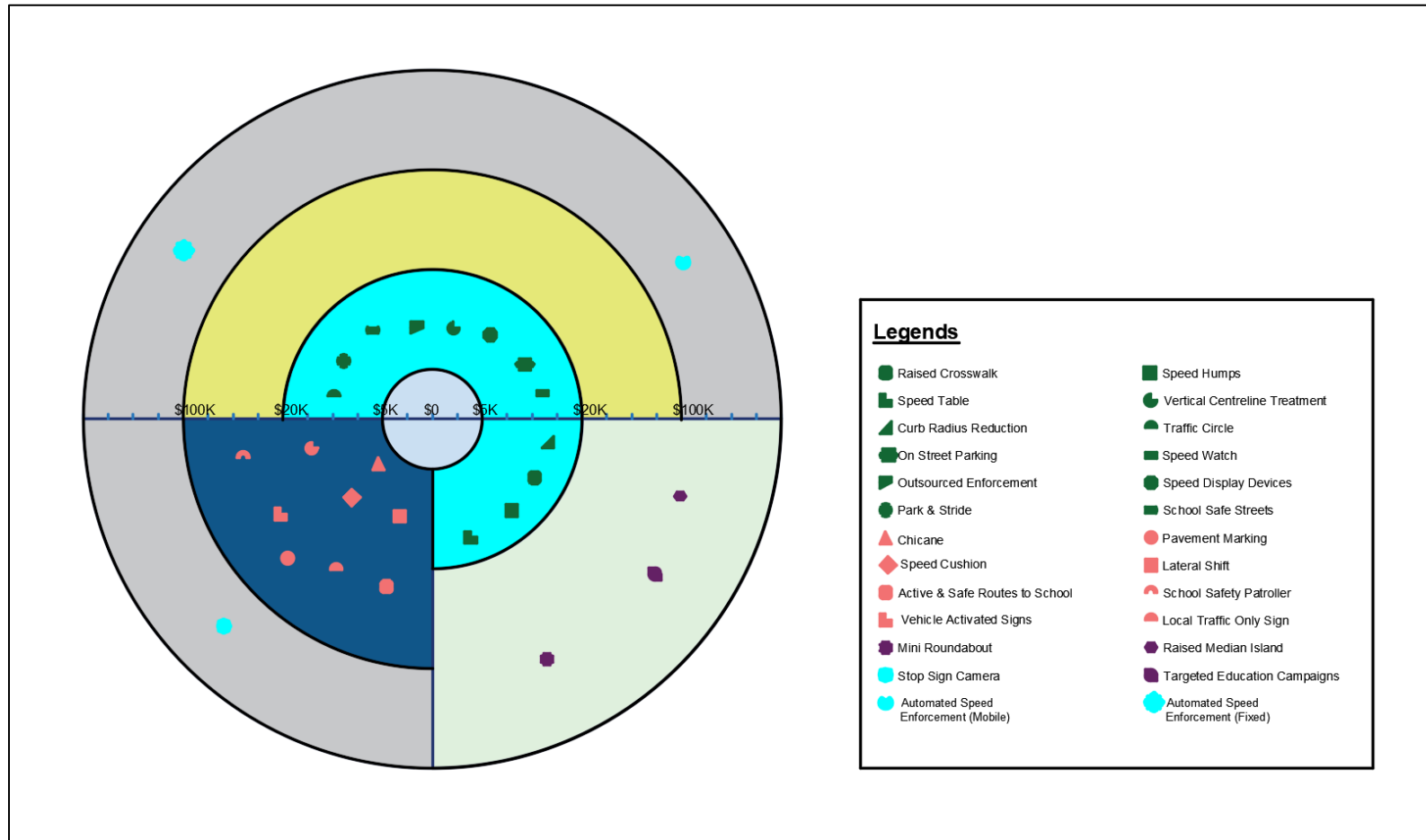
Figure 7.1: Cost of Traffic Calming Measures

Table 7.1: Summary of Costs – Engineering Measures

Measure	Average Initial Capital / Start-Up Cost	Annual Operating Cost (Typical)	Annual Maintenance Cost (Typical)
Speed Cushion	\$12,500	None	\$1,500 per location for general repairs
Chicane / Lateral Shift	\$12,500	None	\$1,000 (i.e. landscaping)
Pavement Marking	\$2,500	\$2,500	\$2,500
Raised Crosswalk	\$52,500	None	None
Speed Humps	\$52,500	None	None
Speed Table	\$52,500	None	None
Vertical Centreline Treatment	\$52,500	None	\$5,250 (10% replacement)
Curb Radius Reduction	\$52,500	None	None
Traffic Circle	\$52,500	None	\$2,000 (i.e. landscaping)
On-street Parking	\$52,500	None	\$2,500 per km for stall marking
Mini Roundabout	\$100,000	None	\$2,000 (i.e. landscaping)
Raised Median Island	\$100,000	None	\$2,000 (i.e. landscaping)

7.2 Traffic Calming Enforcement Measures

Table 7.2 summarizes the capital (average of the ranges shown above), operational and maintenance costs associated with each enforcement measure recommended in this study. It is important to note the costs associated with each measure is unique to its location, traffic composition, maintenance practices. In other words, no one cost is exact for a given implementation. The measures below are those that would be under the control and jurisdiction of the County.

Table 7.2: Summary of Costs – Enforcement Measures

Measure	Average Initial Capital / Start-Up Cost	Annual Operating Cost (Typical)	Annual Maintenance Cost (Typical)
Automated Speed Enforcement (Fixed)	\$100,000	Offset by revenue	Offset by revenue
Automated Speed Enforcement (Mobile)	\$100,000	Offset by revenue	Offset by revenue
Red Light Camera	\$100,000	Offset by revenue	Offset by revenue
Outsourcing ASE	Negligible	Negligible	Negligible

7.2.1 Policing initiatives

The other enforcement initiative discussed in the study is the use of enforcement of the Highway Traffic Act through the Ontario Provincial Police. The OPP was a stakeholder in this study and through consultation there is a mutual agreement to have a coordinated approach to the management of enforcement complaints and opportunities.

At this stage, it is difficult specify a direct financial impact that may result from policing initiatives, as the immediate approach would be one of resource reallocation / prioritization, that would occur through County / OPP coordination.

As a worst case, and if resources are available, enforcement could be treated as “paid duty” with costs charged back to the County, however, this scenario is unlikely.

7.3 Traffic calming education measures

Table 7.3 summarizes the capital (average of the ranges shown above), operational and maintenance costs associated with each education measure recommended in this study. It is important to note the costs associated with each measure is unique to its location, traffic composition, maintenance practices. In other words, no one cost is exact for a

given implementation. It is recommended to continue reviewing and investigating new coordinated or targeted educational programs as they develop.

Table 7.3: Summary of Costs – Education Measures

Measure	Average Initial Capital / Start-Up Cost	Annual Operating Cost (Typical)	Annual Maintenance Cost (Typical)
Active and Safe Routes to School Program	\$12,500	\$2,500 (staff time per program)	None
Vehicle Activated Signs / Message Boards / Speed Display Devices	\$12,500	\$1,000 per relocation	None
Targeted Education Campaigns	\$52,500	\$1,500 (Staff time)	None
Park and Stride Program	\$52,500	Negligible	Negligible
Local Traffic Only Signs	\$12,500	None	None

7.4 10-year capital budget

There may be opportunities to incorporate the suggested engineering, education and enforcement measures in the Traffic Management Strategy in upcoming capital works, specifically those projects undergoing road reconstruction and rehabilitation. The opportunity will be subject to the type of work to be undertaken, review of current traffic data, public complaints and feedback from operational staff and the OPP.

All future projects should conduct a quick “traffic calming” check, from pavement marking opportunities to physical changes to the roadway.

7.5 Policy Review and Updates

Several policies were reviewed as part of the Traffic Management Strategy and in some cases, updates were recommended. None of the recommendations have any new net costs associated, such that any work stemming from these changes would form part of the current resource workflow and prioritization.

8.0 Traffic Calming Toolkit

This toolkit is developed as part of Haldimand County's Traffic Calming Strategy. The toolkit will enable the county staff to plan, design, implement and evaluate traffic calming measures. It consists of policies, strategies, measures, design criteria, budgeting info, and templates that can be used to implement traffic calming measures. The components of the toolkit are summarized in Table 8.1.

Table 8.1: Components of the toolkit

No.	Description	Included	Not Included
1	Policies and By-Laws and Guidelines		
1.1	All-way Stop Policy	<input type="checkbox"/>	<input type="checkbox"/>
1.2	Speed Limit Policy	<input type="checkbox"/>	<input type="checkbox"/>
1.3	Community Safety	<input type="checkbox"/>	<input type="checkbox"/>
1.4	Traffic Warrant Signs Policy for Agricultural Equipment on County Roads	<input type="checkbox"/>	<input type="checkbox"/>
1.5	Parking By-Law	<input type="checkbox"/>	<input type="checkbox"/>
2	Traffic Calming Request Form	<input type="checkbox"/>	<input type="checkbox"/>
3	Screening Form (Ms. Excel Spreadsheet)	<input type="checkbox"/>	<input type="checkbox"/>
4	Traffic Calming Selection Form (Ms. Excel Spreadsheet)	<input type="checkbox"/>	<input type="checkbox"/>
5	Traffic Calming Measures		
5.1	Enforcement Measures	<input type="checkbox"/>	<input type="checkbox"/>
5.2	Education Measures	<input type="checkbox"/>	<input type="checkbox"/>
5.3	Engineering Measures	<input type="checkbox"/>	<input type="checkbox"/>
6	Design Criteria		
6.1	TAC Canadian Guide for Traffic Calming	<input type="checkbox"/>	<input type="checkbox"/>
6.2	TAC Geometric Design Guide for Canadian Roads	<input type="checkbox"/>	<input type="checkbox"/>
6.3	OTM for Pavement Marking (Book 11)	<input type="checkbox"/>	<input type="checkbox"/>
6.4	OTM for Regulatory Signs (Book 5)	<input type="checkbox"/>	<input type="checkbox"/>
6.5	OTM for Warning Signs (Book 6)	<input type="checkbox"/>	<input type="checkbox"/>
6.6	OTM for Information Signs (Book 8)	<input type="checkbox"/>	<input type="checkbox"/>
6.7	OTM for Pedestrian Crossing Treatment (Book 15)	<input type="checkbox"/>	<input type="checkbox"/>
7	Evaluation Form	<input type="checkbox"/>	<input type="checkbox"/>
8	Traffic Calming Costing Table	<input type="checkbox"/>	<input type="checkbox"/>

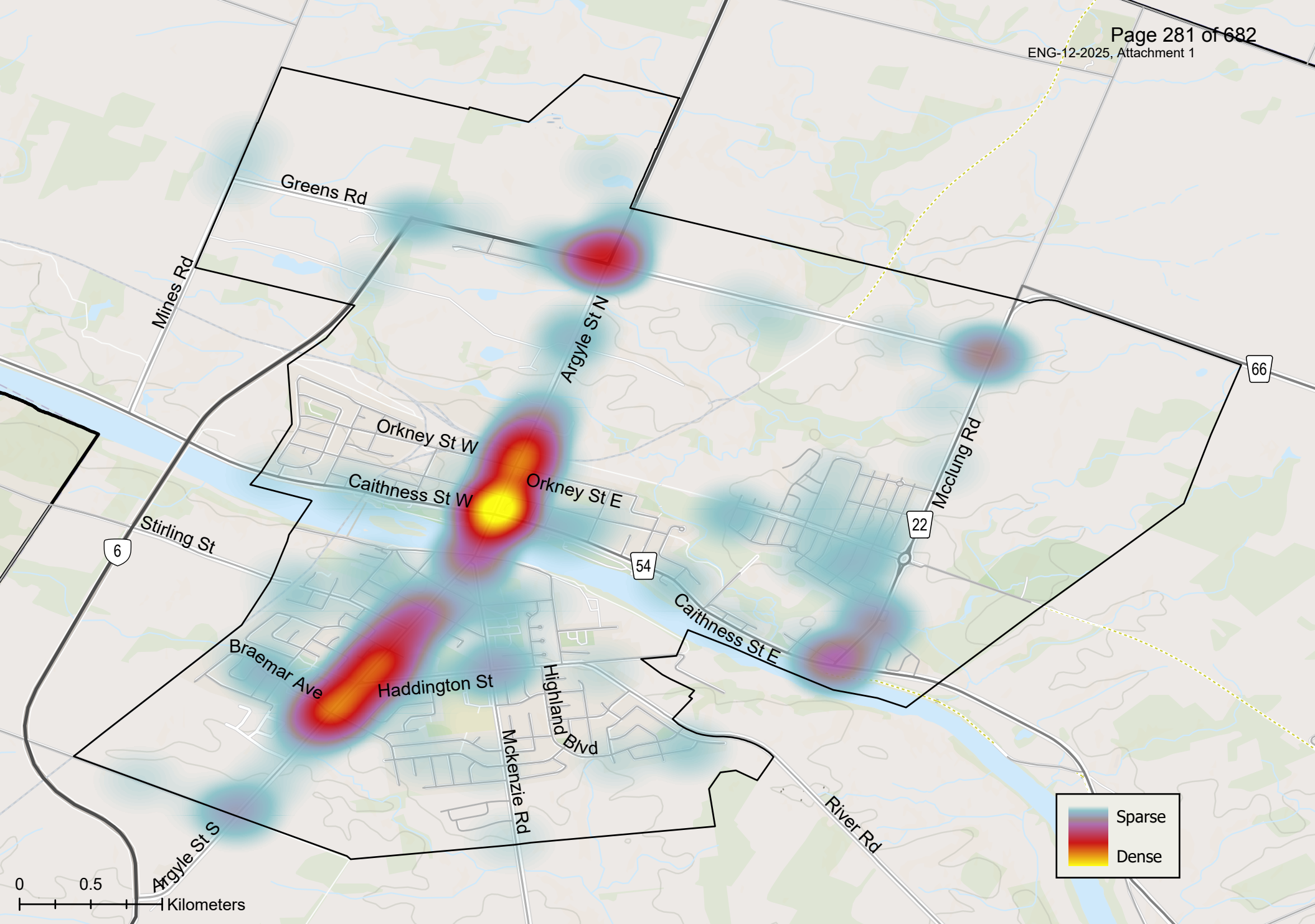


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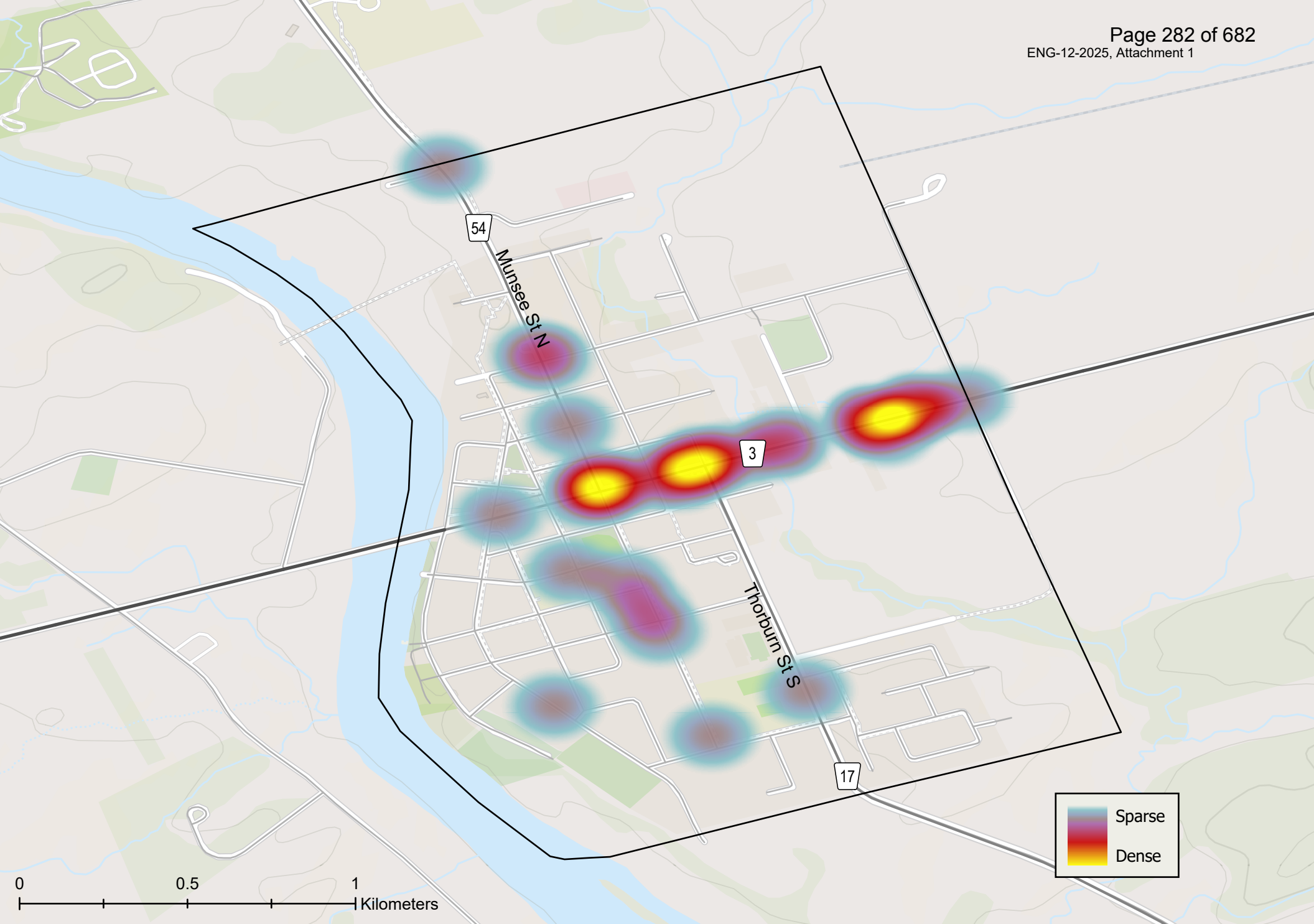
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Appendix A

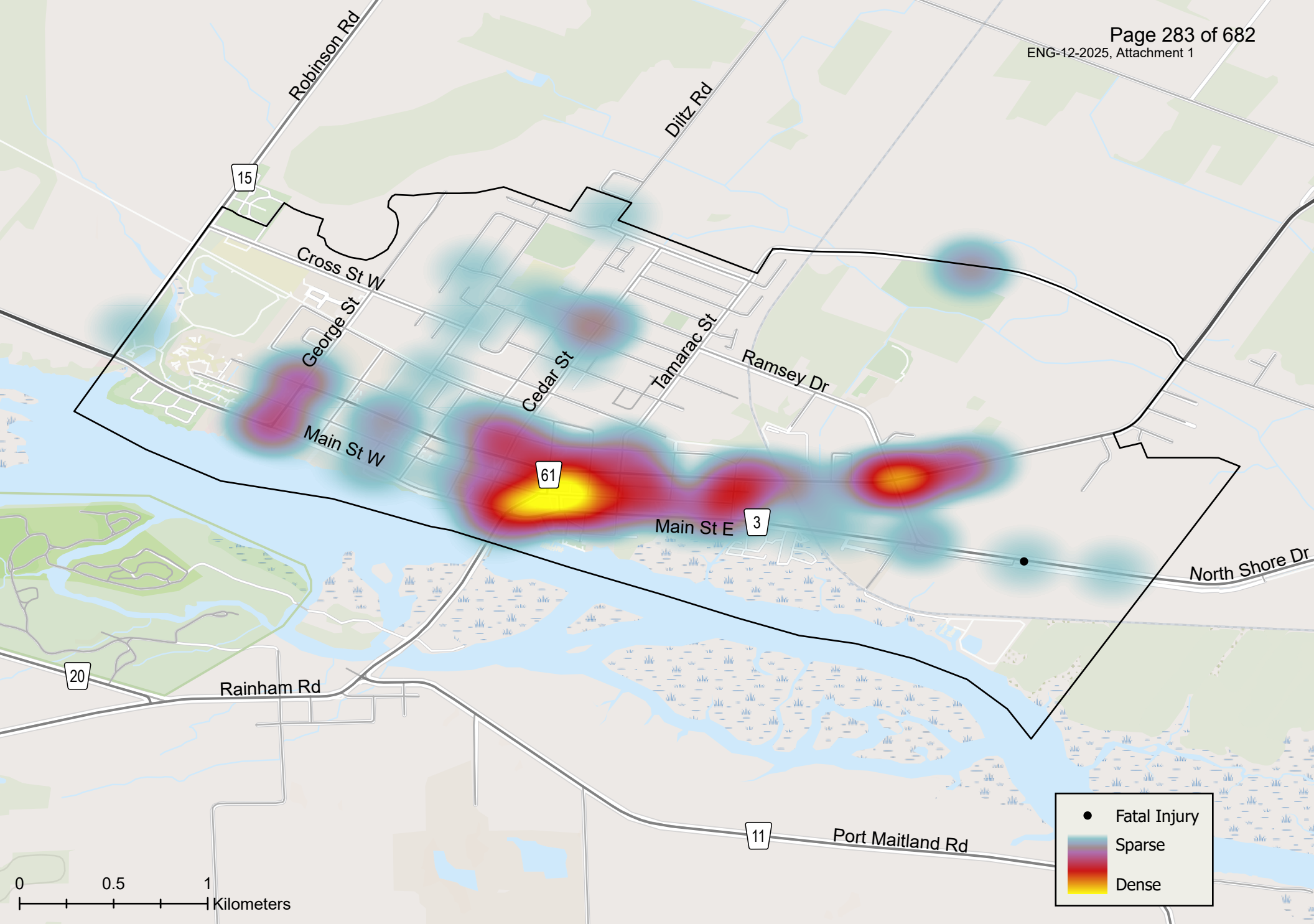
Detailed Collision Maps



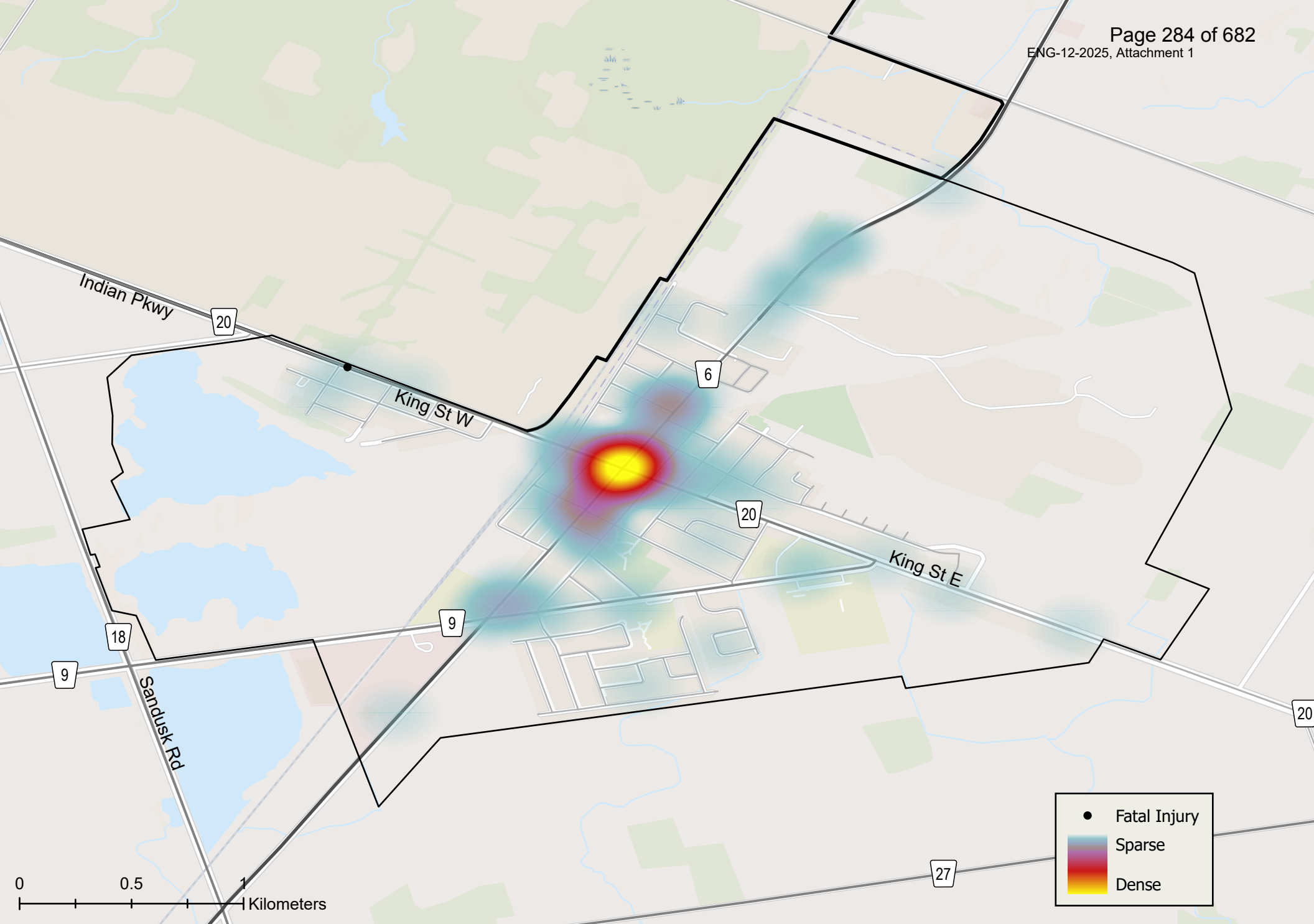
Collision heatmap - Caledonia



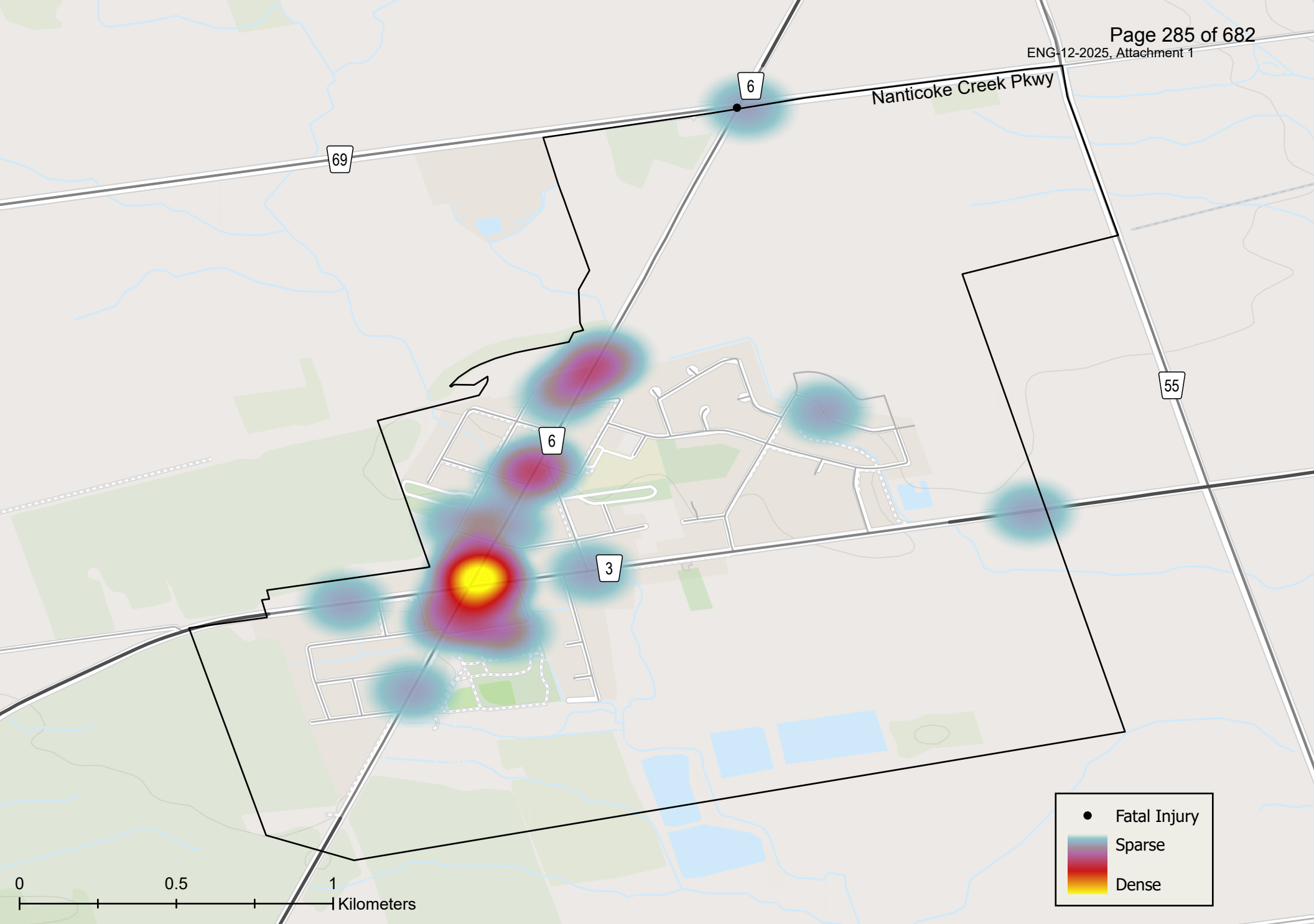
Collision heatmap - Cayuga



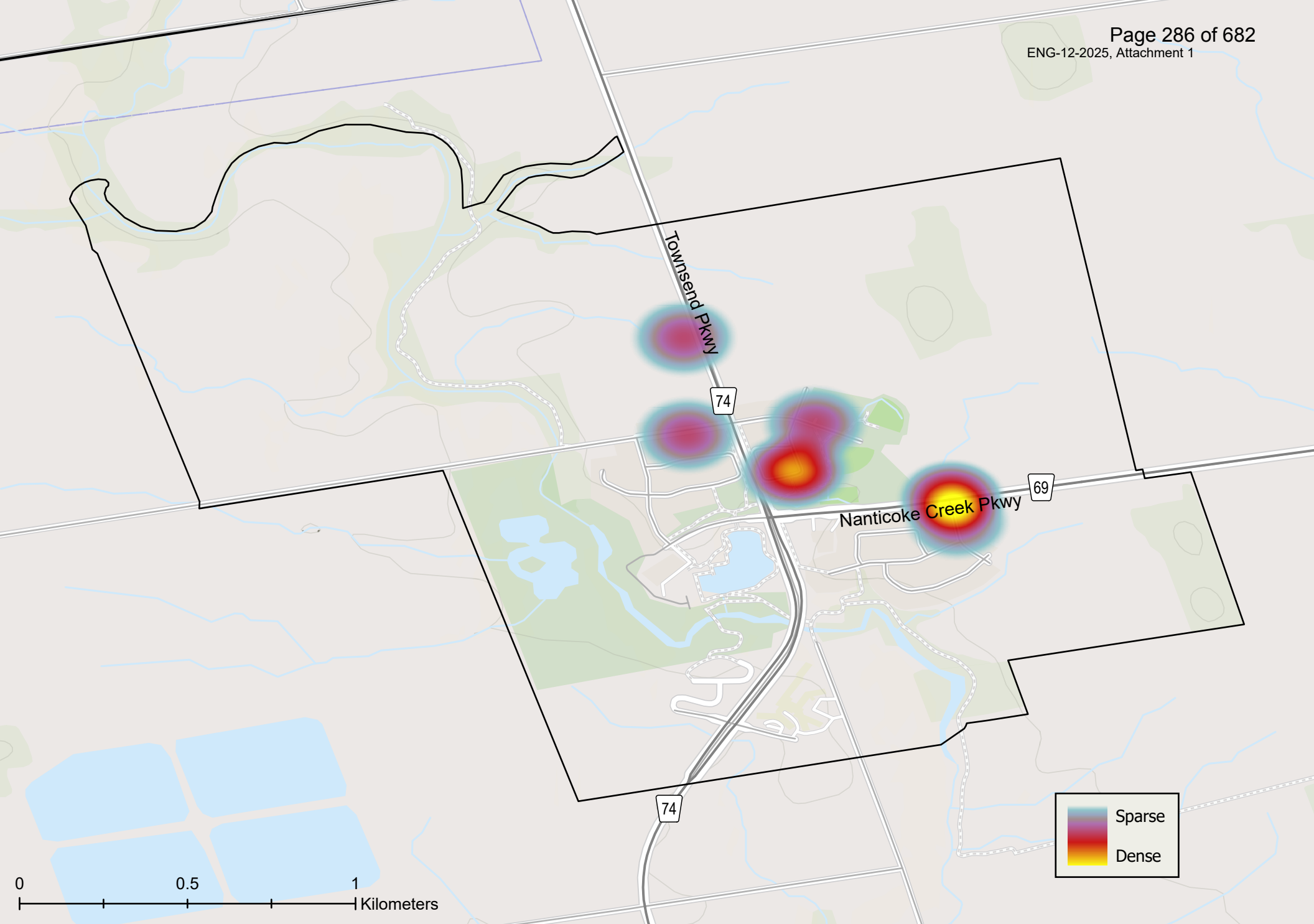
Collision heatmap - Dunnville



Collision heatmap - Hagersville



Collision heatmap - Jarvis



Collision heatmap - Townsend



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Appendix B

Best Practices Memo

Appendix B



Memorandum

Date: May 15, 2025 **Project No.:** 300058527.0000
Project Name: Haldimand County TMP
Client Name: The Corporation of Haldimand County
To: Danielle Fletcher
From: Sameem Raheemi; Soha Saiyed

This memorandum provides a summary of traffic calming best practices in other jurisdictions in the Province of Ontario, focusing on policies and plans implemented by municipalities such as Norfolk County, Brant County, the Town of Oakville, King Township, the City of Hamilton, the Town of Fort Erie, and the City of Guelph.

1.0 Traffic Calming Policy- Norfolk County

The Traffic Calming Policy is designed to establish a comprehensive set of objectives and procedures that will guide the process of conducting traffic calming studies. The goal of traffic calming measures is to reduce traffic speed and volume, enhancing safety for all road users. In addition to improving safety, these measures help reduce excessive speeding, noise, vibration, air pollution, and collisions, while creating a more pedestrian-friendly environment. This policy adheres to the guidelines set out in the "Canadian Guide to Traffic Calming".

To initiate a traffic calming request, residents must submit an application form to Norfolk County. The request applies only to streets that are not classified as emergency response, bus, or truck routes, and where the posted speed limit does not exceed 50 km/h (i.e., non-arterial roads). Only one signature per property is considered valid. The County's Capital Construction Project staff will review the request and may recommend incorporating traffic calming measures into the design and construction plans.

For a traffic calming study to be conducted, the street must meet the following criteria:

- The street must be classified as either a local or collector road.
- The posted speed limit must be 50 km/h or less.
- The street segment under consideration must be at least 300 m in length.
- The street must provide adequate sight distance for the proposed design speed.

- Traffic calming measures will only be considered after less intrusive measures (such as public education, police enforcement, or digital signing) have been implemented and found to be ineffective.

Once the application is approved, the County's engineering staff will initiate a traffic calming study. This may include:

- Traffic counts
- Speed studies
- Collision analysis
- Pedestrian counts
- Parking studies
- Documentation of geometric data
- A review of the surrounding street network

To qualify for traffic calming measures, a minimum score of 35 points is required for local roads and 55 points for collector roads. Norfolk County has identified a variety of traffic calming measures suited to its road network. There are generally two main approaches to calming traffic within a neighbourhood:

- Vertical deflection measures (e.g., speed humps, raised crosswalks)
- Horizontal deflection measures (e.g., chicanes, curb extensions)

These measures are implemented based on the findings of the traffic calming study and the needs of the community.

Figure 1: Norfolk County- Traffic Calming Score Card

SECTION 1 – LOCATION				
Road Name			Road Section ID	
Roadway Type	Local	Minor Collector	Major Collector	
Initial Evaluation Completed by			Date of Evaluation	
SECTION 2 – TRAFFIC DATA CRITERIA				
Item No.	Metric	Point Range	Evaluation Criteria	Score
1	Speed	0 to 35	<ul style="list-style-type: none"> 5 points for every 2 km/h that the 85th percentile is greater than 10 km/h over the speed limit 	
2	High Speeds	0 to 5	<ul style="list-style-type: none"> 5 points if minimum of 5% of daily traffic exceeds posted speed by 15-20 km/h 	
3	Volume	0 to 20	<ul style="list-style-type: none"> Local Roadways: 5 points for every 1,000 ADT Minor Collector Roadway: 5 points for every 3,000 ADT Major Collector Roadway: 5 points for every 5,000 ADT 	
4	Cut-Through Traffic	0 to 5	<ul style="list-style-type: none"> 5 points for 20% cut-through traffic volume 	
5	Collision Data	0 to 10	<ul style="list-style-type: none"> 1 point for every 2 collisions over a 3-year period 	
SECTION 3 – ROAD DESIGN CRITERIA				
Item No.	Characteristic	Point Range	Evaluation Criteria	Score
6	Sidewalks	0 to 10	<ul style="list-style-type: none"> 10 points for sidewalk on both sides, 5 points for sidewalk on one side and 0 points for no sidewalks present. AT/Multi-use trails count as sidewalk when adjacent to the roadway or create connecting links. 	
7	Pedestrian Hubs	0 to 15	<ul style="list-style-type: none"> 5 points for every pedestrian hub nearby. Hubs are represented by schools, playgrounds, sportsplex, library, arena, retail spaces, etc. Nearby is within a 300 m radius of the roadway section being reviewed. reviews. 	

2.0 County of Brant Traffic Calming Policy

The primary goal of the traffic calming policy is to establish an impartial guideline for conducting studies on traffic calming measures, addressing concerns raised by residents, political leaders, and staff. The key objectives are:

- Establish a warrant procedure to assess the applicability of traffic calming measures based on various operating conditions.
- Provide a standardized approach for handling traffic calming requests.
- Enhance the safety of neighborhoods.
- Improve neighborhood livability.
- Ensure the continued access of emergency services, public transit, and maintenance routes.
- Encourage public participation and community support.
- Balance the needs of pedestrians and motorists, ensuring a safe and efficient road environment.

2.1 Traffic Calming Screening Criteria

Upon receiving a request, an investigation will be conducted to determine whether the area meets the traffic calming screening criteria, which are as follows:

- The road must be a local or minor collector road maintained by the County of Brant.
- It should not be a dead-end road or cul-de-sac, with a minimum uncontrolled (no stop signs / signals) length of 200 m.
- The road grade must not exceed 6%.
- The sight distance should be adequate for the proposed design speed.
- The 85th percentile speed should be ± 10 km/h over the posted speed limit.
- Traffic infiltration (cut-through traffic) should exceed 30%.

2.2 Implementation of Traffic Calming Measures

Physical traffic calming measures will only be considered after less intrusive passive strategies (such as public education, enforcement, and signage) have been tried and proven ineffective. Traffic calming requests may be made by the council, residents, staff, stakeholders, or community associations.

Upon receiving a request, the following steps will be taken:



1. The intersection or road segment will be evaluated against the above criteria.
2. If current speed / volume data is unavailable (older than three years), traffic counts will be collected.
3. The data will be applied to a severity scoring system to determine a priority ranking for the project. If the area scores below 30, the requester will be notified that it does not meet the County's criteria, but it may be considered for future reviews.

4. Staff will review relevant data and public input to propose traffic calming measures that align with this policy.
5. Consultations will take place with relevant county, transit, and emergency services to gather feedback and obtain endorsement for the proposed measures.
6. Once a decision is made to proceed with traffic calming, affected residents will be notified of the proposed changes.
7. If there is a majority support from the neighbourhood, staff will implement the approved measures.
8. The effectiveness of implemented measures will be monitored and reviewed throughout the program.

2.3 Revaluation and Prioritization

If, at any point, the affected area no longer requires traffic calming, the original requester will be notified, and the area can be reevaluated in three years. Depending on the volume of requests and available budget, a priority ranking system will be used to determine which projects and measures are implemented each year.

Figure 2: Brant County- Traffic Calming Score Card

 		
Brant Safe Streets Prioritization ranking		
Road Section:		Prepared on:
Road Class:		Prepared by:
Traffic Data		
Feature	Criteria	Score
1. Speed	1.5 point for every 1 km/h the combined 85th is greater then the posted speed, max 40 pts	
2. Volume	ADT divided by 100, max 20 pts	
3. Collision	1 point for every collision over 3 year period, max 15 pts	
4. Collision Injury/Fatality	5 points for every collisions resulting in critical injury/fatality, max 5 pts	
Total Score upper	total upper score out of 80 pts	0
Road Characteristics		
Feature	Criteria	Score
Pedestrian generators (within 450m of roadway under review) max 20 pts	1 point other (transit stops, trail heads)	
	2 points Commercial plaza	
	3 points Community centre/ public library	
	4 points Community park/ hospital	
	5 points Elementary/ high school, Senior centre	
Total Score Lower	total lower score out of 20 points	0
Total Score	total score out of 100	0

3.0 Town of Oakville Traffic Calming Implementation Process

The traffic calming implementation process in Oakville involves four key steps:

1. **Intake (Petition Submission):** To proceed, a minimum of 60% of households within the petition boundaries must support traffic calming. After submission, the Town will review the petition's eligibility and provide further instructions within two weeks.
2. **Analysis (Speed & Volume Study):** A speed and volume study are conducted to determine if the street meets the necessary criteria for traffic calming. For speed, the 85th percentile speed must exceed specific thresholds (e.g., 5 km/h over the posted speed limit for 40 km/h zones). For volume, local streets must have over 1,500 vehicles per day, and minor collector streets over 5,000. Results are provided to the petition representative within two weeks. If the criteria are met, the process moves to the next step.
3. **Design & Public Consultation:** Town staff develop a traffic calming design and consult with residents for feedback. If less than 30% of households respond, the request is halted. If more than 30% respond and 50% are in favor, the petition representative is informed of the next steps.
4. **Construction (Tender & Implementation):** Once approved, construction notices are sent to affected residents. Traffic calming measures are typically built between May and November. If the process reaches this stage in December, construction will begin the following spring or summer.

4.0 Traffic Calming Strategy King Township

Three streams for the implementation of traffic calming measures have been included to address concerns and feedback from residents and travellers within King Township. These are:

1. **Community Approach:** This includes setting default speed limits and installing pilot projects permanently. The posted speed limit is crucial for traffic calming because it sends a message to motorists about expected behaviors on the road. Speed is a significant factor related to the frequency and severity of collisions. As of 2018, the Ontario Highway Traffic Act (Section 128 (2.1)) allows municipalities to set a posted speed limit of less than 50 km/h for roads under their jurisdiction in residential areas. Many locations are initially implemented with temporary or minor adjustment treatments. This approach provides the Township with the flexibility to select and adjust the final traffic calming solution based on the data collected and residents' feedback. The annual budget determines the number of locations that can be permanently installed.
2. **Programmed Approach:** The Public Works Department includes a list of infrastructure projects to be approved and implemented as part of the budget process (every year). Capital projects typically include but are not limited to, road resurfacing, road widening, drainage, sewer maintenance, and signage maintenance. As part of these capital projects, the need for traffic calming elements will be included in the review process. This proactive approach is considered beneficial and cost-effective by reducing resources both in the office and in the field.
 - a) Two questions are answered: 1) confirm whether the location meets warrants for traffic calming, and 2) if there are elements for traffic calming that can be implemented based on the scope of the project.
 - b) New Development: As the township is growing, it is important to incorporate speed control as a design objective in road design guidelines.
3. **Requests:** Done in four stages:
 - a) Initiation (traffic calming request and screening criteria)
 - b) Selection (evaluation warrant criteria and treatment selection and design)
 - c) Implementation (letter to residents and construction & installation)
 - d) Evaluation (monitoring plan)

4.1 Process

4.1.1 Initiation

Traffic calming requests can be submitted through phone calls, emails, or letters from residents, councilors, and Township staff.

Neighbourhood petitions must include a statement of concern and support from 20% of affected households along the identified area of concern. The study area for the petition should encompass the road segment within the block of the area of concern. Township staff can confirm the petition area based on the surrounding road characteristics with similar operating

features to the location of the request. The requestor is responsible for gathering signatures on the petition form. This petition process demonstrates some buy-in from the neighborhood and confirms the problem statement. Once neighborhood support is confirmed, staff should ensure that they have the basic information of the requested location.

The following are the minimum required information:

- Name and contact information of the requestor
- Date of the request received
- Street name (from / to), segment length
- Identified issues and concerns
- Desired traffic calming treatment

Requests can also be initiated by staff or council recommendations, which do not require signatures from residents.

4.1.2 Screening Criteria:

The screening process filters locations based on geometry, classification and qualifications. This is important since data collection is essential to determine the severity of the issue, and the Township has limited resources to conduct data collection within a given year. If the response is 'No' for any of the criteria, the location is considered ineligible for traffic calming.

Figure 3: King Township Screening Criteria

SCREENING CRITERIA	YES	NO
Road Classification Is the location within the Township's jurisdictions and classified as either an urban local, urban collector or rural road?		
Posted Speed Urban: Is the posted speed 40 km/h or lower? Rural: Is the posted speed 60 km/h or lower?		
Street Length Is the road longer than 250 m between traffic controls?		
Grade Is the vertical grade less than 8%?		
Previous Evaluation Has not been evaluated within the last 24 months?		

4.1.3 Selection

Once the location passes screening criteria, the township checks the last 2 years' data for the study location. If more data is required, data collection is scheduled (traffic volume and speed readings). Locations with a total point less than the required minimum points are considered a

lesser priority for traffic calming. The Township will continue to seek for solutions to mitigate the initial concern through passive and educational measures. The minimum required points are:

- Urban local roads: 30 points
- Urban collector roads: 40 points
- Rural roads: 50 points

Figure 4: King Township- Max Score Points

CRITERIA	WARRANT CRITERIA & POINTS	MAX POINTS
Operating Speed	1 point for each km/h the 85 th percentile operating speed is above the posted speed limit	30
Traffic Volume	1 point for every 50 vehicles above the local threshold of 500 vehicles/day 1 point for every 100 vehicles above the collector/rural threshold of 1000 vehicles/day	20
Collision History	5 points for each collision within the last 3 years	20
Pedestrian Generator	5 points for each school or park or other pedestrian generator within the study area (the frontage of the road segment or within 300m)	10
Pedestrian Facilities	10 points if there are no sidewalks in the study area, 5 points if only on one side	10
Bicycle Facilities	5 points if the road has bicycle lanes, sharrows, or signed routes	5
Land Use	5 points if fully residential area, 1 point decreasing for every 20% non-residential	5

4.1.4 Treatment selection and design

Based on the available annual budget, the Township prioritizes and determines the approximate number of locations that can be implemented. The residents will be notified of the proposed plan including the objective, rationale for the selected device and the intended outcome of the installation. It will also be posted on the Township's website. In addition, the mayor and members of the Council will be advised.

4.1.5 Evaluation

The monitoring plan includes speed and volume data collection over two days (before and after installation), and a summary of public input and feedback received. This information will help determine whether design and / or location adjustments and any additional efforts are required. When conducting traffic volume data collection, it should be noted that adjacent roadways may have increased volume from traffic diversion. This should be considered to ensure that installing traffic calming in one place does not create an issue somewhere elsewhere.

5.0 City of Hamilton Traffic Calming Strategy

The City of Hamilton follows the following steps for Traffic calming:

- Step 1: Request for traffic calming received by staff, notify Councilor
- Step 2: Pre-screen the requested location
- Step 3: Conduct a community support survey (majority vote of 50% plus one required to continue the process)
- Step 4: Detailed investigation and point assessment
- Step 5: If the location meets the minimum point threshold for traffic calming consideration, add the location to the Traffic Calming Priority List
- Step 6: Public consultation
- Step 7: Draft Plan
- Step 8: Notify residents and Councilor for consideration of alternatives
- Step 9: Add to the construction schedule for permanent installation

5.1 Pre-screening Process

Figure 5: City of Hamilton Pre-screening Process

1. Is the road a local or collector road with no more than two travel lanes?	PASS	FAIL
2. Is the average daily traffic volume estimated to be more than 500 vehicles per day? (>500 = PASS, <500 = FAIL)	PASS	FAIL
3. Is the posted speed limit equal to or lower than 50 km/h?	PASS	FAIL
4. Is the adjacent land uses primarily residential?	PASS	FAIL
5. Does the street provide an obvious bypass to a major intersection?	PASS	FAIL
6. Is the road longer than 300 metres?	PASS	FAIL
7. Have no previous assessments occurred within the past 36 months?	PASS	FAIL
8. The road is not scheduled for a capital project within the next 36 months through which traffic issues can be addressed?	PASS	FAIL

If the road in question fails any of the eight areas listed in the pre-screening it does not qualify for traffic calming, and the process does not continue forward.

5.2 Passive Traffic Calming Measure

For areas that do not meet these initial criteria, the staff will consider implementing passive traffic calming measures. These may include the use of tools such as driver feedback boards,

targeted police enforcement, sign installation, and pavement marking modifications. Public involvement, such as surveys and public meetings, may also be required.

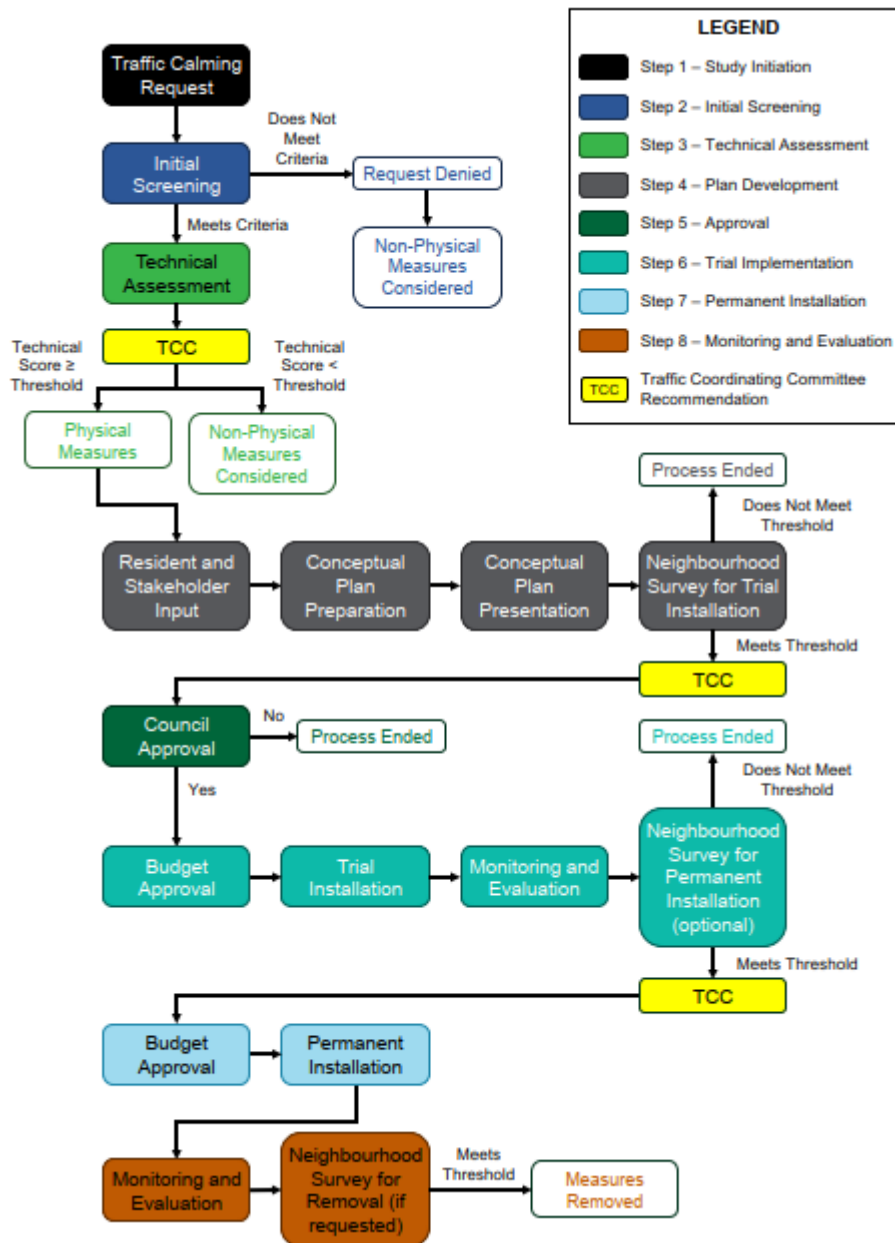
- Survey: To proceed with the process, a majority (at least 50% + one) of total surveys distributed must be returned to the City, indicating support for traffic calming on their street.
- If more than 50% of the community agrees, the next step involves data collection (24-hour volume count, speed data, collision data, vehicle classification, existing roadway condition, study to quantify cut-through traffic, pedestrian activity, presence of sidewalks on both sides, presence of special pedestrian generators like schools or senior homes, and history of traffic operations for the area in the last five years).
- Point Assessment Calculation: Minimum point values for each road type - Local roads minimum: 35 points; Collector roads minimum: 52 points.
- If a location fails to meet these requirements, residents will be informed in writing, and the investigation for traffic calming measures will be discontinued.
- The proposed traffic calming measures will adhere to the design guidelines found in the City of Hamilton Standards Document, The Canadian Guide to Neighbourhood Traffic Calming, Ontario Traffic Manuals, Manual of Uniform Traffic Control Devices, and engineering judgment.
- The steps involved in this process include Public consultation (Step 6), Draft Plan (Step 7), Notification of residents and Councillor for consideration of alternatives (Step 8), and addition to the construction schedule for permanent installation (Step 9).

Figure 6: City of Hamilton- Traffic Calming Score Card

TRAFFIC CALMING POINT ASSESSMENT				
Location:			Date Compiled:	
Roadway Type:		<input type="checkbox"/> Local	<input type="checkbox"/> Collector	
Traffic Data				
	Feature	Range	Criteria	Total
1a	Speed	0 to 35	5 points for every 2 km/h that the 85 th percentile speed is greater than 7 km/h above the speed limit	
1b	High Speed	0 to 5	5 points if minimum of 5% of daily traffic exceeds posted speed by 15-20 km/hr	
2	Volume	0 to 20	Local Roadways: 5 points for every 750 ADT Collector Roadways: 5 points for every 2,500 ADT	
3	Short-Cutting Traffic	0 to 15	5 points if there is a presence of 25% or more short-cutting traffic, additional 5 points for every 10% increment above 25%	
4	Collisions	0 to 10	1 point for every collision resulting in an injury/year over a three-year period 2 points for every collision involving a pedestrian or cyclist	
Road Characteristics				
5	Sidewalks	0 to 10	10 points for no sidewalks with evidence of pedestrian activity, 5 points for sidewalks on only one side, 0 points for sidewalks on both sides	
6	Pedestrian Generators	0 to 15	5 points for each pedestrian generator such as a school, playground, community centre, libraries, retail centres, etc. on street segment	
Total				
Note: In Section 1a, points are awarded beginning at 48 km/h on a 40 km/h roadway, and at 58 km/h on a 50 km/h roadway				
Does the location meet the minimum requirements?				
<ul style="list-style-type: none"> Local roadway = minimum 35 points Collector roadway = minimum 52 points 			<input type="checkbox"/> YES	<input type="checkbox"/> NO

6.0 Town of Fort Erie

Figure 7: Town of Fort Erie - Traffic Calming Process



The Neighbourhood Traffic Calming Study process involves eight steps:

1. Study Initiation: Residents with traffic-related concerns initiate the Neighbourhood Traffic Calming Study process by submitting a request to the Town's Infrastructure Services Department. Ward Councillors can also request a study on behalf of their constituents.
2. Initial Screening: Screening is done according to the table below. If the site does not meet the requirements set in the table below, the subject's origination will be informed

that street(s) does not qualify for physical traffic calming but may be a candidate for non-physical measures, such as education and enforcement, subject to funding and resource availability.

Figure 8: Town of Fort Erie- Traffic Calming Criteria

Criteria	Threshold	Traffic calming may be considered if:	Satisfied
Previously Requested or Permanent Installation Removed	Within Last Three Years	A prior request has not been received or permanent traffic calming measures have not been removed from the subject street(s) in the last three years.	
Roadway Classification	Local Road or Collector Road	The subject street(s) is designated a Local Road or Collector Road in the Town of Fort Erie Official Plan.	
Land Use Designation	Within an Urban Area	The subject street(s) is located within one of the four Urban Areas designated on Schedule A of the Town of Fort Erie Official Plan.	
Location	Not on a Truck Route or Primary Emergency Vehicle Route (Ambulance, Fire, Police)	The subject street(s) does not serve as a truck route and/or primary emergency vehicle route (ambulance, fire, police services) unless exempted by the Town.	
Speed Limit	≤ 50 km/h	The posted speed limit on the subject street(s) is 50 km/h or less.	
Grade	< 8%	The average grade of the subject street(s) is less than 8%.	
Segment Length	≥ 150 metres	The average distance between stop-controlled intersections along the subject street(s) is 150 metres or more.	
Are All Criteria Met?			Yes/No

The screening process will evaluate the technical merit of the request based on seven traffic and land use criteria outlined in the table below. Each location will receive a point score out of 100. Locations that score more than 40 points for Local Roads or 60 points for Collector Roads will be recommended to proceed to plan development.

Figure 9: Town of Fort Erie- Traffic Calming Score Card

Criteria	Point Assignment	Maximum Points (100)	Score
Pedestrian/ Cycling Activity	5 points for each adjacent pedestrian and/or cycling generator within the study area (i.e., school, park, playground, recreation centre, senior's home, library, shopping centre, place of worship, etc.)	20	
Residential Frontage	5 points for primarily residential frontage on subject street(s)	5	
Cut- Through Traffic ¹	5 points if: <ul style="list-style-type: none"> ▶ 25% for Local Road or ▶ 40% for Collector Road plus 5 points for each 10% increment thereafter	15	
Total Traffic Volume ²	1 point for every: <ul style="list-style-type: none"> ▶ 100 vehicles per day for Local Road or ▶ 250 vehicles per day for Collector Road 	15	
Speed ³	1 point for every: <ul style="list-style-type: none"> ▶ 1 km/h over the posted speed limit and ▶ 1% of vehicles observed 10 km/h or more over the posted speed limit 	30	
Collision History ⁴	1 point for each qualifying collision over the last three years	5	
Pedestrian/ Cycling Facilities	5 points if: <ul style="list-style-type: none"> ▶ No sidewalks on either side of the subject street(s) for Local Road or ▶ Sidewalk on only one side of the subject street(s) for Collector Road plus 5 points for designated cycling facilities on the subject street(s)	10	
Total Score (Minimum for Local Road/Collector Road)		40/60	

Notes:

1. See Section 4.1.9 to estimate the percentage of cut-through (non-local) traffic.
2. Traffic volumes used in the evaluation are two-way average daily volumes over a 24-hour period.
3. The 85th percentile speed is calculated from data collected using automated traffic recorders (or similar units) over a 24-hour period.
4. Includes all collisions along the subject street(s) except for collisions occurring at intersections with arterial roads and collisions involving animals.

- Plan Development: Town staff will consult with residents and stakeholders, including town departments and external agencies, to identify neighbourhood traffic issues and potential traffic calming measures. A conceptual Neighbourhoods Traffic Calming Plan will be prepared based on the input received and forwarded to stakeholders for comment. Community meetings will also be held to present the plan to residents and gather feedback.
- After considering input from the public and stakeholders, town staff will poll neighbourhood residents to gauge support for the proposed plan, with implementation initially on a trial basis. Proposed plans for not receiving broad-based neighbourhood support may need to be modified or re-evaluated.

- **Approval:** Town staff will present the recommended Neighbourhood Traffic Calming Plan, its priority ranking, potential funding sources, and survey findings to the Transportation Coordination Committee (TCC) for recommendation and to Town Council for approval. Any changes to the recommended plan may be suggested by the TCC or Council. If the plan is not approved, the Town will not entertain new requests for a Neighbourhood Traffic Calming Study on the subject street(s) for at least three years.
- **Trial Implementation:** The recommended plan will be implemented for a 12- to 18-month trial period using temporary / seasonal materials. The Town will monitor the effectiveness of the installation and make minor refinements, if needed, during the trial period.
- **Permanent Installation:** If approved, the final Neighbourhood Traffic Calming Plan will be installed with permanent materials, subject to available resources and other priorities. Further budget approval may be required to finance the installation cost. Town staff will notify study area households of the intention to install the traffic calming measures permanently before implementation.
- **Monitoring and Evaluation:** Town staff will continue to monitor the street and evaluate the effectiveness of the traffic calming plan and its impact on the surrounding road network. Permanent traffic calming measures may be removed at the request of the neighbourhood if a majority of residents directly fronting the street support the removal. The Town may also remove traffic calming measures that it deems ineffective, pose a safety risk, or cause unintended consequences.

7.0 Traffic Calming Policy- City of Guelph

The process for addressing neighbourhood traffic concerns involves seven steps:

1. Initiation of Request: Residents submit a request for a traffic review to the Transportation Engineering department using a web form. This request can be initiated by an individual or group and may involve one or multiple residential local or collector roadways within a neighbourhood. Historical traffic data will be reviewed, and if it is older than three years, new data will be collected. Requests must pertain to local or collector roadways.
2. Defining Affected Streets: The streets under review for traffic calming measures are identified. Staff may suggest including nearby residential roadways in the review if they are likely to be impacted by changes on the main streets in question.
3. Traffic Analysis:
 - a) Data Collection: Transportation Engineering staff will analyze traffic patterns on the affected streets, collecting data on traffic volumes, vehicle speeds, and vehicle classifications over a seven-day period using established engineering practices.
 - b) Quantifying the Problem: To be prioritized, certain eligibility criteria must be met, such as the road type, number of travel lanes, posted speed limit, and traffic volume. Roads that don't meet these criteria will not proceed to further review, and the residents and ward Councillors will be notified. If a street doesn't qualify for traffic calming, it won't be reconsidered for 24 months unless significant changes occur in traffic patterns or development. However, non-qualifying roads may still be eligible for other safety measures.
4. Identify Applicable Traffic Calming Measures: Suitable traffic calming measures are identified based on the analysis.
5. Develop Plan Alternatives: Staff will create plans that align with the policy's goals, objectives, and principles. These plans will be drafted as potential solutions to address the identified traffic concerns, and internal stakeholders, such as Emergency Services, Transit, Police, and others, will be consulted.
6. Implement the Plan: Staff will design, schedule, and implement the approved traffic calming measures. Temporary measures may be installed if funding is limited, with information signs posted at neighborhood gateways at least two weeks before implementation. Temporary installations may be used to test the measures before considering permanent solutions.
7. Evaluation & Follow-up: Two years after implementation, data will be collected to assess the impact of the traffic calming measures. This data will include traffic volumes, vehicle classifications, speeds, and collision rates. Staff will evaluate the effectiveness of the measures and make adjustments if necessary. Recommendations may include terminating the project, converting temporary measures into permanent ones, removing ineffective measures, or installing additional measures.

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BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

Appendix C

Existing Policy Review



Memorandum

Date: May 15, 2025 **Project No.:** 300058527.0000
Project Name: Traffic Management Strategy
Client Name: The Corporation of Haldimand County
To: Danielle Fletcher
From: Soha Saiyed

1.0 All- Way Stop Policy (2007-03)

The purpose of the All-Way Stop policy is to establish an evaluation process to consider the installation of an All Way Stop at an intersection to provide a process by which all the requests received are considered and evaluated for the implementation of an all-way stop. The policy applies to all the roads under the jurisdiction of the County. The Highway Traffic Act authorizes municipalities to pass bylaws to amend traffic conditions.

There are two processes to evaluate the justification of an all-way stop depending on who initiated the request:

1. Technical Justification Warrant Process
2. Community Justification Process.

1.1 Technical Justification Warrant Process

Requests for all-way stops initiated through a Council motion or as a staff initiative shall use the Technical Justification Warrant Process. The warrant process has two parts and must meet all conditions of the first part to continue with the second part. Part one of the process is "Consideration". For the warrant to be considered all of the following requirements must be met:

- A minimum posted speed of 50km/h.
- The closest traffic control device is located at least 700 m away from arterial intersections and 250 m away from secondary intersections.
- The intersection has three or four legs with no more than two lanes on each leg. Each leg must be a minimum of 150 m in length.
- For arterial intersections the combined volume of vehicles and pedestrians entering from the minor street over eight hours must be at least 40% of the total volume.

- For secondary intersections, the combined volume of vehicles and pedestrians entering the minor street over eight hours must be at least 25% of the total volume for a 3-way intersection or at least 35% of the total volume for a 4-way intersection.

Part two of the process is warrants which include the following:

- **Visibility Conditions:** The minimum sight distance of the minor street driver to the major street is less than 95 m when the major street is 50 km/h or less than 115 m when the major street speed limit is 60 km/h or higher, and the removal of the sight obstruction is not feasible.
- **Collision History Warrant:** Based on the latest three-year period the intersection has met one of (a) or (b): a) 12 or more correctable collisions for an arterial intersection or b) 5 or more correctable collisions for all other intersections. In general, a correctable collision would include turning movement or angle type collisions as described in the collision reports.
- **Traffic Volume Warrant:** An arterial intersection has minimum vehicular traffic of 500 entering the intersection from all legs for each of any eight hours of the day and a combined vehicle and pedestrian traffic volume of 200 entering from the minor street for each of any eight hours of the day; or a secondary intersection has minimum vehicular traffic of 200 entering the intersection from all legs for each of any eight hours of the day, and a combined vehicle and pedestrians traffic volume of 50 entering from the minor street for each of any eight hours of the day.
- **Pedestrian Exposure Warrant:** An intersection is within 150 m of a pedestrian generator such as a park, library, community facility, etc., and 50 pedestrians cross the major street in each hour: a) For any three hours of the day if the intersection is secondary, or b) For any six hours of the day if the intersection is on an arterial road.
- **Combination Warrant:** The intersection satisfies any combination of the warrants mentioned above to the extent that 80% of the stated values are met.

Both components of the technical warrants align with Canadian guidelines, such as the Transportation Association of Canada (TAC) Geometric Design Guidelines (GDG) and the Ontario Traffic Manual (OTM) Book 5 and 9. However, these guidelines do not specify any minimum posted speed limit requirements.

1.2 Community Justification Warrant Process

Requests received through the public and/or local councillor that demonstrate significant public support shall use the Community Justification Process. This process requires significant support from the public, as 75% of the residents within 250 m of the intersection should be in agreement with the all-way stop and involve a petition. This process also requires the support of the local councillor through discussions with staff regarding the rationale for the all-way stop installation. Once these two conditions are met the staff's technical review of the all-way stop request will be reduced to a safety review of the location. Examples of safety reasons that an

all-way stop will not be recommended include urban areas with speeds posted higher than 60 km/h, offset intersections, locations where traffic will be required to stop on a grade, and locations with sign visibility issues.

All those intersections that warrant an all-way stop condition will require a report to the Council for approval. For those intersections that have been considered and do not meet the warrant, a letter will be sent out to the requesting parties.

In Brampton, an all-way stop will only be considered if more than 51% of the responses support its installation. In Mississauga, a minimum of 66% of residents within a 250 m radius of the intersection must vote in favour, and if a school is located within that radius, the school principal will also be included in the survey. In Norfolk County, a similar approach to Haldimand County is used, requiring 75% approval from residents within 250 m of the intersection, in addition to support from the local councillor. The procedure followed by Haldimand is in line with what the neighbouring and other municipalities follow.

Recommendation:

1. The policy is amended to include the purpose of a stop sign per OTM Book 6 (i.e., not to be used as a speed control device) and only to be used for right-of-way conflict.
2. Generally, most jurisdictions recommend or require that all-way stop control not be used on roads with speed limits higher than 50 km/h. It is recommended to remove the minimum speed requirement of 50 km/h, consistent with OTM book 5 and general municipal practice in Ontario.
3. The stopping sight distance for passenger cars is 130 m when the speed limit is 60 km/h. It is recommended to update the stopping sight distance in the all-way stop warrant policy.
4. It is recommended that the community justification warrant align with the Traffic Calming Policy by utilizing the prescribed form and petition process outlined in the policy.

2.0 Speed Limit Policy (2007-02)

The policy aims to establish a reasonable speed limit that ensures the efficient and safe operation of the road network. It provides guidelines for requesting changes to the speed limit on Haldimand County roads. Municipalities have the authority to amend traffic conditions under the Highway Traffic Act. As per the policy, the speed limit should be set between 50 km/h and 80 km/h in increments of 10 km/h. Ideally, the speed limit should align with the 85th percentile speed based on actual measurements of the operating speed.

The recommended posted speed limits for different classes of County roads are included in Table 1

Table 1: Speed Limit by Road Class

Road Classification	Urban Sections (km/h)	Rural Sections (km/h)
Major Arterial	60-70	80
Minor Arterial	50-60	70-80
Collectors	50	70-80
Local	50	50-60

The posted speed limits can be higher than the speeds shown in Table 1, but this should be justified through a review of factors such as 85th percentile speed, collisions, and inferred design. The speed should not exceed 80 km/h. Posted speeds other than those recommended in Table 1 should be considered when:

- Constrained by physical characteristics
- Constrained by adjacent land uses and associated activities
- Required for increased safety in sensitive areas such as a school zone
- Required for safe operation temporarily in a construction zone
- Evidenced by a significantly higher than normal frequency or severity of accidents attributable to excessive speeds.
- The recommended level in Table 1 is shown to be higher than the inferred design speed.

According to the Highway Traffic Act (HTA), Transportation Association of Canada Geometric Design Guidelines and the TAC's Canadian Guide for Establishing Posted Speed Limits, there is no specific requirement for the speed limit to be set between 50 km/hr and 80 km per hr. However, the municipal by-laws can set the speed limit. The speed limit by road class differs from TAC. According to Section 2.3.6.5 of Operating Speed of TAC geometric design guideline, 2017 speed limits are as shown in Table 2.

Table 2: Speed Limit by Road Class-TAC GDG (2017)

Road Classification	Urban Sections (km/h)	Rural Sections (km/h)
Arterial	60-90	70-100
Collectors	40-70	60-90

Road Classification	Urban Sections (km/h)	Rural Sections (km/h)
Local	40-60	50-80

2.1 Annual speed limit review of the posted speed limits

Haldimand County reviews the operating speeds at selected locations throughout the county annually. Any area with a significant difference between the posted speed and the speed at which 85% of drivers are currently driving will be identified for further examination. During this review, the physical characteristics of the roads, such as adjacent land use, collision history, and design speed, will be taken into account. Additionally, input from the OPP regarding speed enforcement will be requested. The review may lead to three possible outcomes: no action required, the operating speed being too high (resulting in measures such as enforcement, community education programs, or design changes aimed at reducing speed), or the posted speed being too low and requiring an increase. Findings and recommendations from these reviews will be provided annually to the Council for review.

Recommendation:

1. Arbitrary, unrealistic and non-uniform limits have created a socially acceptable disregard for speed limits. Unrealistic limits increase collision risk for persons who attempt to comply with the speed limit by driving faster or slower than the majority of road users. Unreasonably low limits significantly decrease driver compliance and give road users such as people not familiar with the roadway, as well as pedestrians, a false indication of actual traffic speeds.
2. According to the Canadian Guidelines for Establishing Posted Speed Limits, a regular county-wide review of posted speed limits every three to five years as a part of a comprehensive speed management procedure is recommended. Factors to consider during these reviews include changes in traffic operation, changes in geometric characteristics, speed-related collisions, and input from enforcement personnel. When lowering the speed limit, the recommended size for both STOP signs and STOP AHEAD signs is related to the posted speed limit. However, if it is felt that the recommended minimum size is too small, and / or greater emphasis is needed, a larger sign size may be used.
3. It is recommended to update the speed limits to conform with Section 2.3.6.5 of Operating Speed of TAC Geometric Design Guideline, 2017.

2.2 Requests by Members of the Public

The public's requests regarding speed limits are considered during the annual review. Members of the public should submit a written request along with supporting documents to the Public Works Department. The department will then pass on the request to the ward councillor. In cases where immediate action is required or when the Council gives direction, a speed study may be conducted before the annual review. The findings of the study will be reviewed as part

of the annual speed limit review process. The review results will be presented in a public forum, and residents and the general public will be notified before staff make recommendations to the Council. A final report with results and staff recommendations will be provided to those who requested it and other interested parties.

In Quinte West, a petition requesting a speed limit change must be signed by at least 85% of the residents living in the subject section of the street. In Essex County, the threshold for initiating a speed limit review is set at 65% of residents in the specified area. In contrast, Norfolk County allows any member of the public to submit a request to change the posted speed limit. This request is then considered as part of the Annual Speed Limit Review. A written request, along with supporting documentation, must be submitted, and a copy will be forwarded to the ward councilor for review.

Recommendation:

1. It is recommended that the County set a specific percentage requirement for speed limit review petitions, mandating a minimum of two-thirds (67%) support.
2. It is also recommended to monitor traffic conditions and consider implementing traffic calming measures in areas where speed limits are reduced below typical standards.

3.0 Community Safety Zone Policy (2003-09)

The purpose of the Community Safety Zone Policy (CSZ) is to establish warrants or criteria that must be met to establish a CSZ on a Haldimand County Road. The establishment of a CSZ is a commitment to increase enforcement and as such, there is a functional limit to the number of CSZs that can be in effect and enforced at any given time. The goal is to modify the driver's behaviour and to improve the safety of the concerned roads of the county. This policy applies to all county roads. According to the Province of Ontario's Bill 26, Municipalities have the authority to pass by-laws and initiate measures to ensure the health and safety of residents.

There are four warrants that must be satisfied in order for a section of road to be designated a CSZ. All of the warrants must be satisfied. They are as follows:

1. Warrant 1 - Designated Areas of Special Concern: CSZs must be implemented only at the location of special concerns. The locations included are: adjacent to elementary schools, adjacent to seniors centers and residences, adjacent to community playgrounds, in areas of high pedestrian traffic volumes or areas where pedestrian traffic is forced to walk or shoulder of less than 1.5 m width, and adjacent to hospitals. For the purposes of this warrant, a high pedestrian location is defined as a location experiencing an average of 100 pedestrians per hour or more for any 8 hours of the day.
2. Warrant 2 - Safety Warrant: For the safety warrant to be met, either a crash component or risk component must be satisfied.
 - a) Crash Component: A CSZ should be implemented if the crash ratio is less than 1:900 (crashes per year: AADT) averaged over 36 consecutive months. Only crashes with a causal factor related to one of the HTA violations identified in the CSZ legislation should be included in the crash ratio.
 - b) Risk Component: It is recognized that a significant safety concern may exist even though it is manifested in the crash record, therefore this second warrant is based upon the elements of risk that may exist at a potential CSZ site. Prior to using the Risk Warrant, field observations or the Ontario Provincial Police must verify that there is an unusually high violation rate in the subject location.

Table 3: Risk Factor Score Card

Risk Factor	High (Score 3)	Moderate (Score 2)	Low Score (Score 1)	Score
Posted Speed Limit	70 or over	60	50 or under	
85 th percentile over Posted Speed	15 km/hr+	5 to 15 km/hr	1 to 5 km/hr	
Average Daily Traffic	Over 20,000	10,000 to 20,000	Under 10,000	
Number of Lanes	6	4	2	
Sidewalks	<25% of length	25 to 75% of length	> 75% of length	
Truck Route	>100 per hour	50 to 100 per hour	<50 per hour	
Average Number of Pedestrians in any 8 hrs. of the day	>100 per hour	50 to 100 per hour	<50 per hour	
Number of intersections and commercial driveways	> 10 per kilometer	4 to 10 per kilometer	< 4 per kilometer	
Total Score				

The minimum score of 15 establishes a risk component. A prevalence of traffic violations that are not in areas that do not satisfy Warrant #1: Designated Areas of Special Consideration should be addressed through regular enforcement or some other type of countermeasure.

3. Warrant 3 - Other Applicable Measures / Devices: All other warranted countermeasures were tried and found to be unsuccessful prior to implementing a CSZ. Unsuccessful in this case means failing to reduce the crash ratio to less than 1:900 (Crashes per year / AADT). The potential alternative countermeasures will depend on the nature of the type of crash and the contributing circumstances. However, enforcement without the implementation of a CSZ is a potential countermeasure and may be attempted before enacting a CSZ.
4. Warrant #4 - Ability to Enforce: Haldimand County's current Community Safety Zone Policy discusses that maximum of two CSZs should be implemented in the County at any one time, one in the westerly end of the County and one in the easterly end of the County. This will ensure that sufficient resources are available to provide the necessary enforcement. However, there is no minimum or maximum limit on the number of CSZs that can be established. Six months after implementation, CSZ's may be relocated to

another warranted location. Haldimand County's current Community Safety Zone Policy considers six months as an adequate time to have provided a lasting effect. It is not the intention that there would be daily enforcement for the entire six months, only at the initial designation of a CSZ and periodically thereafter. If after six months, under increased fines, driver behavior has not been modified, then other countermeasures are likely required.

Each time a Community Safety Zone is implemented, Haldimand County will issue notices / information brochures distributed at least one week in advance of implementation to places of public gathering within or immediately adjacent to the newly designated CSZ and prepare a media release explaining the size and location of the CSZ and the consequences associated with committing a violation in the CSZ.

According to OTM Book 5, municipalities establish CSZ on municipal roads through local bylaws, while regulations govern the creation of zones on provincial highways. As part of this process, the CSZ warrants for several municipalities were reviewed.

Most municipalities focus primarily on Warrant 1 (designated areas of special concern) and Warrant 2 (safety warrant). However, Haldimand County also considers additional factors, such as the feasibility of enforcement, when determining CSZs. Overall, the warrant criteria used by these municipalities are largely consistent, with the exception of the Risk Factor Score Card. Based on a CSZ warrant of City of Vaughan (dated 2023), some elements of the warrants are different, as shown in Table 4. The risk factor score card for York Region (2023) and Oxford County (dated 2021) are similar but for higher AADT.

Table 4: Risk Factor Score Card- City of Vaughan Region (2023)

Risk Factor	High (Score 3)	Moderate (Score 2)	Low Score (Score 1)	Score
Average Daily Traffic	>6000	3000-6000	<3000	
Number of Lanes	>4	3 to 4	2	
Presence of Sidewalks	None	One side	Both Sides	
Truck volume (% of traffic)	>5%	3% to 5%	<3%	
Number of bus stops per km	>4	2 to 4	<2	
Intersection and entrances per km	>10	4 to 10	<4	
85th percentile Speed-posted speed (km/h)	>10	0 to 10	<0	
Vulnerable Road User Collisions per year (5 years)	>2	1 to 2	0	
Total Score				/24

The City of Vaughan uses a minimum score of 14 on the Risk Factor Score Card as a threshold to implement a CSZ, whereas York Region and Oxford County use a minimum score of 15. Hence, the minimum score of 15 as used by Haldimand County is deemed to be satisfactory.

Additionally, most municipalities adhere to specific requirements regarding the length of the CSZ and the placement of signage.

In many jurisdictions, speed enforcement cameras, such as red-light or speed cameras, can only be installed in designated CSZs. If the number of CSZs is limited to just two, the number of areas eligible for speed enforcement cameras would be significantly reduced. This restriction could limit the effectiveness of the cameras in addressing speeding across the broader city or region, as fewer locations would qualify for installation. Step 4 of the warrant guidelines specifies that no more than two CSZs can be implemented at one time within a specific area. However, it may be beneficial to allow for more CSZs in order to improve overall safety in communities. Currently, there is no minimum or maximum limit on the number of CSZs that can be established.

Recommendation:

1. Update the risk factor score card as per Table 4.
2. It is recommended to implement more CSZ in order to improve overall safety in communities. Currently, there is no minimum or maximum limit on the number of CSZs that can be established.
3. A designated Community Safety Zone remains in effect until the governing by-law is amended or repealed. There is no requirement to replace the signage every six months, provided it remains visible and in good condition.

4.0 Traffic Warrant Sign Policy for Agricultural Equipment on County Roads (07-2008)

The purpose of this policy is to establish warrants or criteria for installing caution / warning signs for Agricultural Equipment (slow-moving vehicles) on roads managed by Haldimand County. According to the Highway Traffic Act, municipalities are authorized to post such signs to alert drivers that agricultural equipment frequently travels on their roads.

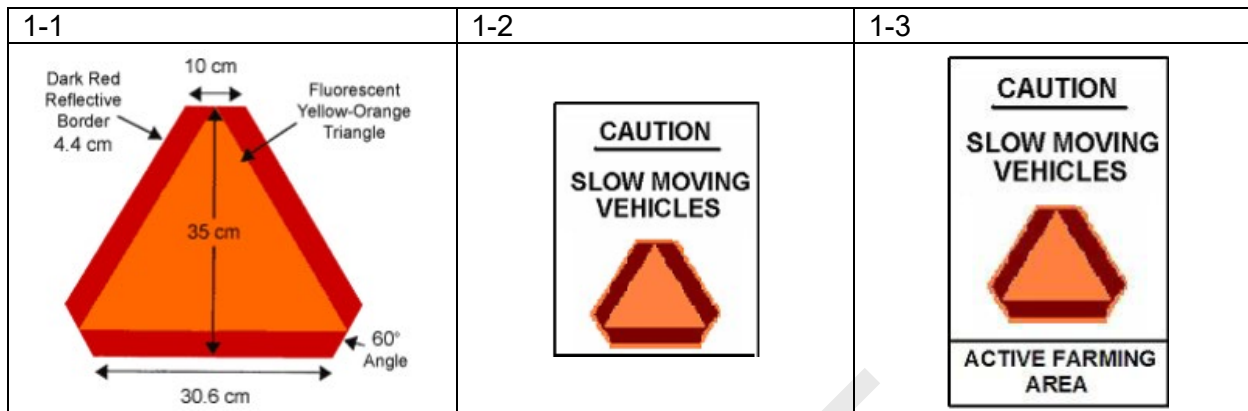
To request the installation of these signs, a written application with supporting details (such as location and activity) must be submitted to the Transportation Engineering Technologist in the Engineering Services division. Each request will be evaluated based on the criteria outlined in this policy.

Criteria for Installation:

1. The road in question must be used by vehicles that fall under the slow-moving vehicle regulations specified in the Highway Traffic Act, Section 76, and Ontario Regulation 616.
2. The policy only applies to roads under Haldimand County jurisdiction.
3. The road must have an average annual daily traffic (AADT) volume of at least 2,000 vehicles per day and / or see a minimum of 20 agricultural vehicle trips per week.

Sign Requirements: The Highway Traffic Act mandates that a slow-moving vehicle (SMV) sign be displayed when such a vehicle operates on a highway (see Figure 1 (1-1)). This sign indicates that the vehicle travels at 40 km/h or less. The Act prohibits placing this sign on or near fixed objects where it can be easily seen from the road. Property owners or tenants who display the SMV sign on fixed objects may face fines. However, municipalities may use the orange triangle symbol on caution signs to inform motorists about the presence of slow-moving vehicles. These informational signs are not enforceable under the HTA. Although there is no official provincial standard, the Ministry of Transportation, in collaboration with the Farm Safety Association, has developed a caution / warning sign for slow-moving vehicles to be used on Ontario roads (Figure 1 (1-2)). The orange triangle symbol was added to help motorists recognize slow-moving vehicles, and some areas have modified this sign to include "active farming area" (Figure 1 (1-3)).

Figure 1: Slow Moving Vehicle Sign



The implementation of these signs aims to improve safety awareness for the travelling public and a demonstration of continuous support to the Haldimand County Agricultural Communities in a fiscally responsible manner.

There is no explicit threshold for a minimum of 2000 AADT or a minimum of 20 agricultural vehicle trips to have an SMV sign installed. The AADT can be a factor considered, but the road's suitability for heavy vehicles, its ability to handle large trucks, and the presence of key destinations for truck traffic (e.g., warehouses, industrial areas) are more important criteria. Also, the frequency of slow-moving vehicles on the road, and the safety risks they pose to other traffic, will determine whether SMV signs are necessary.

Though local municipalities determine specific rules regarding the placement of SMVs, according to OTM book 1, residents would likely need permission from the road authority to place any type of sign, including SMV signs, on fixed objects within the highway right-of-way.

Recommendation:

1. Haldimand County conforms to the guidelines and is up-to-date.

5.0 Non-Standard Warning Sign Request Form

The request form outlines three non-standard warning signs:

- Pedestrian Ahead Sign
- Horse Warning Sign
- Child with Disability Warning Sign

The policy details the requirements necessary for requesting and implementing these signs on the road, as well as the restrictions regarding their placement.

The Road Operations Division will review the need for each sign every five years. If the need continues after five years, the sign will remain and be maintained; if not, it will be removed.

Overall, the signs comply with the guidelines outlined in the Ontario Traffic Manual (OTM). Neighbouring municipalities such as Brant County and Norfolk County offer online service portals where residents can submit requests for new signage. Similarly, cities like Toronto, Mississauga, Burlington, and Kitchener also provide online platforms for residents to request new traffic signs or report existing signs that need replacement.

Recommendation:

1. Haldimand County should explore implementing online service portals to streamline processes, making it easier for residents to report issues, and enable the County to address them more efficiently.
2. It is recommended that Haldimand County considers using non-standard signage in cases where it provides clear benefits to a specific group or addresses an urgent safety concern.
3. The decision to use a non-standard warning sign must be justified based on a demonstrated need and supported by sound engineering judgment. This typically involves a traffic engineering study that considers factors such as:
 - a) Roadway Conditions: The specific hazard or condition that requires a warning sign, its nature, and its severity. For example, sharp curves, steep downgrades, or unexpected changes in roadway alignment might warrant a warning sign.
 - b) Traffic Volumes: The number and types of vehicles using the roadway, as well as pedestrian activity. Higher traffic volumes and speeds might necessitate more prominent warning signs.
 - c) Sight Distance: The visibility of the hazard or condition to approaching drivers, considering factors such as curves, grades, vegetation, and other obstructions. If sight distance is limited, advance warning signs or other measures may be necessary.
 - d) Collision History: A history of collisions or near-misses at or near the location in question, particularly those related to the hazard or condition that the sign is intended to address.

- e) Effectiveness of Alternative Measures: The feasibility and effectiveness of alternative countermeasures to address the hazard, such as sight line improvements, street lighting, parking prohibitions, enforcement, or geometric revisions. If these alternatives are deemed more effective or can be implemented sooner, a non-standard warning sign might not be warranted. (OTM books 1,2, and 15).

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6.0 Slow Down and Share the Road Campaign (Sept 2024)

To highlight the importance of road safety during planting and harvest seasons, Haldimand County's Agriculture Advisory Committee (AAC) distributed "Share the Road" car magnets as a reminder to respect and responsibly share the road with farm vehicles. As part of this campaign, the County has also provided tips for road safety. The initiative will be promoted through social media, radio, and roadside signage.

Recommendation:

1. No changes are required for the campaign.

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7.0 Official Plan (June 2009)

Haldimand County's Official Plan was approved in 2009 with a vision for the next 20 years, leading up to the horizon year of 2026. The County includes six fully serviced urban areas and 25 hamlets. Haldimand County is served by an extensive road network, which includes Provincial Highways, County Roads, and local Municipal roads. Road Classification according to the official Plan is as follows:

Provincial Highways are primary transportation routes under the control of the Ministry of Transportation. Connecting links linking provincial highways are controlled by Haldimand County. Direct access to a Provincial highway will be limited. Access will be restricted to roads that are not Provincial Highways, where applicable, for all new developments. Permits must be obtained from the Ministry of Transportation for all developments located within their permit control area.

Arterial Roads are generally recognized as the principal traffic thoroughfares within Haldimand County. Direct access to arterial roads should be limited and means of alternative access should be investigated for all new development or redevelopment adjacent to an arterial road. In some instances, the flow of traffic on an arterial road may take precedence over parking.

Collector Roads are identified as those roads that distribute traffic from the arterial road network to local roads. Direct access to a collector road is permitted.

Local Roads are intended to distribute traffic from collector roads to individual properties. The design of local roads should discourage high speed traffic through the incorporation of appropriate design measures.

Private Roads are roads that are not owned or maintained by Haldimand County but are under private ownership and provide vehicular access to more than one property. The County encourages the upgrading of private roads to municipal standards; however, the improvement of private roads will not obligate the County to assume such roads. The County cannot guarantee the provision of emergency services on private roads.

The Haldimand County Official Plan Update Phase 1 Growth Strategy Report (June 2021) was reviewed which discusses the transportation components of Servicing Master Plans for each of the six urban areas as discussed in Section 8.0

In addition, the Growth Strategy anticipates no major transportation improvement is required to handle the growth needs of Townsend over the planning horizon of 2046. The growths are expected to be accommodated by extensions to the local network.

7.1.1 Haldimand County Design Criteria-Roadway (2015)

Haldimand County's roadway design standards include classifications based on their transportation service function, as detailed in Table 5.

Table 5: Haldimand County's Roadway Classification

Criteria	Arterial Road	Collector Road	Local Street
Traffic Service Function	Priority to traffic mobility	Traffic mobility and land access of equal importance	Priority to land access and urban environment
Typical Traffic Volumes (ADT)	5,000 to 30,000 vehicles per day	1,000 to 12,000 vehicles per day	Less than 3,000 vehicles per day
Typical Speed Limits	50 to 80 km/hr.	50 to 60 km/hr.	40 to 50 km/hr.
Vehicle Types	All types	May restrict heavy trucks in specific cases	Passenger and service vehicles
Connects to	Freeway, highway, arterial collector, local	Highway, arterial, collector, local	Highway, arterial collector, local
Typical Right-of-way width	30 to 36 m	20 to 30 m Industrial Collector: 26 m	20 m Industrial Local: 20 m
Pavement Width	11.0 m	10.0 m Industrial Collector: 10 m	8.5 m Industrial Local: 10 m

Haldimand County is committed to developing and enhancing pedestrian and bicycle paths, which will include integrating sidewalks, pathways, and trails within the community. These paths will also link to recreational facilities as part of ongoing infrastructure projects. Priority will be given to routes that connect community amenities with major parks and open spaces or that showcase the county's natural and cultural scenic views. Routes that promote tourism will be favored. Sidewalks will be used to connect urban trail systems whenever possible. New developments, revitalizations, or redevelopments will be planned with consideration for all travel modes to ensure safe pedestrian and vehicle movement.

According to Haldimand County's Design Criteria, sidewalks are required on both sides of all urban arterial roadways. Sidewalks are also required on at least one side of all urban collector and minor collector streets unless warranted on both sides. For local and collector roadways, the locations of schools, parks, churches, commercial establishments, street length, expected traffic volume, and the number of serviced dwelling units will be used as criteria in determining whether sidewalks are required on two sides of the street.

Recommendation:

1. The Haldimand County Design Criteria's Section G with the mark-ups that require an update is attached with the project files.

8.0 Master Servicing Plans

Haldimand County completes Master Servicing Plans (MSPs) for water, wastewater, stormwater, and transportation for five different communities or service areas within the County. These areas include Caledonia, Hagersville, Jarvis, Cayuga, and Dunnville. Each of these MSPs is updated approximately every five years. The purpose of these studies is to update the water, wastewater, stormwater, and transportation components of the MSP to identify existing servicing conditions and future servicing needs based on the growth that has occurred.

8.1 Caledonia

The 2020 Caledonia MSP has been reviewed. Caledonia is situated on the Grand River in the northern part of the County at the crossroads of Argyle Street and Haldimand Highway 54.

The previous MSP was completed in 2006, with some updates in 2015-2018 that were not finalized. The transportation component of the MSP was updated in 2019 and used for the 2020 update. Recommendations from the MSP related to the Traffic Management Strategy are:

- Argyle Street at Sutherland Street: Upgrade intersection to full signalization. (Development)
- Wigton St at Haddington Street: Upgrade All-Way Stop control to full signalization. Auxiliary left-turn lane with 15 m of storage for all approaches; and removed existing auxiliary right-turn lanes. (2021-2026)
- Caithness Street at McClung Road: Upgrade intersection to full signalization; Eastbound protected / permissive left-turn signal phase; and Auxiliary southbound left-turn lane with 30 m of storage. (Completed).

Based on the Haldimand County Growth Strategy Report (June 2021), the build-out of urban expansion lands will require the following additional improvements to the transportation in Caledonia:

- Argyle Street at Wigton Street – upgrade intersection to full signalization and provide permissive southbound left turn signal and phasing
- McClung Road and County Road 66 – south intersection, upgrade intersection to full signalization or roundabout, improve lanes for northbound, eastbound and southbound turns
- McClung Road and County Road 66 – north intersection – upgrade to full signalization of roundabout and improvements for westbound traffic
- Caithness Street and Mines Road – upgrade intersection to full signalization

8.2 Cayuga

The Cayuga SeMSP is currently being updated and is expected to be completed by 2025. The community of Cayuga is located east of the Grand River between Caledonia and Dunnville. The

area encompasses a mix of residential, industrial, institutional, and commercial land uses. Cayuga's roadway classification is as follows:

- Highway 3 – Connecting Link (Provincial Highway)
- Munsee Street (Haldimand Road 54) – Arterial Road
- Thorburn Street (Haldimand Road 17) – Arterial Road
- All other roads in the study area are designated as local roads.

Current urban arterial and collector roads, which feature existing sidewalks, include:

- Highway 3
- Munsee Street (Haldimand Road 54)
- Thorburn Street (Haldimand Road 17)

An analysis of collision data from 2002 to 2007 revealed approximately 140 incidents, with 24 resulting in injuries, but no fatalities. Several intersections were identified as problematic:

- Talbot Street at Cayuga Street
- Talbot Street at Thorburn Street
- Munsee Street between Echo Street and Indian Street

To meet the Haldimand County's design criteria, the following roadways required the addition of sidewalks on one or both sides:

- Highway 54 north of Ouse Street
- Highway 3 east of Haldimand Road 17 to town limits
- Haldimand Road 17 south of Highway 3

The 2009 Trails Master Plan suggested potential future bikeways, highlighting an opportunity to restripe Highway 3 to create bike lanes, enhancing connectivity throughout the town.

Recommendations from the MSP related to the Traffic Management Strategy are:

- Thorburn Street – Talbot Street Intersection Improvement – PXO is implemented at the intersection.
- Talbot Street East – Martin Street Intersection Improvement – conditions to be monitored (Development)
- Thorburn Street, Talbot Street to Joseph Street Upgrade arterial road – urban streetscaping, bike lanes (Development).
- Talbot Street, Ouse Street to Martin Street Upgrade arterial road – add sidewalk, urban cross-section (Completed)
- Highway 54 to Hill Street – Add sidewalk to one side (Completed).

8.3 Dunnville

The Dunnville MSP is currently being updated and is expected to be completed by 2025. At the time the MSP was prepared, land uses in the area included residential, industrial, institutional, and commercial.

The roadway classification in Dunnville is as follows:

- Highway 3 – Provincial Highway; the section from Robinson Road to Logan Road is a connecting link under Haldimand County's jurisdiction.
- Main Street / North Shore Drive (Haldimand Road 3) (from George Street easterly) – Arterial Road
- Robinson Road (Haldimand Road 15) – Arterial Road
- Taylor Road (from North Shore Drive to the abandoned railway) – Arterial Road
- Dover Road / Rainham Road (Haldimand Road 3) (from Main Street south-west) – Arterial Road
- Cross Street (from Robinson Road to John Street) – Collector Road
- George Street (from Broad Street north) – Collector Road
- John Street (from Broad Street to Cross Street) – Collector Road
- Cedar Street – Collector Road
- Tamarac Street (from Main Street to Concession Road) – Collector Road
- Concession Road (from Diltz Road to Tamarac Street) – Collector Road
- Ramsey Drive – Collector Road
- Proposed roadway from Ramsey Drive to Broad Street (north of Ramsey Drive) – Proposed Collector Road
- All other roads are designated as Local roads.

At the time the MSP was prepared, the following urban arterials and collectors had existing sidewalks:

- Highway 3 – Connecting link with sidewalks on both sides
- Main Street / North Shore Drive (Haldimand Road 3) – Arterial with a sidewalk on one side from George Street to Queen Street
- Robinson Road (Haldimand Road 15) – Arterial with no sidewalks
- Taylor Road (from North Shore Drive to the abandoned railway) – Arterial with no sidewalks
- Dover Road / Rainham Road (Haldimand Road 3) (from Main Street south-west) – Arterial with a sidewalk only on the Grand River bridge
- Cross Street (from Robinson Road to John Street) – Collector with a sidewalk on one side only
- George Street (from Broad Street north) – Collector with a sidewalk on one side south of Cross Street and none north of Cross Street
- John Street (from Broad Street to Cross Street) – Collector with a sidewalk on one side only

- Cedar Street – Collector with sidewalks on one side south of Broad Street, both sides from Broad Street to Gardiner Avenue, and one side north of Gardiner Avenue
- Tamarac Street (from Main Street to Concession Road) – Collector with sidewalks on both sides
- Concession Road (from Diltz Road to Tamarac Street) – Collector with no sidewalks
- Ramsey Drive – Collector with no sidewalks.

Recommendations from the MSP related to the Traffic Management Strategy are:

- A sidewalk was added on Cross Street between Robinson Road and John Street.
- Intersection and Streetscape Upgrades for Queen Street and Lock Street Intersection. (Completed)
- A sidewalk was added on Fairview Avenue between John Street and Cedar Street.
- Added sidewalk to alternate side (George to Queen) and both sides (Queen to Taylor)
- Taylor Road between Main Street and Broad Street - Add sidewalk on both sides. (10-20 years)
- George Street between Broad Street and South Cayuga Street - Add sidewalk to alternate side. (10-20 years)
- John Street between Broad Street and Cross Street - Add sidewalk to alternate side. (10-20 years)
- Cedar Street between Main Street and Broad Street and Gardiner Avenue to Concession Road) - Add sidewalk to alternate side. (10-20 years)
- Concession Road between Diltz Road and Tamarac Street – Add sidewalk on one side. (10-20 years)
- Ramsey Drive between Tamarac Street and Broad Street - Add sidewalk on both sides (10-20 years).

8.4 Hagersville

The 2024 MSP for Hagersville has been reviewed. Hagersville is a community located in the western part of the County at the intersection of Highway 6 and County Road 20 (King Street). According to the MSP, all new developments are mainly residential.

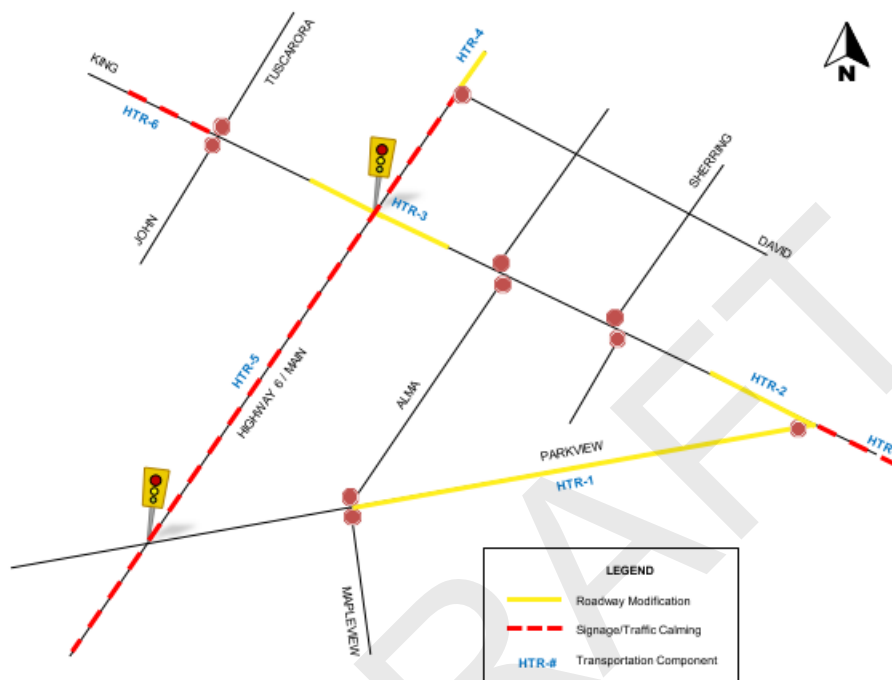
The previous MSP was completed in 2009, and the study estimated population and household growth up to 2026. The study's recommendations included three new two-lane collector roadways with traffic-calming features and a new traffic circle. The recent MSP included a review of future growth conditions, confirmation of transportation servicing alternatives, selection of the preferred servicing alternative, and the creation of an implementation plan for the preferred transportation servicing alternative. A summary of the preferred roadway improvements included:

- Improving the Main Street / Highway 6 intersection by implementing traffic calming measures.

- Implementing traffic calming measures on King Street.

Figure 2 shows Preferred Roadway improvements

Figure 2: Transportation Improvement (Hagersville MSP, 2024)



8.5 Jarvis

The 2010 MSP for Jarvis was reviewed. The community of Jarvis is located at the intersection of Highway 3 and Highway 6. Land uses in the area include residential, industrial, institutional, and commercial.

The roadway classification for Jarvis at the time of the MSP is as follows:

- Highway 6 – Connecting Link (Provincial Highway)
- Highway 3 – Connecting Link (Provincial Highway)
- All other roads within the study area are designated as Local roads.

The urban arterial and collector roadways with existing sidewalks include:

- Highway 6
- Highway 3

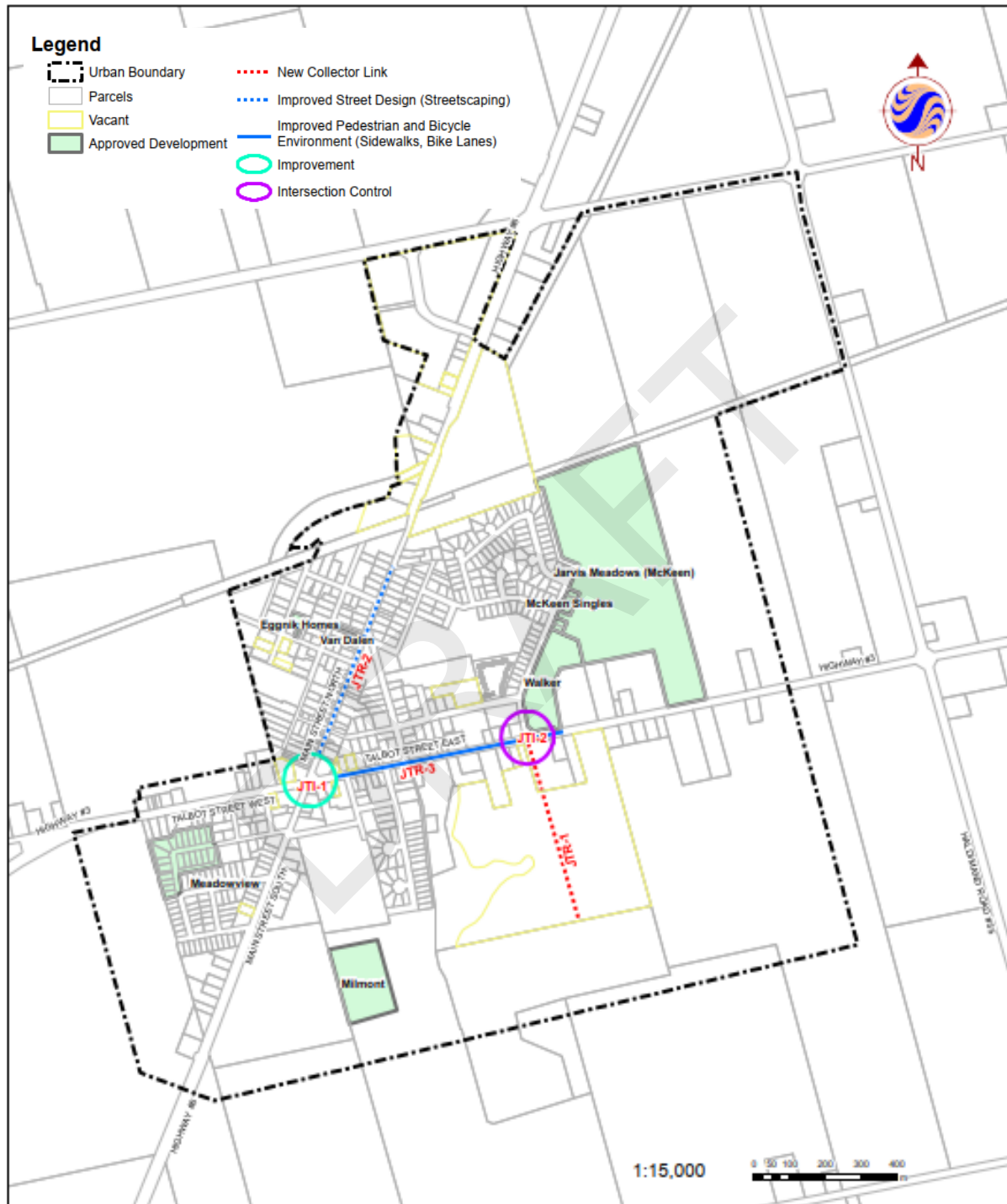
Collision data from 2002 to 2007 indicates some key areas for safety improvements:

- Main Street at Talbot Street: Several sideswipe collisions were noted at this intersection, along with rear-end and angle collisions involving turning vehicles. While collision rates are low, there is an opportunity to enhance traffic operations. It is recommended that lane markings and permitted movements be clearly defined to reduce ambiguity for drivers. This would help prevent sudden lane changes, particularly when vehicles are turning without signaling. Additionally, it is advised to meet minimum sight distance requirements for commercial driveways north of Talbot Street on Main Street. Removing some on-street parking adjacent to these driveways may be necessary to ensure safe operations.
- Main Street at Nanticoke Road: Of the thirteen collisions recorded at this intersection, six (46%) involved vehicles losing control. Contributing factors likely include excessive vehicle speeds relative to weather and road conditions. The County should consider investigating potential safety improvements, such as enhancing the road surface and/or lighting at this intersection.

For future transportation needs (2026), the MSP recommends:

- A new collector road will be needed to connect southwest Jarvis to Highway 3. This access point should be planned in coordination with Craddock Boulevard to allow for future signalization while minimizing impacts on Highway 3.
- Sidewalks should be added on one or both sides of Highway 3, from Highway 6 to the town's eastern limits, to meet current design criteria. (Completed)
- Talbot Street West – Main Street South intersection Improvement – provide auxiliary lanes. (5-10 Years)
- Talbot Street improved bicycle and pedestrian environment. (development)

Figure 3: Transportation Improvements Jarvis



9.0 Parking By-Law (307/02)

The Parking Bylaw 307/02, consolidated in November 2023, provides comprehensive regulatory guidance for the regulation and prohibition of parking, standing, and stopping of vehicles on roads and streets within Haldimand County. This bylaw aligns with the Highway Traffic Act and other relevant regulatory frameworks, ensuring consistent enforcement throughout the county. Key provisions of the bylaw include the following:

- **Stopping:** Defined as halting a vehicle, even momentarily. The bylaw designates specific locations and streets where stopping is prohibited to ensure safety and traffic flow.
- **Parking:** Refers to the standing of a vehicle, whether occupied or not, except when loading or unloading passengers or merchandise. The bylaw identifies specific locations and conditions where parking is prohibited.

The bylaw provides a detailed list of streets within Haldimand County where parking is either prohibited or restricted:

- Schedule C outlines streets where parking is prohibited.
- Schedule D lists streets where parking is restricted under certain conditions.

Additionally, the bylaw stipulates penalties and fines for violations of its provisions, ensuring compliance and the effective management of parking within the county.

Recommendation

It is recommended that Haldimand County updates Schedule C and Schedule D if on-street parking is adopted as a traffic calming measure in any of the streets where parking is prohibited or restricted under specific circumstances.

10.0 Canadian Guide for Traffic Calming

The publication Canadian Guide to Traffic Calming, Second Edition (CGTC) (TAC, February 2018) provides guidance for the application of traffic calming measures on neighbourhood local / collectors, and urban and rural arterials. The CGTC identifies the purpose of traffic calming as the restoration of streets to their desired function. This function is to provide both mobility and access, but in differing combinations, depending on the specific location, role, and classification of the street. The CGTC also establishes model procedures for developing and implementing a traffic calming plan in response to community traffic concerns through a 5-stage process. This process is schematically presented in Figure 4.

Figure 4: CGTC Traffic Calming Process and Procedures



The process shown in Figure 4, creates a country wide guideline for the consistent planning, implementation, and evaluation of traffic calming. The guide also provides a list of traffic calming measures which are divided into Engineering, Enforcement, and Education sections.

Engineering traffic calming measures are physical changes on the road that slow down the traffic speed by changing the alignment, features, width and surface of the road. Engineering measures can be in the form of vertical deflection, horizontal deflection, road narrowing, access restriction, and pavement marking.

Enforcement measures do not change the physical aspects of the road but rather focus on modifying the driver's behaviour. Enforcement measures can be in the form of police presence, technology driven enforcement such as speed cameras, redlight cameras, drones, and community driven measures such as community speed watch programs.

Education measures are also put in place to make long lasting behavior in the driver's behaviour. Education measures are mainly community driven and community-oriented initiatives that discourage speeding and promote the use of active transportation for daily trips. Education measures can be in the form of community programs such as Active and Safe

Routes to School, Pace Car Program, speed display devices, and targeted education campaigns.

CGTC also provides general design considerations for traffic calming. The design criteria are considerations such as road/lane widths, grades, presence of long vehicles, pedestrians, cyclists, and persons with disability. It also takes into account other considerations such as surface drainage, utilities, maintenance, construction material, and streetscaping. Based on the criteria mentioned CGTC provides design requirement for the traffic calming measures.

DRAFT

11.0 Heavy Truck By-law (By-law No. 2079/19)

Haldimand County designates truck routes and requires truck traffic to use these routes. These truck routes are intended to reduce truck traffic impact on urban and hamlet areas. Truck Routes are listed in Table 6 and presented in Figure 5.

Figure 5: Designated Truck Route

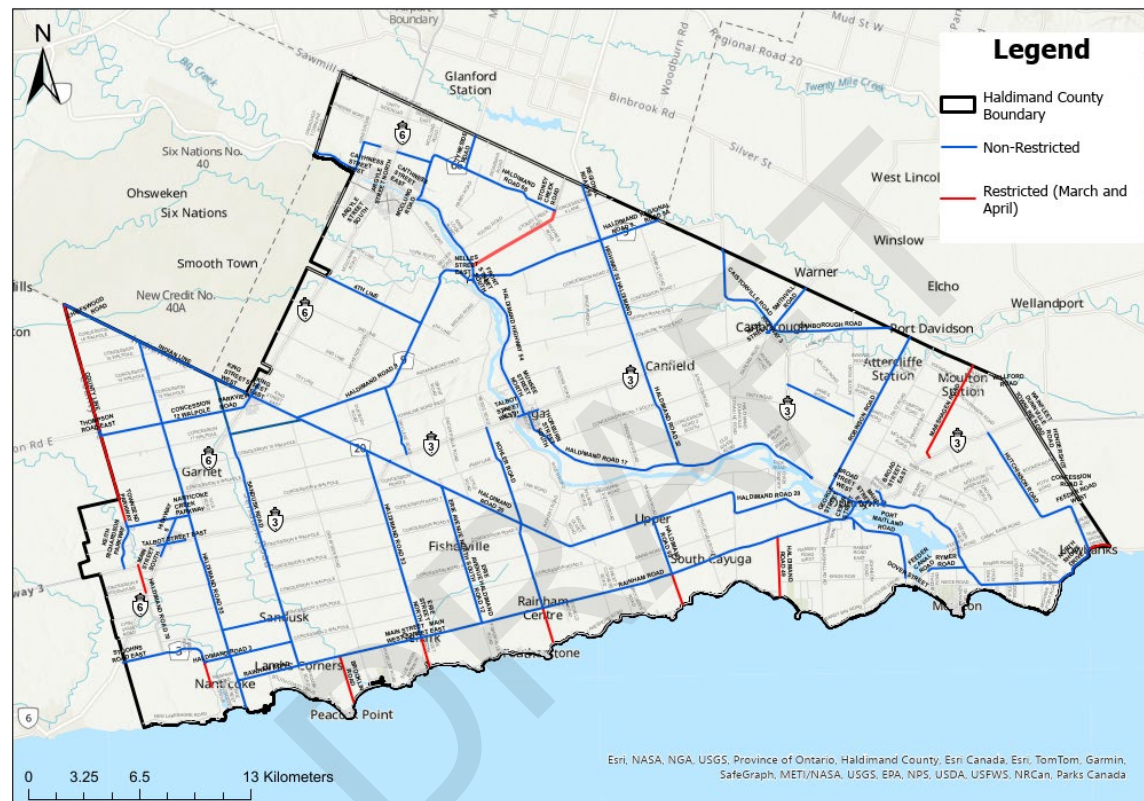


Table 6: Heavy Truck Routes

Road Number / Name	From	To
Concession 2 Walpole	Haldimand Road 55 / Nanticoke Rd	Haldimand Road 18 / Sandusk Rd
Concession 3 Walpole	Haldimand Road 55 / Nanticoke Rd	Haldimand Road 18 / Sandusk Rd
Dry Lake Rd	Haldimand Road 9	Hwy 3
Greens Rd	Mines Rd	Hwy 6
Haldimand Road 2 / Caistorville Rd	Haldimand Road Roads 14 and 63	Region of Niagara Boundary
Haldimand Road 3 / Rainham Rd	Haldimand Road 3 / Concession 2 Walpole	Norfolk Boundary

Road Number / Name	From	To
Haldimand Road 3 / Concession 2 Walpole	Haldimand Road 55 / Nanticoke Rd	Haldimand Road 3 / Rainham Rd
Haldimand Road 3 / Rainham Rd	Haldimand Road 55 / Nanticoke Rd	Riverside Dr
Haldimand Road 3 / Rainham Rd	Haldimand Road 55 / Nanticoke Townline	Haldimand Road 3 / Main St Dunnville
Haldimand Road 3 / Northshore Dr	Haldimand Road 61 / Taylor Rd Dunnville	Haldimand Road 65 / Hutchinson Rd
Haldimand Road 3 / Northshore Dr	Haldimand Road 65 / Hutchinson Rd	Wainfleet Townline
Haldimand Road 7 / Marshagan Rd	Hwy 3	Wainfleet Townline
Haldimand Road 8 / Kohler Rd	Haldimand Road 3 / Rainham Rd	Lakeshore Rd
Haldimand Road 8 / Kohler Rd	Hwy 3	Haldimand Road 3 / Rainham Rd
Haldimand Road 9	Haldimand Road 54	Region of Niagara Boundary
Haldimand Road 9	Haldimand Road 20 / Indian Line	Haldimand Road 54
Haldimand Road 9	Haldimand Road 74 / County Line	Hwy 6
Haldimand Road 11 / Port Maitland Rd	Haldimand Road 3 / Rainham Rd	Kings Row
Haldimand Road 12 / Fisherville Rd	Haldimand Road 20	Haldimand Road 3 / Rainham Rd
Haldimand Road 14 / Smithville Rd	Haldimand Road 2 and 63	Region of Niagara Boundary
Haldimand Road 15 / Robinson Rd	Hwy 3	Region of Niagara Boundary
Haldimand Road 17	Hwy 3 Cayuga	Hwy 3 Dunnville
Haldimand Road 18 / Sandusk Rd	Hwy 6	Haldimand Road 20 / Indian Line
Haldimand Road 18 / Sandusk Rd	Hwy 6	Haldimand Road 3 / Rainham Rd
Haldimand Road 20	Haldimand Road 3 / Rainham Rd	Hwy 3
Haldimand Road 20 / Indian Line	Haldimand Road 74	Hwy 3
Haldimand Road 22 / McClung Rd	Haldimand Road 54	Haldimand Road 66

Road Number / Name	From	To
Haldimand Road 27 / Concession 11 W	Haldimand Road 18	Haldimand Road 20 / Indian Line
Haldimand Road 29 / 4th Line	Haldimand Road 9	Hwy 6
Haldimand Road 32 / Dairy Side Rd	Hwy 3	Haldimand Road 17
Haldimand Road 33 / Tyneside Rd	Haldimand Road 66	Haldibrook Rd
Haldimand Road 48	Haldimand Road 11 / Port Maitland Rd	End
Haldimand Road 49 / Aikens Rd	Haldimand Road 3 / Rainham Rd	Lakeview Line
Haldimand Road 50	Haldimand Road 3 / Rainham Rd	Lakeshore Rd
Haldimand Road 50	Haldimand Road 20	Haldimand Road 3 / Rainham Rd
Haldimand Road 53 / Selkirk Townline Rd	Haldimand Road 3 / Rainham Rd	Lakeshore Rd
Haldimand Road 53 / Selkirk Townline Rd	Haldimand Road 20	Haldimand Road 3 / Rainham
Haldimand Road 54	Brant Haldimand Boundary	Mines Rd
Haldimand Road 54	Hwy 3 Cayuga	Haldimand Road 22 / McClung Rd
Haldimand Road 55 / Nanticoke Rd	Haldimand Road 20 / Indian Line	Hickory Beach Lane
Haldimand Road 56	Hwy 3	Haldibrook Road
Haldimand Road 61 / Taylor Rd	Hwy 3 / Broad St	Haldimand Road 3 / Northshore Dr
Haldimand Road 62 / Brooklin Rd	Haldimand Road 3 / Rainham Rd	Southcoast Dr
Haldimand Road 63 / Canborough Rd	Hwy 3	Region of Niagara Boundary
Haldimand Road 64 / Rymer Rd	Haldimand Road 3 / Northshore Dr	Siddall Rd
Haldimand Road 65 / Hutchinson Rd	Haldimand Road 3 / Northshore Rd	Hwy 3
Haldimand Road 66	Hwy 6	Stoney Creek Road
Haldimand Road 69 / Nanticoke Creek Parkway	Haldimand Road 55	Haldimand Road 74 / Townsend Parkway
Haldimand Road 70	Hwy 6	Hwy 3
Haldimand Road 70	Haldimand Road 3 / Rainham Rd	Hwy 6
Haldimand Road 74 / County Line Rd	Stone Quarry Rd	Haldimand Road 9

Road Number / Name	From	To
Haldimand Road 74 / County Line Rd	Norfolk Road 9 / Thompson Rd	Haldimand Road 20 / Indian Line
Haldimand Road 74 / County Line Rd	Haldimand Road 69	Hwy 3
Haldimand Road 74 / County Line Rd	Haldimand Road 9	Norfolk Road 9 / Thompson Rd
Haldimand Road 74 / Townsend Parkway	Haldimand Road 69 / Nanticoke Creek Parkway	Stone Quarry Rd
James Rd	Hwy 3	Moote Rd
Main St Dunnville	Hwy 3 / George St	Haldimand Road 61 / Taylor Rd
Main St Hagersville / Hwy 6	North Connecting Link	Parkview Rd
Main S Jarvis / Hwy 6	North Connecting Link	South Connecting Link
Mines Rd	Haldimand Road 54	Greens Rd
Ramsey Rd	Broad St	Industrial Crt
Riverside Dr	Concession 2 Walpole	Rainham Rd
Stoney Creek Rd	Haldimand Road 66	Haldimand Rd 54
Talbot St, Cayuga / Hwy 3	Cayuga Bridge	Monture St
Talbot Street, Jarvis / Hwy 3	East Connecting Link	West Connecting Link

Recommendation:

1. No changes are recommended for the Truck Routes.

SS:rk



BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

Appendix D

Design Criteria Markups

HALDIMAND COUNTY

DESIGN CRITERIA

SECTION G

ROADWAYS

Roundabouts
Residential Areas - Mini i.e., central island fully mountable width <27m ICD
Transition Area - Single Lane Roundabout with ICD >28m and <40m

Revised 2015

HALDIMAND COUNTY DESIGN CRITERIA SECTION G – ROADWAYS

PAGE 2

G 1.00 CLASSIFICATIONS

G 1.01 STREET CLASSIFICATION

All roadways in new developments shall be classified according to the traffic volume expected and the intended use of the roadway. For predominantly residential areas three classifications shall be noted as follows: Local, Minor Collector or Major Collector. For industrial areas the streets shall be classified Local or Collector dependent upon length of street, traffic volume expected and percentage of truck traffic. Arterial roadways shall be classified as divided or undivided. The proposed classification of all streets in the development shall be confirmed with Haldimand County prior to the commencement of the design.

The following table is presented as a guide to the determination of the street classification:

Roadway Classification Guidelines

	Arterial Road	Collector Road	Local Street
Traffic Service Function	Priority to traffic mobility	Traffic mobility and land access of equal importance	Priority to land access and urban environment
Typical Traffic Volumes (ADT)	5,000 to 30,000 vehicles per day	1,000 to 12,000 vehicles per day	Less than 3,000 vehicle per day
Typical Speed Limits	50 to 80 kph	50 to 60 kph	40 to 50 kph
Vehicle types	All types	May restrict heavy trucks in specific cases	Passenger and service vehicles
Connects to	Freeway, highway, arterial, collector, local	Highway, arterial, collector, local	Highway, arterial, collector, local
Typical Right-of-way width	30 to 36 metres	20 to 30 metres	18 to 20 metres

Does not apply

HALDIMAND COUNTY DESIGN CRITERIA SECTION G – ROADWAYS

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G 1.02 ROADWAY CROSS-SECTIONS:

Type	Uses
Local Rural Subdivision Road 20.0 metre road allowance (open ditch)	To be used in the Rural Residential Areas only if lot frontages are greater than 30 metres
Local Subdivision Road, 20.0 metre road allowance (Curb & Gutter) Where deemed appropriate, 18.0 metre road allowance (Curb & Gutter) may be considered for urban developments.	To be used in all Urban, Semi-urban and Hamlet Residential areas (9 metre road width minimum)
Collector Urban Subdivision Road, 20.0 to 30.0 metre road allowance (Curb & Gutter)	To be used in all Urban Areas (10 metre road width minimum)
Arterial 30-36m metre road allowance (Curb & Gutter)	To be used in all Urban Areas (11.5 metre road width minimum)

G 2.00 GEOMETRIC DESIGN ELEMENTS

G 2.01 RESIDENTIAL STREETS

Lower design speed. Will also affect SSD, Sag, Crest values

Geometric Detail	Rural Open Ditch	Rural Residential / Local	Collector	Arterial
Minimum Right-of-way Width (metres)	20	18 - 20	20-30	30-36
Posted Speed/Design Speed (km per hour)	50/50	50/50 30/30	50/70 40/40	60/80
Minimum Safe Stopping Sight Distance on Wet Pavements (metres)	65	65 35	65/110 50	85/135
Minimum Sag Curve Parameter k (m)	8	8 6	12/25 9	18
Minimum Crest Curve Parameter k (m)	12	12 2	12/25 4	18/30

HALDIMAND COUNTY DESIGN CRITERIA
SECTION G – ROADWAYS

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Geometric Detail	Rural Open Ditch	Residential and Local	Collector	Arterial
*Minimum Sag Parameter in Illuminated Areas k (m)	5	5 2	5 4	8
Minimum Curve Radius (m)	90	90 20	90 45	130
* Based on comfort criteria - Use in illuminated areas only when stopping sight distance requirements are met.				
Pavement Width in metres (Urban - Face to Face of Curbs / Rural - E.P. to E.P.)	7.0 1.5m shoulders	8.5 3.0 to 3.3 metres	10.0	<div style="border: 1px solid red; padding: 5px;"> <p>Reduced widths including</p> <ul style="list-style-type: none"> -lane narrowing -curb extensions -on-street parking -lateral shift -medians </div>
Pavement Crossfall	2.0	2.0	2.0	
Minimum Grade (per cent)	0.0	0.5	0.5	
Maximum Grade (per cent)	6.0	6.0	6.0	6.0
Intersection Angle (degrees)	70-90	70-90	80-90	85-90
Minimum Tangent Length of Intersections (metres)	30	30	50	60
Minimum Tangent Length between Reverse Curves (metres)	10	10	50	60
Daylight/Visibility Triangles	9m x 9m	4.5m x 4.5m	9m x 9m	12m x 12m

HALDIMAND COUNTY DESIGN CRITERIA SECTION G – ROADWAYS

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G 2.02 INDUSTRIAL STREETS

Geometric Detail(for 50km speed zone)	Local	Collector
Minimum right of way width (metres)	20	26
Posted/Design Speed (km per hour)	50/50	60/80
Minimum Safe Stopping Sight Distance (metres)	65	85
Minimum Sag Curve Parameter k (m)	8	18
Minimum Crest Curve Parameter k (m)	8	15
Minimum Curve Radius (m)	90	130
Pavement Width (Face to Face of Curbs in metres)	10.0	10.0
Pavement Crossfall (percent)	2	2
Minimum Grade (percent)	0.5	0.5
Maximum Grade (percent)	6	6
Intersection Angle (degrees)	70-90	80-90
Minimum Tangent Length at Intersections (m)	30	60
Minimum Tangent Length Curves (m)between Reverse	30	60

G 2.03 ARTERIAL STREETS

Arterial streets, except for those roads under Provincial Jurisdiction, are a Haldimand County responsibility, and all geometric design elements should correspond to this criteria or the Provincial Geometric Design Criteria, whichever is more conservative.

G 3.00 DESIGN ELEMENTS

G 3.01 VERTICAL CURVES

All point of grade changes in excess of 1.5% shall be designed with vertical curves as outlined in the current Ministry of Transportation publications. The minimum visibility curves to be used are outlined in the geometric details for each roadway classification. The minimum tangent length of any road grade shall be 9 metres.

G 3.02 BACKFALL AT INTERSECTING STREETS

At all street intersections, the crown line of the minor street shall not interrupt the normal crossfall of the major street. A 1 to 2 percent backfall shall be

HALDIMAND COUNTY DESIGN CRITERIA

SECTION G – ROADWAYS

PAGE 6

provided on the minor street at all street intersections. For the intersection of two equivalent roads, the backfall for both roadways shall be 0.5 percent. This backfall shall continue to the end of the curb return radii to facilitate proper drainage of the intersection.

G 3.03 CURB RETURN RADII AT INTERSECTIONS

The curb return radii at residential street intersections shall conform to the following minimum dimensions:

Tighter radius
3m for passenger car
12m single-axle delivery trucks/city buses
15m large tractor semi-trailer
Depends on receiving lane widths

Pavement Width Street A	Pavement Width Street B	Curb Return Radii
8.5m	8.5m	8.0m
8.5m	10.0m	10.0m
8.5m	11.0m	10.0m
8.5m	14.0m	12.0m
10.0m	10.0m	12.0m
10.0m	11.0m	12.0m
10.0m	14.0m	15.0m
11.0m	11.0m	12.0m
11.0m	14.0m	15.0m
14.0m	14.0m	15.0m

see attached excerpt from TAC in the Next page

G 3.04 DEAD ENDS, CUL-DE-SACS, AND BULBS

All dead ends shall be constructed as a cul-de-sac, complete with turning basin ("bulb" or "spatula" end). Subdivision street pattern designs should try to avoid the use of dead ends / cul-de-sacs.

Permanent cul-de-sacs shall be constructed in accordance with the details provided in the standard drawings. Any cul-de-sac greater than 106 m in length requires a secondary access. For urban cul-de-sacs, minimum gutter grades of 1% shall be maintained along the flow line of all gutters around the cul-de-sacs, the design road grade on the cul-de-sac and at the beginning of the bulb area where catchbasins are to be located. All cul-de-sacs, bulbs and intersections shall be detailed at a scale larger than the road plan. The details shall show gutter, crown and other grades sufficient to determine that the road will properly drain and shall be used as a basis for layout.

Islands in the center of Cul De Sacs / Bulbs shall be prohibited.

An area in between entrances within the cul de sac should be identified for a snow storage location. Snow storage areas require 10.0m between residential entrances, and must be upstream of a catch basin.

Urban roadside environments shall conform to Haldimand County Drawing G

Table 2.4.4: Minimum Design Turning Radii for Representative Trucks for 90° and 180° Turns

	Minimum Turning Radius (m)		
Truck Type	Wheelbase	Centre of Axle	Outside Front Wheel
Light SU	3.4	5.3	6.3
Medium SU	6.5	10.1	11.1
Heavy SU	8.4	13.1	14.1
Tractor Unit	6.2	9.6	10.7
	Minimum Turning Radius (m)		
Truck Type	Degree of Turn	Centre of Axle	Outside Front Wheel
WB-19	90	9.6	10.7
	180	12.8	14.0
WB-20	90	9.6	10.7
	180	13.1	14.3
A-train	90	11.2	10.7
	180	9.6	12.3
B-train	90	12.5	10.7
	180	9.6	13.6

Notes : Data from this table should be used to develop the swept path for the design vehicle, for use in geometric design.

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10. Rural roadside environments shall conform to OPSD-500.01 Type "A" or "B" may be considered.

G 3.05 EMERGENCY ACCESS REQUIREMENTS

Emergency access roads shall be constructed of Granular 'B' material within a minimum 8.0 m wide easement, registered in favour of Haldimand County, and shall be passable and maintained, including snow and ice control, on a year-round basis.

Emergency access roads shall be a minimum 4.6 m wide, with 0.5 m shoulders along both sides. Any bends along the road shall have a minimum turning radius of 10.7 m. Crossfall shall be 2.0% for the driving surface, and 6.0 % for the shoulders. Subgrade crossfall shall be 3.0 %. Foreslope and backslope of ditches shall conform to standard grading cross-sections.

Emergency access roads shall be signed / identified as being for "Emergency Use Only", and have "knock-down" bollards placed at both ends to prevent casual usage. Bollard configuration shall be 3 bollards spaced at 1.2 m, with the centre bollard placed at centreline of the access road. Please refer to drawing G 12 at the end of this section for bollard details.

G 3.06 TEMPORARY TURNING CIRCLES

Temporary turning circles are to be built to the geometric standards of permanent cul-de-sac standards. And will only be considered whenever a road is to be continued in the future to an approved Plan of Subdivision. Details for the requirements of temporary turning circles are to be adequately detailed on the engineering drawings and are subject to the approval of the Engineering Manager. Temporary turning circles are to be considered only as a last option.

G 3.07 LOCATION OF UTILITIES

The location of all utilities within the road allowance shall be as detailed on the typical cross-section. Utility drawings shall be submitted to the Engineering Manager for approval. All utility wiring is to be constructed underground. Hydro transformers are to be housed in suitable enclosures and mounted on transformer pads installed at the final ground elevation. Bell telephone junction boxes may be mounted at the surface in approved standard enclosures.

G 4.00 PAVEMENT DESIGN

G 4.01 The minimum pavement design for all **local residential** roads in new subdivisions shall be 50mm of HL3, 50mm of HL8, 150mm of Granular 'A' and

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300mm Granular 'B'. All urban road cross-sections shall have sub-drains located below the lowest elevation of granular material in the road base.

The **minimum** pavement design for **collector roads** shall be 50mm of HL3, 100mm of HL8, 150mm of Granular 'A' and 300mm Granular 'B'. All urban road cross-sections shall have sub-drains located below the lowest elevation of granular material in the road base.

The **minimum** pavement design for **arterial roads** shall be 60mm of HL3, 120mm of HL8, 150mm of Granular 'A' and 300mm Granular 'B'. All urban road cross-sections shall have sub-drains located below the lowest elevation of granular material in the road base.

The Developer shall engage a qualified Soils Consultant, to design a suitable pavement structure. Soil sampling shall be carried out in the presence of the Soils Consultant at intervals not exceeding 60 metres along the centreline of the subdivision road, to a minimum depth of 1.5 m. If an existing road is to be reconstructed as part of the development, the borehole should extend a minimum of 0.5 m into native subgrade.

The composition and design thickness of the pavement section shall be determined from:

1. Sub-grade soil classification with gradation analyses including hydrometer testing of material with more than 10% passing the 75um sieve;
2. Subgrade soil frost susceptibility;
3. Subgrade soil drainage; and
4. Traffic Volumes including the percentage of trucks based on a 20 year life cycle.

Pavement structure design shall be undertaken using empirical or mechanistic methodologies.

Copies of all test results and proposed road designs and supporting calculations shall be submitted with the Engineering Drawings. Pavement design not meeting the minimum standards, as indicated above for the particular road classification, will not be acceptable.

G 4.02

MATERIAL REQUIREMENTS

The source of supply and quality of all materials and supplies is subject to the approval of the County and by the Developer's Engineer. The

Consulting Engineer shall perform testing and approval of all granular materials at the designated pits and subsequent in-situ verification tests.

All granular materials shall meet the Haldimand and OPS specifications. OPSS aggregate specifications are modified through a Haldimand County special

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provision that requires 100% crushed material. The Developer's Engineer shall submit physical testing results to the County for approval of each source.

Prior to the placement of asphalt pavement, the Consulting Engineer must submit the asphalt pavement mix designs to the Manager of Engineering for approval. The asphalt mix design shall meet the appropriate OPS specification.

G 5.00 CONCRETE CURB AND GUTTER

Concrete curb and gutter conforming to the O.P.S.D. 600.60 (semi-mountable) or 600.40 (barrier) are generally used as a standard on all new subdivision roadways. Alternates may be considered on a site by site basis. Where boulevard areas are less than 1.0 m in width, barrier style curb shall be used.

Adjustment and final setting of catchbasins frames shall be completed by pouring concrete, or using adjustable concrete riser units, immediately prior to the placement of the top lift of asphalt. Riser units shall be placed on the outside of the catchbasins only. Catchbasins shall be initially set to base asphalt elevation. Temporary asphalt curb shall be placed at catchbasins between the preliminary acceptance and final acceptance stages of the development. Rear yard Catch basins shall be avoided at all costs for new developments.

Driveway depressions, where barrier type curb is used, shall be formed in the curb according to the details and locations as shown on the engineering drawings. Should any driveway depressions be improperly located, then repairs shall be made by removing those sections and replacing them. The concrete capping of a depressed curb shall not be permitted. For private road entrances, multiple unit, commercial and industrial entrances, the existing curb and gutter shall be completely removed and replaced with a steel reinforced depressed curb section

In cases where the curb has been constructed prior to the establishment of an entrance, the curb shall be removed and replaced to a minimum of 0.5m beyond the depressed curb for the driveway. Exceptions may be made for single family residences on a site by site basis, allowing the curb to be formed by cutting down the back of the curb with a curb cutting machine, provided the existing section is free from cracks and other defects.

G 6.00 SIDEWALKS

The location requirements for sidewalks in new subdivision shall be as per the most current revision of the standard location cross-section drawing. This shall be confirmed with the Manager of Engineering prior to commencing the detailed design. In general, sidewalks are required on both sides of all urban arterial roadways and at least one side of all collector and minor collector streets, unless warranted on both sides. For local and collector roadways, the

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locations of schools, parks, churches, commercial establishments, etc., the street length, expected traffic volume and the number of serviced dwelling units will be used as criteria in determining whether sidewalks are required on two sides of the street.

The sidewalk shall conform, in details and dimensions, to the current Ontario Provincial Standards and shall be installed at locations as shown on the typical road cross-sections. The minimum width of sidewalk for streets is 1.5 metres except on arterial roads where the minimum width will be 1.8 metres or as per the latest Ontario Provincial Standards

The sidewalks shall be increased in thickness at all driveway locations as shown on the Standard Drawings. In cases where the sidewalk has been constructed prior to the establishment of an entrance, the existing sidewalk shall be removed and replaced with a thickened sidewalk section. Exceptions may be made for single family residences on a site specific basis; providing the sidewalk is free of cracks and other defects, and the grading is within the limits of the design criteria. Sidewalk depth shall be transitioned at a slope of 10:1.

At street intersections the curb and the sidewalk shall be depressed to meet the roadway elevations as shown on the Ontario Provincial Standards drawings. Wheelchair ramps as per OPSD to be provided.

Sidewalk construction immediately adjacent to a curb will be generally avoided. If approved – sidewalk width must be 1.8m minimum, and curb must be barrier style OPSD 600.40

Multi residential post office box areas shall be identified on plans, and should be adjacent to a sidewalk – and a minimum of 1.5m from the curb.

G 7.00

DRIVEWAY APPROACHES

All driveway approaches shall be graded, gravelled and paved (asphalt, concrete or interlocking stone) from back of the curb to the property line.

Residential driveway approaches that are less than 0.5m in width shall be concrete when adjacent to Sidewalk.

Commercial or Industrial Driveway approaches that are less than 1.0m in width shall be concrete when adjacent to a sidewalk.

Concrete Approaches shall be the same depth as sidewalk.

G 7.01

MINIMUM DRIVEWAY DESIGN

The minimum consolidated depth requirements for driveways shall be as follows:

a) SINGLE FAMILY RESIDENTIAL

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Asphalt – 50 mm HL3
Granular base – 150 mm Granular 'A'

b) COMMERCIAL, LIGHT INDUSTRIAL AND APARTMENTS

Asphalt - 50 mm HL3 surface course
- 50 mm HL8 base course
Granular base -150 mm Granular 'A'
-300 mm Granular 'B'

c) HEAVY INDUSTRIAL DRIVEWAYS

Asphalt - 50 mm HL3 surface course
- 100 mm HL8 base course

Granular Base - 150 mm Granular 'A'
- 300 mm Granular 'B'

d) AGRICULTURAL

Granular Base - 150 mm Granular 'A'
- 200 mm Granular 'B'

G 7.02 DRIVEWAY GRADES

The minimum grade for any driveway shall be 2%. The maximum permissible design grade for any driveway shall be 8%. This maximum grade is not recommended and should be employed only in exceptional cases where physical conditions prohibit the use of lesser grades.

The specified grades for driveways shall be directed away from the houses. The use of reverse fall driveways is not encouraged.

For industrial and commercial sites requiring site plan approval, a break in grade for driveways shall occur at the property line.

G 7.03 DRIVEWAY WIDTHS / CURB DEPRESSIONS

The width and location of the driveway depressions for apartment, commercial and industrial driveways shall be detailed on the engineering drawings. These driveways shall be designed to accommodate the anticipated vehicular traffic without causing undue interference with the traffic flow on the street.

Table: Driveway Requirements

Criteria	Access Classification		
	Single Family Residential	Commercial or Industrial	Agricultural
Number of Accesses Allowed (Note 1)	1	2	2
Min. Setback from signalized intersection (Note 2)	33	65	65
Min. Setback from non-signalized intersection (Note 2)	16	33	33

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Criteria	Access Classification		
	Single Family Residential	Commercial or Industrial	Agricultural
Min. Setback from Adjacent Commercial Access (Note 3)	13	20	20
Min. Setback from Adjacent non-commercial Access (Note 3)	7	13	20
Min. Setback from Adjacent Agricultural Access (Note 3)	20	20	33
Driveway Width (Note 4)	Single 3.0 max Double 6.0 max	6.7 min 9.0 max	9.0 min 15.0 max

Notes:

1. Need must be demonstrated when additional accesses are requested, and may be approved on a site specific basis
2. Minimum dimension shall be measured from centreline of access to property line abutting an intersection roadway.
3. Minimum dimension shall be measured from centreline of access to centreline of adjacent access
4. Dimension shall be measured from throat of property.

Minimum driveway radii shall be determined by the appropriate design vehicle turning template. Haldimand County requires the use of the following design vehicles;

- commercial / industrial driveway - WB15 (16.7m overall length)
- apartment / condominium complex – B10 (10.6m overall length)

Driveway widths (throats at property line) shall be 6.7 m (min) to 9.0 m (max) unless divided by an appropriate concrete median for Commercial/ Industrial developments. *The width of any driveway depression for commercial, apartment or industrial driveways shall be width + 2R (Example: 6.7 + 2(4.5) = 15.7 metres).* Alternative widths may be considered on a site specific basis.

All apartment, commercial and industrial driveways shall be provided with barrier curbs constructed to blend into the roadway curb and gutter as per OPSD 350.010.

Driveway widths (throats at property line) shall be 3.0m for single and 6.0m for double (max) for residential (singles, semis, towns) developments. The width of any driveway depression for residential driveways shall be throat width + 0.5m.

Roadway curb & gutter shall be continuous across the entire width of any entrance.

G 7.04

DRIVEWAY APPROACHES WITH OPEN DITCHES

The Developer is responsible for the grading, gravelling and paving of all driveways (except agricultural) from the edge of the pavement of the roadway to the property line. The minimum consolidated depth requirements for the granular base in driveways shall be 250mm Granular A.

The minimum length of each HDPE or C.S.P. driveway culvert shall be 9.0 metres (for a single width entrance) and the minimum diameter shall be 400mm

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providing minimum coverage can be placed as per OPS Specifications. All Pipe must be new. The maintenance and repair of such culverts shall remain the responsibility of the Developer until such time as the County has assumed the works.

The construction of driveway headwalls at each end of the driveway culvert will not be permitted.

Driveway shall be designed and installed in accordance with OPSD-301.010, 301.020, 301.030.

G 8.00 BOULEVARDS

All boulevard areas are to be graded between 2% and 8% to the satisfaction of the County. In order to minimize construction problems for the other utility companies, the grade of the boulevard shall be constant from the back of the curb to the property line. Terracing or embankments within the road allowance on new subdivision streets shall not be permitted.

All debris and construction materials shall be removed from the boulevard area upon completion of the initial stage of road construction and the boulevards shall be maintained in a clean state until the roadway section is completed.

Clean, weed free topsoil shall be placed on all boulevard areas prior to sodding. The minimum depth of topsoil shall be 150mm.

All boulevards shall be sodded to the right-of-way limit.

G 9.00 STAGING OF CONSTRUCTION

The construction of all roads in new subdivisions shall be staged in order that the completion of the roadway coincides with the completion of the development of the surrounding lands. The initial stage of construction shall provide roadways of adequate quality for building construction, traffic movement and land access. Dust control measures shall be maintained during all phases/stages of construction. All roadway catchbasins shall be protected as to prevent the accumulation of deleterious materials. Roads shall be periodically cleaned and maintained by the developer in such a way that no debris shall accumulate on the road. The second stage of construction shall complete the roadway to the final design cross-section.

The second stage of roadway construction shall not commence in any area until all of the following conditions are met:

- (1) A minimum period of two years, from Preliminary Acceptance of the underground works and roadway, including base asphalt, has expired;
- (2) 50% of the dwellings with frontage or flankage on the street are

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completed to the fine grading and topsoil stage (or three-year period);

- (3) All undeveloped lots are rough graded in accordance with the approved lot grading plan;
- (4) All service connections for multiple family, commercial, institutional or other blocks are installed;
- (5) Written approval of the Manager of Engineering is obtained; and
- (6) All conditions of the subdivision pre-servicing agreement are met for Final Acceptance.

G 9.01 RURAL RESIDENTIAL ROADWAYS WITH OPEN DITCHES

For rural residential roadways with open ditches, the initial stage of road construction shall consist of the grading (to the full cross sectional width as shown on the Standard Detail Drawings), the complete granular base, the base course of asphalt, topsoiling and sodding/seeding of all boulevards and ditches. Ditches shall have a minimum of three rows of sod lining the ditch bottom and the remainder of the slopes may be seeded.

The second stage of road construction shall comprise the surface course of asphalt, final adjustment to grade of all utilities and all other work necessary to complete the roadway to the final design cross section.

G 9.02 RURAL RESIDENTIAL, LOCAL RESIDENTIAL AND MINOR COLLECTOR ROADWAYS

For rural residential, local residential and minor collector roadways, the initial stage of construction shall consist of the grading to the full cross sectional width as shown on the Standard Detail Drawing, the complete granular base, curb and gutter and the base course of asphalt. Manholes, valves, and catchbasins are to be set to base asphalt elevation. Standard Cross sections are shown at the back of this section.

The second stage of road construction shall comprise the sidewalk, the grading, topsoiling and seeding/sodding of all boulevards, the grading and gravelling of all driveway approaches, the completion of the surface courses of asphalt, the final adjustment to grade of all utilities, the installation of pavement marking as per OTM Book 11 and all other work necessary to complete the roadway to the final design cross section, including boulevard tree plantings. Ditches in open ditch cross-sections shall be cleaned to design grades and re-sodded/reseeded as per Section G 9.01.

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G 9.03 COLLECTOR, AND ARTERIAL ROADWAYS

For these roadways, the initial stage of construction shall comprise all work necessary to complete the roadway to the final design cross section with the exception of the surface asphalt, the boulevard sodding and the driveway approach paving. The curb and gutter and sidewalk are to be completed as part of the Stage 1 construction for these roadway classifications. Manholes, valves, and catchbasins are to be set to base asphalt elevation.

The second stage of construction shall include the surface asphalt, the boulevard seeding/sodding, the driveway approach paving, the final adjustment to grade of all utilities and all other work necessary to complete the roadway to the final design cross section, including boulevard tree plantings. Ditches in open ditch cross-sections shall be cleaned to design grades and re-sodded/reseeded as per Section G 9.01.

G 10.00 CONSTRUCTION REQUIREMENTS

G 10.01 CLEARING AND GRUBBING AND AREA ROUGH GRADING

The road allowance shall be cleared of all trees and shrubs not to be included in final landscaping, and of all other obstructions for such widths as are required for the proper installation of roads, services, and other works.

Rough grading shall be done to bring the travelled portion of the road to the necessary grade, in conformity with the cross-section shown on the drawings. Rough grading of all lots and easements must be performed prior to the placement of granular materials in the roadways.

In all cases, topsoil shall be stripped for the complete width of the road allowance and stockpiled at locations approved by the Consulting Engineer. For any excess fill removed to a disposal site classified as swamp, ravine, floodplain or lake, the Developer must receive prior written permission from the local Conservation Authority.

The sub-grade for all roads shall be properly shaped and compacted to 95% Standard Proctor Maximum Dry Density (SPMDD), prior to any application of granular base course materials. The finished sub-grade shall be proof rolled in the presence of the geotechnical consultant and certified as being acceptable.

G 10.02 ROAD SUB-DRAINS

Sub-drains are required on all urban cross-section roads, and will be installed after subgrade cross-section is established.

All sub-drains are to be a minimum of 150mm refer to OPSD

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G 10.04 OTHER REQUIREMENTS

Whenever it is necessary to cut through an existing County road, the Developer's Contractor will be responsible for properly restoring the surface pavement to its original conditions **or better** immediately upon completion of backfilling operations. All such road cuts require a road cut permit and shall be restored as per the requirements of the permit. Subdrains under the curbs must be restored to ensure their operation. The placement of unshrinkable fill should not extend above subgrade level.

At the time that the initial stage of construction is given Preliminary Acceptance and the warranty period has commenced, the developer shall place signs at all entry points to the development indicating "Unassumed Road".

Prior approval is required from the County for any proposed detours. A detailed Traffic Control Plan to the Ontario Traffic Manual Book 7 standard shall be submitted for review. Where the proposed route utilizes roads that are not part of the County road system, approval from the appropriate road authority will also be necessary. Haldimand County shall be notified of any proposed road closures a minimum of 48 hours in advance of the closure. Haldimand County shall supply a Road Closure Notification to the Developer. The Developer shall be responsible to provide notification to the contacts on the Road Closure Notification a minimum of 24 hours in advance of the closure.

Note: For proposed road closures, the standard Road Closure Form shall be submitted to the Road Authority. The following information is to be supplied to Emergency Management Services (EMS):

- Location of closure
- 911 house numbers located on either side of the closure
- period of closure

All work will be done in accordance with ordinances and by-laws of Haldimand County.

G 10.05 Multi-Residential Developments on Existing Roadways

Where developers are planning to construct residential developments on existing County Roadways and site plans are required, the following design requirements are expected:

1. Sidewalks

- a. Where existing sidewalks are over 15 years old, full replacement of the sidewalks to the extent of the plan shall be included to ensure proper drainage.
- b. Where existing sidewalks are under 15 years old, replacement

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of all sidewalks within the driveways, and any cracked or otherwise defective sidewalks within the plan area shall be included.

- c. Where no sidewalks exist – the County may require the installation of new sidewalks as part of the plan.

2. Curbs

- a. Where existing curbs are over 15 years old, full replacement of the curbs to the extent of the plan shall be included to ensure proper drainage.
- b. Where existing curbs are under 15 years old, replacement of all curbs within the driveways, and any cracked or otherwise defective curbs within the plan area shall be included.
- c. Where no curb exists – the County may require the installation of new curbs as part of the plan.

3. Roadway

- a. Where multiple road cuts are required on a roadway with less than 10.0 meters in between, the road cuts shall be repaired as per the road cut permit with the exception of the final grade pavement (50mm HL3), which shall be one single full road width cut – the entire length of the development.

4. Illumination

- a. Where existing illumination does not meet current RP-8 standards full replacement of the illumination to the extent of the plan shall be included.
- b. Where no illumination exists – the County may require the installation of new streetlights as part of the plan.

5. Storm

- a. New Catch basins may be required to ensure proper drainage.

6. Permits

a. Entrance

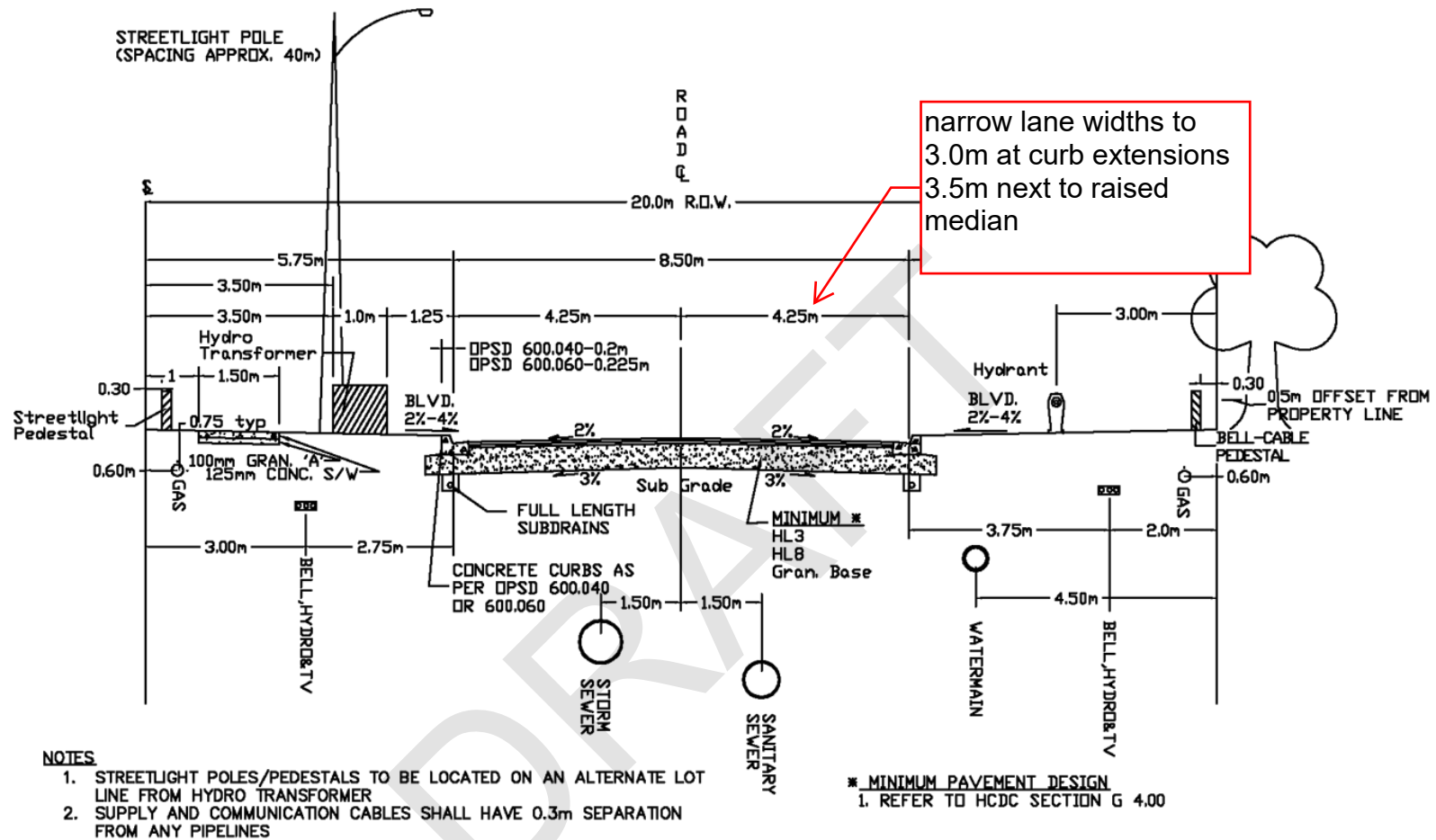
- i. Each Entrance requires a separate entrance permit
- ii. Each entrance is subject to the requirements in the design criteria

b. Excavation

- i. Each servicing to the each property requires an excavation permit
- ii. All work within the Right of Way requires an excavation permit

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URBAN ROAD X-SECTION 20.0 METRE RIGHT-OF-WAY

Drawing Number

G2

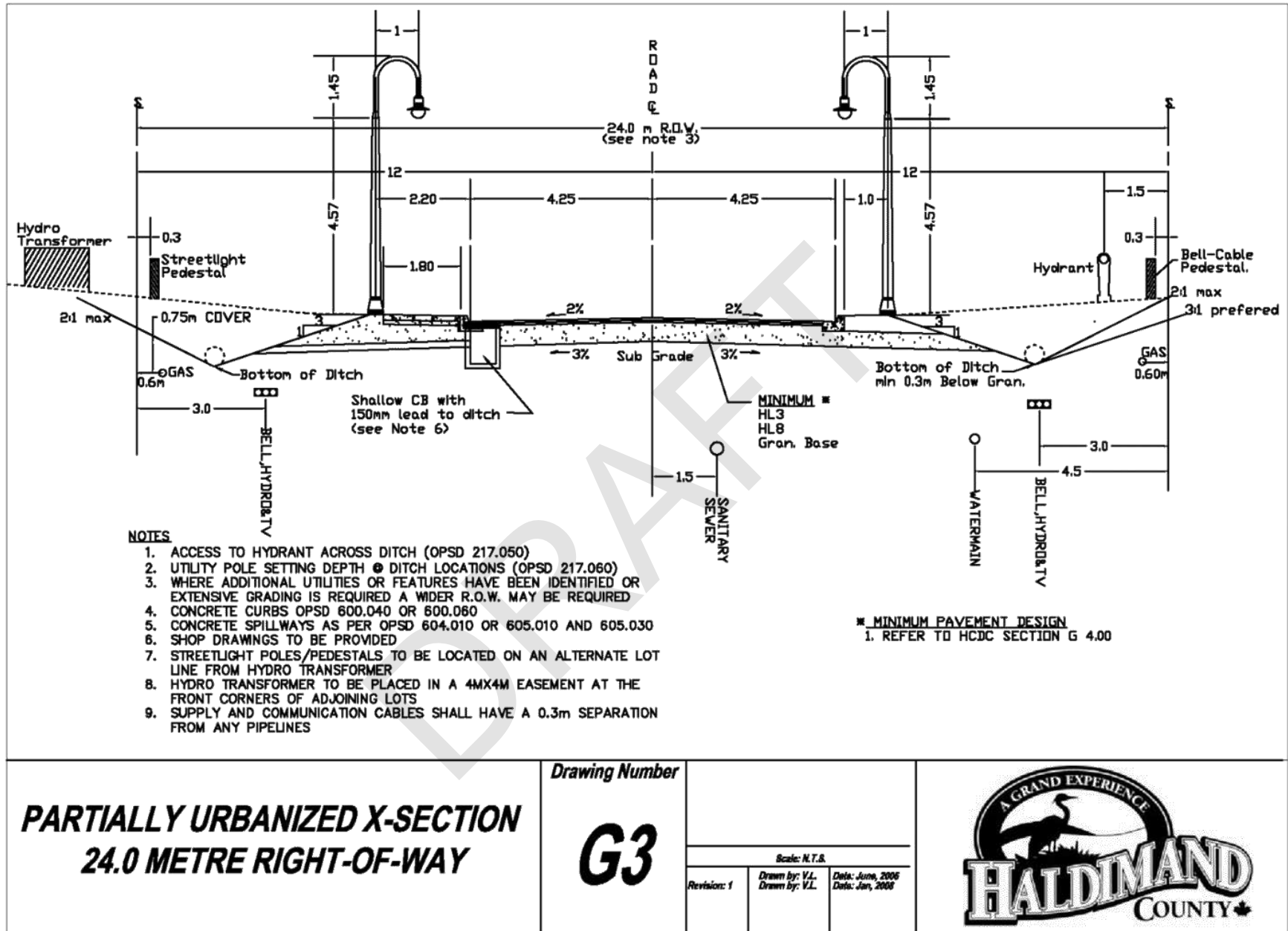
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Revision: 1	Drawn by: N.F.	Date: Dec. 2002
Revision: 2	Drawn by: D.R.	Date: June, 2005
Revision: 3	Drawn by: V.L.	Date: June, 2006
Revision: 4	Drawn by: V.L.	Date: Jan, 2008



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PARTIALLY URBANIZED X-SECTION
24.0 METRE RIGHT-OF-WAY

Drawing Number

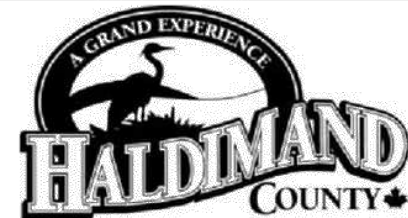
G3

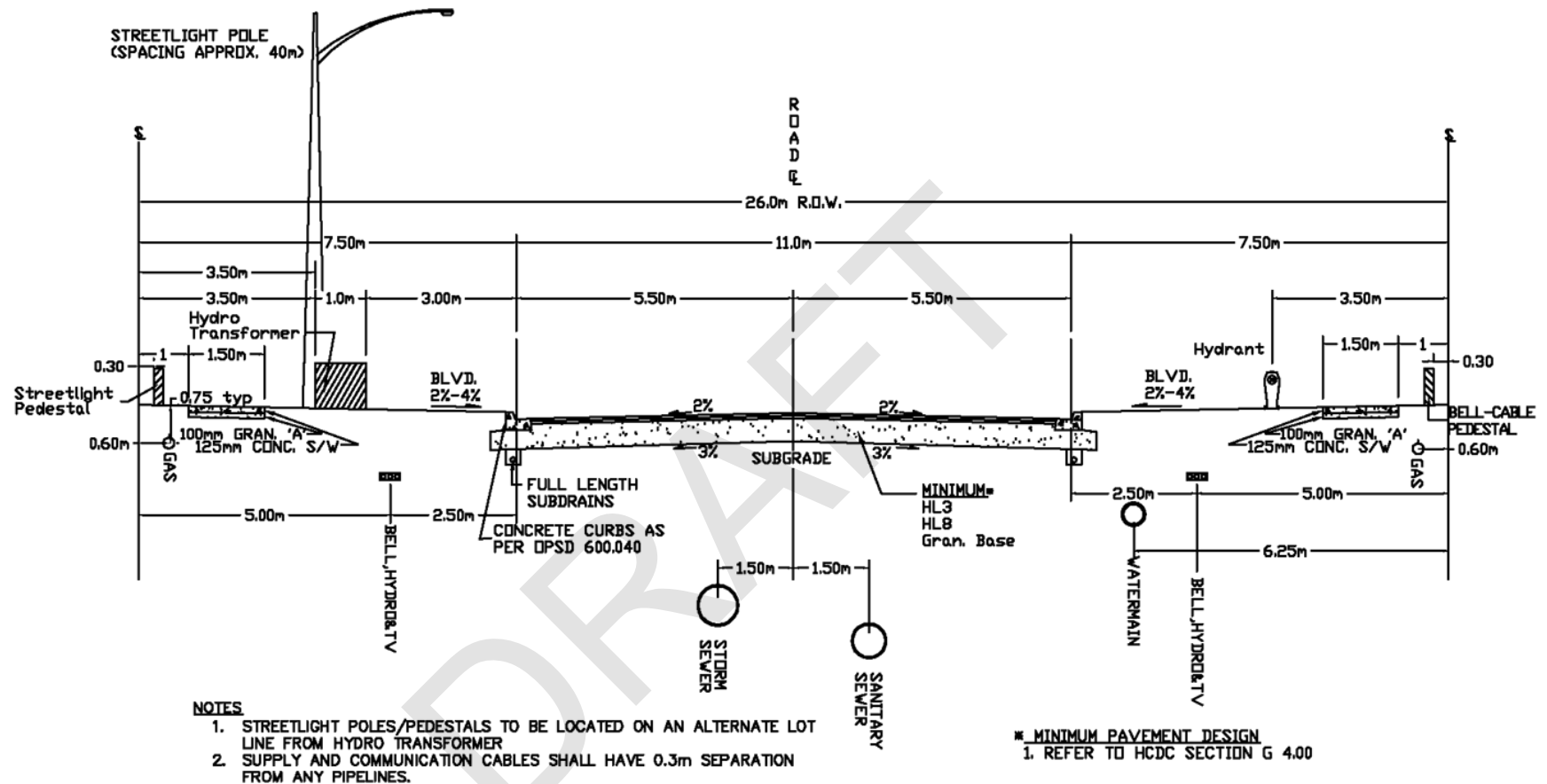
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Revision: 1

Drawn by: V.L.
Drawn by: V.L.

Date: June, 2006
Date: Jan, 2008





COLLECTOR ROAD X-SECTION 26.0 METRE RIGHT-OF-WAY

Drawing Number

G4

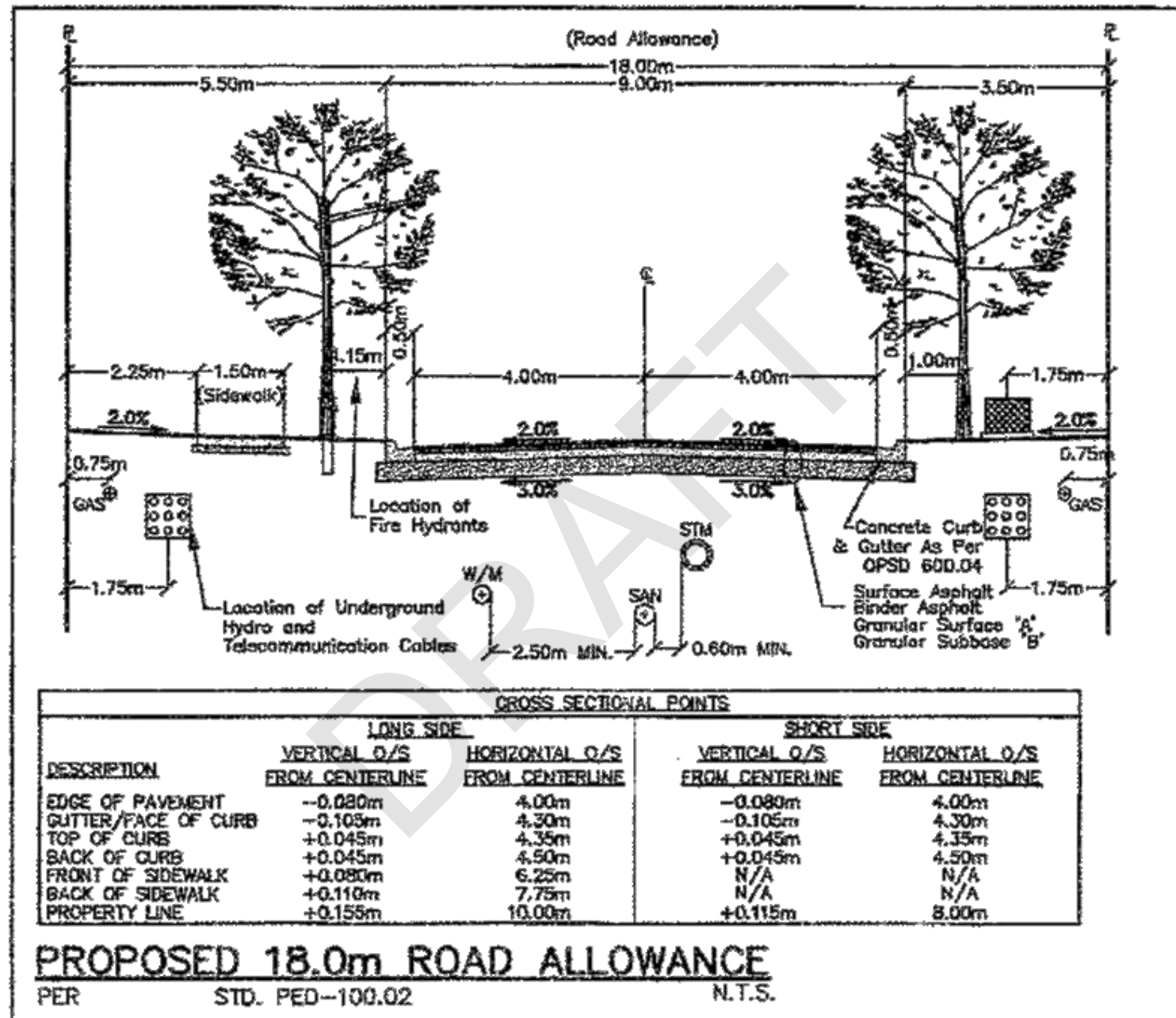
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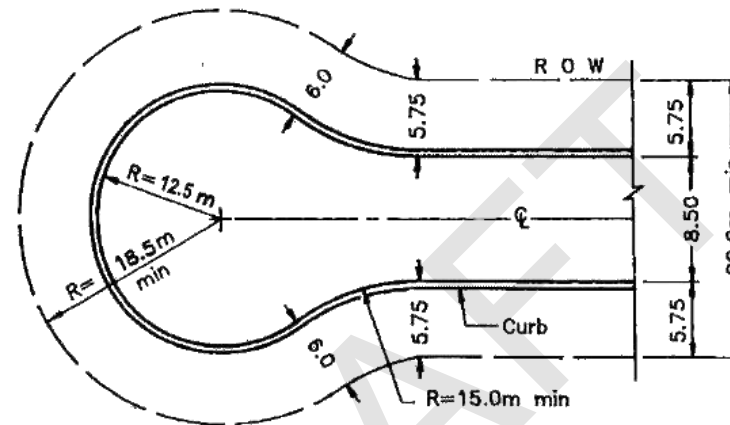
Revision: 1

Drawn by: V.L.
Drawn by: V.L.

Date: June, 2008
Date: Jan, 2008





**NOTES:**

- 1 All dimensions are in metres unless otherwise shown.
- 2 This drawing is a modified version of OPSD 500.02

TURNING BASINS FOR TERMINATED URBAN RESIDENTIAL ROADWAYS

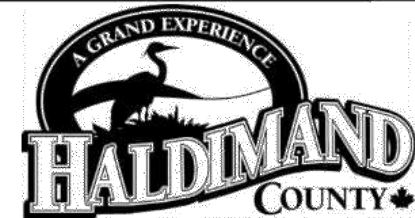
Drawing Number

G10

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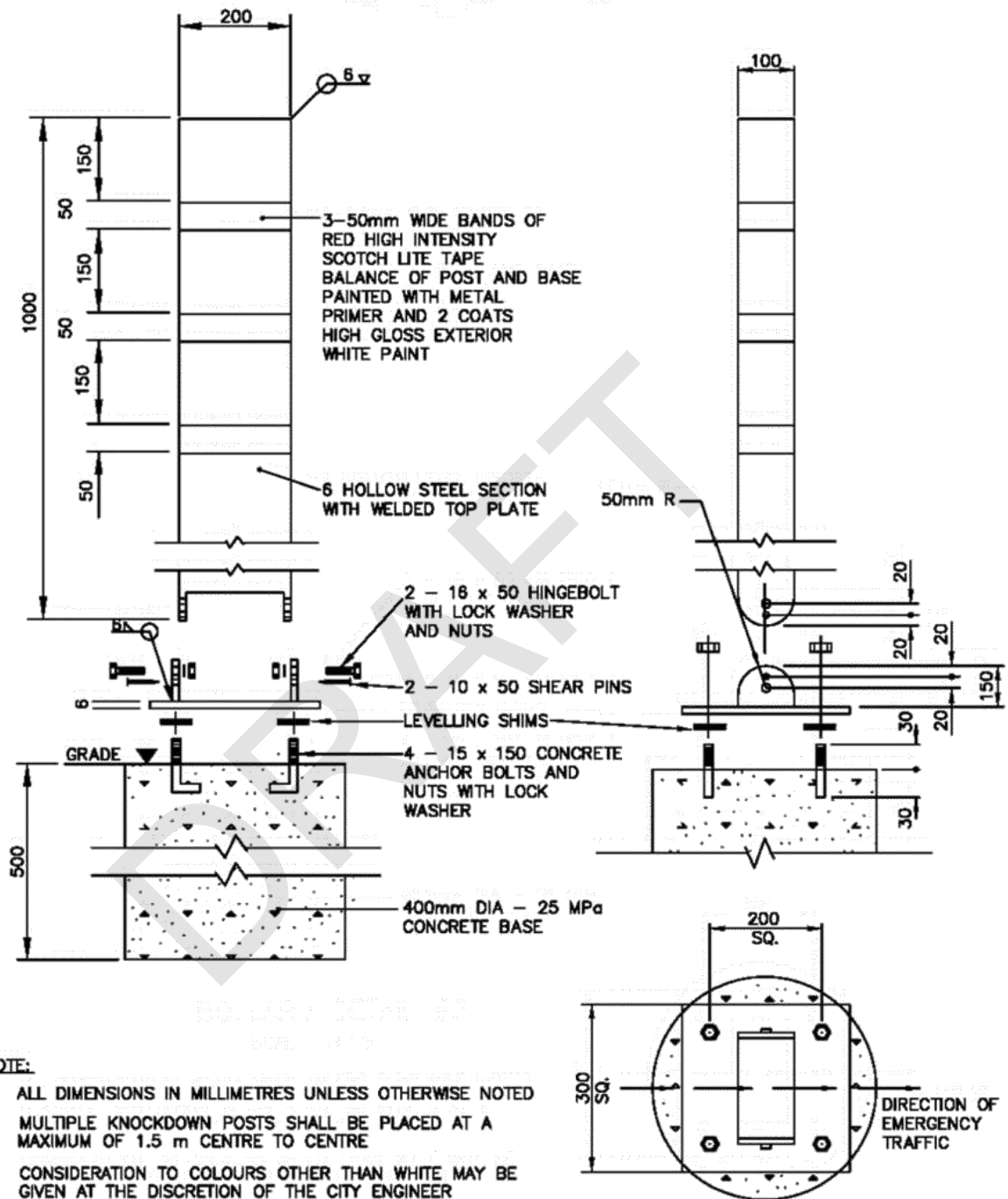
 Revision: 1
 Revision: 2

 Drawn by: DR
 Drawn by: DR

 Date: June 2005
 Date: Jan 2008


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BOLLARD DETAIL

Drawing Number

G12

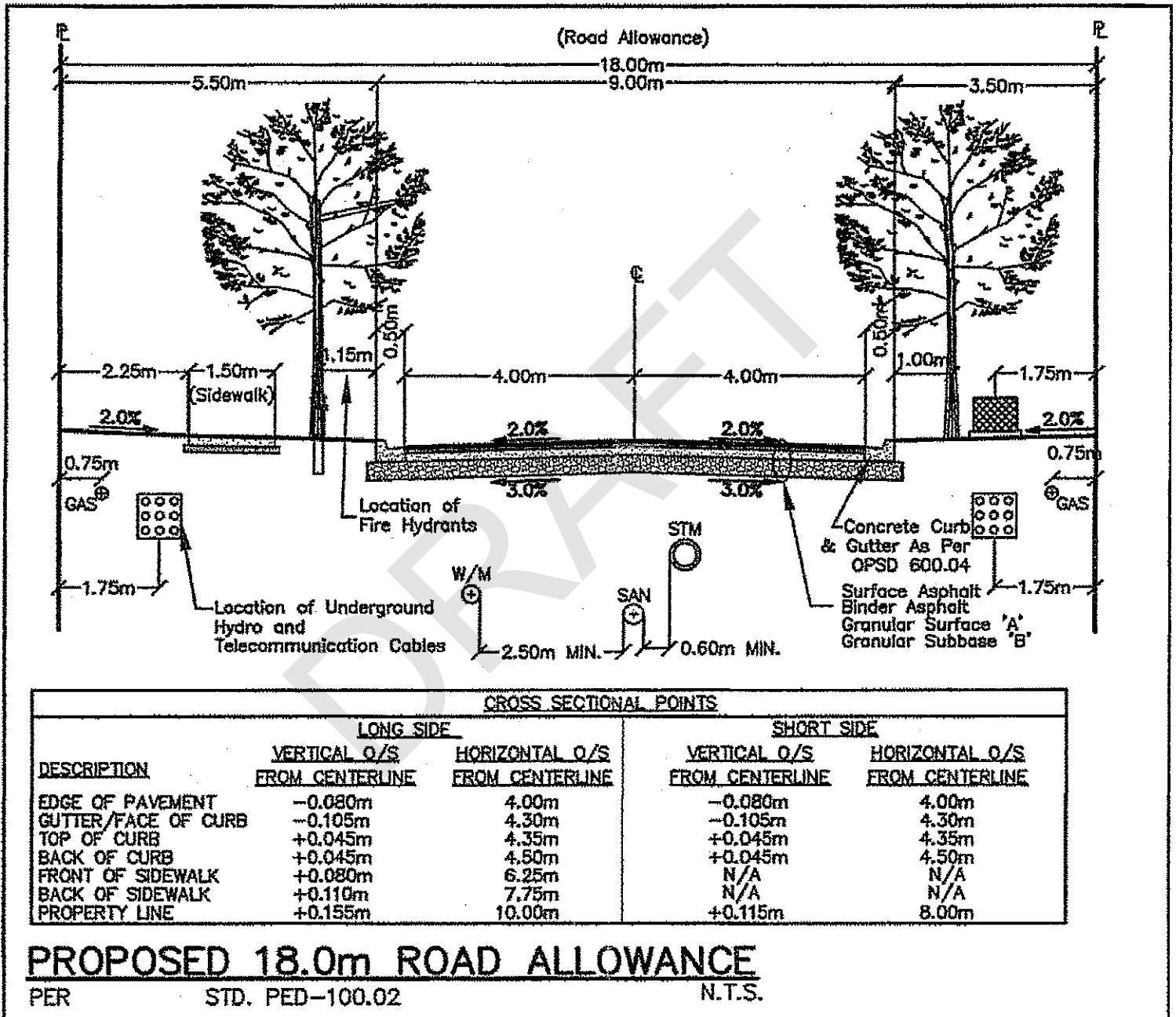


Scale: N.T.S.

Revision: 1

Drawn by: D.R.

Date: Jan, 2008





BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

Appendix E

Resident Survey Report



Resident Survey Summary Memorandum

Date: May 15, 2025 **Project No.:** 300058527.0000
Project Name: Haldimand County Traffic Management Strategy
Client Name: Haldimand County
To: Danielle Fletcher
From: Sameem Raheemi

1.0 Overview

The purpose of this memorandum is to present the findings of an online resident survey conducted from July 16, 2024, to August 30, 2024. The survey consisted of 18 questions, and it was built on Survey123.arcgis.com and shared with the residents of Haldimand County through various platforms such as Facebook, X, Project Website, Local Newspaper, Media Release, Radio Ads and Posters. The survey questionnaire is provided in Attachment 1 of this memo. The purpose of this survey was to collect opinions and concerns of Haldimand County regarding speeding issues and how they should be addressed. The survey received 1001 responses, and its findings are presented below.

2.0 Demographic Findings

95% of the respondents were full-time residents of the County. The majority of the respondents live in Caledonia, Hagersville, Dunville and Jarvis. Figure 1 and Figure 2 shows where the respondents live.

Figure 1: Where the Respondent Live

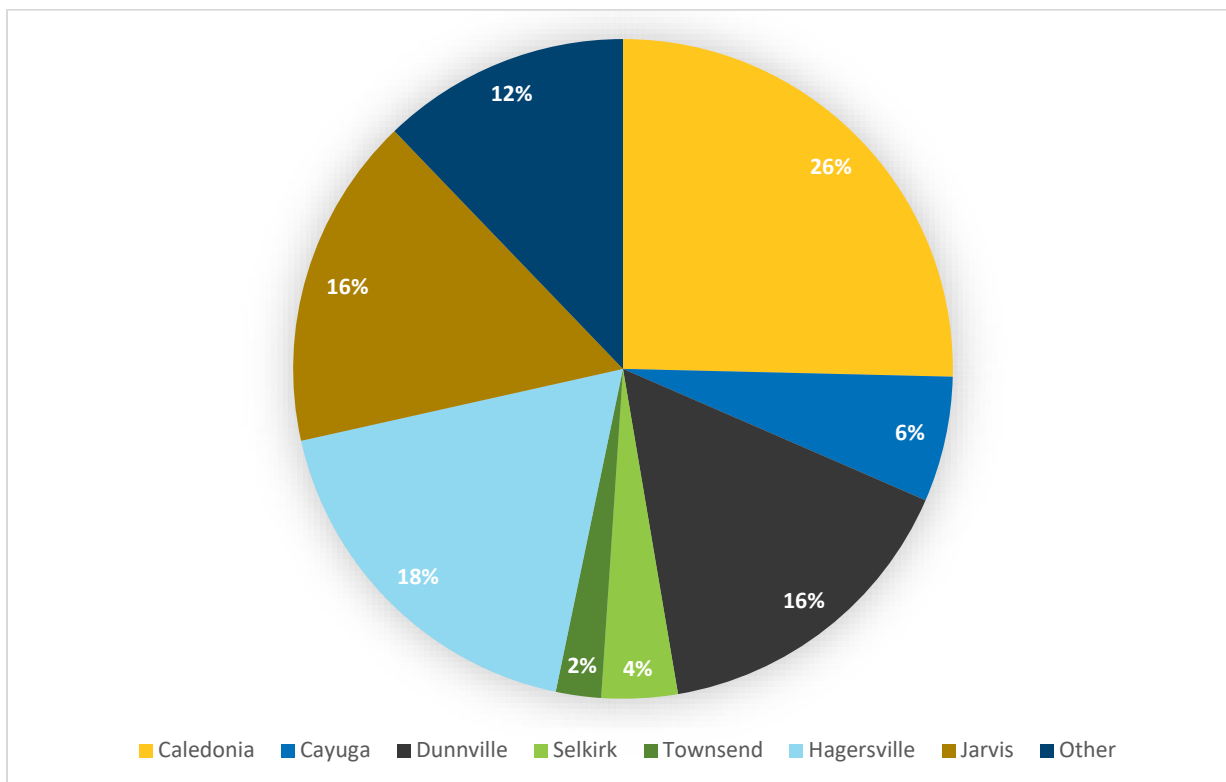
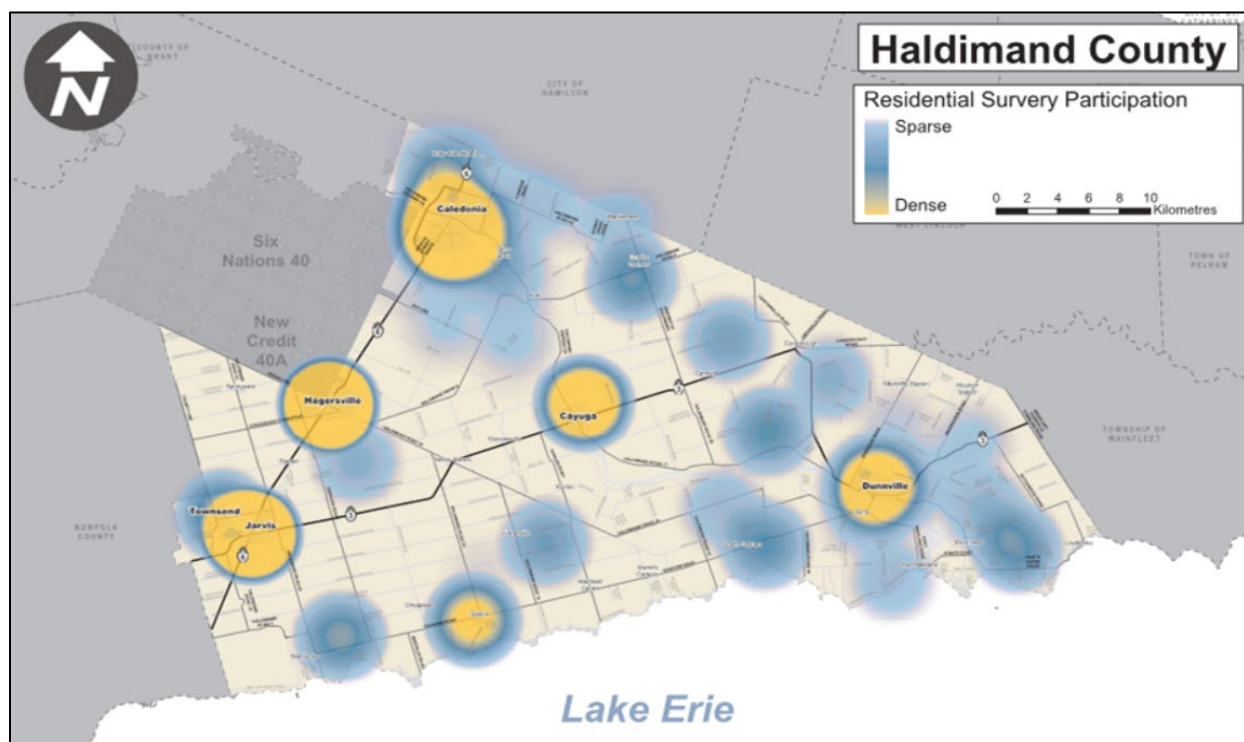


Figure 2: The Respondent's Postal Code

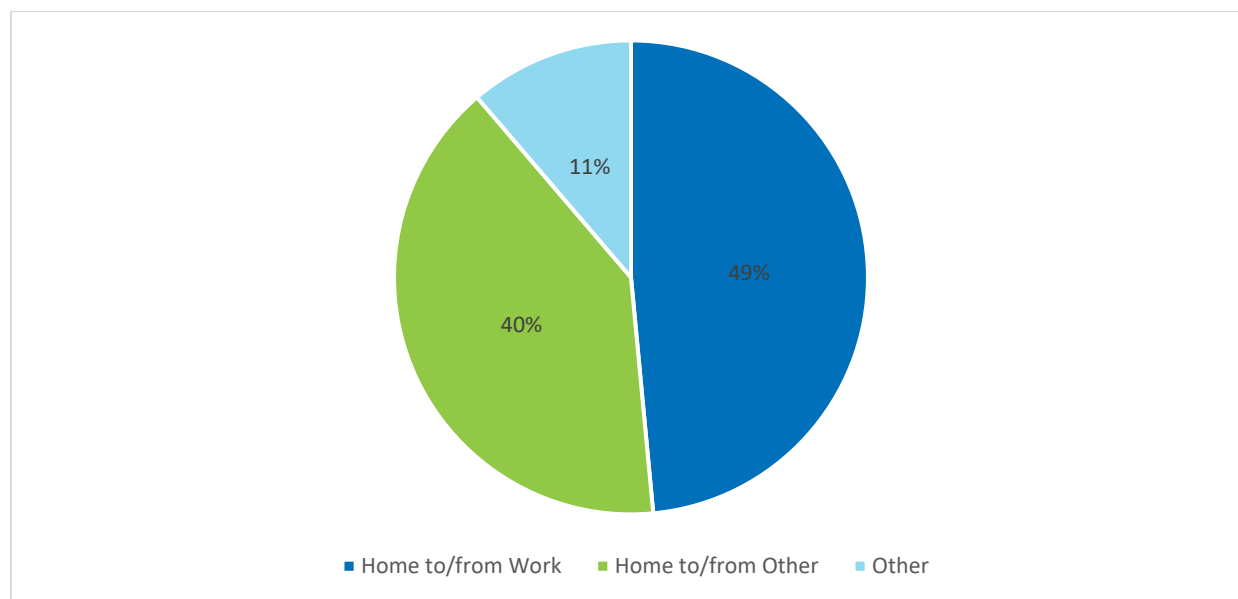


Note: There are some outliers which are not depicted in this figure.

3.0 Purpose of Trips

Home Based Work (HBW) trips make up 60% of the trips in the county. HBW trips are trips between residence and place of work and vice versa. Home Based Other (HBO) trips make up 49% of the trips in the county. HBO trips are trips between home and any other places such as school, shopping etc. (except for place of work) and vice versa. Almost 15% of the trips are designated as other. Other trips include non-Home-based (NHB) which are trips that do not involve a place of residence. Figure 3 illustrates the purpose of trips made by the residents of the County.

Figure 3: Purpose of Trip

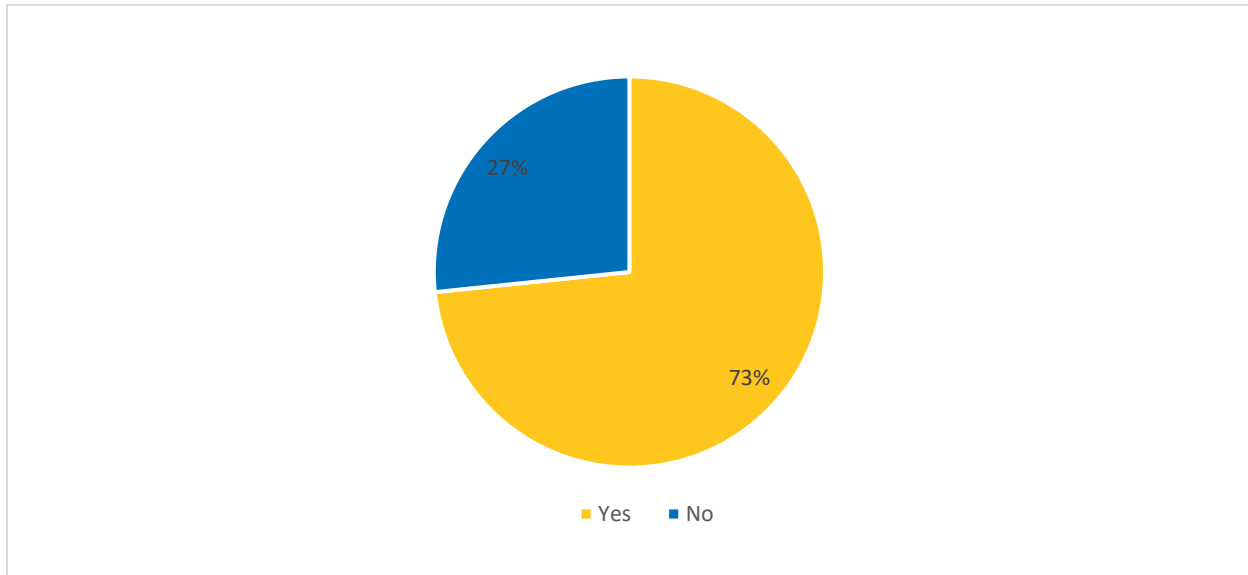


4.0 Speeding

Speed is one of the most widely recognized factors which has a direct relation with the severity of road traffic accidents. The risk of fatality in accident increases between 3.5 and 5.5 times when the speed grows from 50 km/h to 65 km/h. Higher speeds reduce the driver reaction time, increase the vehicle stopping distance, and inflict greater force on victims upon impact.

The survey collected data regarding speeding issues in the county. As illustrated in the survey it found that 73% of the Haldimand County residents are concerned about speeding, while 27% think that speeding is not a concern.

Figure 4: Is Speeding an Issue in Haldimand County



The residents of Haldimand believe that speeding and traffic-related issues are widespread in the County, posing serious risks to public safety, particularly around schools, residential areas, and highways. School zones consistently experience speeding and failure to stop at four-way intersections, which endangers both children and pedestrians. The main concerns of residents include the following:

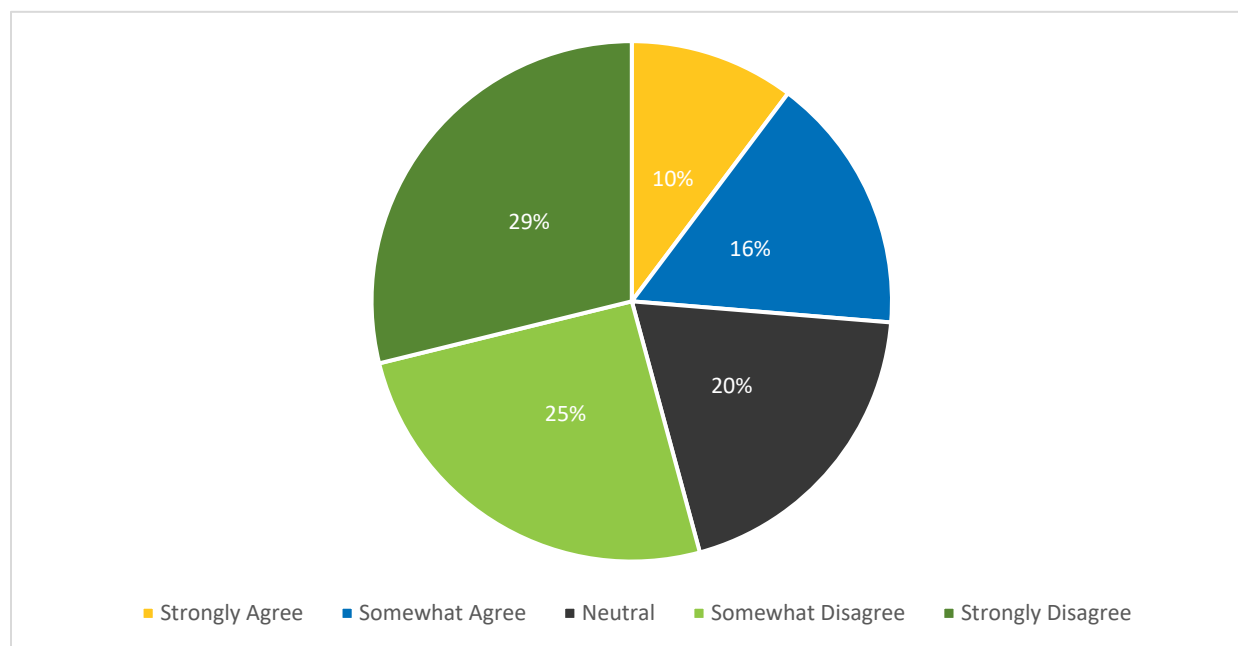
- There is a lack of pedestrian crossings in key areas such as near the plaza and Tim Hortons in Jarvis, as well as an absence of sidewalks along Tuscarora and Oneida. Main Street in Hagersville has limited pedestrian crossing points and the pedestrian signal heads near Tim Hortons are poorly installed, making them less visible to drivers and giving pedestrians a false sense of security. Another safety concern is the crosswalk on Highway 6 near Jarvis Public posing a risk to pedestrians, particularly when crossing guards are not present. In residential areas without sidewalks, speeding vehicles further endanger pedestrians daily.
- Highway 6, especially the segments in Hagersville, Caledonia, and Jarvis, is an area of concern due to high volumes of truck traffic and commuter vehicles. These conditions contribute to unsafe passing maneuvers and excessive speeding, particularly in areas with limited visibility. The highway is referred to as a “racetrack,” creating dangerous conditions for all road users. However, it is important to recognize that Highway 6 is a provincial roadway, and the County has very limited jurisdiction over some of its operations and enforcement.
- Narrow rural roads with limited infrastructure, which are often used as shortcuts by speeding vehicles, become especially dangerous for non-motorized road users such as pedestrians and cyclists.
- Residents have reported that drivers frequently ignore stop signs, often performing only rolling stops before accelerating quickly. This behavior poses a safety risk. Specific locations cited include but are not limited to stop signs at Nanticoke Creek Parkway and Willow Glen Drive in Townsend, Munsee Street South and McKay Street East in Cayuga,

Keith Richardson Parkway and County Lane in Dunnville, as well as Tamarac Street and various stop signs along Orkney Street in Caledonia.

- Trucks disregard traffic signals, stop signs, and other traffic signs, particularly in residential and commercial areas of Hagersville and Caledonia. Residential areas like River Road in Caledonia, Mains Street (Highway 6) in Hagersville, and Chestnut and Broad in Dunnville are some of the areas where such behaviour has been observed.
- Off-road vehicles like dirt bikes and ATVs frequently ignore traffic rules as well, exacerbating the problem.
- The general lack of police presence across the county has led to calls for speed cameras, additional patrols, and more effective enforcement measures to address these ongoing traffic safety and speeding concerns.

In general, residents of Haldimand County do not feel safe walking or cycling on or near roadways. According to the survey, 54% of participants expressed that they do not feel safe walking or biking on or near the roadways, while 26% indicated that they do feel safe. The remaining 20% reported a neutral stance on the issue. Figure 5 illustrates the residents' responses to the statement, *"I feel safe from traffic when walking or cycling on/near roadways within Haldimand County."*

Figure 5: I Feel Safe from Traffic When Walking or Cycling On / Near Roadways Within Haldimand County



4.1 Major Concern Areas

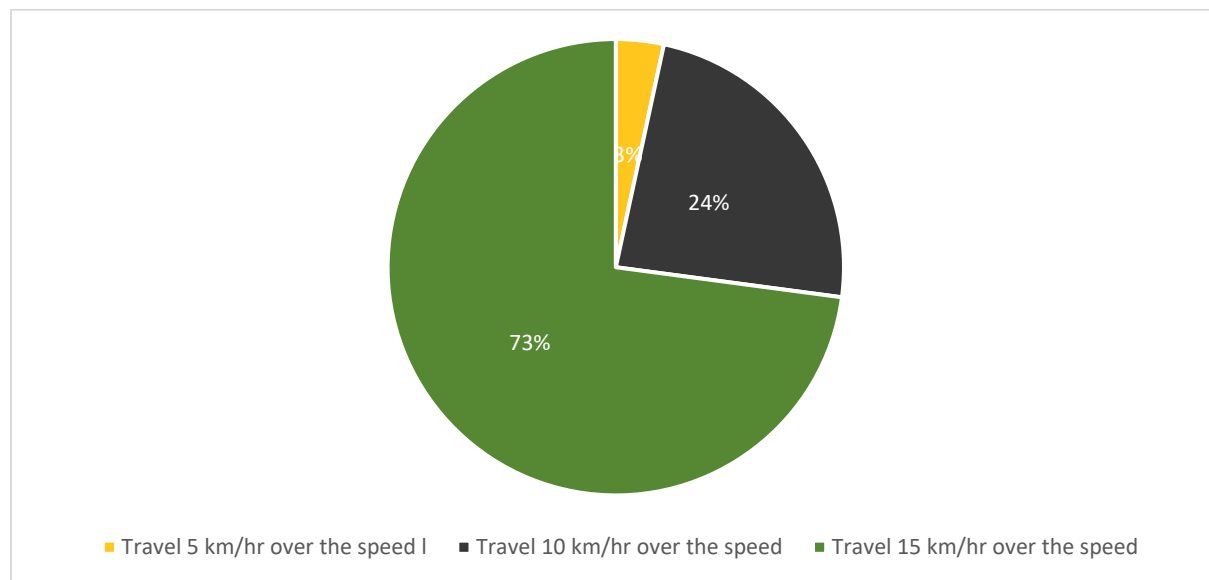
The residents of Haldimand identified several critical areas of concern, focusing primarily on Highway 6, Highway 3, and Main Street in urban areas such as Caledonia, Hagersville, Jarvis, and Dunnville. The locations for which residents are concerned the most are described below:

- The highest volume of traffic-related complaints centers along Highway 6 with repeated concerns regarding the lack of traffic lights, highlighting significant safety and congestion issues that need addressing. The most critical area of concern is the intersection at Highway 6 & Haldibrook Road and Highway 6 & Highway 3 which has been identified as hotspots for frequent accidents, congestion, and unsafe conditions due to speeding. The residents believe that these areas would benefit from improved traffic controls, such as traffic lights, advanced turn lanes, and enhanced signage.
- In Caledonia, Argyle Street experiences significant congestion and delays, particularly near Argyle & Haddington and Argyle & Caithness, where residents have proposed the introduction of roundabouts and better-timed traffic signals to reduce backups and improve safety.
- Main Street in Hagersville and Jarvis faces heavy truck traffic, illegal turns, and pedestrian safety concerns, with recommendations for truck bypasses, improved pedestrian crossings, and signal upgrades.
- The section of Highway 3 between Jarvis, Cayuga, and Dunnville presents widespread speeding issues as well, particularly around residential intersections like Highway 3 & Thorburn and Highway 3 & Kohler Road and Tim Hortons Driveway in Cayuga, where dangerous turns and speeding are noted at these intersections with disregard for crosswalks and traffic rules.

4.2 Definition of Speeding

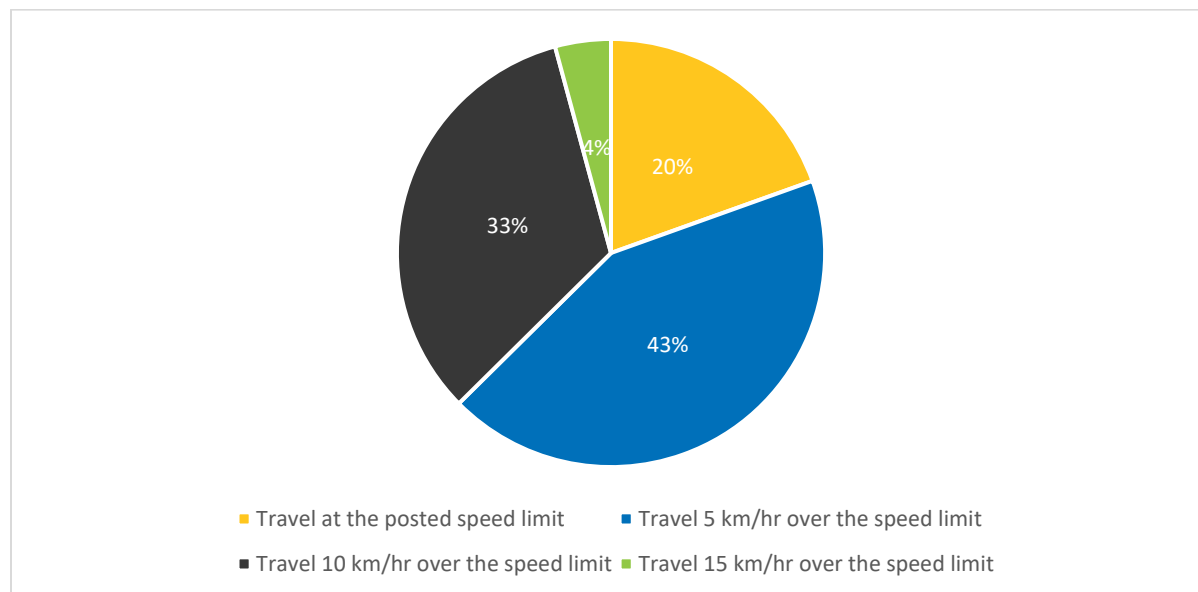
Every individual has a different opinion of speeding. In a general sense, a person travelling even 1 km/h above the posted speed limit is speeding. In the meantime, some people believe that there is a tolerance range of 10-15 km/h to reach a point where it will be considered speeding. To understand the perspective of Haldimand residents, the survey asked them how they define speeding. As illustrated in Figure 6, 73% of the respondents think that travelling 15 km/h above the road speed limit is considered speeding, 24% think travelling 10 km/h above the road speed limit is considered speeding, while only 3% of the respondents think travelling 5 km/h above the road speed limit is considered speeding.

Figure 6: Definition of Speeding from Haldimand Residents' Perspective



Understanding the typical speed at which respondents travel also helps to evaluate the speeding issues in the County. As illustrated in Figure 7, 20% of the residents travel at the road speed limit, 43% travel 5 km/h above the road speed limit, 33% travel 10 km/h above the road speed limit and only 4% travel 15/h over the road speed limit.

Figure 7: Residents' Typical Speed



5.0 Traffic Calming

Traffic calming involves using engineering, enforcement, and education measures or a combination of those measures to slow down the traffic and improve the safety of pedestrians, cyclists, motorists and other road users. As illustrated in Figure 8, in response to concerns about speeding within Haldimand County, 67% of survey participants expressed support for the implementation of traffic calming measures, while 20% opposed them. The remaining 13% indicated a neutral stance on the matter.

Although traffic calming measures may cause some level of inconvenience in the form of slight delays, loss of on-street parking, increased traffic noise, etc. majority of the residents remain in support of these measures. As illustrated in Figure 9, 59% of respondents are in favour of installing such measures despite these potential drawbacks, whereas 25% opposed. The remaining 16% hold a neutral position.

Figure 8: Support for Provision of Traffic Calming Measures in Haldimand County

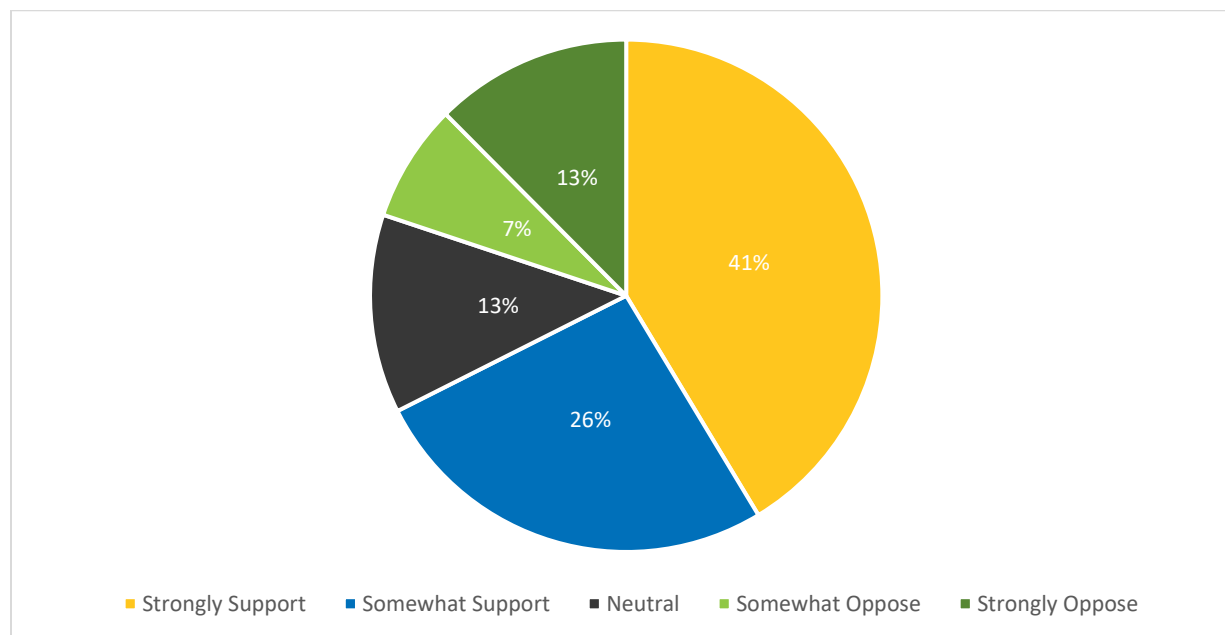
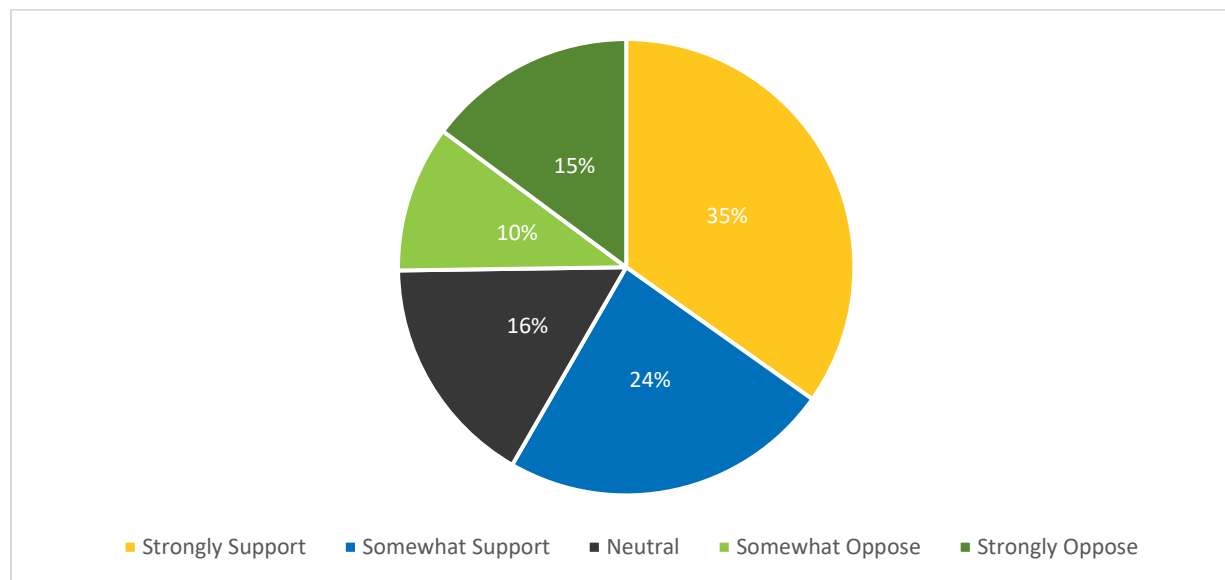


Figure 9: Public Support for Traffic Calming Measures vs Personal Inconvenience



5.1 Traffic Calming Measures

There are three primary categories of measures used to calm traffic and address speeding concerns: engineering, enforcement, and education.

Engineering measures involve physical modifications to the roadway that reduce vehicle speeds by altering the alignment, width, features, or surface of the road. These measures are tailored based on factors such as the geographic context (urban or rural), road width and grade, traffic volume and type, and the presence of other infrastructure like hydro, water, and sewer.

Enforcement measures focus on influencing driver behaviour rather than modifying the physical road environment. These can include traditional methods like police presence, technology-driven solutions such as speed cameras, red-light cameras, and drones, as well as community-driven initiatives like speed watch programs.

Education measures aim to foster long-term behavioural changes among drivers. These community-oriented initiatives encourage safe driving practices and promote the use of active transportation. Examples include programs like Active and Safe Routes to School, the Pace Car Program, speed display devices, and targeted educational campaigns.

The selection of engineering measures depends on several factors, including the area's geographic setting (urban vs rural), road characteristics, traffic conditions, and existing infrastructure.

Figure 10 and Figure 11 present Haldimand County residents' preferences for traffic calming measures in urban and rural areas, respectively. In urban areas, 36% of respondents believe increased enforcement is the most effective solution, while 32% support engineering measures,

and 23% favour education initiatives. In rural areas, preferences shift, with 44% supporting increased enforcement, 26% in favour of education measures, and 23% preferring engineering solutions.

The survey findings indicate that residents generally favour increased enforcement to address speeding concerns. In urban areas, residents prefer engineering solutions over education initiatives, while in rural areas, education measures are more favored than engineering solutions.

Figure 10: Most Effective Traffic Calming Measures for Residential Neighbourhoods

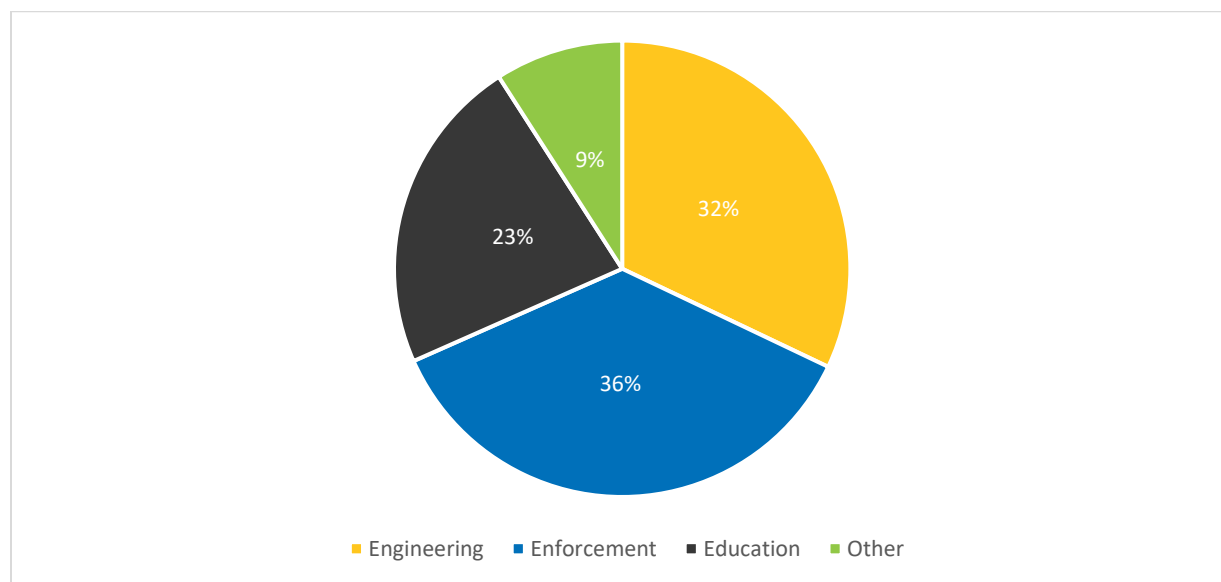
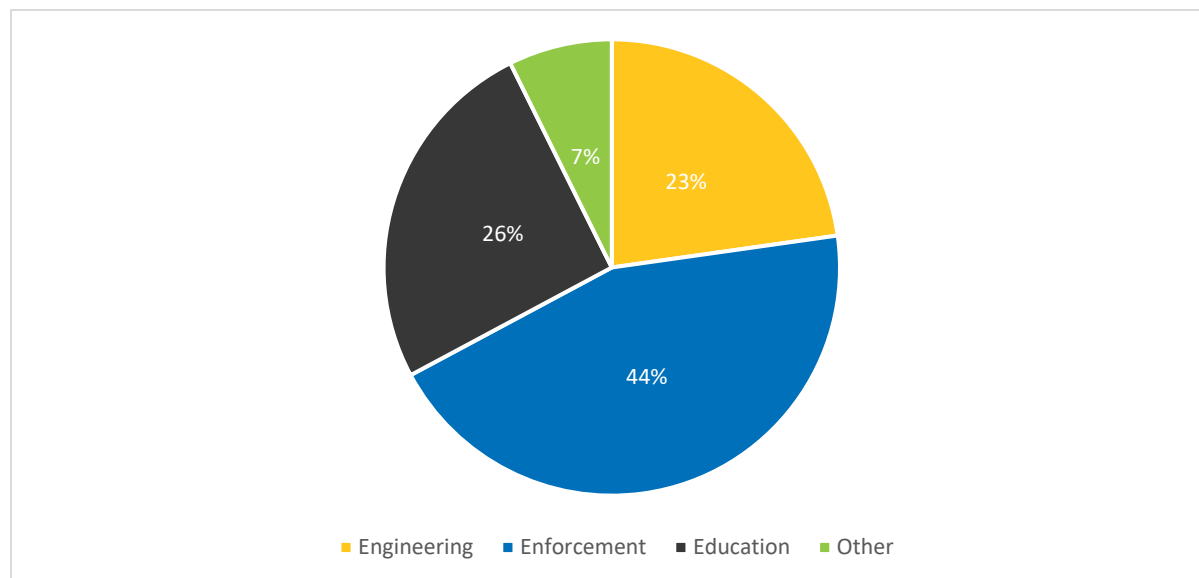


Figure 11: Most Effective Traffic Calming Measures for Rural Settlements



Among the various engineering measures proposed in the survey, residents expressed a strong preference for vertical deflections—such as raised crosswalks, speed cushions, speed humps, and speed tables—across both urban and rural areas. Specifically, 555 respondents identified vertical deflections as effective traffic calming solutions in urban residential neighbourhoods, while 346 respondents supported their use in rural settlements.

Horizontal deflections ranked as the second most favoured option in urban areas, while they were placed third in rural areas. In contrast, pavement markings were nearly as popular as vertical deflections in rural areas, indicating their perceived effectiveness in addressing rural traffic concerns.

Conversely, roadway narrowing, and access restrictions received relatively lower support from respondents in either urban or rural contexts. Figure 12 and Figure 13 illustrate Haldimand County residents' preferences for the most effective engineering measures in both urban and rural areas, respectively.

Figure 12: Most Effective Engineering Measures for Residential Neighbourhoods

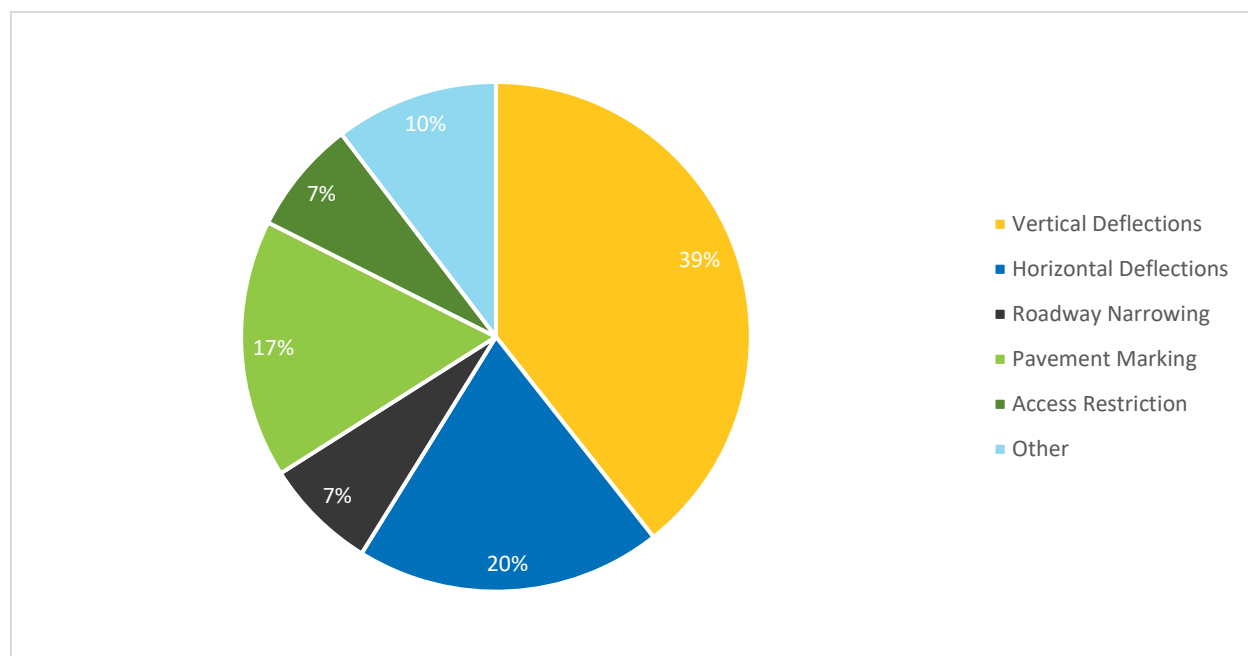
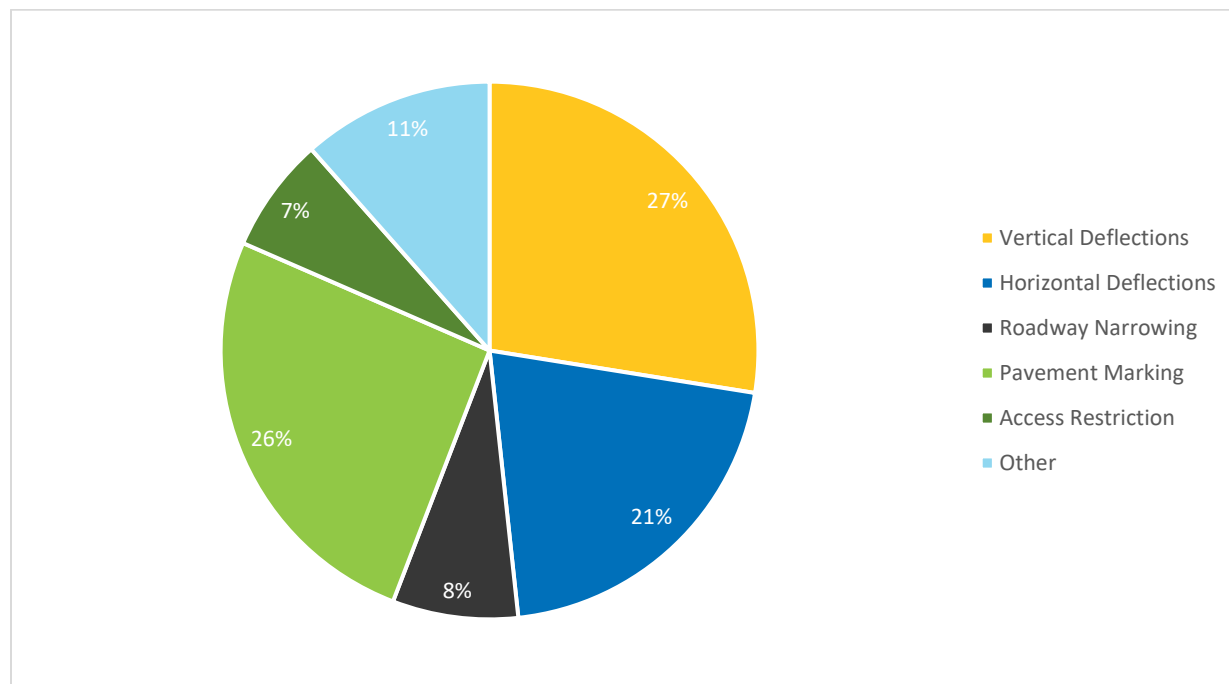


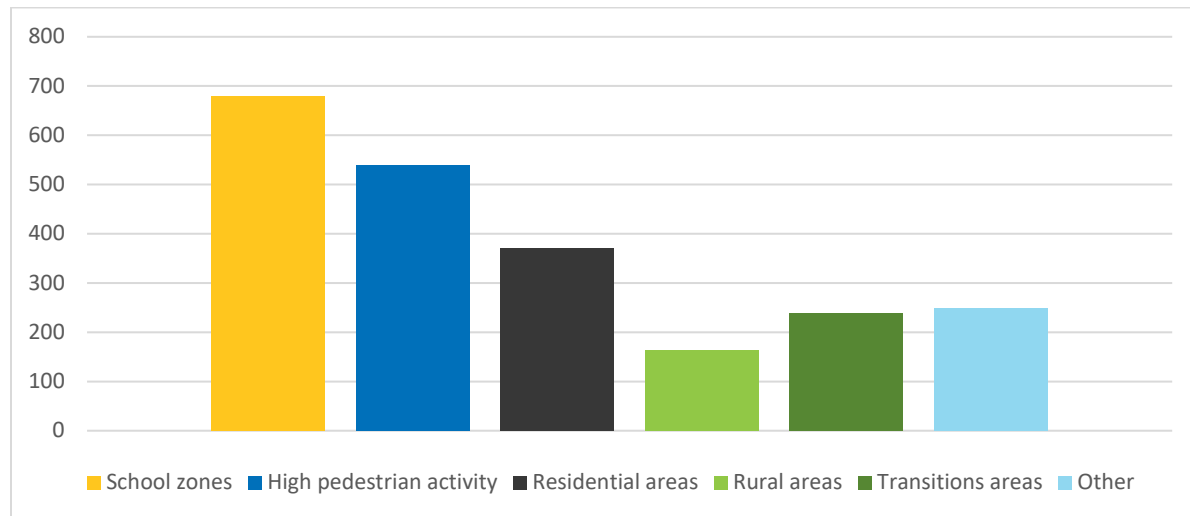
Figure 13: Most Effective Engineering Measures for Rural Settlements



Automated devices, such as red-light cameras, fixed speed cameras, and mobile speed cameras, are commonly used to enforce traffic regulations and enhance road safety. **Red light** cameras, in particular, can be strategically placed in high-risk areas, including school zones, areas with high pedestrian activity such as community centers, residential neighbourhoods, rural areas, and transition zones, to improve safety for all road users.

The survey asked residents of Haldimand about their support for installing automated traffic control devices in these mentioned areas. As shown in Figure 14, most residents expressed strong support for their installation in school zones, areas with high pedestrian activity, and residential neighbourhoods. In the meantime, there was lower support for automated traffic control devices in rural and transition areas, as well as other locations.

Figure 14: Areas with the Highest Support for Installation of Automated Traffic Control Devices



In Haldimand County, resident feedback highlights their concerns regarding road safety and traffic management. In addition to issues related to speeding and traffic calming, several other concerns have been raised, which are summarized as follows:

- **Road Conditions:** Some residents are dissatisfied with the state of the roadways and recommend using high-quality tar and chip treatments to repair potholes.
- **Traffic Flow:** While residents appreciate efforts to manage traffic speeds, there is demand for better traffic flow, especially in urban areas. There is a strong demand for better coordination of traffic signals and the addition of advanced green lights to improve traffic movement.
- **Congestion:** Traffic congestion is another concern, particularly in towns like Hagersville and Caledonia. Residents are in favour of improved traffic management and the development of additional access routes or bypasses to alleviate congestion.
- **Pedestrian Safety:** Insufficient sidewalks and dangerous pedestrian crossings are a source of concern, with many residents expressing the need for safer pedestrian infrastructure.
- **Cycling Safety:** Narrow shoulders and heavy truck traffic pose risks to cyclists, particularly along roads such as River Road and Highway 6.
- **Road Maintenance and Enforcement:** Residents are advocating for improved road maintenance and stricter enforcement of traffic rules, particularly regarding truck traffic and parking regulations, to ensure overall road safety and more effective traffic management.
- **Truck Traffic:** The issue of truck traffic, particularly in urban areas like Hagersville, remains a significant concern. Many residents are requesting the construction of a bypass for Highway 6 in Hagersville to divert heavy trucks away from residential areas.

SR:rk

Enclosure(s) Attachment 1: Survey Questionnaire



Haldimand County

Traffic Management Strategy Resident Survey

1. Do you consent to participate in this survey? (Your responses will remain confidential.)
 - a. Yes
 - b. No

2. Where do you live?
 - a. Caledonia
 - b. Cayuga
 - c. Dunnville
 - d. Selkirk
 - e. Townsend
 - f. Hagersville
 - g. Jarvis
 - h. Other: _____

3. Please provide your postal code. _____

4. What is the primary purpose of **your typical daily** trips?
 - a. Home to/from Work
 - b. Home to/from Other (i.e. School, Shopping)
 - c. Other: _____

5. Are you a full-time or seasonal resident of the County?
 - a. Full-time
 - b. Seasonal
 - c. Other (please describe): _____

6. Do you think speeding is a concern in your neighbourhood or in your daily travels within the County roadway system?
 - a. Yes
 - b. No
 - c. If so, please tell us about your concerns: _____

 - d. Do you have a specific location you are most concerned about? Please list the location(s): _____

- e. How do you define speeding:
 - i. Travel at the posted speed limit or less
 - ii. Travel 5 km/hr over the speed limit
 - iii. Travel 10 km/hr over the speed limit
 - iv. Travel 15 km/hr or more over the speed limit
- 7. How would you describe your typical speed?
 - a. Travel at the posted speed limit or less
 - b. Travel 5 km/hr over the speed limit
 - c. Travel 10 km/hr over the speed limit
 - d. Travel 15 km/hr or more over the speed limit
- 8. Do you support the provision of traffic calming measures (i.e. speed cushions, bump outs, medians) in neighbourhoods to address speeding or other roadway safety concerns?
 - a. Strongly support
 - b. Somewhat support
 - c. Neutral
 - d. Somewhat oppose
 - e. Strongly oppose
- 9. Would you support being inconvenienced (i.e. slight delay to your travel time, loss of parking spaces on-street) from the implementation of measures to control speeding or other measures to improve roadway safety?
 - a. Strongly supportive
 - b. Somewhat supportive
 - c. Neutral
 - d. Somewhat opposed
 - e. Strongly opposed
- 10. What type of measures do you believe would be most effective to address traffic concerns in residential neighbourhoods? Please select all that apply.
 - a. Engineering (e.g., speed cushions, pavement marking, curb radius reduction)
 - b. Enforcement (e.g., police enforcement, aircraft/drone radar, speed cameras)
 - c. Education (e.g., speed display devices, community awareness programs, targeted education campaigns, etc.)
 - d. Other (Please specify): _____
- 11. What type of engineering measures do you feel would be most effective in residential neighbourhoods?
 - a. Vertical Deflections (e.g., raised crosswalks, speed cushions, speed humps, speed tables)
 - b. Horizontal Deflections (e.g., curb radius reduction, lane shift, traffic circles, mini roundabouts, etc.)
 - c. Roadway Narrowing (e.g., lane narrowing, on-street parking, raised median islands, etc.)

- d. Pavement Marking (e.g., Dragon teeth, on road signs, converging chevrons)
 - e. Access Restriction (e.g., directional closure, full closure, intersection channelization, right-in/right-out islands)
 - f. Other (Please specify): _____
12. What type of measures do you believe would be most effective to address traffic concerns in rural areas?
- a. Engineering (e.g., speed cushions, pavement marking, curb radius reduction)
 - b. Enforcement (e.g., police enforcement, aircraft/drone radar, speed cameras)
 - c. Education (e.g., speed display devices, community awareness programs, targeted education campaigns, etc.)
 - d. Other (Please specify): _____
13. What type of engineering measures do you feel would be most effective in rural areas ("Settlement Areas")?
- a. Vertical Deflections (e.g., raised crosswalks, speed cushions, speed humps, speed tables)
 - b. Horizontal Deflections (e.g., curb radius reduction, lane shift, traffic circles, mini roundabouts, etc.)
 - c. Roadway Narrowing (e.g., lane narrowing, on-street parking, raised median islands, etc.)
 - d. Pavement Marking (e.g., Dragon teeth, on road signs, converging chevrons)
 - e. Access Restriction (e.g., directional closure, full closure, intersection channelization, right-in/right-out islands)
 - f. Other (Please specify): _____
14. Do you support the use of red light or speed enforcement cameras in the following areas. Please select all that apply.
- a. School zones
 - b. Areas with high pedestrian activity
 - c. Residential areas
 - d. Rural areas
 - e. Rural to urban transition areas
 - f. None of the above
15. I feel safe from traffic when walking or cycling on/near roadways within Haldimand County?
- a. Strongly agree
 - b. Somewhat agree
 - c. Neutral
 - d. Somewhat disagree
 - e. Strongly disagree
- If so, please tell us about your concerns: _____
- _____
- _____

16. If you have any other traffic safety concerns not covered in the questionnaire, please provide your comments here:

[illegible]

17. Please provide your name and email if you would like to join the mailing list to learn about public open houses and other public notices for the Traffic Management Strategy.

Name: _____

Email: _____

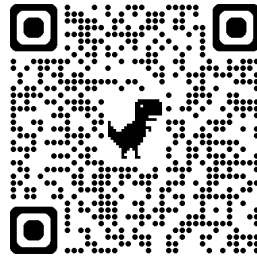
Telephone (Optional): _____

18. How did you hear about this survey? Please select all that apply.

- a. Media release
- b. Newspaper advertisement
- c. Project website
- d. Facebook
- e. X (Formerly Twitter)
- f. Posters
- g. Radio ads
- h. eNewsletter
- i. Friends/family/colleagues

If you have any questions or concerns, please join us at our one of the Open Houses or submit additional comments via the project webpage

<https://www.haldimandcounty.ca/trafficstrategy/>






Or by calling 905-318-5932

Traffic Calming Measures




Engineering Measures

Speed Cushion	Mini-Roundabout	Chicane
<p>These are two or more raised areas placed laterally across a roadway with gaps between them to facilitate emergency vehicles. Their application is primarily on local and collector streets at mid-block locations.</p>  <p>Pros: Have been shown to be effective in reducing speeds and traffic volumes in residential areas.</p> <p>Cons: Emergency response, transit service. Negative effects on winter maintenance operations</p> <p>Cost Category: Low cost.</p>	<p>A traffic circle/mini-roundabout is an island located at the centre of an intersection, requiring vehicles to travel through the intersection in a counter-clockwise direction around the island.</p>  <p>Pros: Speed, traffic, conflict, traffic noise reduction, and has no effect on resident access and roadway operations.</p> <p>Cons: Could reduce on-street parking, may restrict trucks and longer Vehicles.</p> <p>Cost Category: Medium to high cost.</p>	<p>A chicane is a series of curb extensions on alternating sides of a roadway, which narrows the roadway and requires drivers to steer from one side of the roadway to the other to travel through the chicane</p>  <p>Pros: Speeds and traffic volumes reduction. Noise and air quality improvements. No effect on resident access and enforcement.</p> <p>Cons: Effects on-street parking and has some risk of head-on collision.</p> <p>Cost Category: Medium cost.</p>
On-Street Parking	Raised Median Island	Flexible Bollard
<p>On-street parking is the reduction of roadway width available for vehicle movement by allowing motor vehicles to park adjacent and parallel to the curb.</p>  <p>Pros: Creates a buffer between the road and sidewalk. Reduced noise due to lowered traffic volumes. Has minimal impact on access.</p> <p>Cons: Reduced visibility for cyclists, potential for driveway obstructions, and potential risk of rear-end and sideswipe collisions.</p> <p>Cost Category: Low to medium cost.</p>	<p>A raised median island is an elevated median constructed on the centreline of a two-way roadway to reduce the overall width of the adjacent travel lanes.</p>  <p>Pros: Speed and conflict reduction can act as a pedestrian refuge. There is minimal effect on maintenances operations.</p> <p>Cons: May restrict access, reduce on-street parking, and affect cyclists due to narrowed paths.</p> <p>Cost Category: Medium to high cost.</p>	<p>Flexible post mounted delineators are used to create the effect of a median, thus giving a sense of constriction for drivers.</p>  <p>Pros: Effective in reducing speeds and some potential for head-on conflict reduction.</p> <p>Cons: May require high maintenance if hit often by vehicles. Affects snow removal and conflict with large vehicles.</p> <p>Cost Category: Low cost.</p>

Traffic Calming Measures

Dragon's Teeth	Curb Extension	Sidewalk Extension
<p>These are a series of triangle pavement markings along the edge of the travelled lanes. They may be painted with increasing size to give the impression of roadway narrowing. They provide a visual change of the roadway.</p>  <p>Pros: Easy to implement. Provides a buffer between road and sidewalk. Does not impact access or winter maintenance activities.</p> <p>Cons: Regular maintenance of the paint is required. Limited data on its effectiveness.</p> <p>Cost Category: Low cost.</p>	<p>A curb extension is a horizontal intrusion of the curb onto the roadway resulting in a narrow section of roadway. The curb is extended on one of both sides of the roadway to reduce its width.</p>  <p>Pros: Effective speed reduction and reduces conflicts with pedestrians due to reduced crossing distance.</p> <p>Cons: Incompatible with cycling and on-street parking. Affects winter maintenance operations.</p> <p>Cost Category: Medium to high cost.</p>	<p>A sidewalk extension is a sidewalk continued across a local street intersection at the level of the roadway. Textured/patterned elements that contrast the roadway can be incorporated into it.</p>  <p>Pros: Improves pedestrian visibility and may reduce conflicts with vehicles. Positive guidance for visually impaired pedestrians.</p> <p>Cons: Could provide a false sense of security. Requires ongoing maintenance. Limited data on its effectiveness in speed reduction.</p> <p>Cost Category: Low to medium cost.</p>

Education Measures

Programs and Initiatives	Speed Display Device	Vehicle Activated Signs
<p>The CAA School Safety Patrol program runs in partnership with police services, school boards, teachers, bus consortiums and student volunteers since 1929 to protect and educate elementary school children on safe road-crossing practices.</p>  <p>Pros: Increases active transportation awareness and safety.</p> <p>Cons: Requires community commitment.</p> <p>Cost Category: Low to medium cost.</p>	<p>A speed display device is an interactive sign that displays vehicle speeds as oncoming motorists approach. Vehicle speed is captured using radar and can trigger the display board to show when vehicle approach at predetermined unsafe speed.</p>  <p>Pros: Effective in alerting drivers and reducing vehicle speeds. Potential for reduction of speed-related collisions.</p> <p>Cons: The devices may be less effective without complementary enforcement.</p> <p>Cost Category: Low to medium cost.</p>	<p>Vehicle activated signs are electronic roadside warning signs equipped with radar speed detectors and an illuminated display. Their purpose is to alert drivers to reduce speed as they approach specific conditions or hazards ahead.</p>  <p>Pros: Effective in alerting drivers and reducing vehicle speeds. Potential for reduction of speed-related collisions.</p> <p>Cons: Excessive use may lead to reduced effectiveness.</p> <p>Cost Category: Low cost.</p>

Traffic Calming Measures

Enforcement Measures




Police Enforcement	Red Light Cameras	Automated Speed Enforcement
<p>Police enforcement involves officers positioning themselves in known speeding hotspots, using speed measuring devices to detect speeders, and then pursuing the offenders.</p>	<p>A Red Light Camera (RLC) is a camera that captures an image of a vehicle which has entered an intersection despite the traffic signal indicating red.</p>	<p>Automated Speed Enforcement (ASE) uses a camera and a speed measuring device to detect vehicles travelling more than the posted speed limit and capture its image as proof for conviction.</p>
		
<p>Pros: Effective speed reduction measure. Requires sustained enforcement campaign.</p> <p>Cons: Limited police resources.</p> <p>Cost Category: High cost.</p>	<p>Pros: Decreased front-into-side collisions and overall injury crashes.</p> <p>Cons: Vehicles abruptly stop to avoid crossing red lights.</p> <p>Cost Category: High cost but does produce an off-setting revenue.</p>	<p>Pros: Long-term effectiveness in speed reductions.</p> <p>Cons: Motorists might seek alternative routes and move the issue to other areas. Vehicles accelerate after passing the camera.</p> <p>Cost Category: High cost but does produce an off-setting revenue.</p>

Image Sources: Haldimand County, R.J. Burnside and Associates Ltd, City of Toronto, Town of Oakville, ITE Canada, Town of Innisfil, City of Mississauga, Freepik.com, CAA.com



BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

Appendix F

Rural Intersection Review Policy



POLICY No. (Provided by Clerks) Rural Intersection Safety Review Policy

Originating Department

SMT Approval: [Click here to enter a date.](#)

Council in Committee: [Click here to enter a date.](#)

Recommendation #:

Council Approval: [Click here to enter a date.](#)

Resolution #:

Revision History: [Click here for revision history](#)

1.0 Purpose

To enhance safety at rural intersections, the County has developed this policy which establishes a systematic approach for identifying locations with safety concerns and implementing improvements. This policy lays out the process for addressing and prioritizing safety concerns at rural intersections using traffic data and professional engineering assessments. By implementing this policy, the County will establish a consistent, evidence-based, and transparent approach to identifying, assessing, and resolving safety concerns at rural intersections. A draft of the policy is provided below.

2.0 Policy Objectives

This policy reflects that rural intersection safety improvements are:

- Data-driven and evidence-based.
- Aligned with County and provincial transportation and safety standards.
- Focused on measurable outcomes to enhance community safety and quality of life.
- Responsive to public input and local concerns.
- Financially sustainable, with provisions for ongoing operation and maintenance.

3.0 Identification and Prioritization

It is assumed the need for a rural intersection safety assessment is derived from external sources such as concerns expressed by the community, Council, other departments, or an engineering study. This policy does not identify problematic rural intersections, it provides a process to address such problematic intersections once they are brought to the County's attention.

An engineering safety study should be conducted at problematic intersections to assess safety and operational issues. The study should include a collision analysis, geometric analysis, operational analysis, traffic conflict analysis, and human factor analysis. This assessment helps to identify the safety concerns and the appropriate safety measures which can range from full reconstruction to the application of a single traffic control device. A system of signs, lane markings and other devices can be used to treat a range of safety and operational conditions at stop-controlled intersections. The type of solution would consider traffic volumes, collision history, minimum or substandard intersection geometry, environmental factors, and the presence of other traffic control devices.

4.0 Process for Rural Intersection Safety Improvement

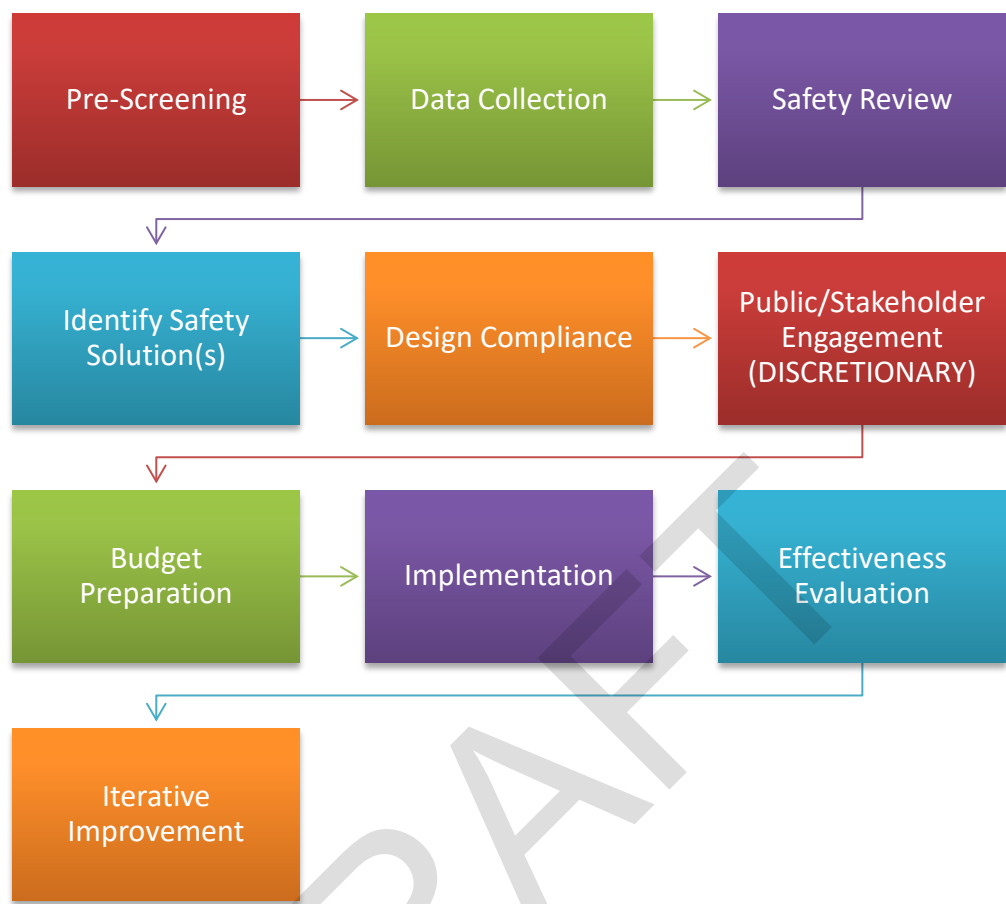
The following steps outline the structured process for assessing and implementing safety improvements at rural intersections:

- 1. Step 1 - Pre-screening:** A request for rural intersection safety improvement should follow the step below for pre-screening:
 - a) Confirm receipt of the request and record it in a searchable and filterable database. The request can be made by residents, council and staff.
 - b) Confirm that the intersection is within the County's jurisdiction
 - c) Verify that the County has not been previously screened the intersection in the past three years.
 - d) Ensure that the request warrants a review by assessing whether there were more than 2 accidents in the past two years at the requested intersection.
 - e) Inform the applicant (if it is a resident or council) whether the request warrants further screening.
- 2. Step 2 - Desktop Screening:** If the request warrants further investigation, collect relevant traffic and collision data, including operating speeds, traffic volumes, truck percentages, and collision history. Using this data, conduct a safety review in accordance with the TAC Canadian Guide to In-service Road Safety Reviews. The safety review may consider the following steps:
 - a) Collision Analysis: Identifies patterns in historical collision data by time, type, severity, and conditions.
 - b) Geometric & Operational Analysis: Reviews road geometry and traffic operations to evaluate how design and control elements contribute to safety risks.
 - c) Site Visit: Recommended to observe real-world conditions, document deficiencies, and assess risks not evident in data

3. **Step 3 – Solution Identification:** Identify appropriate safety solutions based on the findings from the safety review in Step 1. Ensure that proposed solutions meet the warrant criteria outlined in Appendix A of the Rural Intersection Safety Review Policy.
4. **Step 4 – Design Compliance:** Ensure that the design of the approved solution aligns with County policies on accessibility, emergency services, and the needs of pedestrians and cyclists
5. **Step 5 – Public Engagement:** Conduct public and/or stakeholder engagement, as deemed necessary by County staff, to gather feedback and gauge support for proposed improvements.
6. **Step 6 – Cost Estimation:** Prepare project cost estimates and integrate these into the relevant capital or operating budgets to account for the installation, operation, and maintenance of the approved solution.
7. **Step 7 – Approval and Implementation:** Finalize the design of the approved solution and proceed with its installation or construction following the County's standard procedures.
8. **Step 8 - Evaluation:** Evaluate the effectiveness of the implemented solution by reassessing critical factors such as collisions after a 24-month period or based on further input from stakeholders.
9. **Step 9 – Iterative Improvement:** If the evaluation indicates that the crash reduction goal has not been met, identify and implement additional solutions as necessary to achieve the desired outcomes.

The process map for rural intersection safety improvement is provided in Figure 1.

Figure 1: Rural Intersection Safety Improvement Process



REVISION HISTORY					
REPORT	CIC		COUNCIL		DETAILS
	Date	Rec#	Date	Res#	
	Date	Rec#	Date	Res#	
	Date	Rec#	Date	Res#	
	Date	Rec#	Date	Res#	
	Date	Rec#	Date	Res#	
	Date	Rec#	Date	Res#	

Appendix A

1.0 Typical Safety Measures for Stop Controlled Rural Intersections

1.1 Traffic Signs and Devices

Traffic signs and devices play a crucial role in enhancing road safety by providing clear, consistent, and timely information to road users. These tools help regulate, warn, and guide drivers, cyclists, and pedestrians reducing the likelihood of collisions and improving overall traffic flow. The following traffic control devices are available to enhance safety at rural intersections.

1.1.1 Oversize Stop Signs

Oversize signs are traffic signs with dimensions larger than the minimum specifications required by provincial guides. These signs are typically used on high-speed highways or in special cases on roadways where enhanced visibility is necessary. They are available in the following sizes: 750 mm x 750 mm, 900 mm x 900 mm, and 1200 mm x 1200 mm.

(750 mm x 750 mm) Stop Sign: This sign can be used when the posted speed is 70 km/h or greater, reduced visibility along a stop-controlled approach, a complex visual environment, or complex and frequent turning manoeuvres (OTM Book 5).

(900 mm x 900 mm) Stop Sign: This sign can be used when there is a history of three or more collisions or reported incidents involving stop sign violations over five years (Government of Alberta, Safety Measures At Rural Stop-Controlled Intersections), reduced visibility along a stop-controlled approach, a complex visual environment, or complex and frequent turning manoeuvres or installing a 750 mm x 750 mm sign have proven ineffective

(1200 mm x 1200 mm) Stop Sign: This should be considered at major problematic intersections of high-volume, high-speed provincial highways. (OTM Book 5)

1.1.2 Stop Ahead Sign

A Stop Ahead sign is a warning sign that is placed in advance of a stop sign to alert drivers of an upcoming intersection, enhancing awareness and safety. This sign is particularly warranted in situations where visibility of the intersection is limited due to curves, hills, or obstructions, where the visual environment is complex and may distract drivers, or where an oversized stop sign has been implemented but has not effectively improved compliance. By providing an additional layer of warning, the Stop Ahead sign helps reduce the likelihood of sudden stops or missed traffic control, ensuring a smoother and safer approach to rural intersections.

1.1.3 Pavement Markings

Where applicable on hard surfaced rural intersections, supplementary pavement markings, such as "Stop" and "Stop Ahead" text markings, can serve as enhancements to existing regulatory or warning devices, particularly at locations with elevated collision risks resulting from challenging

roadway geometric or operational conditions. The Government of Alberta implements "Stop" markings if all the following conditions are present:

- A documented history of three or more collisions involving stop sign violations over a five-year period.
- Approach roadways with posted speeds of 80 km/h or higher.
- Traffic volumes exceed 500 vehicles per day.
- The intersection exhibits non-typical traffic operations (e.g., a through road operates as a right turn).
- Other safety measures have proven ineffective.

Similarly, "Stop Ahead" text markings may be utilized as a complement to "Stop" markings when a "Stop Ahead" sign is already in place and where visibility is limited due to roadway features such as curves or grades. These measures aim to enhance driver awareness, improve compliance, and mitigate collision risks at critical locations.

1.1.4 Flashing Red Lights

Flashing red lights are the highest level of safety enhancement at stop-controlled intersections. They can be installed if certain conditions are met. For instance, The Government of Alberta implements "Stop" markings if all of the following conditions are present (Government of Alberta, Safety Measures at Rural Stop-Controlled Intersections).

- A documented history of three or more collisions involving stop sign violations over a five-year period.
- Approach roadways with posted speeds of 80 km/h or higher.
- Traffic volumes exceed 500 vehicles per day.
- There is an upstream curve or grade difference obstructing the visibility of the intersection.
- Other safety measures have proven ineffective.

1.1.5 Active Transportation Signs and Pavement Marking

Rural intersections along the County's trail network could be enhanced with regulatory and warning signs and pavement markings to improve safety for pedestrians and cyclists. Pedestrian and cycling regulatory and warning signs include "Turning Vehicles Yield to Bikes and Pedestrians" (R-19), "Turning Vehicles Yield to Bicycles" (Ra-18), "Bicycles Yield to Vehicles" (Ra-17), "Pedestrian Ahead," and "Bicycle Crossing Ahead."

To further improve safety, pavement markings should be added, such as sharrows spaced 8-10 meters apart to guide cyclists through the intersection and green pavement markings in conflict zones. One common conflict area at rural intersections occurs between in-boulevard cyclists and right-turning vehicles. A potential solution is providing a green marking path through the intersection, positioned to the left of right-turning vehicles, to define the cyclist's route and minimize conflicts. Pavement markings are warranted under the following conditions:

- A documented history of one or more collisions involving cyclists.
- Approach roadways with posted speeds of 80 km/h or higher.
- Traffic volumes exceed 500 vehicles per day.

1.2 Geometric Improvement

Intersection safety or operational problems related to geometry may require modifications such as increasing sight distances, flattening curves, improving shoulder widths, and/or reconfiguring intersection layouts. Features like channelization for turning vehicles, properly designed acceleration and deceleration lanes, and the addition of auxiliary lanes could also help improve traffic flow and minimize conflict points. The following measures could be used to address safety issues related to roadway/intersection geometry.

1.2.1 Sightline Improvement

Enhancing sightlines is critical for improving safety at rural intersections, as clear visibility is essential for drivers to make informed decisions and avoid potential conflicts. This can be achieved through the following methods:

- **Removing Obstructions:** Clearing vegetation, embankments, signage, and other physical barriers that impede a driver's line of sight ensures unobstructed visibility of approaching traffic, pedestrians, and cyclists.
- **Addressing Vertical and Horizontal Curves:** Modifications to road geometry, such as flattening sharp curves or adjusting gradients, can improve visibility significantly. In cases where geometric changes are not feasible, implementing advanced warning signs, reducing speed limits, and selectively clearing vegetation to enhance lateral sightlines can provide a practical solution.
- **Relocating Stop Bars:** Moving stop bars closer to the intersection allows drivers to achieve a better vantage point for observing cross-traffic. This adjustment can be effective in intersections with complex geometries or where existing sightlines are naturally limited.

1.2.2 Intersection Configuration

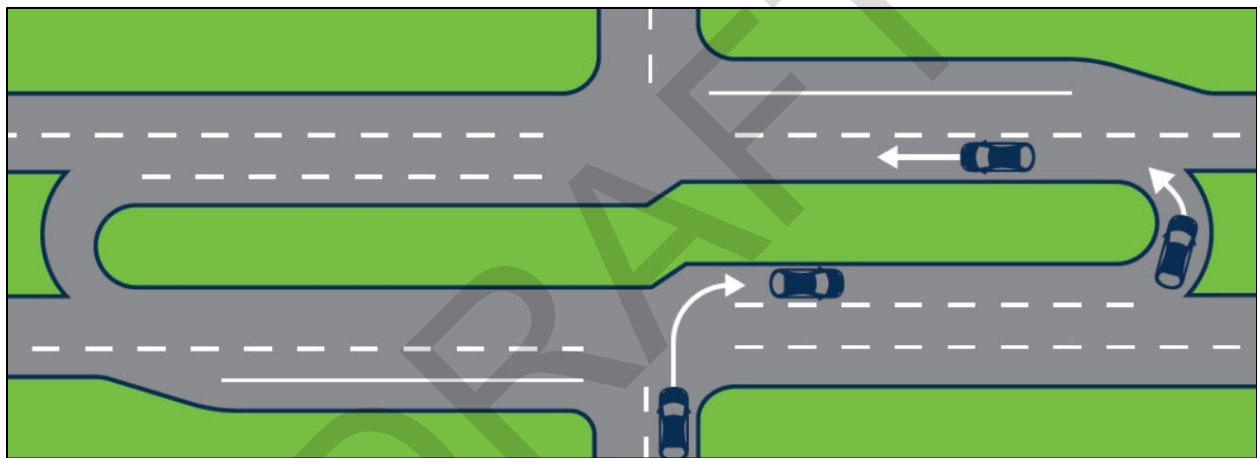
The following changes to the rural intersection configurations can be made to improve the safety of the rural intersections.

- **Add left-turn lanes:** Provide exclusive left-turn lanes, particularly on high-volume and high-speed approaches, to remove turning vehicles from the through traffic stream.
- **Provide right-turn lanes:** Provide right-turn lanes to remove slow-moving, right-turning vehicles from the through traffic stream. Increase the entrance taper and deceleration lengths to improve the geometry of right-turn lanes.
- **Intersection Design:** Review the intersection's design configuration to determine if it suits the location and type of traffic. If needed, explore alternative configurations including roundabouts.
- **Corner Radius:** The corner radius could be adjusted based on the type of traffic and the surrounding context. For intersections with high (more than 5%) volumes of heavy vehicles, increasing the corner radius can enhance safety by accommodating larger turning movements and reducing conflicts. Conversely, for intersections located along pedestrian-priority routes or trails, reducing the corner radius shortens crossing distances, thereby improving safety for vulnerable road users such as children and seniors.
- **Providing Proper Lighting:** Adequate and well-maintained lighting plays a crucial role in ensuring intersection safety by enhancing visibility for all road users. Proper lighting improves the visibility of traffic signs, pedestrian crossings, and critical road infrastructure. If

the safety review reveals a higher number of nighttime collisions, a warrant assessment should be conducted following the County's Streetlight Warrant Process. If warranted, the installation or improvement of lighting should be prioritized as a key remedial measure. Additionally, advance warning flashers should be considered in areas with limited sight distance to provide drivers with timely alerts about upcoming intersections. For intersections located along the County's Trail Network, it may be appropriate to provide illumination at crossings.

- **Provide J-turns:** J-turn intersections are a specific type of median treatment designed to improve safety at rural highway intersections. Instead of allowing drivers on a minor road to directly cross a median, J-turns require them to make a right turn followed by a U-turn at a designated point. This design reduces the risk of right-angle collisions, which are common on median-separated highways, by minimizing exposure to oncoming traffic and eliminating the need to judge difficult gaps in opposing traffic. Figure 2 Illustrates a J-Turn intersection and how traffic flows through it. These intersections are not common in jurisdictions with snow maintenance requirements.

Figure 2: J-Turn Intersection



Minnesota Department of Transportation



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Appendix G

Neighbourhood Area-Wide Speed Policy

Appendix G



POLICY No. (Provided by Clerks) Neighbourhood Area-Wide Speed Policy

Originating Department

SMT Approval: [Click here to enter a date.](#)

Council in Committee: [Click here to enter a date.](#)

Recommendation #:

Council Approval: [Click here to enter a date.](#)

Resolution #:

Revision History: [Click here for revision history](#)

1.0 Purpose

The Neighbourhood¹ Area-Wide Speed Policy is a tool to improve the safety and livability of residential areas in Haldimand County. Speeding poses significant risks to pedestrians, cyclists, and motorists, especially in neighbourhoods where vulnerable road users such as children and seniors are more likely to be present. By lowering/regulating speed limits in neighborhoods this policy seeks to reduce the severity and frequency of accidents, enhance traffic flow, and create safer environments for all residents. A reduced speed limit can foster better community engagement and ensure that road safety is prioritized.

2.0 Policy Objectives

The primary objectives of this policy are to:

- Enhance road safety for pedestrians, cyclists, and residents.
- Reduce the frequency and severity of speed-related accidents in residential areas.

¹ A neighborhood consists of residential streets (MMS Class 5-6) that primarily serve local residents and are designed to provide access to limited number of residents and properties.

3.0 Safety Issues Associated with Speeding

Speeding in residential areas is a critical concern in Haldimand County. Studies have shown that vehicle collisions at higher speeds are more likely to result in severe or fatal injuries. Excessive speeds also reduce drivers' ability to react to unforeseen hazards. The relation between posted speed limits and actual vehicle speed is significant; many drivers tend to drive faster than the posted limits, especially if the environment does not visibly indicate that reduced speeds are necessary. Therefore, a reduction in speed limits, coupled with appropriate signage and traffic calming measures, is essential to mitigate these risks.

4.0 Neighbourhood Area-Wide Speed Limits

In Haldimand County, the speed limit in all residential neighbourhoods, including school zones, park areas, and zones with high pedestrian traffic, will be reduced to 40 km/h. This reduction will be implemented across entire neighbourhoods rather than on a street-by-street basis to simplify enforcement and ensure consistency. The implementation of the policy will follow a systematic, data-driven approach outlined below:

1. **Step 1 - Pre-screening:** A request for establishing an area-wide speed limit for a neighbourhood can be submitted by the residents or council. A neighbourhood qualifies as a candidate if it satisfies all of the following conditions:
 - a) Every road within the boundaries of the neighborhood is classified as MMS class 5-6
 - b) The posted speed limit is 50 km/h or higher.
 - c) There is support from the community for adopting an area-wide speed limit.
2. **Step 2 - Desktop Screening:** If the request warrants further investigation, Traffic data will be collected to conduct a warrant assessment. The data will consider factors such as pedestrian activity, collision history, active transportation use, and neighbourhood roadway characteristics.
3. **Step 3 – Warrant Assessment:** A neighbourhood qualifies for a reduced area-wide speed limit if it meets the minimum point threshold outlined in Appendix A of this Policy.
4. **Step 4 – Design Compliance:** Ensure that the design of the approved solution aligns with County policies on accessibility, emergency services, and the needs of pedestrians and cyclists
5. **Step 5 – Community Engagement:** The County will engage with residents and the ward councillor to assess support for the speed limit changes through public consultations. The County will ensure that the request for a reduced area-wide speed limit is supported by at least 70% of directly affected property owners and at least 25% of indirectly affected residents, as identified by County staff.

6. **Step 6 – Signage Installation:** If supported by the residents and ward councillor, speed reduction signage will be installed at the entry and exit points of the neighbourhood. This ensures that residents and drivers are made aware of the reduced speed zones without the need for excessive signage on every street.
7. **Step 7 – Enforcement:** The OPP will be notified of neighbourhoods designated with area-wide speed limits. To support effective implementation, the County may also install Speed Display Devices (SSDs) periodically. Data collected from the SSDs will be shared with the OPP.
8. **Step 8 – Monitoring and Evaluation:** The effectiveness of the policy will be continuously monitored. Speed data and accident statistics will be analyzed to assess whether the targeted areas show improvements in safety. If the reasonable targets are not met, the County may consider implementing traffic calming measures as per the County's traffic calming policy. Should further adjustments be necessary, the policy will be reviewed and modified to address new challenges and opportunities for improvement.

REVISION HISTORY					
REPORT	CIC		COUNCIL		DETAILS
	Date	Rec#	Date	Res#	
	Date	Rec#	Date	Res#	
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	Date	Rec#	Date	Res#	
	Date	Rec#	Date	Res#	
	Date	Rec#	Date	Res#	

Appendix A

Neighbourhood Area-wide Speed Policy Warrant Rating System

Haldimand County uses a point-based system to assess whether a neighbourhood is warranted to be identified for reduced area-wide speed limit. The point-based warrant assigns points for various criteria including collision history, pedestrian generating facility within 250 m of the area, and availability of AT facility. If a request scores 15 or higher, the warrant is met. Table 1 details the specific point values assigned to each criterion for decision-making purposes.

Table 1: Neighbourhood Area-wide Speed Warrant Criteria and Point-Based System

No.	Criteria	Warrant Criteria and Points	Max Points
3	Collision History	2 points for every collision recorded in the past 3 years.	10
6	Pedestrian Generating Facility	2.5 points for every pedestrian generating facility within 250 m of the area.	5
7	Share the Road	5 points if the roadway is on a county-designated cycling route - shared with the roadway (sharrow / paved shoulders). Signed or Mapped	5
8	Pedestrian Facilities	<p>5 points if the roadway has no designated off-road sidewalks / multi-use pathways</p> <p>2.5 points if the roadway has designated off-road sidewalks / multi-use pathways on one side of the roadway</p> <p>0 points if the roadway has designated off-road sidewalks / multi-use pathways on both sides of the roadway</p>	5



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Appendix H

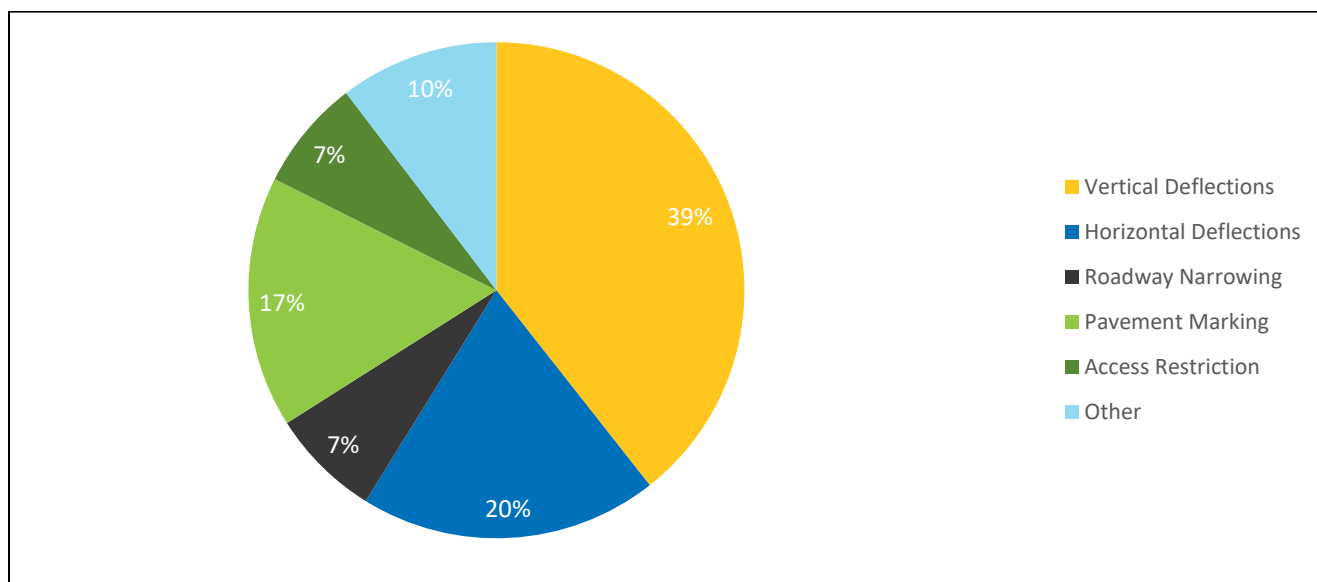
Engineering Measures

Appendix H – Engineering Traffic Calming Measures

1.0 Engineering Measures

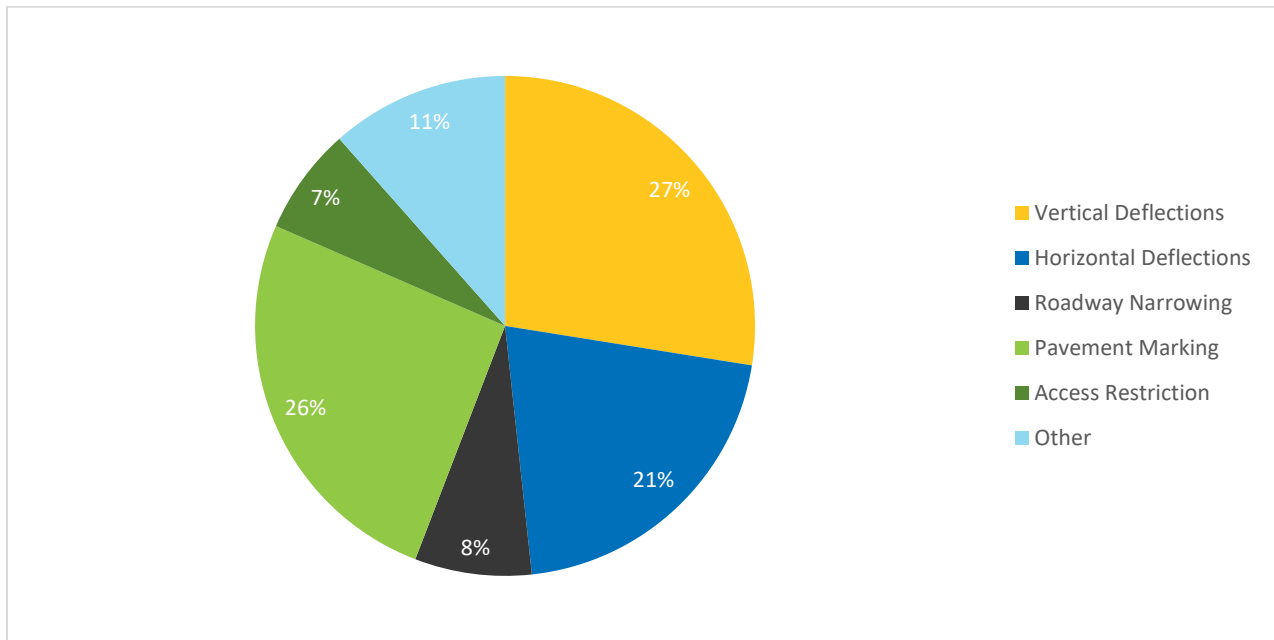
Engineering traffic calming measures are physical changes on the road that slow down the traffic speed by changing the alignment, features, width and surface of the road. Engineering measures can be in the form of vertical deflection, horizontal deflection, road narrowing, access restriction and pavement marking. R.J. Burnside & Associates Limited (Burnside) conducted a survey and asked the Haldimand County residents about the engineering measures they felt would be most effective in urban residential areas and rural settlement / hamlet areas. The residents' preference for engineering measures for urban residential areas and rural settlement / hamlet areas is illustrated in Figure 1 and Figure 2 respectively.

Figure 1: Preferred Engineering Measures for Urban Residential Areas



As illustrated in Figure 1, 39% of the residents feel that vertical deflections would be a better engineering solution for speeding in residential neighbourhoods. In the meantime, 20% think that horizontal deflections would be a better solution for residential neighbourhoods. Pavement marking is a desired solution for the residential neighbourhoods by 17% of the residents. Road narrowing and access restrictions are not very popular among the residents to manage speeding issues in the residential neighbourhoods as they are not chosen as preferred solutions by most of the residents.

Figure 2: Preferred Engineering Measures for Rural Settlement / Hamlet Areas



As illustrated in Figure 2, 40% of the residents feel that vertical deflections would be a better engineering solution for speeding in the rural settlements / hamlets. In the meantime, 37% think that pavement marking would be a better solution for rural settlements / hamlets. Horizontal deflections are a desired solution for the rural settlement / hamlets by 30% of the residents. Road narrowing and access restrictions are not very popular among the residents to manage speeding issues in the rural settlements / hamlets as they are not chosen as preferred solutions by most of the residents.

The following section will provide detailed description of the traffic calming measure that received the highest levels of support, primarily Vertical Deflections, Horizontal Deflections, and Pavement Marking, which together accounted for over 75% of the total responses. These three measures are likely to form the core of any proposed traffic safety plan, as they reflect the primary concerns and preferences of the community. Further analysis will involve exploring the specific attributes and advantages of these measures, as well as how they can be implemented to maximize their effectiveness in resolving the traffic safety issues in Haldimand County.

The study will also consider the preferences of those who selected “Other” measures, as these may provide innovative or alternative solutions worth considering. Although Access Restriction and Roadway Narrowing were less popular, they will not be overlooked and may still be integrated into a comprehensive traffic calming strategy if they complement the more widely supported options.

1.1 Vertical Deflections

1.1.1 Raised crosswalk

A raised crosswalk is a marked pedestrian crosswalk at an intersection or midblock location constructed at a higher elevation than the adjacent roadway. A raised crosswalk helps reduce vehicle speed, improve pedestrian visibility and reduce vehicle-pedestrian conflict.

Advantages: Reduces 85th percentile speed from 5 km/h to 13 km/h and reduces traffic volumes by up to 26%.

Disadvantages: Causes delays to emergency vehicles (3.8 sec/crossing) and snow-clearing vehicles. Creates a false sense of security for pedestrians. Cyclists may experience a loss of control at higher speeds. Traffic may be diverted to parallel streets. In locating raised crosswalks, effects on roadway drainage must also be addressed following TAC design guidelines provided in Section 4.2.1 of the Canadian Guide to Traffic Calming (CGTC).

Applicability: A raised crosswalk is desirable under the conditions summarized in Table 1.

Table 1: Raised Crosswalk Applicability Requirements

Locations to Avoid	Road Characteristics	Preferences	Facility Requirements	Comments
Designated emergency routes	Collector	School Zones	Existing Marked Crosswalk	Speeds up to 50 km/h
Areas with limited sightlines	Local		Wide ROW	Flush leading edges and gentle approaches
Traffic signals	Commercial collector		Sidewalk at least on the side of the road	
Grades over 8%	Urban cross-section			

Cost: Depending on the geometry, location and width of the road, the cost for installation of a raised crosswalk ranges from low to medium.

Figure 3: Raised Crosswalk – City of Toronto



Source: City of Toronto

Drawings and Specifications: The detailed specifications and typical drawings of raised crosswalks can be found in Section 4.2.1 and Figures 4.1 and 4.2 of CGTC respectively.

1.1.2 Speed Humps

A raised area of a roadway causes the vertical upward movement of a traversing vehicle. The purpose of a speed hump is to cause discomfort for drivers travelling at higher speeds and to reduce vehicle speed. If a vehicle travels at a higher speed through the hump, it will give the occupants an uncomfortable sensation. The design speed depends on the dimensions of the hump and the spacing between them. The humps extend across the width of the road with drainage gaps at the curbs. The visibility of a speed hump should be improved with the installation of a WA-50 sign.

Advantages: Reduces speed between 6 km/h and 13 km/h and traffic volume between 15% and 27%. Significantly reduces conflicts.

Disadvantage: Causes delays to emergency vehicles (between 2.3 and 15 seconds), snow clearing vehicles and transit vehicles. Cyclists may experience a loss of control at higher speeds. Traffic may be diverted to parallel streets.

Applicability: A speed hump is desirable under the conditions summarized in Table 2.

Table 2: Speed Hump Applicability Requirements

Locations to Avoid	Road Characteristics	Preferences	Facility Requirements	Comments
Designated emergency routes Areas with limited sightlines Traffic signals Grades over 8%	Local Urban cross-section	Installation in a series and under street lighting Part of a larger traffic calming system	None	Up to 50 km/h Spacing between 60 to 250 m in a series.

Cost: Depending on the geometry, location and width of the road, the cost for installation of a raised crosswalk ranges from low to medium.

Figure 4: Speed Hump - City of Mississauga



Source: R.J. Burnside & Associates Limited Photo Archive

Drawings and Specifications: The detailed specifications and typical drawings of speed humps can be found in Section 4.2.4 and Figures 4.6 and 4.7 of CGTC respectively.

1.1.3 Speed Cushions

It is a raised area on a road, like a speed hump, but does not cover the entire width of the road. The width is designed to allow a large vehicle such as a bus to straddle the cushion, while light vehicles will have at least one side of the vehicle deflected upward. Speed cushions are intended to produce sufficient discomfort to limit passenger vehicle travel speeds yet allow the driver to maintain vehicle control while allowing larger vehicles such as buses and emergency

vehicles to pass without difficulty. If a vehicle travels at a higher speed through the speed cushions, it will give the occupants an uncomfortable sensation while emergency vehicles and transit vehicles are minimally affected. The design speed depends on the dimensions of the cushions and the spacing between them. The visibility of a speed hump should be improved with the installation of a WA-50 sign.

Advantages: Reduces speed by up to 8 km/h and traffic volume by up to 30%.

Disadvantage: Causes minimal delays to emergency vehicles, and transit vehicles. The negative effect on snow-clearing operations required more attention from the snowplow operators. Traffic may be diverted to parallel streets.

Applicability: A speed cushion is desirable under the conditions summarized in Table 3.

Table 3: Speed Cushion Applicability Requirements

Locations to Avoid	Road Characteristics	Preferences	Facility Requirements	Comments
Small turning radius curves Areas with limited sightlines Traffic signals Grades over 8%	Collector Local Urban cross-section	Installation in a series Installation under street lighting	None	Up to 50 km/h Spacing between 60 to 250 m in a series.

Cost: Low.

Figure 5: Speed Cushion - City of Mississauga



Source: R.J. Burnside & Associates Limited Photo Archive

Drawings and Specifications: The detailed specifications and typical drawings of speed cushions can be found in Section 4.2.3 and Figures 4.4 and 4.5 of CGTC respectively.

1.1.4 Speed Tables

A speed table is an elongated raised speed hump with a flat-topped section that is long enough to raise the entire wheelbase of a vehicle. They may be constructed with brick or other textured materials on the flat section.

Advantages: Reduces speed between 6 km/h and 13 km/h and traffic volume between 15% and 27%. Significantly reduces conflicts.

Disadvantage: Causes slight delays to emergency vehicles, snow clearing vehicles and transit vehicles. Cyclists may experience loss of control at higher speeds. Traffic may be diverted to parallel streets.

Applicability: A speed table is desirable under the conditions summarized in Table 4.

Table 4: Speed Table Applicability Requirements

Locations to Avoid	Road Characteristics	Preferences	Facility Requirements	Comments
Designated emergency routes Areas with limited sightlines Traffic signals Grades over 8%	Collector Local Urban cross-section	Installation under street lighting Part of a larger traffic calming system	None	Up to 50 km/h Spacing between 60 to 250 m in a series.

Cost: Depending on the geometry, location and width of the road, the cost for installation of a raised crosswalk ranges from low to medium.

Figure 6: Speed Table – Town of Ajax



Source: R.J. Burnside & Associates Limited Photo Archive

Drawings and Specifications: The detailed specifications and typical drawings of speed table can be found in Section 4.2.4 and Figures 4.6 and 4.7 of CGTC respectively.

1.2 Horizontal Deflections

1.2.1 Vertical Centreline Treatment

The use of vertical centerline treatment such as flexible post-mounted delineators or raised paved markers to create a centre median. This could be used to give drivers a perception of lane narrowing and create a sense of constriction. Flexible post-mounted delineators are similar in appearance to bollards. They are commonly used in work zones with high occupancy vehicles lanes and ramps exist to direct vehicles or prevent movements.

Advantages: Reduces speed up to 5 km/h. Potentially reduces conflicts. Easy to install and can withstand impact from traffic.

Disadvantage: May require regular maintenance, hinders snow removal operations, and may cause difficulty for large farm vehicles in rural areas.

Applicability: A vertical centerline treatment is desirable under the conditions summarized in Table 5.

Table 5: Vertical Centreline Treatment Applicability Requirements

Locations to Avoid	Road Characteristics	Preferences	Facility Requirements	Comments
Where it may limit turning into driveways or crossing streets	Collector Local Urban and Rural	Installation under street lighting Part of a larger traffic calming system	None	None

Figure 7: Vertical Centreline Treatment – Haldimand County



Source: Haldimand County

Cost: Low

Drawings and Specifications: The detailed specifications and typical drawings of vertical centreline treatment can be found in Section 3.4.6 of CGTC.

1.2.2 Curb Radius Reduction

A curb radius reduction is the reconstruction or modification of an intersection corner with a smaller radius, usually between 3 m to 5 m. The purpose is to slow down right-turning vehicles, reduce crossing distances for pedestrians and improve the visibility of pedestrians.

Advantages: Reduces speed of right-turning vehicles, reduces pedestrian crossing distance, improves visibility.

Disadvantage: Large vehicles may mount the curb or cross into adjacent or oncoming lanes. It may require extra investment in designing waiting and crossing areas for pedestrians.

Applicability: A curb radius reduction is desirable under the conditions summarized in Table 6.

Table 6: Curb Radius Reduction Applicability Requirements

Locations to Avoid	Road Characteristics	Preferences	Facility Requirements	Comments
Driveways Over 8% grade Not suitable for intersections with turning trucks and buses.	Low volume arterial Collector Local Urban cross-section	AADT<10,000 Roads with less bicycle volumes	Warning signs May be combined with other calming measures	

Cost: Low to Medium

Drawings and Specifications: The detailed specifications and typical drawings for curb radius reduction can be found in Section 4.3.2 and Figure 4.9 of CGTC respectively.

Figure 8: Curb Radius Reduction – City of Toronto



Source: R.J. Burnside & Associates Limited Photo Archive

1.2.3 Chicane

A chicane is a series of curb extensions on alternating sides of a roadway, which narrow the roadway and require drivers to steer from one side of the roadway to the other to travel through the chicane. Multiple series of curb extensions can be used. The purpose of this measure is to discourage shortcutting or traffic and reduce overall speed by forcing the lateral shifting of vehicles.

Advantages: Depending on the number of lanes, reduces speed between 6 and 11 km/h and volumes between 22% and 47%. reduces conflicts and traffic noise. Improves air quality and street appearance.

Disadvantage: May affect emergency vehicle response time, loss of on-street parking, and may cause difficulty for large farm vehicles in rural areas. Negative effects on snow clearing and street sweeping operations may require specialized vehicles. The drainage gutter must be swept manually. May introduce head-on collision and divert traffic to parallel streets.

Applicability: A Chicane is desirable under the conditions summarized in Table 7.

Table 7: Chicane Applicability Requirements

Locations to Avoid	Road Characteristics	Preferences	Facility Requirements	Comments
Driveways Over 8% grade Designated emergency access routes and designated truck routes.	Collector (two-way only) Local Urban cross-section	AADT>750 Roads with less bicycle volumes	Warning signs May be combined with other calming measures	Speeds up to 50 km/h.

Cost: Low

Figure 9: Chicane – Town of Ajax



Source: R.J. Burnside & Associates Limited Photo Archive

Drawings and Specifications: The detailed specifications and typical drawings of chicanes can be found in Section 4.3.1 and Figure 4.8 respectively.

1.2.4 Lateral Shift

A lateral shift in a roadway occurs where an otherwise straight section is redesigned using pavement markings or curb extensions to create a curvilinear alignment in the roadway similar to a chicane. This effect can also be achieved with the use of a central island. A lateral shift causes drivers to negotiate the alignment and increases awareness in attempt to reduce vehicle speeds.

Applicability: Lateral shift is desirable under the conditions summarized in Table 8.

Table 8: Lateral Shift Applicability Requirements

Locations to Avoid	Road Characteristics	Preferences	Facility Requirements	Comments
Over 8% grade	Collector Local Urban cross-section	None	Warning signs Should be located near streetlights	Speeds up to 50 km/h. Provide space for bicycles on narrow roads

Cost: Low

Figure 10: Lateral Shift – City of Toronto



Source: Federal Highway Administration

Drawings and Specifications: Lateral Shift should be applied one-lane one-way and two-lane two-way streets, with or without bike lanes. It is suitable for mid-block locations only and for visibility, it should be implemented near streetlights.

Reference for more details: U.S. Department of Transportation – Federal Highway Administration; Toolbox of Individual Traffic Calming Measure

<https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer>

<https://innisfil.ca/en/my-government/resources/Documents/Traffic-Calming-Strategy/Appendix-D---Table-design-guide.pdf>

1.2.5 Traffic Circles and Mini Roundabouts

Traffic Circle / Mini-Roundabout is an island located at the centre of an intersection which requires vehicles to travel through the intersection in counterclockwise direction around the island. Yield traffic control is recommended for these measures.

Figure 11: Traffic Circle – City of Surrey



Source: City of Surrey

Figure 12: Mini Roundabout



Source: City of Surrey

Mini roundabouts are designed in accordance with a full-size roundabout design principle. Mini roundabouts have smaller diameters than full-size roundabouts and larger than traffic circles

and traffic buttons. The turning radius for left-turning trucks, buses or emergency vehicles may require a diameter which would be larger than the intersection spaces commonly available.

Advantages: Reduces 85th percentile speed up to 14 km/h and traffic volumes up to 20%. Reduces conflicts 30% in comparison with the signalized intersection. Improves air quality and street appearance.

Disadvantage: Affects emergency vehicle response time between 1.3 and 10.7 seconds. Minimal negative effects on snow clearing operations. Traffic may be diverted to parallel streets. Might require extra property at the intersection with a minimum ROW of 28 m x 28 m. It will further extend parking restrictions.

Applicability: A circle/mini roundabout is desirable under the conditions summarized Table 9.

Table 9: Traffic Circle / Mini Roundabout Applicability Requirements

Locations to Avoid	Road Characteristics	Preferences	Facility Requirements	Comments
Intersection with high traffic volume ratio of intersecting roads High Pedestrian Activity Designated emergency access routes and transit routes.	Local and collector street intersection	AADT<1500 Caution for collectors with AADT of 1500 to 5000.	Textured crosswalks Respect sightlines	Speeds up to 50 km/h.

Cost: Traffic circle cost between low and medium and mini roundabouts range between medium to high.

Drawings and Specifications: The detailed specifications and typical drawings of traffic circles / mini roundabouts can be found in Section 4.3.4 and Figures 4.11 and 4.12 of CGTC respectively.

1.3 Roadway Narrowing

1.3.1 On-street Parking

On-street parking is the reduction of the roadway width available for the vehicles movement by allowing motor vehicles to park parallel to the curb. It narrows the width of the street and reduces vehicle speed.

Advantages: Parked vehicles provided a buffer between traffic and pedestrian on the sidewalk. May reduce traffic noise.

Disadvantage: May reduce visibility for pedestrians. Require a minimum width for the safe passage of cyclists. May negatively impact snow removal operations. Could increase rear-end and sideswipe collision.

Applicability: On street parking is desirable under the conditions summarized in Table 10.

Table 10: On Street Parking Applicability Requirements

Locations to Avoid	Road Characteristics	Preferences	Facility Requirements	Comments
Driveways Areas with limited sightline Bus, school, and playground zones Unilluminated streets	Local Collector Urban Commercial Streets Urban Cross Section	Parking restrictions in winter can be applied. Can be used in combination with other measures	Respect sightlines Roads should have enough pavement width (7.3m each direction).	Speeds up to 50 km/h.

Cost: Low to Medium

Figure 13: On Street Parking – Town of Ajax



Source: R.J. Burnside & Associates Limited Photo Archive

Drawings and Specifications: The detailed specifications and typical drawings of on-street parking can be found in Section 4.4.2 and Figure 4.14 of CGTC respectively.

1.3.2 Raised Median Island

A raised median island is an elevated median constructed on the centerline of a two-way road to reduce the overall width of the adjacent travel lanes. The purpose of a raised median island is to reduce vehicle speeds and to reduce pedestrian vehicle conflict.

Advantages: Reduces speed between 3 and 8 km/h. Reduces conflicts with pedestrians. Improves street appearance.

Disadvantage: May restrict access to driveways. Cyclist may feel discomfort specially with high volume of heavy vehicles. May require additional ROW. Speeds may increase if mid-block left turn are not possible.

Figure 14: Raised Median Island – Town of Oakville



Source: R.J. Burnside & Associates Limited Photo Archive

Applicability: A raised median island is desirable under the conditions summarized in Table 11.

Table 11: Raised Median Island Applicability Requirements

Locations to Avoid	Road Characteristics	Preferences	Facility Requirements	Comments
None	Local Collector Urban Arterials	Can be combined with other traffic calming measures	Bicycle lanes can be added to improve its functionality. Land scaping should not reduce visibility	Most effective on roads with one lane per direction

Cost: Medium to High

Drawings and Specifications: The detailed specifications and typical drawings of raised median islands can be found in Section 4.4.3 and Figure 4.15 of CGTC respectively.

1.4 Pavement Marking

1.4.1 Dragon's Teeth

Dragon's teeth are a series of triangular pavement markings along the edge of the travelled lanes. They may be painted with increasing size to give the impression of roadway narrowing. Pavement markings provide a visual change of the roadway and alert drivers that they are entering a rural community.

Advantages: Rapid implementation, no adverse effect on emergency, snow plowing, sweeping and police vehicles.

Disadvantage: Requires regular maintenance, less effective in winter due to snow.

Applicability: Dragon's Teeth are desirable under the conditions summarized in Table 12.

Table 12: Dragon's Teeth Applicability Requirements

Locations to Avoid	Road Characteristics	Preferences	Facility Requirements	Comments
None	All roads and all traffic volumes Primarily rural cross-sections	Transition areas when entering a rural settlement/hamlet or urban area.	None	Most effective on roads with one lane per direction

Cost: Low Cost

Figure 15 Dragon's Teeth – Haldimand County



Source: Haldimand County

Drawings and Specifications: Each triangular pavement marking is typically 2 ft. wide, 2 ft. tall, and spaced 5 ft. apart from the adjacent pair, with no specific requirement for the number of teeth, though 9 to 17 pairs are commonly used. These markings require regular maintenance and reapplication. Reference for more details: Town of Innisfil – Traffic Calming Design Guide

<https://innisfil.ca/en/my-government/resources/Documents/Traffic-Calming-Strategy/Appendix-D---Table-design-guide.pdf>

1.4.2 On Road Signs

On-road signs provide information that would typically be shown to drivers through signage but are painted on the roadway to provide a larger image and one that is directly in the drivers' line of sight. Some examples could be speed limit slow, stopping ahead etc.

Advantages: Rapid implementation, no adverse effect on emergencies, snow plowing, sweeping and police vehicles.

Disadvantage: Requires regular maintenance, less effective in winter due to snow cover.

Applicability: On Road Signs are desirable under the conditions summarized in Table 13.

Table 13: On Road Signs Applicability Requirements

Locations to Avoid	Road Characteristics	Preferences	Facility Requirements	Comments
None	Local, collector and arterial with any traffic volume Urban and rural cross sections	Transition areas when entering a rural settlement/hamlet or urban area.	Ensure standards for traffic control devices and traffic signs are met.	None

Cost: Low Cost

Figure 16: On Road Signs (Yield)



Source: ITE.org

Figure 17: On Road Signs (Stop Ahead)



Source: ITE.org

Figure 18 On Road Signs (Slow School Zone)



Source: ITE.org

Drawings and Specifications: The County should follow the general guidelines of OTM Book 11 (Pavement Hazard and Delineation Markings) regarding size, colours, limitations, reflectorizations, and type of paint of the On Road Signs. For more details refer to Figure 49 to Figure 52 of OTM Book 11.

1.5 Gateways

Gateways are a combination of traffic calming devices, that help to provide an entry or gateway which identifies transitional zones such as between commercial rural areas and urban-rural residential zones villages or hamlets.

Advantages: Reduce 85th percentile speed up to 10 km/h (up to 15 km/hr. if accompanied by other measures). May improve the aesthetics, by incorporating colour / texture of pavement and landscaping. Creates visibility for transitional zones.

Disadvantage: Requires frequent maintenance particularly when aesthetic features are incorporated. Not effective in slowing down the frequent commuters.

Applicability: Gateways are desirable under the conditions summarized in Table 14.

Table 14: Gateways Applicability Requirements

Locations to Avoid	Road Characteristics	Preferences	Facility Requirements	Comments
None	All road classes Urban and rural cross-sections	Transition areas when entering a rural settlement/hamlet or urban area. Approaching intersections Built-up areas	Should be large enough to attract the attention of drivers	Helps gradual speed-changing areas

Cost: Medium

Figure 19: Gateway



Source: Canadian Guide to Traffic Calming



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Appendix I

Enforcement Measures

Appendix I – Enforcement Traffic Calming Measures

1.0 Enforcement Measures

Speed is one of the most widely recognized factors that directly relate to the severity of road traffic accidents. Speeding is a major concern in Haldimand County. A resident survey conducted by R.J. Burnside & Associates Limited (Burnside) found that 73% of the Haldimand County residents are concerned about speeding. The results of the resident survey are provided in Figure 1 and Figure 2. The residents of Haldimand believe that increased enforcement measures can effectively address their concerns regarding speeding in both rural settlements and urban neighbourhood areas. Enforcement measures focus on influencing driver behaviour rather than modifying the physical road environment. These can include traditional methods like police presence, technology-driven solutions such as speed cameras, red-light cameras and drones and community-driven initiatives like speed watch programs.

Figure 1: Most Effective Traffic Calming Measures for Residential Neighbourhoods According to Residents of Haldimand County

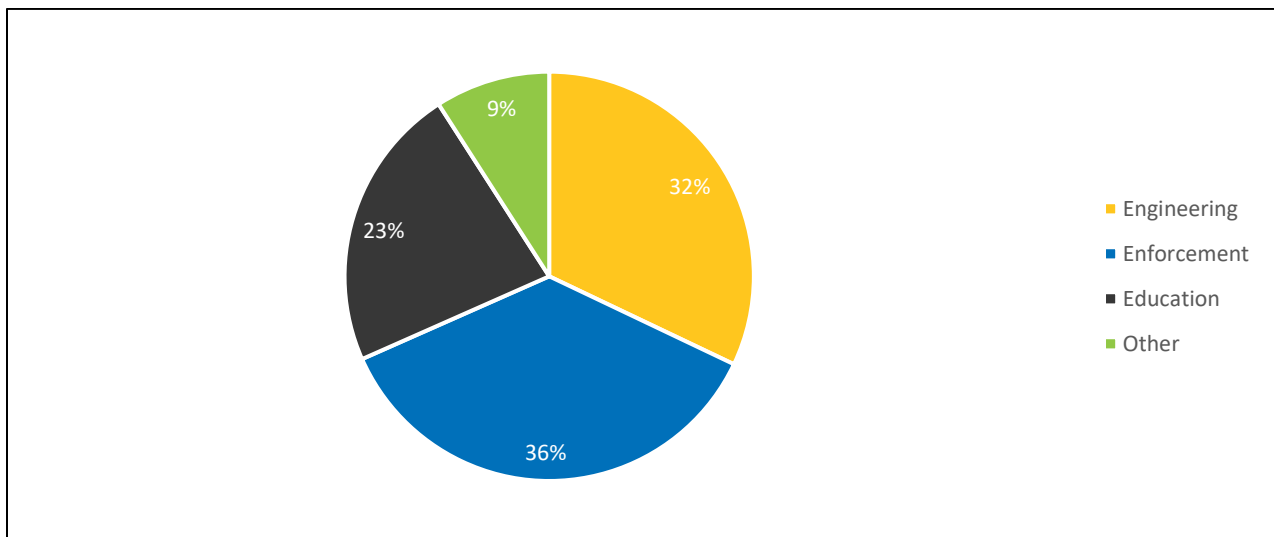
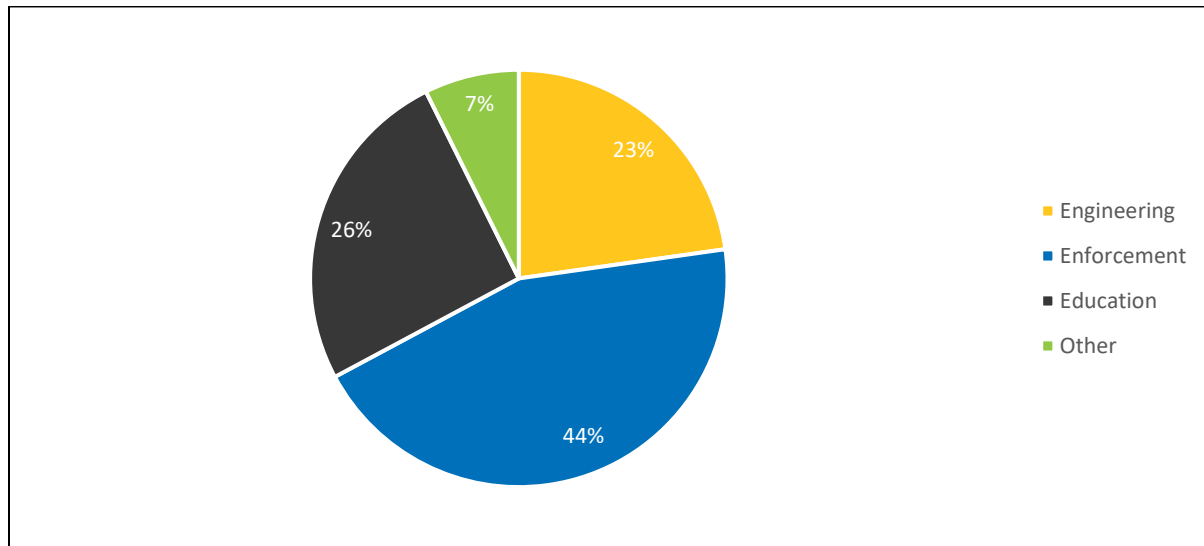


Figure 2: Most Effective Traffic Calming Measures for Rural Settlements According to Residents of Haldimand County



The following enforcement measures have the potential to calm the traffic in Haldimand County.

1.1 Fixed Speed Enforcement (Automated Enforcement)

Fixed speed enforcement involves permanently installed radar cameras that photograph vehicles operating exceeding the speed limit without the presence of police officers.

Advantages: Depending on the visibility, location, threshold and penalties, it reduces speed from 8 km/h to 14 km/h. Reduces speed-related and injury-related collisions from 20 to 48%.

Disadvantages: Motorists may adapt by taking alternate routes or speeding up after passing cameras. Possible disfavour from local residents / community.

Applicability: A fixed speed enforcement is desirable under the conditions summarized in Table 1.

Table 1: Fixed Speed Enforcement Applicability Requirements

Locations to Avoid	Road Characteristics	Preferences	Facility Requirements	Comments
None	All classes of roads and cross-sections	Areas with a history of speed-related collisions	Engineering solutions should be tested before installing a camera	Legal provisions are required.

Cost: High includes capital, operational and maintenance costs.

Figure 3: Fixed Speed Enforcement – Greater Sudbury



Source: City of Greater Sudbury

1.2 Mobile Speed Enforcement

Mobile speed enforcement involves radar photography units that are mounted in a mobile vehicle or trailer that can be moved depending on the need for speed enforcement. Marked or unmarked inconspicuous vehicles can be used for mobile speed enforcement. Legal provision is required.

Figure 4: Mobile Speed Camera



Source: Traffic Supply

Advantages: Reduces speed from 2 km/hr. to 6 km/hr. Reduces the proportion of drivers travelling more than 10 km/hr. from 16% to 70%. Additionally, it reduces speed related collisions from 9% to 44%. If unmarked, reduces speed along a corridor.

Disadvantages: Possible disfavour from residents / community.

Applicability: Mobile speed enforcement is desirable under the conditions summarized in Table 2.

Table 2: Mobile Speed Camera Applicability Requirements

Locations to Avoid	Road Characteristics	Preferences	Facility Requirements	Comments
Bottom of hills or corners or 200 m upstream of speed limit ahead sign	All classes of roads and cross-sections	Areas with a history of speed-related collisions Preferred in school zones and construction zones.	Capability to accommodate operator vehicle.	Legal provisions are required.

Cost: High includes capital, operational and maintenance costs.

1.3 Outsourced Automated Speed Enforcement (ASE) Camera

Outsourcing Automated Speed Enforcement (ASE) services involve agreeing with the municipality and a service provider for the installation, operation, maintenance, decommissioning, and management of ASE cameras. The service provider will assume responsibility for the operation and security of the ASE systems, ensuring data integrity and providing offence processing services. This turn-key solution is designed to be revenue-neutral and includes a mechanism for the joint operation and cost-sharing of a processing centre responsible for issuing offence certificates.

The following services can be outsourced to the service provider:

- Installation of ASE cameras, including all associated infrastructure such as electrical connections, camera poles, and bases.
- Operation, calibration, and accuracy testing of the ASE cameras, as required by provincial legislation, including the preparation of supporting documentation.
- Regular maintenance and monitoring to ensure the proper functioning of the cameras.
- Installation and upkeep of traffic signage.
- Relocation of ASE cameras and associated traffic signs as needed.

This approach ensures that all aspects of the ASE program are managed efficiently, and in full compliance with applicable regulations.

Advantages: This is a new approach with insufficient data to quantify the advantages. However, the advantages will be similar to other automated speed devices such as reducing speed from 8 km/hr. to 14 km/hr. and speed-related collisions between 20% to 48%.

Disadvantages: This is a new approach with insufficient data to quantify the advantages. However, the disadvantages will be like other automated speed devices such as possible disfavour from residents / community and motorists may speed up after passing cameras.

Applicability: Outsourced ASE cameras are desirable under the conditions summarized in Table 3.

Table 3: Outsourced ASE Camera Applicability Requirements

Locations to Avoid	Road Characteristics	Preferences	Facility Requirements	Comments
None	All classes of roads and cross-sections	Community Safety Zones School Zones	Engineering solutions should be tested before installing a camera	Legal provisions are required.

Cost: High includes capital, operational and maintenance costs.

1.4 Red Light Cameras

Intersections are one of the hotspots of traffic incidents, many of which could be prevented if drivers fully stopped at red lights. To ensure safety, drivers are required to come to a complete stop before the stop line at intersections controlled by signals.

Red light cameras are photo-enforced traffic signals used as a countermeasure to address red light running and slowing the traffic. They capture images of vehicles that enter an intersection after the red signal interval has begun and usually it is reviewed by an offence officer. If a violation is detected, a fine is sent to the vehicle owner. A standard citation typically includes four images: one before entering the intersection, one while in the intersection, a full view of the vehicle, and an enlarged image of the license plate, along with the date, time, and location of the infraction.

Red light cameras are one of the standard industry practices to improve the safety of roads and calm the traffic. Many jurisdictions such as Toronto, Mississauga, Hamilton and others have installed red light cameras at intersections which operate with a signal.

Advantages: Reduces red light running, and reduces frequency and severity of collisions, reduces speed near the intersections, and promotes safe driving behaviour.

Disadvantages: May increase rear-end collisions, installation at unsuitable location will not be cost effective, higher administrative cost particularly for processing tickets for vehicles from other jurisdictions.

Applicability: Red light cameras are desirable under the conditions summarized in Table 4.

Cost: High includes capital, operational and maintenance costs.

Table 4: Red Light Camera Applicability Requirements

Locations to Avoid	Road Characteristics	Preferences	Facility Requirements	Comments
Bottom of the Hills	Collector and arterial roads and all cross-sections	Locations with higher incidents due to red light running	Engineering solutions should be tested before installing a camera	Legal provisions are required.

Figure 5: Red Light Camera – Town of Innisfil



Source: Town of Innisfil



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Appendix J

Education Strategy

Appendix J – Education Strategy

1.0 Education Strategy

Human behaviour affects people's driving which leads to incidents of speeding. Changing the driving behaviour can help to calm the traffic down and prevent people from speeding. Education measures are one of the essential traffic calming solutions for this purpose. Education measures can provide information on the consequences of speeding and causing an accident, proper and appropriate driving behaviour, road conditions, operational speed and information about the driving environment. The following education measures can be adopted to calm the traffic down.

1.1 Active and Safe Routes to School Program

The Active and Safe Routes to School (ASRS) is a program recommended by the Canadian Guide to Traffic Calming (CGTC). The program is a community-based initiative that promotes the use of active transport for daily trips to school while addressing traffic safety issues. Most of the focus of this initiative is on active transportation and there is relatively little effect on vehicular traffic.

Advantages: Increased active transportation awareness.

Disadvantages: Requires community commitment and support from the school board.

Applicability: Active and Safe Routes to School is desirable under the conditions summarized in Table 1.

Table 1: Active and Safe Routes to School Program Applicability Requirements

Locations to Avoid	Road Characteristics	Preferences	Facility Requirements	Comments
None	Local and collector urban and rural cross-sections	School locations and areas where children gather to ride school bus	None	Community support and commitment is required.

Cost: Low to medium depending on the scope of the program.

Figure 1: Active and Safe Routes to School Program



Source: <http://activesaferoutes.ca/>

To start this program Haldimand County may take the following steps.

1. Define the vision and the mission statements as well as the objectives of the program.
2. Create a steering committee consisting of community members, County staff, and relevant organizations such as school boards, health units, etc. to work together to promote ASRS programs and encourage families and children to choose active transportation to get to schools. The committee should have clear goals and objectives.
3. Create an active committee, resource committee and executive committee with clear roles and responsibilities and how their members are chosen.
4. Define the roles and responsibilities of the committee co-chairs and secretaries
5. Promote membership amongst potential community partners.
6. Identify procedures to seek and apply for funding and how the funding should be allocated for schools in the County.

The counties of Elgin, Middlesex, Oxford and the cities of London and St. Thomas have established an Active & Safe Routes to School Program. Further details regarding this program can be found in the following link.

<http://activesaferoutes.ca/>

1.2 Speed Display Devices and Vehicle Activate Signs

A Speed Display Device (SDD) is an interactive sign that displays vehicle speeds as oncoming motorists approach. Vehicle speed is captured using radar, which can trigger the display board to show when vehicles approach at predetermined unsafe speeds. It can be used upstream of manned speed enforcement.

Vehicle Activated Signs (VAS) are electronic warning signs with speed detectors and an illuminated display. A VAS is like an SDD but instead of showing the speed of vehicles it displays a different message such as “Slow Down”, “Sharp Curve Ahead”, “School Zone Ahead”, or it can display a symbol of a hazard ahead. The device will only show the message if the vehicle travels beyond the speed limit. SDD signs are put in place to alert drivers to reduce their travel speed as they approach specific conditions or hazards ahead.

Advantages: Reduces 85th percentile speed between 3 and 14 km/h. Reduces speed-related collisions by up to 35%. Increases driver awareness. They are portable and can be installed in other locations.

Disadvantages: Drivers will become immune to SDDs and VASs without further enforcement or if they are overused. Some motorists may speed up to see how fast they can go. It may be less effective on multi-lane roads. Requires frequent maintenance. Signposts may create a hazard for errant vehicles.

Applicability: SDD and VAS are desirable under the conditions summarized in Table 2.

Table 2: SDD and VAS Applicability Requirements

Locations to Avoid	Road Characteristics	Preferences	Facility Requirements	Comments
None	All roadway classes Any cross-section. Any Traffic Volume	Upstream of the high-speed signalized intersection Upstream of deficient horizontal curve. Locations with a history of speeding or collision School zones, work zones, shopping centres	Occasional police enforcement improves its effectiveness The line of sight from the sign to the vehicle path should be clear. Consistent sign designs should be used to reduce confusion	Can be used in weather-related conditions Move the device after six months. Placement of signs should allow adequate distance for drivers to adjust their speed.

Cost: Low to medium.

Installation Guidelines

SDD and VAS are most effective on local roads where speeding is a frequent issue and these devices can improve driver behaviour. They are not effective on multilane highways.

Consider roads with documented speeding issues (e.g., where the 85th percentile speed exceeds the posted limit) and areas with a history of speed-related incidents.

Location Consideration

- Areas with more vulnerable road users, such as school zones, parks, playgrounds, senior living facilities, and community centers.
- Transition areas between rural and urban areas where posted speed limits drop significantly, offering drivers a visual cue to adjust speed.
- Where residents or local organizations have submitted formal requests for SDD or VAS.

Visibility Requirements

- Ensure devices are visible to approaching traffic from at least 100 m, allowing adequate time for drivers to see and respond.
- Avoid obstructions like trees, parked vehicles, or other signage that could block visibility.

Device Type and Power Source

- Where possible, install solar-powered devices to reduce operational costs and ensure functionality in remote areas with limited power supply.
- Use devices equipped with data collection tools to enable traffic monitoring and analysis.

Operational Consideration

Devices with cloud-based data capture functionality to collect speed data are preferable. Ensure data is collected every 6 months and stored securely for future analysis. The data may be used to establish trends to identify times of day when speeding is most prevalent, determine the average speed of vehicles in the monitored area and assess the 85th percentile and average speed of the study area. The data may also be used to evaluate the effectiveness of SDD and VAS in reducing speeding and inform decisions about future traffic calming measures or strategies.

SSD and VAS should be relocated every 6 months to prevent drivers from becoming immune to their presence. Prioritize relocation to areas with emerging speeding concerns or based on the priority ranking of traffic calming requests.

Maintenance Guidelines

Perform maintenance every 6 months to ensure devices remain functional and accurate. Maintenance includes but is not limited to battery and solar panel checks, software updates and calibration to maintain proper operations and data accuracy.

1.3 Targeted Education Campaigns

Targeted education campaigns are initiatives to raise awareness of road safety issues. Education campaigns can address multiple types of driver awareness, including speeding (other types include impaired driving, distracted driving, seatbelt awareness, aggressive driving, etc.) In some cases, these will be an integral component of an overall strategic road safety program.

One example of a targeted education campaign is the installation of road safety lawn signs such as those illustrated in Figure 5 and Figure 6. These signs typically carry clear, community-friendly messages like “Slow Down” or “Share the Road,” aimed at reminding drivers to be mindful of their speed and attentive to other road users, including pedestrians, cyclists, and children. Placing these signs in residential neighborhoods or near schools and parks can help create a culture of safety and reinforce local values. When used in combination with enforcement and engineering measures, lawn signs serve as a visible, low-cost method to encourage safer driving habits.

The County currently uses a targeted education campaign in the form of Local Traffic Only signs during construction periods to restrict access and ensure smoother traffic flow. This practice should be expanded to discourage non-local and diverted traffic from using residential routes, particularly when traffic calming measures are implemented. These signs may play a better role in preventing traffic diversion into parallel streets that are not intended for traffic, helping to maintain the integrity and effectiveness of traffic calming initiatives. Local Traffic Only signs can minimize the impact of diverted traffic, reducing congestion and protecting the safety of affected neighbourhoods.

Local Traffic Only signs should be strategically installed alongside traffic calming measures such as chicanes, raised crosswalks, speed cushions, speed tables / humps, and traffic circles / mini roundabouts, which may encourage drivers to divert onto parallel streets. These signs should indicate their purpose and allow access only to residents, deliveries, and emergency services. To enhance visibility and consistency, the signs must feature the Traffic Calming Logo of Haldimand County and maintain a uniform design. They should also be positioned in locations where they are visible from at least 100 m, giving drivers ample time to adjust their route. Supplementary messaging such as “Residents Only” or “No Through Traffic” may be added to strengthen compliance.

Advantages: Depending on the type, scope and outreach level of the campaign, it may be effective at raising awareness and positively changing driving behaviour.

Disadvantages: They are not effective unless tied up with vigorous enforcement. It is not effective if used in isolation and not combined with enforcement measures.

Applicability: Targeted Campaigns are desirable under the conditions summarized in Table 3.

Table 3: Targeted Education Campaign Applicability Requirements

Locations to Avoid	Road Characteristics	Preferences	Facility Requirements	Comments
None	All road classes and cross-sections	Combined with other measures. Data-driven Roadside messages Personal communication	None	Can be implemented locally, community-wide and jurisdiction-wide.

Cost: Low to High.

The goal of a targeted education campaign is to educate, engage, and encourage behaviour change to support effective traffic calming. A successful traffic calming education campaign should consider the following.

1. Identify Key Stakeholders

Engage a diverse range of community stakeholders including but not limited to the County staff, OPP, councillors, health unit, business owners, advocacy groups for pedestrians and cyclists, local media and social media influencers, neighbourhood associations and youth organizations. Ensure stakeholders are consulted during the planning phase and kept informed throughout the campaign. To improve collaboration, involve stakeholders in identifying issues, developing campaign messages, and disseminating information.

2. Campaign Development

Collect and assess traffic data, including; speed trends (e.g., peak speeding hours, 85th percentile speed) and identify locations with high volumes of speeding complaints / cases. Evaluate the impact of past traffic calming initiatives to ensure data analysis identifies the most pressing traffic calming needs and relevant audiences.

Conduct community surveys and discussions to explore why drivers engage in behaviours such as speeding or ignoring traffic calming measures. For instance, drivers speed up due to lack of awareness of posted speed limits or inadequate visual cues.

3. Define Target Audience

The campaign may address specific groups, such as: commuters who regularly use the same routes where speeding is observed, residents of the neighbourhood impacted by speeding or commercial drivers. The campaign can also target a broader range of road users including cyclists and pedestrians to promote alternative ways of transportation.

4. Message Development

The campaign message should be clear, relatable, and motivating messages that resonate with the target audience. Approaches may include:

- **Positive Messaging:** Highlight the benefits of traffic calming, such as safer streets, quieter neighbourhoods, and better quality of life and its impact on the children's safety.
- **Humour:** Use light-hearted and engaging visuals or slogans to make the message memorable.
- **Fact-Based Messaging:** Educate drivers with data on how traffic calming reduces crashes and improves safety.

5. Dissemination Strategies

Use platforms most effective in the County to disseminate the campaign messages. Based on the Resident Survey Data, Facebook, media releases and word of mouth have been the most successful platforms for dissemination of messages to the County residents. It is important to incorporate visual tools such as signs, banners, and street art to reinforce the visibility of campaign messages.

6. Campaign Materials

Develop campaign-branded materials such as bumper stickers, t-shirts, and yard signs to extend visibility. Ensure materials align with the campaign's key messages and target audience.

7. Duration

For short-term campaigns, deliver messages intensively over one month to maximize immediate impact. For long-term campaigns, refresh the content periodically (e.g., every six months) while maintaining the core theme to reinforce behaviour change.

Strategic Guidelines

- Pair the campaign with other traffic calming measures (e.g., speed humps, chicanes, or roundabouts) to emphasize their purpose and importance.
- Encourage residents to take an active role in promoting traffic-calming behaviours by organizing neighbourhood watch programs or hosting traffic-calming events.
- Use the campaign to debunk myths about traffic calming (e.g., "speed humps damage vehicles") and promote its benefits for the community.
- Plan for follow-up campaigns or initiatives that build on initial successes, ensuring long-term commitment to traffic calming goals.

1.4 Park and Stride Program

In neighbourhoods with pedestrian-generating facilities such as schools, community centers, or playgrounds, a parking facility is typically provided within 500 m of the site. This allows visitors to park their vehicles and walk the remaining distance to the facility. Implementing this approach helps reduce traffic volume near the facility and minimizes pedestrian-vehicle conflicts.

Applicability: Park and Stride Program is desirable under the conditions summarized in Table 4.

Table 4: Park and Stride Programs Applicability Requirements

Locations to Avoid	Road Characteristics	Preferences	Facility Requirements	Comments
None	Local and collector roads Urban and Rural Cross Section Any Traffic Volume	School Zone where a municipal parking lot is available.	Availability of a parking lot within 500 m of schools. AT route between the parking lot and the school	None

Cost: Low to medium.

To establish a Park and Stride program, collaboration with school boards, community members, and neighbourhood stakeholders is essential. The following steps outline the process:

1. **Identify Commonly Used Routes:** Map the routes most frequently used by students to travel between home and school. Utilize tools such as postal code mapping to determine the shortest and most practical routes for students.
2. **Locate Suitable Parking Areas:** Identify parking lots located 400 to 800 m from the school that are less busy during school start and finish times. Potential parking locations may include town halls, churches, community centres, retail stores, or other facilities with available space. In certain cases, limited street parking (e.g., 30 minute allowances) within the same distance can be designated during the school drop-off and pick-up times.
3. **Formalize Agreements:** Establish agreements or memorandums of understanding (MOUs) with property owners or managers to secure their participation in the program.
4. **Promote the Program:** Raise awareness through newsletters, letters to parents, and school communications to encourage participation. Highlight the safety, social, and environmental benefits of the program, such as reduced traffic congestion, improved air quality, and safer school zones.
5. **Plan for Safe Pedestrian Access:** Ensure adequate pedestrian facilities (e.g., sidewalks, crossings, signage) are in place between the designated parking areas and the school to provide a safe and accessible walking route for students.

2.0 Haldimand County Traffic Calming Branding

To enhance public awareness a logo, a motto and other branding materials have been prepared to help create a consistent visual identity. The study branding could be used by the County, community groups, school boards and other stakeholders for educational campaigns, public engagement and outreach efforts to communicate about traffic calming initiatives. By incorporating the branding materials with the education measures, Haldimand County would be able to better implement its traffic calming objectives.

The traffic calming logo and other branding material may be used to highlight the importance of speed reduction, pedestrian safety, and safer roads. The branding could be incorporated into social media campaigns, brochures, billboards, and on-street signage such as “Local Traffic Only” signs, ensuring that the messaging remains clear and accessible to all residents. The study logo and some sample messaging are illustrated in Figure 2, Figure 3, Figure 4, Figure 5, and Figure 6.

Figure 2: Study Logo



Figure 3: Watch for Pedestrian



Figure 4: Farm Equipment



Figure 5: Slow Down



Figure 6: Share the Road





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Appendix K

Appendix K

Warrant

Point-Based System

Haldimand County uses a point-based system to assess whether a traffic calming measure is warranted for a request and to identify its priority. The point-based warrant assigns points for various criteria including speeding, traffic volume, collision history, pedestrian generating facility within 250 m of the area, land use, availability of AT facility and serious collision involving a pedestrian and / or a cyclist. Table 1 details the specific point values assigned to each criterion for decision-making purposes.

Table 1: Calming Warrant Criteria and Point-Based System

No.	Criteria	Warrant Criteria and Points	Max Points
1	85 th Speed	2.5 points for each km/hr the 85 th speed is above the posted speed on MMS class 5-6 roads. 2 points for each km/hr the 85 th speed is above the posted speed on MMS class 1-4 roads.	30
2	Traffic Volume	1 point for every 50 vehicles above 500 for MMS class 5-6 roads 1 point for every 200 vehicles above 2000 for MMS class 3-4 roads 1 point for every 250 vehicles above 4000 for MMS class 1-2 roads	20
3	Collision ¹ History	4 points for every collision recorded in the past 3 years.	15
4	Serious Collision Error! Bookmark not defined.	15 points if a serious collision (fatality) has happened during the past 3 years - if road condition or speed was a defining factor	15

¹ This includes only collisions that are likely to be mitigated by traffic calming measures.

No.	Criteria	Warrant Criteria and Points	Max Points
5	Land Use	2 points if it is residential or commercial / retail	2
6	Pedestrian Generating Facility	2.5 points for every pedestrian generating facility within 250 m of the area.	5
7	Share the Road	4 points if the roadway is on a county-designated cycling route - shared with the roadway (sharrow / paved shoulders). Signed or Mapped	4
8	Pedestrian Facilities	4 points if the roadway has no designated off-road sidewalks / multi-use pathways 2 points if the roadway has designated off-road sidewalks / multi-use pathways on one side of the roadway 0 points if the roadway has designated off-road sidewalks / multi-use pathways on both sides of the roadway	4
9	Truck Volumes	5 points if truck traffic is above 5% on MMS class 5-6 roads. 5 points if truck traffic is above 10% on MMS class 1-4 roads.	5

Each criterion is assessed to quantify the need for traffic calming measures. By adding these points, this warrant system provides a standardized approach to determine if the area requires traffic calming measures. A traffic calming request is warranted if the location meets the minimum required points provided below:

- MMS class 5-6 roads: equal to or greater than 45
- MMS class 3-4 roads: equal to or greater than 60
- MMS class 1-2 roads: equal to or greater than 65



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Appendix L

Request Form

Appendix L

Traffic Calming Request Form

What is Traffic Calming?

Traffic calming involves using engineering, enforcement, and education measures or a combination of those measures to slow down the traffic and improve the safety of pedestrians, cyclists, motorists and other road users.

Traffic Calming Request Form Direction

Please complete this form and submit it to the Haldimand County, Engineering Department. Submission methods are listed on the last page. By filling out this form, you will help us better understand the issues or concerns you have with a street in your neighbourhood. We will collect additional data, such as collision data and speed studies. This information, along with any planned roadway work, will help us prioritize your request among others we have received. If you have any questions or concerns about traffic calming and speeding, Please contact us using the following email and number.

Email Address: Engineering@haldimandcounty.on.ca

Phone Number: 905-318-5932 ext. 6404

Contact Information

Please provide your contact information. The contact person will be informed of the status of the request and its results.

1. Name:
2. Phone Number:
3. Email Address:
4. Mailing Address:

Details of Concern

1. Street¹ Name:

From:

To:

¹ The County has no jurisdiction over provincial highways such as Highway 6 and Highway 3.

2. Have you filed a traffic calming request for this location in the past two years²?

☐ Yes

☐ No

3. What is your main concern? Check each that applies.

☐ Traffic Volume

☐ Traffic Collision

☐ Bike Safety

☐ Pedestrian Safety

☐ Trucks

☐ Speeding

☐ Aggressive Driving

☐ Lack of Infrastructure

☐ Others:

4. Description of the problem:

5. What is the posted speed³ of the road?

6. Are there sidewalks for pedestrians?

☐ Yes

☐ No

7. Are there pedestrian-generating facilities (e.g. school, playground, community centre, childcare, etc.) along this road or within 250 m of the requested area?

☐ Yes

☐ No

8. Are you and the petition supporters willing to participate in a community-based initiative (i.e. park and stride programs, active and safe routes to school programs, and targeted education campaigns) to help calm traffic in the requested location?

☐ Yes

☐ No

9. Are you requesting the removal of a traffic calming measure?

☐ Yes

☐ No

10. If your answer to the question above is Yes, please provide the reason for your request.

Acknowledgement: Applicant has read the traffic calming policy as well as the requirements that follow.

² The county will not re-assess requests in the same area that have been brought forward in the last 2 years.

³ The posted speed should be 40 km/hr or higher for urban and 60 km/hr or higher for rural areas.

Signature

Date

Please send your application to:
Via Email: engineering@haldimandcounty.on.ca
Via Mail:
Haldimand County - Engineering
53 Thorburn Street South
Cayuga, ON N0A 1E0

Traffic Calming Petition

We, the undersigned hereby petition the Corporation of Haldimand County to conduct the necessary assessments of the concerns explained in the accompanying form and recommend the appropriate traffic calming measures on

Street: Click or tap here to enter text.

Request ID: Click or tap here to enter text.

By signing this petition:

- I agree to have appropriate traffic calming measures installed in front of my residence / business if deemed the most appropriate solutions by the assessment process for traffic calming.
- My signature counts as yes for the installation or placement of a traffic calming measure.

Name	Address	Email	Signature

[illegible]

Name	Address	Email	Signature

Map of the Area



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Appendix M

Project Checklist

Project Checklist

This checklist is designed to assess whether traffic calming measures are required for road construction or rehabilitation projects. It provides a framework to evaluate factors such as traffic volume, speed, land use, and safety concerns. The checklist considers various criteria that indicate potential traffic-related issues and helps staff in assessing if traffic calming measures can/should be implemented to improve road safety.

If the answer to all of the following questions is "Yes," the Engineering Department should consider incorporating suitable traffic calming measures into the project design.

No	Checklist Item	Yes	No
1	Is the length of the road(s) being constructed / reconstructed more than 250 m and without any traffic control (e.g., stop signs, traffic signals)?	<input type="checkbox"/>	<input type="checkbox"/>
2	Does the AADT for the subject road exceed the following thresholds for its respective road classification? <ul style="list-style-type: none"> MMS class 5-6 road: > 500 vehicles MMS class 3-4 road: > 2,000 vehicles MMS class 1-2 road: > 4,000 vehicles 	<input type="checkbox"/>	<input type="checkbox"/>
3	Does the 85 th percentile speed exceed the posted speed limit by more than 10 km/h?	<input type="checkbox"/>	<input type="checkbox"/>
4	Does the immediate / adjacent land use include residential or pedestrian-oriented commercial or recreational areas? (i.e. Community Centre / School / Sports field)	<input type="checkbox"/>	<input type="checkbox"/>
5	Is there a pedestrian-generating facility (e.g., school, park, shopping area) within 250 m of the road?	<input type="checkbox"/>	<input type="checkbox"/>
6	Is the percentage of heavy vehicles higher than 5% for local roads, or higher than 10% for collector or arterial roads?	<input type="checkbox"/>	<input type="checkbox"/>
7	Has there been more than 3 collisions (caused by speeding) in the past three years?	<input type="checkbox"/>	<input type="checkbox"/>
8	Other site-specific considerations that would warrant consideration for traffic calming features.	<input type="checkbox"/>	<input type="checkbox"/>

If the response to all of the eight questions is "Yes," follow the traffic calming policy's process map for addressing traffic calming through capital budget planning shown in Figure 6.3 and use the County's Traffic Calming Toolkit to identify appropriate measure(s) for incorporation into the design of the project.



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Appendix N

Planning Checklist



Haldimand County Administration Building
53 Thorburn Street South
Cayuga, ON N0A 1E0

Planning Checklist

This checklist is designed to evaluate whether a proposed development that has 10 or more units requires traffic calming consideration as part of the design process.

It provides a set of key criteria to estimate potential traffic impacts, pedestrian safety, and overall road conditions. This ensures that new developments align with the County's goals of promoting safety and accessibility for everyone.

If the response to five (5) of the eight (8) questions is "Yes," the County should consider requesting the applicant to provide for a traffic calming plan as part of the development application. County staff may utilize the Traffic Calming Toolkit to identify appropriate measure(s) for the proposed development or request design standards of this road segment to follow traffic calmed roadway design standards.

No	Checklist Item	Yes	No
1	Is the proposed development a residential or pedestrian-oriented commercial development (ex. Shopping Plaza, schools, etc)??	<input type="checkbox"/>	<input type="checkbox"/>
2	Are there roadway segments within the proposed development plan longer than 250 m and without any traffic control? If YES – the following questions only apply to these road sections.	<input type="checkbox"/>	<input type="checkbox"/>
3	Does the projected traffic (generated trips and passing-by trips) exceed 100 vehicles daily? If YES – the following questions only apply to these road sections	<input type="checkbox"/>	<input type="checkbox"/>
4	Is there a traffic-generating facility (e.g., school, shopping mall, public park, etc.) located within 250 m of the roadway?	<input type="checkbox"/>	<input type="checkbox"/>
5	Does the road connect to a county-designated cycling route or any trail systems (existing or proposed)? And / or Is the developer proposing road sections within the development have cycling facilities on them?	<input type="checkbox"/>	<input type="checkbox"/>
6	Does the neighbourhood road structure encourage cut-through traffic?	<input type="checkbox"/>	<input type="checkbox"/>
7	Will on-street parking be prohibited on streets? Seasonally?	<input type="checkbox"/>	<input type="checkbox"/>
8	Other development-specific considerations that would warrant consideration for traffic calming features:	<input type="checkbox"/>	<input type="checkbox"/>

Traffic Management Strategy ENG-71-2024

Final Report

Presentation to Council

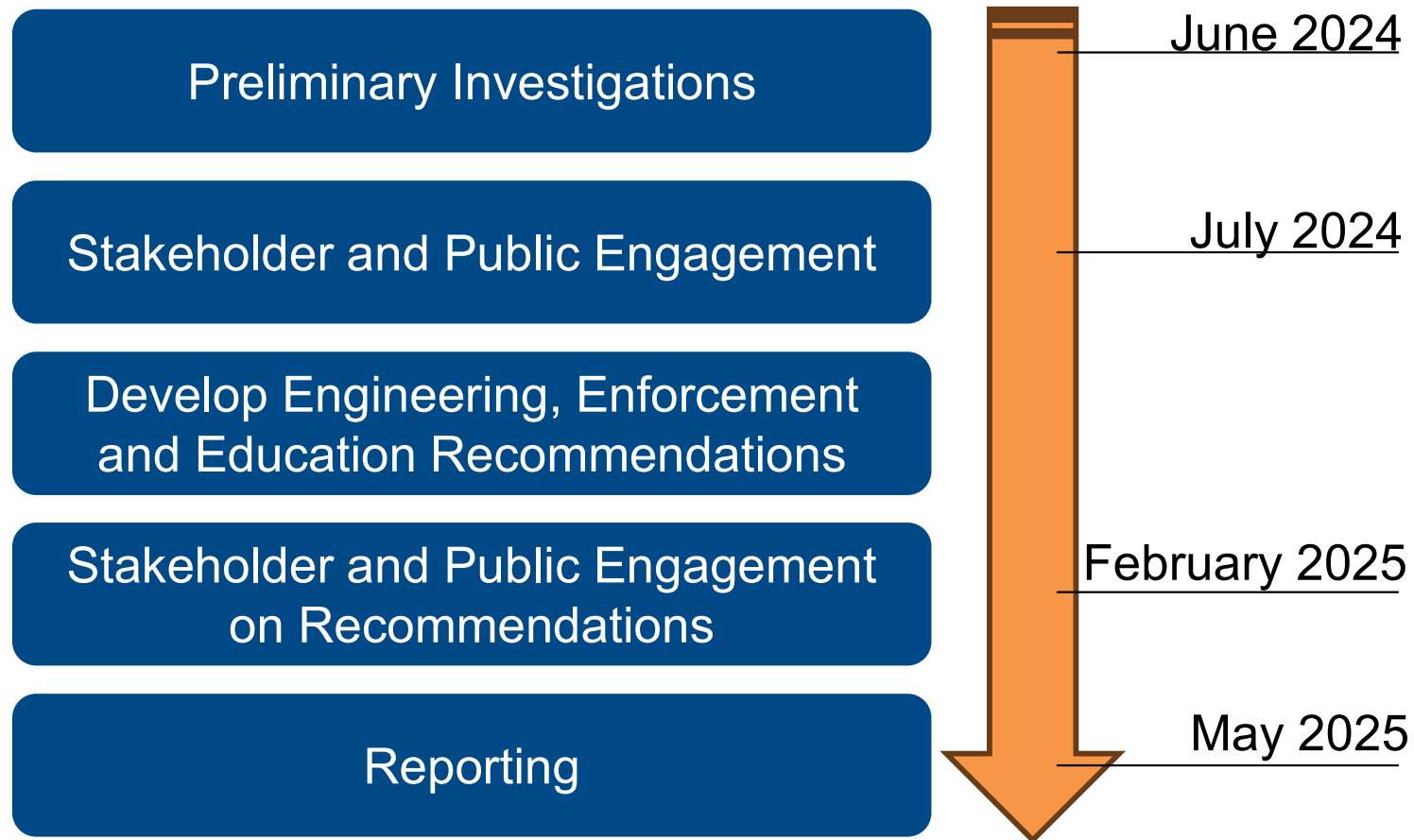
May 20, 2025

Study Purpose

Haldimand County Council identified traffic management on County roadways as a priority for the 2022-2026 term of Council.

- Objective is to develop a traffic management strategy to:
 - ✓ Review and assess traffic concerns
 - ✓ Develop a process to address traffic concerns through:
 - Engineering measures
 - Education
 - Enforcement practices

Study Process



Policies Reviewed

- All-way Stop Policy (2007-03)
- Speed Limit Policy (2007-02)
- Community Safety Zone Policy (2003-09)
- Traffic Warrant Sign Policy for Agricultural Equipment on County Roads (07-2008)
- Parking By-Law (307/02)
- Non-Standard Warning Sign Request Form
- Proposed new policies (Neighborhood Speed)

Consultation

- Public Open Houses
- Project webpage
- Social Media
- Resident Survey
- Internal Stakeholder Advisory Group (SAG)
- External Stakeholder Advisory Group (SAG)
- Ontario Provincial Police (OPP)

Community Input

- The community's input reflected the following:
 - An equal desire to address speeding through Engineering and Enforcement with Education a close third
 - A strong support for Traffic Calming
 - Support for automated enforcement in School Zones and areas of high pedestrian activity
 - The need to address truck traffic (volumes and roads used)
 - Area specific concerns within and outside the scope of this study.

Opportunity Statement

The following statement has been developed based on a scan of best practices and input from the Community:

“Haldimand County has established a vision for a transportation network that ensures equal treatment for pedestrians, cyclists, and all vehicles, including agricultural, allowing them to move together safely.”

Traffic Management Strategy

- The Traffic Management Strategy provides a series of recommendations to guide Haldimand's roadway network planning and operations
- Implementation of these recommendations ranges from immediate to long-term considerations

Recommendations

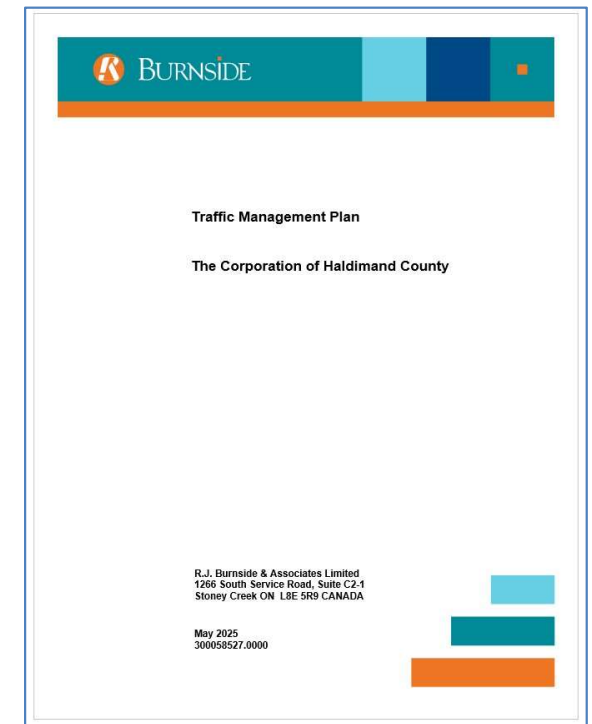
Short-Term Opportunities (1-2 Year Quick Wins)

1. Adoption of the Traffic Calming Implementation Framework

- Process to manage traffic calming strategies

2. Develop a Centralized Roadway Safety and Traffic Calming Reporting Tool and Database

- Streamline the management of roadway safety concerns
- Enhance coordination across departments and stakeholders



Recommendations

Short-Term Opportunities (1-2 Year Quick Wins)

3. Establish a Road Safety Committee

- A forum for collaboration among residents, Council members, County staff, EMS, and Ontario Provincial Police (OPP) representatives

4. Strengthen Haldimand County's role in the Agricultural Advisory Committee

- Permanent engineering role in the Committee will ensure timely acknowledgement of issues and mitigative measures

Recommendations

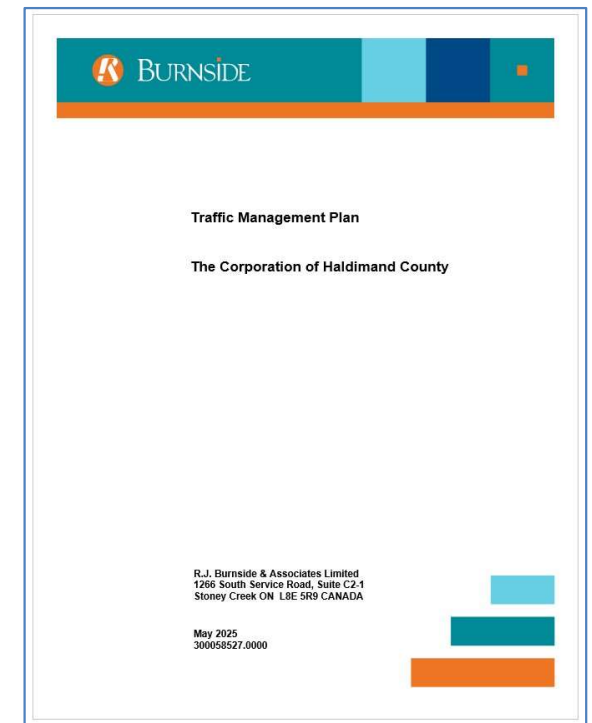
Short-Term Opportunities (1-2 Year Quick Wins)

5. Update Haldimand County policies, practices and criteria

- Updating existing policies and develop new policies that align with the traffic management strategy

6. Implement a comprehensive education strategy

- Foster greater public awareness, support, and participation in its traffic safety and calming efforts
- Promotional materials such as brochures, flyers, lawn signs, billboards, and digital content to engage the community

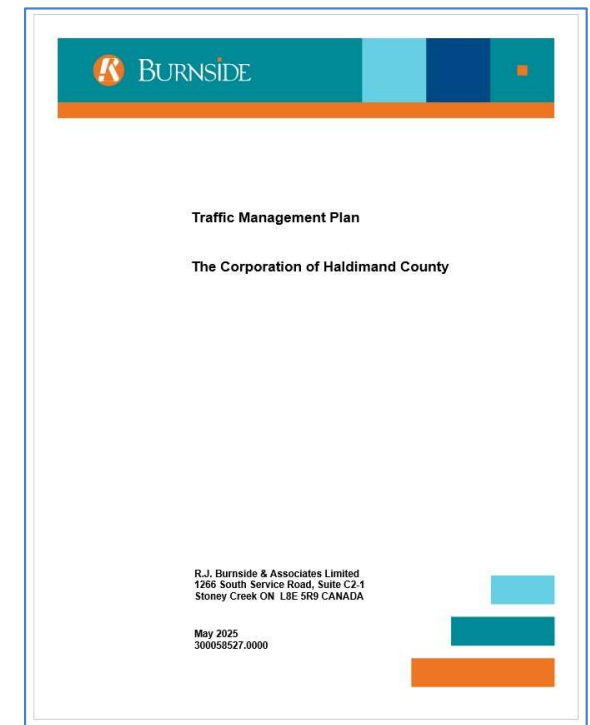


Recommendations

Short-Term Opportunities (1-2 Year Quick Wins)

7. Invest in Temporary Traffic Calming Measures

- Used as a preliminary stage in the implementation of any traffic calming plan
- Confirm effectiveness and community support prior to full implementation



Recommendations

Medium to Long Term (Building systems and Transformative Opportunities)

8. Assess third-party automated enforcement program

- Engage in discussions with adjacent municipalities on opportunities for a coordinated third-party automated enforcement program for speeding issues.

9. Update County Design Specifications

- Incorporate traffic calming devices and active transportation facilities for urban and rural roadways.

10. MTO – Truck Traffic Review (Hwy 3/Hwy 6)

- Continue to advocate for by-pass/highway extensions to manage truck traffic through built-up areas

Recommendations

Medium to Long Term (Building systems and Transformative Opportunities)

11. Expand and Develop In-School Safety Programs

- Engage with the various school boards to introduce in-school road safety programs such as the CAA School Patroller or Walking Bus programs, as well as Safe School Streets and Safe School Routes

12. Corporate Engagement Programs

- Engage corporate citizens (major employers, tourist attractions, haulage companies) to promote roadway safety

13. County-Wide Review of Posted Speed Limits

- Conducting a review of posted speed limits on all County Roads to align with traffic management strategy

Recommendations

Medium to Long Term (Building systems and Transformative Opportunities)

14. Establish Consistent Funding

- Capital budget/reserve for traffic management initiatives, starting with an annual budget of \$50,000 in 2025 and building out to align with the demands/success of the program

15. Automated Data Collection – Speed

- Adopt an automated data collection and monitoring system for the speed sign program so that the data can be collected and shared with the Road Safety Committee in real time

16. Traffic Signal Upgrades

- Improve the safety and efficiency of signalized intersections by modernizing the traffic signal management software

Study Motto & Logo

Recommendation #6 - Implement a **comprehensive education strategy**

- Community feedback to develop a Road Safety logo and motto was reviewed.
- It incorporates key themes from the consultation.
- Considers the County Logo and Branding

Road Safety Logo (Draft)



Potential use in brochures / Notices



Sample Uses

Recommendation #6 - Implement a **comprehensive education strategy**



Traffic Management Strategy - Costs

- Cost vary depending on complexity of the traffic safety solution
- Study provides a range of capital and operating costs
- Recommend a specific budget for roadway safety implementation projects based on this strategy starting with \$50,000 in 2025 and gradually increasing the annual budget to align with community demands

Traffic Calming Policy Framework

Recommendation #1 - Adoption of the **Traffic Calming Implementation Framework**



Traffic Calming Policy Framework

- Address concerns of residents and motorists relating to speeding and the need for traffic calming on Haldimand County roads.
- Outlines processes and procedures/guidelines for the County to implement traffic calming measures and manage and address the concerns of the public regarding speeding issues.
- Overall objectives are to provide:
 - Tools and procedures to process public requests regarding the installation of traffic calming measures.
 - Approved traffic calming measures applicable to the environment, infrastructure, and conditions of Haldimand County.
 - A defined process to plan, design, budget, and implement traffic calming measures.
 - Resident involvement in traffic calming activities

Traffic Calming Policy Framework

1-Initiation

Assess and confirm the nature and scale of the traffic issues and assess if traffic calming is warranted.

2-Development

Develop/Select the appropriate traffic calming measure to address the traffic issue.

3-Implementation

Prepare the design, allocate funding and construct or install the proposed measure on the site.

4-Evaluation

Monitor the effectiveness of the adopted measure.

Traffic Calming Policy Framework

1-Initiation

Assess and confirm the nature and scale of the traffic issues and assess if traffic calming is warranted.

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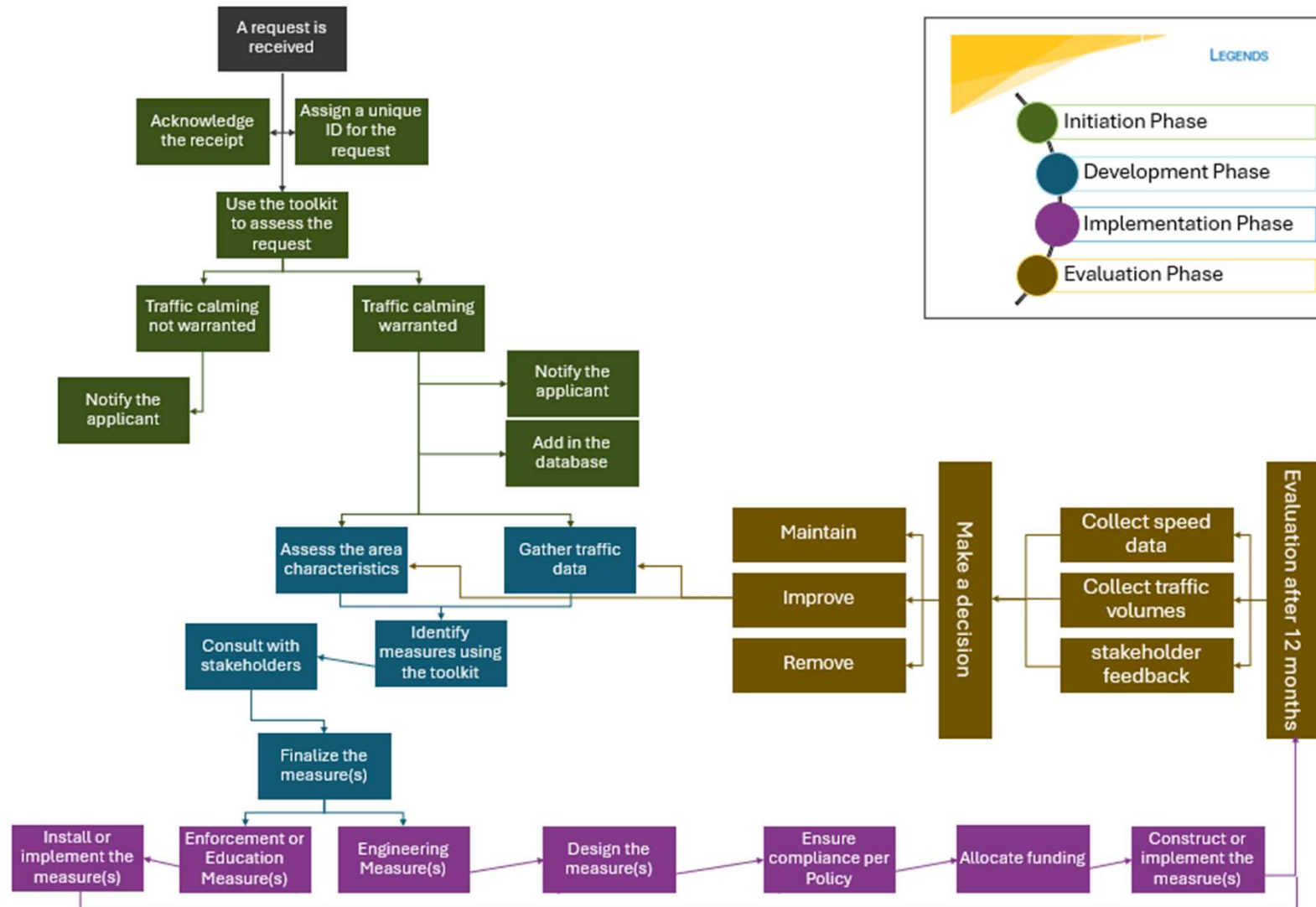
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Monitor the effectiveness of the adopted measure.

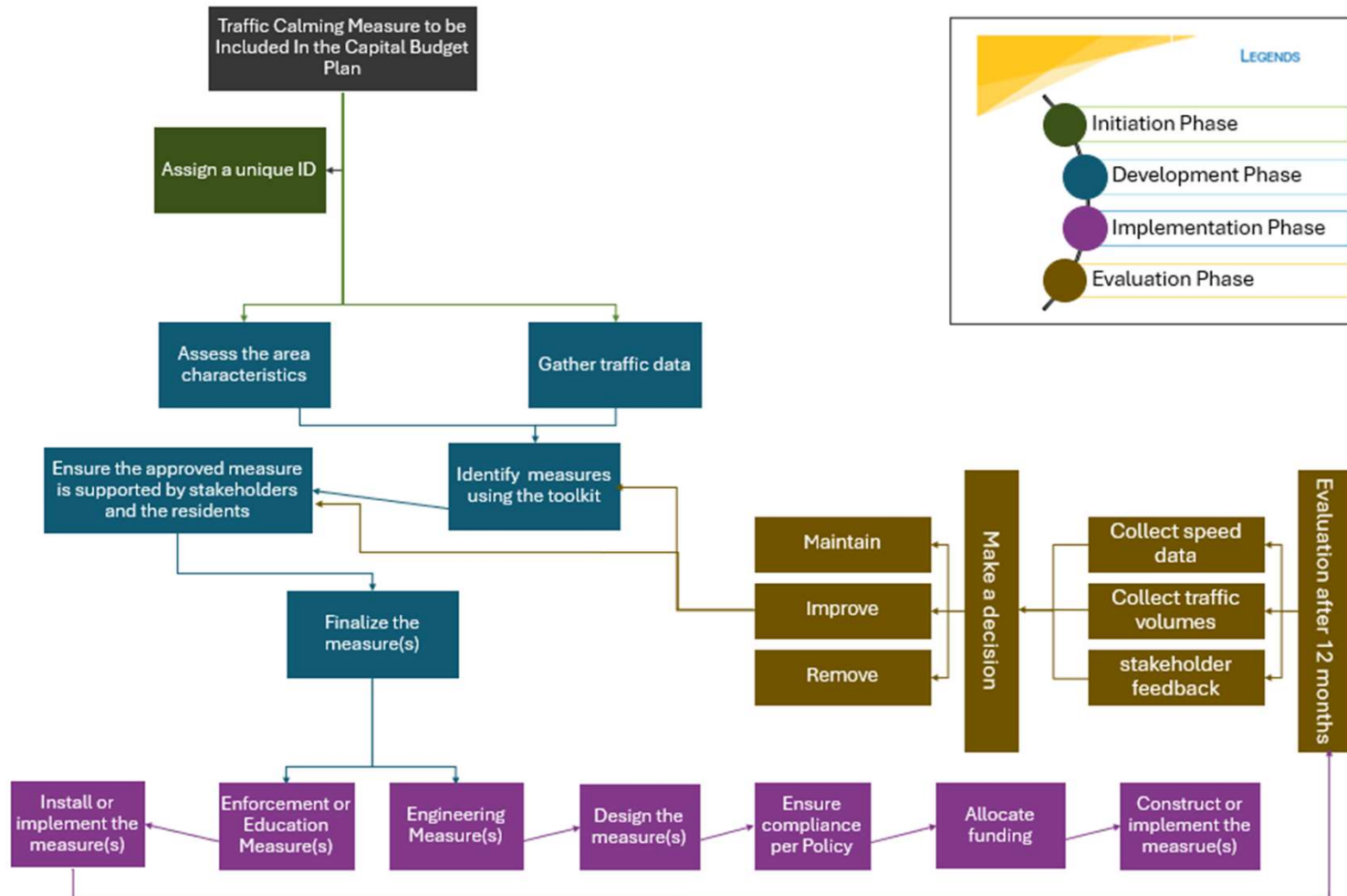
Public Request Process

Recommendation #1 - Adoption of the Traffic Calming Implementation Framework



Capital Planning Process

Recommendation #1 - Adoption of the Traffic Calming Implementation Framework



Traffic Calming Toolkit Rating System

Standardized Evaluation:

- Point-based system to consistently evaluate traffic calming requests based on objective, measurable criteria.

Multiple Factors:

- Speeding, traffic volume, collision history, proximity to pedestrian generators, land use type, truck volumes.

Maximum Score:

- Total score reflects the overall justification for implementing traffic calming measures.

Thresholds for Road Types:

- A minimum score must be met to warrant traffic calming for local, collector, and arterial roads.

Data-Driven Prioritization:

- Enables the County to allocate resources efficiently and equitably.





Traffic Calming Pre-Screening Form

Request ID		Date	
Street Name		From To	
Request Details		Area Details	
Has this location been reviewed in the past 2 years?		Environment type	
Type of Concern		Are sidewalks/bikeways available?	
Is there support from 70% of residents in the area?		Land use	
Is there support from 25% of residents in the adjacent neighbourhood/s?		Pedestrian Facilities	
Are there pedestrian generators within 250 m of the area?			
Road Details		Traffic Details	
Road Class		85th Speed (km/hr)	
Posted speed limit (km/hr)		AADT	
Approximate length of the corridor (in meters)		Truck Volumes	
		Number of collisions in last 3 years	
		Number of pedestrian generators	
		Is the road a county designated cycling route?	
Applicant Details		Is there a serious collision in last 3 years	
Full Name		Total Score	
Phone Number			
Email Address			
		Comments:	
Result			

How the Toolkit Works

- The toolkit is a fully automated, Microsoft Excel-based tool used to evaluate traffic calming requests.
- The input data is taken from the resident-submitted Request Form and speed and ATR study by the County.
- Scores are assigned based on the warrant criteria.
- The toolkit automatically calculates the total score to determine if traffic calming is warranted.
- Based on the results, it suggests appropriate traffic calming measure(s).

Traffic Calming Measures

Speed Cushion



Mini-Roundabout



Chicane



Speed Display Device



Red Light Cameras



Automated Speed Enforcement



Source: R.J. Burnside and Associates Ltd, City of Toronto

Thank you

HALDIMAND COUNTY

Report FIN-09-2025 Development Charges Reserve Funds Treasurer's Annual Statement for 2024

For Consideration by Council in Committee on May 20, 2025



OBJECTIVE:

To provide the Treasurer's Annual Statements of Development Charges Reserve Funds for 2024, as required by the Development Charges By-law and the Development Charges Act, as amended, and to obtain Council approval to charge the maximum interest rate on Development Charges resulting from recent legislation changes.

RECOMMENDATIONS:

1. THAT Report FIN-09-2025 Development Charges Reserve Funds Treasurer's Annual Statement for 2024 be received;
2. AND THAT the Treasurer's Annual Statement of Development Charges Reserve Funds for 2024 be made publicly available on the Haldimand County website;
3. AND THAT the by-law attached to Report FIN-09-2025 be approved at a future Council meeting.

Prepared by: Erika Tardif, Senior Financial Analyst

Reviewed by: Tareq El-Ahmed, CPA, CMA, Treasurer

Respectfully submitted: Mark Merritt, CPA, CA, General Manager, Financial & Data Services

Approved: Cathy Case, Chief Administrative Officer

EXECUTIVE SUMMARY:

In accordance with the Development Charges Act, 1997, SO 1997, c 27, the Treasurer is required to present to Council an annual statement of Haldimand County's Development Charges Reserve Funds.

Attachment #1 is the unaudited Development Charges Reserve Fund Statement, which provides a summary of the 2024 financial transactions affecting all the Development Charges Reserve Funds which includes:

- Opening balances;
- transfers in (development charge receipts and interest);
- transfers out to fund capital projects and to repay debt related to previously financed capital projects;
- and the resulting closing balance for the year.

Attachment #2 provides the detail, by reserve fund, of each capital project that required growth-related funding from development charges in 2024.

The report also outlines recent legislative changes to the Development Charges Act under Sections 26.1, 26.2, and 26.3, which affect the amount and timing of development charge payments and allow municipalities to apply interest on deferred and frozen charges. Staff recommend the use of the maximum permitted interest rate.

BACKGROUND:

The Development Charges Act, 1997, SO 1997, c 27, (the Act), as amended, provides the legislative framework for the collection and use of Development Charges. The Act provides that the Treasurer of a municipality, on or before such date as Council may direct, shall give Council an annual financial statement for each Development Charges Reserve Fund established under the Act and the municipality's Development Charges By-law.

As outlined in the Development Charges By-law, the Treasurer shall provide an annual statement to Council, on or before May 31st of each year, containing information for the prior calendar year. The information to be included in this statement is set out in Section 43 of the Act and Sections 12 and 13 of Ontario Regulation 82/98 (the Regulation).

The main reporting requirements under the Act are as follows:

- Statement of opening and closing balances of all development charges reserve funds and the transactions for the year relating to each of these funds;
- The transactions shall identify all the capital costs funded by the reserve fund and the amounts funded from other sources (other than development charges);
- Statement of compliance with S. 59.1 (1) of the Act (essentially that no charges to the reserve funds occurred that are not permitted under the Act);
- Any other information that is prescribed
- Council shall ensure that the statement is made available to the public.

Legislative Changes to Development Charges Act

Bill 108, More Homes, More Choice Act, 2019, introduced significant changes to the timing and calculation of development charge (DC) payments under the Act, particularly through the addition of Sections 26.1 and 26.2. These changes are intended to improve affordability and cash flow predictability for certain types of developments - zoning by-law amendments and developments subject to site plan control. Notably, development charge amounts are now calculated at the time of application instead of the time they are payable (building permit issuance). In effect, this “freezes” the DC rate at that point in time for a maximum of 24 months from the date the application was approved; with the intention that developers should not pay a higher DC Rate due to any delays in approval. DC rates fluctuate year-to-year and are approved by Council, such as through the recent report FIN-08-2025 Development Charges – 2025 Rate Adjustment whereby rates were increased 4.0%. These changes to the Act became effective January 1st, 2020.

In 2022, the Province passed further amendments to the Act through Bill 23, More Homes Built Faster Act, 2022, which prescribed the maximum interest rate to be charged under section 26.3 of the Act. These interest charges accrue from the date of the application to the date the development charge is payable. Prior to Bill 23, there was no specified maximum interest rate. As such, it was up to municipalities to determine the interest rate to charge.

Further to this, on June 6th, 2024, Bill 185, Cutting Red Tape to Build More Homes Act, 2024, came into force and reduced the maximum amount of time a Development Charge amount could be “frozen” – from 24 months to 18 months from the date the application was approved and the date the development charge is payable.

As it reads now, Section 26.1 of the Act also allows rental housing and institutional developments to pay development charges in annual instalments, starting on the earlier of the date of the issuance of a permit under the Building Code Act, 1992, authorizing occupation of the building and the date the building is first occupied. Subsection 26.1(7) of the Act allows a municipality to charge interest on the instalments from the date the development charges would have been payable, under section 26 of the Act, to the date the instalment is paid, at a rate not exceeding the prescribed maximum interest rate.

Section 26.2(3) of the Act allows municipalities to charge interest during the DC rate freeze timeframe outlined above. If no building permit is issued within that period, the applicable DC rate at the time of permit issuance applies and no interest is calculated or applied.

Section 26.3 outlines the rules for determining the maximum interest rate that may be applied to deferred or frozen development charge payments. The maximum rate is defined as the average prime rate, as set out in the Act, plus 1%. The average prime rate is to be determined quarterly using the annual rates of interest announced by the Big 5 Canadian Banks.

ANALYSIS:

Attached to this report are the unaudited Treasurer's Statements for each Development Charges Reserve Fund, as established in By-law 2042/19, for the calendar year 2024. Table 1 below provides an overview of the Development Charges collected for growth-related capital works by service, the interest earned, the breakdown of residential vs non-residential charges collected, and the associated building permit activity in the years 2020 to 2024.

Table 1: Development Charges Overview

Service	2020	2021	2022	2023	2024
	\$	\$	\$	\$	\$
Ambulance Services	72,007	149,512	109,968	110,923	88,348
Fire Services	211,162	438,138	322,258	324,878	258,743
General Government	68,056	141,898	104,255	105,473	83,894
Waste Diversion	48,675	92,800	68,483	73,275	57,701
Cemeteries	21,425	44,611	32,836	32,975	26,161
Leisure Services	2,119,076	3,958,470	2,917,770	3,166,713	2,491,044
Parking Services	27,983	58,157	42,712	42,880	34,173
Library Services	335,589	626,761	461,993	501,339	394,242
Public Works - Buildings and Fleet	72,868	151,058	111,017	111,901	89,058
Roads and Related	602,397	1,240,043	912,485	924,416	735,582
Wastewater	1,464,036	3,173,550	2,124,938	2,328,863	1,865,922
Stormwater	37,823	65,743	44,508	47,675	38,320
Water	519,736	1,051,748	717,964	772,768	619,383
Development Charges Collected	5,600,833	11,192,488	7,971,186	8,544,080	6,782,571
Interest Earned	119,102	248,316	211,529	385,638	469,022
Total Development Charge Revenue	5,719,935	11,440,805	8,182,715	8,929,717	7,251,593
Breakdown of Collections					
Residential	5,484,052	10,119,961	7,439,143	8,257,766	6,526,098
Non-Residential	116,781	1,072,527	532,043	286,314	256,473

Building Permit Activity:					
# of Building Permits Issued Requiring a Development Charge	303	530	368	377	233
Total Number of Building Permits	1,281	1,728	1,923	2,121	1,865

In 2021, Development Charge (DC) collections saw a notable increase due to a rise in building permits requiring them. While not all permits are subject to DCs—eligibility depends on the nature of the development—the volume of permits issued has fluctuated in recent years.

In 2019, a Development Charge Rate Study was finalized to update the 2014 study, resulting in a 64.79% increase in residential rates for urban single/semi-detached homes. The study projected average annual housing units of 226 between 2018-2020 and 276 between 2021 to 2024. Although actual housing units in 2018 and 2019 were slightly below projections, the number of units in 2020-2023 exceeded expectations, leading to additional DCs being collected. In 2024, however, there was a decline in the number of units compared to the prior year.

The attached Treasurer's Statements (Attachments #1 and #2) provide information on each DC Reserve Fund and detail the 2024 financial transactions affecting all DC reserve funds. Attachment #1 shows the opening balances, transfers in (DC receipts and interest), transfers out (to fund capital projects and service debt), and the resulting closing balance for the year. Attachment #2 provides details for each capital project that required growth-related funding from DCs in 2024.

Three of the DC Reserve Funds (Public Works, Wastewater Services, and Stormwater) have deficit balances. These negative balances were anticipated during the 2019 Development Charges Background Study, as certain growth-related capital projects were initiated prior to collecting the related DCs. This allowed development to proceed in communities with servicing constraints.

As shown in the 2025 Capital Budget, there will be further planned negative DC balances due to the timing of developer payments in relation to expenditures on growth-related projects planned over the forecast period. These shortfalls were anticipated when setting the DC rates and will require future growth-related debt to be issued. These debt charges will be fully recovered from future DC receipts.

There are ongoing funding commitments related to past capital works, such as the Haldimand County Caledonia Centre, Cayuga Memorial Arena, Dunnville Memorial Arena, Hagersville Fire Station/EMS Base, Cayuga Fire Station/EMS Base, South Haldimand Fire Station, Dunnville Library, and various water and wastewater projects. These commitments will require withdrawals from the applicable DC Reserve Funds in future years, specifically to repay existing growth-related debt charges.

The approved Tax- and Rate-Supported Capital Budgets included a project to update the current Development Charges Background Study and the underlying rates. This project is currently underway with expected completion in 2026. This update will take into account inflationary increases in the underlying costs of growth-related projects, new/pending legislative changes to the Development Charges Act and any new growth-related projects not included in the last background study.

Setting the maximum interest rate payable under the Development Charges Act

Staff recommend setting the maximum interest rate allowed under Section 26.3 of the Act, which is the average prime rate of the Big 5 Canadian Banks, adjusted quarterly, plus 1%. This rate reflects a balance between encouraging development, by incentivizing the acceleration of pulling building permits, and ensuring municipalities can maintain stable financial planning. Other municipalities have

adopted the maximum rate for the similar reasons and by doing the same, Haldimand County will ensure consistency across the sector.

Since the maximum interest rate prescribed by Section 26.3 only came into effect November 28th, 2022, there was no technically prescribed maximum rate in effect from January 1st, 2020, the date of proclamation for the DC Rate Freeze sections of Bill 108, until then. Municipalities across Ontario had set various interest rates pertaining to those developments. For ease of administration and transparency purposes, staff recommend using the exact same principles for those applications, the average prime rate of the Big 5 Canadian Banks, adjusted quarterly, plus 1%. By doing so, any eligible applications received from January 1st, 2020 onward will have the same interest principles applied.

Due to the transition rules set out in Bill 185, any application submitted after January 1st, 2020 but approved before June 6th, 2024 will have 24-months of DC rate freeze while any applications approved afterward will have 18-months of DC rate freezes. However, the interest calculated applies from the time of application, not approval.

Annually, staff will report the interest earned from these DC rate freezes through this report to Council and the Treasurer's statement, including the allocation of that interest earned. The interest earned will be prorated and distributed to each development charge reserve for which the development charge pertains.

FINANCIAL/LEGAL IMPLICATIONS:

Development Charges are an important component of Haldimand's long-term financial plan. As outlined in the Development Charges Act, the funds in the Development Charges Reserve Funds may only be used to finance growth-related projects.

It is imperative that the development charge amounts charged keep in line with the rising cost of capital so as to not unduly burden the underlying reserves and to maintain appropriate cash flow levels. Through Section 12 of the 2041/19 Development Charges By-Law and subsequent reports, such as FIN-08-2025 Development Charges – 2025 Rate Adjustment, Development Charges are indexed to the Building Construction Price Index. With the introduction of DC rate freezes for an extended period of time, the discretion permitted by Sections 26.1(7) and 26.2(3) to charge interest from the date of eligible application should be utilized to minimize these risks.

Staff are currently in the process of updating the Development Charges Background Study and rates and anticipate to have this completed by the end of 2025. In the interim, Haldimand staff continue to monitor and evaluate the impacts of recent and pending legislative changes to the Development Charges Act and related regulations.

STAKEHOLDER IMPACTS:

Not applicable.

REPORT IMPACTS:

Agreement: No

By-law: Yes

Budget Amendment: No

Policy: No

REFERENCES:

1. [Development Charges By-law 2042/19](#)
2. [Development Charges Act, 1997](#)

ATTACHMENTS:

1. Development Charges Reserve Fund Statement Summary for the Year Ended 2024
2. Treasurer's Statements for Development Charges Reserve Funds for the year ended December 31, 2024:
 - a. Roads & Related
 - b. Public Works – Buildings & Fleet
 - c. Parking Services
 - d. Fire Protection Services
 - e. Leisure Services
 - f. Library Services
 - g. General Government
 - h. Cemeteries
 - i. Ambulance Services
 - j. Waste Diversion
 - k. Stormwater Drainage & Control Services
 - l. Wastewater Services
 - m. Water Services
3. Draft By-Law for interest charges

DEVELOPMENT CHARGES RESERVE FUND STATEMENT
CORPORATION OF HALDIMAND COUNTY
FOR THE YEAR 2024

Reserve fund	County Wide										Urban Area			Total
	Roads & Related	Public Works - Buildings & Fleet	Parking Services	Fire Protection Services	Leisure Services	Library Services	General Government	Cemeteries	Ambulance Services	Waste Diversion	Stormwater Drainage & Control Services	Wastewater Services	Water Services	
Balance as of January 1, 2024	\$ 1,229,629	\$ (329,045)	\$ 324,516	\$ 271,870	\$ 10,266,362	\$ 2,356,164	\$ 133,035	\$ 336,553	\$ 158,400	\$ 321,398	\$ (157,902)	\$ (6,505,275)	\$ 1,143,930	\$ 9,549,635
Plus:														
Development Charge Collections	735,582	89,058	34,173	258,743	2,491,044	394,242	83,894	26,161	88,348	57,701	38,320	1,865,922	619,383	6,782,571
Interest	51,650	(12,492)	14,989	13,538	494,373	107,963	6,777	15,358	8,394	15,325	(7,708)	(288,978)	49,834	469,022
Sub-Total	\$ 787,232	\$ 76,566	\$ 49,162	\$ 272,281	\$ 2,985,418	\$ 502,205	\$ 90,671	\$ 41,518	\$ 96,743	\$ 73,026	\$ 30,611	\$ 1,576,943	\$ 669,217	\$ 7,251,593
Less:														
Amount Transferred to Capital (or Other) Funds (1)	866,261	166,541	-	179,607	407,818	187,525	50,053	-	18,161	-	85,896	1,855,530	631,800	4,449,192
Sub-Total	\$ 866,261	\$ 166,541	\$ -	\$ 179,607	\$ 407,818	\$ 187,525	\$ 50,053	\$ -	\$ 18,161	\$ -	\$ 85,896	\$ 1,855,530	\$ 631,800	\$ 4,449,192
December 31, 2024 Closing Balance	\$ 1,150,599	\$ (419,021)	\$ 373,678	\$ 364,544	\$ 12,843,962	\$ 2,670,844	\$ 173,653	\$ 378,071	\$ 236,982	\$ 394,424	\$ (213,186)	\$ (6,783,862)	\$ 1,181,347	\$ 12,352,036

(1) See Attachment 2 for details

The Municipality is compliant with s.s.59.1(1) of the *Development Charges Act*, whereby charges are not directly or indirectly imposed on development nor has a requirement to construct a service related to development been imposed, except as permitted by the *Development Charges Act* or another Act

DEVELOPMENT CHARGE RESERVE FUND STATEMENT
THE CORPORATION OF HALDIMAND COUNTY
FOR THE YEAR 2024

DEVELOPMENT CHARGES RESERVE FUND - ROADS & RELATED

This Reserve Fund has been established under the Corporation of Haldimand County By-law 2042/19 to finance, in whole or in part, the growth related net capital costs associated with the municipal Engineering Services and Roads. "Growth related net capital costs" means the portion of the net capital cost of services that is reasonably attributable to the need for such services resulting from development of the defined area.

Capital Project	DC Reserve Fund Draw	DC Debt Financing	Other Reserves Fund Draw	Non-DC Debt Financing	Grants, Subsidies, Other Contributions	Total 2024 Funding
Dunnville Master Servicing Plan	15,065					15,065
Cayuga Master Servicing Plan	14,433					14,433
Caledonia Arterial Road	16,708					16,708
Business Park Development - North Caledonia	3,480		34,740			38,219
River Rd - On-Route Cycling Lane	756,467					756,467
Gravel Road Conversion Projects	60,108		810,578			870,687
Totals	\$ 866,261	\$ -	\$ 845,318	\$ -	\$ -	\$ 1,711,579

NOTE:

During the period specified, there were no monies borrowed from or repaid to this reserve fund by the County.

As of the end of the year, Haldimand County does not expect to incur the amount of capital costs that were estimated, in the 2019 Development Charges Background Study (as amended), to be incurred during the term of the development charge by-law

Haldimand County now expects to incur the following amount of capital costs, based on uses to date, future debt payments, and budgeted future capital projects:

Actual Amounts Incurred (2019-2024)	Budgeted Amounts to be Incurred (2025-2038)
\$ 2,768,899	\$ 3,250,500

DEVELOPMENT CHARGE RESERVE FUND STATEMENT
THE CORPORATION OF HALDIMAND COUNTY
FOR THE YEAR 2024

DEVELOPMENT CHARGES RESERVE FUND - PUBLIC WORKS - BUILDINGS & FLEET

This Reserve Fund has been established under the Corporation of Haldimand County By-law 2042/19 to finance, in whole or in part, the growth related net capital costs associated with the municipal Public Works - Buildings and Fleet Services. "Growth related net capital costs" means the portion of the net capital cost of services that is reasonably attributable to the need for such services resulting from development of the defined area.

Capital Project	DC Reserve Fund Draw	DC Debt Financing	Other Reserves Fund Draw	Non-DC Debt Financing	Grants, Subsidies, Other Contributions	Total 2024 Funding
Single Axle Plow/Sander - Roads	166,541					166,541
						-
Totals	\$ 166,541	\$ -	\$ -	\$ -	\$ -	\$ 166,541

Notes:

During the period specified, there were no monies borrowed from or repaid to this reserve fund by the County.

As of the end of the year, Haldimand County does not expect to incur the amount of capital costs that were estimated, in the 2019 Development Charges Background Study (as amended), to be incurred during the term of the development charge by-law

Haldimand County now expects to incur the following amount of capital costs, based on uses to date, future debt payments, and budgeted future capital projects:

Actual Amounts Incurred (2019-2024)	Budgeted Amounts to be Incurred (2025-2038)
\$ 890,412	\$ 8,313,300

DEVELOPMENT CHARGE RESERVE FUND STATEMENT
THE CORPORATION OF HALDIMAND COUNTY
FOR THE YEAR 2024

DEVELOPMENT CHARGES RESERVE FUND - PARKING SERVICES

This Reserve Fund has been established under the Corporation of Haldimand County By-law 2042/19 to finance, in whole or in part, the growth related net capital costs associated with the municipal Parking Services. "Growth related net capital costs" means the portion of the net capital cost of services that is reasonably attributable to the need for such services resulting from development of the defined area.

Capital Project	DC Reserve Fund Draw	DC Debt Financing	Other Reserves Fund Draw	Non-DC Debt Financing	Grants, Subsidies, Other Contributions	Total 2024 Funding

Notes:

During the period specified, there were no monies borrowed from or repaid to this reserve fund by the County.

During the period specified, development charges were collected during the year but no money was spent. Money collected has been allocated for future capital projects.

As of the end of the year, Haldimand County does not expect to incur the amount of capital costs that were estimated, in the 2019 Development Charges Background Study (as amended), to be incurred during the term of the development charge by-law

Haldimand County now expects to incur the following amount of capital costs, based on uses to date, future debt payments, and budgeted future capital projects:

Actual Amounts Incurred (2019-2024)	Budgeted Amounts to be Incurred (2025-2028)
\$ -	\$ -

DEVELOPMENT CHARGE RESERVE FUND STATEMENT
THE CORPORATION OF HALDIMAND COUNTY
FOR THE YEAR 2024

DEVELOPMENT CHARGES RESERVE FUND - FIRE PROTECTION SERVICES

This Reserve Fund has been established under the Corporation of Haldimand County By-law 2042/19 to finance, in whole or in part, the growth related net capital costs associated with the municipal Fire Services. "Growth related net capital costs" means the portion of the net capital cost of services that is reasonably attributable to the need for such services resulting from development of the defined area.

Capital Project	DC Reserve Fund Draw	DC Debt Financing	Other Reserves Fund Draw	Non-DC Debt Financing	Grants, Subsidies, Other Contributions	Total 2024 Funding
Firefighting Tools	3,391		13,564			16,956
						-
Totals	\$ 3,391	\$ -	\$ 13,564	\$ -	\$ -	\$ 16,956

Operating Fund Transactions	Annual Debt Repayment Amount	DC Reserve Fund Draw		Non-DC Recoverable Cost Share		
		Principal	Interest	Principal	Interest	Source
Cayuga (repayment of growth related portion of annual debt charges)	158,858	102,940	5,876	47,340	2,702	Levy
Hagersville (repayment of growth related portion of annual debt charges)	184,746	23,340	1,332	151,430	8,644	Levy
South Haldimand (repayment of growth related portion of annual debt charges)	130,687	40,420	2,307	83,210	4,750	Levy
Totals	\$ 474,291	\$ 166,700	\$ 9,515	\$ 281,980	\$ 16,096	

Commitments:

Cayuga Replacement Fire Station - Total estimated capital cost of this project was \$1.66 million with related debenture financing of \$1.5 million. The growth related portion of this debt was approximately 69%, resulting in principal payments of \$102,940 and declining interest payments for 10 years beginning in 2017 and ending in 2026.

Hagersville Replacement Fire Station - Total estimated capital cost of this project was \$2.12 million with related debenture financing of \$1.75 million. The growth related portion of this debt was approximately 14%, resulting in principal payments of \$23,340 and declining interest payments for 10 years beginning in 2017 and ending in 2026.

South Haldimand Fire Station Replacement - Total estimated capital cost of this project was \$1.26 million with related debenture financing of \$1.24 million. The growth related portion of this debt was approximately 33%, resulting in principal payments of \$40,420 and declining interest payments for 10 years beginning in 2017 and ending in 2026.

Note:

During the period specified, there were no monies borrowed from or repaid to this reserve fund by the County.

As of the end of the year, Haldimand County does not expect to incur the amount of capital costs that were estimated, in the 2019 Development Charges Background Study (as amended), to be incurred during the term of the development charge by-law

Haldimand County now expects to incur the following amount of capital costs, based on uses to date, future debt payments, and budgeted future capital projects:

Actual Amounts Incurred (2019-2024)	Budgeted Amounts to be Incurred (2025-2038)
\$ 2,535,507	\$ 5,024,000

DEVELOPMENT CHARGE RESERVE FUND STATEMENT
THE CORPORATION OF HALDIMAND COUNTY
FOR THE YEAR 2024

DEVELOPMENT CHARGES RESERVE FUND - LEISURE SERVICES

This Reserve Fund has been established under the Corporation of Haldimand County By-law 2042/19 to finance, in whole or in part, the growth related net capital costs associated with the municipal Leisure Services. "Growth related net capital costs" means the portion of the net capital cost of services that is reasonably attributable to the need for such services resulting from development of the defined area.

Capital Project	DC Reserve Fund Draw	DC Debt Financing	Other Reserves Fund Draw	Non-DC Debt Financing	Grants, Subsidies, Other Contributions	Total 2024 Funding
						-
Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Operating Fund Transactions	Annual Debt Repayment Amount	DC Reserve Fund Draw		Non-DC Recoverable Cost Share		
		Principal	Interest	Principal	Interest	Source
Cayuga Arena (repayment of growth related portion of annual debt charges)	464,031	175,660	70,584	155,360	62,427	Levy
Dunnville Arena (repayment of growth related portion of annual debt charges)	536,681	115,260	46,314	267,585	107,522	Levy
Totals	\$ 1,000,712	\$ 290,920	\$ 116,898	\$ 422,945	\$ 169,949	

Commitments:

Cayuga Arena - Total estimated capital cost of this project was \$10.7 million with related debenture financing of \$6.62 million. The growth related portion of this debt was approximately 53%, resulting in principal payments of \$175,660 and declining interest payments for 20 years beginning in 2014 and ending in 2033.

Dunnville Arena - Total estimated capital cost of this project was \$12 million with related debenture financing of \$7.66 million. The growth related portion of this debt was approximately 30%, resulting in principal payments of \$115,260 and declining interest payments for 20 years beginning in 2014 and ending in 2033.

Note:

During the period specified, there were no monies borrowed from or repaid to this reserve fund by the County.

As of the end of the year, Haldimand County does not expect to incur the amount of capital costs that were estimated, in the 2019 Development Charges Background Study (as amended), to be incurred during the term of the development charge by-law

Haldimand County now expects to incur the following amount of capital costs, based on uses to date, future debt payments, and budgeted future capital projects:

Actual Amounts Incurred (2019-2024)	Budgeted Amounts to be Incurred (2025-2028)
\$ 5,824,189	\$ 5,202,700

DEVELOPMENT CHARGE RESERVE FUND STATEMENT
THE CORPORATION OF HALDIMAND COUNTY
FOR THE YEAR 2024

DEVELOPMENT CHARGES RESERVE FUND - LIBRARY SERVICES

This Reserve Fund has been established under the Corporation of Haldimand County By-law 2042/19 to finance, in whole or in part, the growth related net capital costs associated with the municipal Library Services. "Growth related net capital costs" means the portion of the net capital cost of services that is reasonably attributable to the need for such services resulting from development of the defined area.

Capital Project	DC Reserve Fund Draw	DC Debt Financing	Other Reserves Fund Draw	Non-DC Debt Financing	Grants, Subsidies, Other Contributions	Total 2024 Funding
Caledonia Collection Enhancement	2,402		281			2,683
Hagersville Collection Enhancement	2,910		332			3,242
Dunnville Collection Enhancement	3,665		407			4,073
Jarvis Collection Enhancement	2,354		270			2,623
Cayuga Collection Enhancement	1,106		127			1,234
Selkirk Collection Enhancement	1,879		206			2,085
Totals	\$ 14,316	\$ -	\$ 1,623	\$ -	\$ -	\$ 15,939

Operating Fund Transactions	Annual Debt Repayment Amount	DC Reserve Fund Draw		Non-DC Recoverable Cost Share		
		Principal	Interest	Principal	Interest	Source
Dunnville Library (repayment of growth related portion of annual debt charges)	96,275	88,209	8,066			
Cayuga Library (repayment of growth related portion of annual debt charges)	261,812	67,580	9,354	162,400	22,478	Levy
Totals	\$ 358,087	\$ 155,789	\$ 17,420	\$ 162,400	\$ 22,478	

Commitments:

Dunnville Library - Total estimated capital cost of this project was \$1.97 million with related debenture financing of \$864,700. The growth related portion of this debt was 100%, resulting in declining principal and interest payments for 10 years beginning in 2018 and ending in 2027.

Cayuga Library - Total estimated capital cost of this project was \$4.12 million with related debenture financing of \$2,299,800. The growth related portion of this debt was 29.4%, resulting in principal payments of \$67,580 and declining interest payments for 10 years beginning in 2020 and ending in 2029.

Note:

During the period specified, there were no monies borrowed from or repaid to this reserve fund by the County.

As of the end of the year, Haldimand County does not expect to incur the amount of capital costs that were estimated, in the 2019 Development Charges Background Study (as amended), to be incurred during the term of the development charge by-law

Haldimand County now expects to incur the following amount of capital costs, based on uses to date, future debt payments, and budgeted future capital projects:

Actual Amounts Incurred (2019-2024)	Budgeted Amounts to be Incurred (2025-2028)
\$ 1,091,990	\$ 1,029,900

DEVELOPMENT CHARGE RESERVE FUND STATEMENT
THE CORPORATION OF HALDIMAND COUNTY
FOR THE YEAR 2024

DEVELOPMENT CHARGES RESERVE FUND - GENERAL GOVERNMENT

This Reserve Fund has been established under the Corporation of Haldimand County By-law 2042/19 to finance, in whole or in part, the growth related net capital costs associated with the municipal General Government Services such as future development charge studies. "Growth related net capital costs" means the portion of the net capital cost of services that is reasonably attributable to the need for such services resulting from development of the defined area.

Capital Project	DC Reserve Fund Draw	DC Debt Financing	Other Reserves Fund Draw	Non-DC Debt Financing	Grants, Subsidies, Other Contributions	Total 2024 Funding
Official Plan 5 Year Review & Places to Grow Update	12,488		2,947			15,435
Archaeological Master Plan	26,003		78,015			104,018
Development Charges Study	11,562		7,722			19,284
Totals	\$ 50,053	\$ -	\$ 88,684	\$ -	\$ -	\$ 138,737

Note:

During the period specified, there were no monies borrowed from or repaid to this reserve fund by the County.

As of the end of the year, Haldimand County does not expect to incur the amount of capital costs that were estimated, in the 2019 Development Charges Background Study (as amended), to be incurred during the term of the development charge by-law

Haldimand County now expects to incur the following amount of capital costs, based on uses to date, future debt payments, and budgeted future capital projects:

Actual Amounts Incurred (2019-2024)	Budgeted Amounts to be Incurred (2025-2028)
\$ 441,242	\$ 479,200

DEVELOPMENT CHARGE RESERVE FUND STATEMENT
THE CORPORATION OF HALDIMAND COUNTY
FOR THE YEAR 2024

DEVELOPMENT CHARGES RESERVE FUND - CEMETERIES

This Reserve Fund has been established under the Corporation of Haldimand County By-law 2042/19 to finance, in whole or in part, the growth related net capital costs associated with the municipal Cemetery Services. "Growth related net capital costs" means the portion of the net capital cost of services that is reasonably attributable to the need for such services resulting from development of the defined area.

Capital Project	DC Reserve Fund Draw	DC Debt Financing	Other Reserves Fund Draw	Non-DC Debt Financing	Grants, Subsidies, Other Contributions	Total 2024 Funding
						-
						-

Note:

During the period specified, there were no monies borrowed from or repaid to this reserve fund by the County.

During the period specified, development charges were collected during the year but no money was spent. Money collected has been allocated for future capital projects.

As of the end of the year, Haldimand County does not expect to incur the amount of capital costs that were estimated, in the 2019 Development Charges Background Study (as amended), to be incurred during the term of the development charge by-law

Haldimand County now expects to incur the following amount of capital costs, based on uses to date, future debt payments, and budgeted future capital projects:

Actual Amounts Incurred (2019-2024)	Budgeted Amounts to be Incurred (2025-2028)
\$ -	\$ -

DEVELOPMENT CHARGE RESERVE FUND STATEMENT
THE CORPORATION OF HALDIMAND COUNTY
FOR THE YEAR 2024

DEVELOPMENT CHARGES RESERVE FUND - AMBULANCE SERVICES

This Reserve Fund has been established under the Corporation of Haldimand County By-law 2042/19 to finance, in whole or in part, the growth related net capital costs associated with the municipal Ambulance Services. "Growth related net capital costs" means the portion of the net capital cost of services that is reasonably attributable to the need for such services resulting from development of the defined area.

Capital Project	DC Reserve Fund Draw	DC Debt Financing	Other Reserves Fund Draw	Non-DC Debt Financing	Grants, Subsidies, Other Contributions	Total 2024 Funding
Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Operating Fund Transactions	Annual Debt Repayment Amount	DC Reserve Fund Draw		Non-DC Recoverable Cost Share		
		Principal	Interest	Principal	Interest	Source
Cayuga (repayment of growth related portion of annual debt charges)	54,218	7,650	437	43,640	2,491	Levy
Hagersville (repayment of growth related portion of annual debt charges)	75,095	9,530	544	61,510	3,511	Levy
Totals	\$ 129,313	\$ 17,180	\$ 981	\$ 105,150	\$ 6,002	

Commitments:

Cayuga EMS Base - Total estimated capital cost of this project was \$661,200 with related debenture financing of \$512,900. The growth related portion of this debt was approximately 15%, resulting in principal payments of \$9,530 and declining interest payments for 10 years beginning in 2017 and ending in 2026.

Hagersville EMS Base - Total estimated capital cost of this project was \$866,800 million with related debenture financing of \$710,400. The growth related portion of this debt was approximately 14%, resulting in principal payments of \$7,650 and declining interest payments for 10 years beginning in 2017 and ending in 2026.

Note:

During the period specified, there were no monies borrowed from or repaid to this reserve fund by the County.

As of the end of the year, Haldimand County does not expect to incur the amount of capital costs that were estimated, in the 2019 Development Charges Background Study (as amended), to be incurred during the term of the development charge by-law

Haldimand County now expects to incur the following amount of capital costs, based on uses to date, future debt payments, and budgeted future capital projects:

Actual Amounts Incurred (2019-2024)	Budgeted Amounts to be Incurred (2025-2028)
\$ 381,773	\$ 539,700

DEVELOPMENT CHARGE RESERVE FUND STATEMENT
THE CORPORATION OF HALDIMAND COUNTY
FOR THE YEAR 2024

DEVELOPMENT CHARGES RESERVE FUND - WASTE DIVERSION

This Reserve Fund has been established under the Corporation of Haldimand County By-law 2042/19 to finance, in whole or in part, the growth related net capital costs associated with municipal Waste Diversion. "Growth related net capital costs" means the portion of the net capital cost of services that is reasonably attributable to the need for such services resulting from development of the defined area.

Capital Project	DC Reserve Fund Draw	DC Debt Financing	Other Reserves Fund Draw	Non-DC Debt Financing	Grants, Subsidies, Other Contributions	Total 2024 Funding
						-
						-

Note:

During the period specified, there were no monies borrowed from or repaid to this reserve fund by the County.

During the period specified, development charges were collected during the year but no money was spent. Money collected has been allocated for future capital projects.

As of the end of the year, Haldimand County does not expect to incur the amount of capital costs that were estimated, in the 2019 Development Charges Background Study (as amended), to be incurred during the term of the development charge by-law

Haldimand County now expects to incur the following amount of capital costs, based on uses to date, future debt payments, and budgeted future capital projects:

Actual Amounts Incurred (2019-2024)	Budgeted Amounts to be Incurred (2025-2028)
\$ -	\$ -

DEVELOPMENT CHARGE RESERVE FUND STATEMENT
THE CORPORATION OF HALDIMAND COUNTY
FOR THE YEAR 2024

DEVELOPMENT CHARGES RESERVE FUND - STORMWATER DRAINAGE & CONTROL SERVICES

This Reserve Fund has been established under the Corporation of Haldimand County By-law 2042/19 to finance, in whole or in part, growth related net capital costs associated with the municipal Stormwater System. "Growth related net capital costs" means the portion of the net capital cost of services that is reasonably attributable to the need for such services resulting from development of the defined area.

Capital Project	DC Reserve Fund Draw	DC Debt Financing	Other Reserves Fund Draw	Non-DC Debt Financing	Grants, Subsidies, Other Contributions	Total 2024 Funding
Business Park Development - North Caledonia	3,480		34,740			38,219
Dunnville Master Servicing Plan - Update	15,065					15,065
Cayuga Master Servicing Plan - Update	7,402					7,402
Totals	\$ 25,946	\$ -	\$ 34,740	\$ -	\$ -	\$ 60,686

Operating Fund Transactions	Annual Debt Repayment Amount	DC Reserve Fund Draw		Non-DC Recoverable Cost Share		
		Principal	Interest	Principal	Interest	Source
Dunnville Alder Street Storm (repayment of growth related portion of annual debt charges)	59,949	52,414	7,535			
Totals	\$ 59,949	\$ 52,414	\$ 7,535	\$ -	\$ -	

Commitments:

Dunnville Alder Street Storm - Total estimated capital cost of this project was \$2.63 million with related debenture financing of \$524,140. The growth related portion of this debt was 100%, resulting in principal payments of \$52,414 and declining interest payments for 10 years beginning in 2022 and ending in 2031.

Note:

During the period specified, there were no monies borrowed from or repaid to this reserve fund by the County.

As of the end of the year, Haldimand County does not expect to incur the amount of capital costs that were estimated, in the 2019 Development Charges Background Study (as amended), to be incurred during the term of the development charge by-law

Haldimand County now expects to incur the following amount of capital costs, based on uses to date, future debt payments, and budgeted future capital projects:

Actual Amounts Incurred (2019-2024)	Budgeted Amounts to be Incurred (2025-2038)
\$ 222,042	\$ 702,600

DEVELOPMENT CHARGE RESERVE FUND STATEMENT
THE CORPORATION OF HALDIMAND COUNTY
FOR THE YEAR 2024

DEVELOPMENT CHARGES RESERVE FUND - WASTEWATER SERVICES

This Reserve Fund has been established under the Corporation of Haldimand County By-law 2042/19 to finance, in whole or in part, the growth related net capital costs associated with the municipal Wastewater System including collection, pumping, treatment, and disposal. "Growth related net capital costs" means the portion of the net capital cost of services that is reasonably attributable to the need for such services resulting from development of the defined area.

Capital Project	DC Reserve Fund Draw	DC Debt Financing	Other Reserves Fund Draw	Non-DC Debt Financing	Grants, Subsidies, Other Contributions	Total 2024 Funding
Hagerville Master Servicing Plan Update	5,536					5,536
Cayuga - Master Servicing Plan - Update	12,185					12,185
Inflow & Infiltration Program Support	224		1,276			1,500
Cayuga Wastewater Modelling Update and Calibration	10,336					10,336
Dunnville - Master Servicing Plan Update	15,439					15,439
Development Charges Study Update	5,781		13,503			19,284
Plant Optimization Program Support	2,375		26,588			28,963
Project Management Support	52,370					52,370
Caledonia Gravity Sewer Main Upsizing	(729)		(371)			(1,100)
Business Park Development - North Caledonia	3,480		34,740			38,219
Effluent Water Quality & Impact Assessment	37,365					37,365
SCADA Maintenance	9,808		31,294			41,102
SCADA Technical Support	7,137		22,575			29,712
Totals	161,306	-	129,605	-	-	290,911

Operating Fund Transactions	Annual Debt Repayment Amount	DC Reserve Fund Draw		Non-DC Recoverable Cost Share		
		Principal	Interest	Principal	Interest	Source
Jarvis Lagoon Upgrades (repayment of growth related portion of annual debt charges)	13,661	12,517	1,145			
Caledonia Water Pollution Control Plant (repayment of growth related portion of annual debt charges)	69,999	64,134	5,865			
Dunnville Water Pollution Control Plant (repayment of growth related portion of annual debt charges)	1,044,942	45,895	6,352	872,000	120,694	Rate Supported
Townsend Lagoon (repayment of growth related portion of annual debt charges)	64,036	56,250	7,786			
Caledonia Aeration Diffuser Head (repayment of growth related portion of annual debt charges)	67,598	59,101	8,497			
Caledonia Nairn St Forcemain (repayment of growth related portion of annual debt charges)	740,423	565,000	175,423			
Jarvis Additional Wastewater Treatment Capacity (repayment of growth related portion of annual debt charges)	686,261	600,000	86,261			
Totals	\$ 2,686,919	\$ 1,402,897	\$ 291,327	\$ 872,000	\$ 120,694	

Commitments:

Jarvis Lagoon Upgrades - The approximate capital cost of this project is \$763,060 with related debenture financing of \$122,700. The growth related portion of this debt was 100%, resulting in debt payments of approximately \$13,670 for 10 years beginning in 2018 and ending in 2027.

Caledonia Water Pollution Control Plant -The approximate capital cost of this project is \$1.72 million with related debenture financing of \$628,700. The growth related portion of this debt was 100%, resulting in debt payments of approximately \$70,000 for 10 years beginning in 2018 and ending in 2027.

Dunnville Water Pollution Control Plant -The approximate capital cost of this project is \$10.98 million with related debenture financing of \$9,178,950. The growth related portion of this debt was 5%, resulting in debt payments of approximately \$56,670 for 10 years beginning in 2020 and ending in 2029.

Townsend Lagoon - The approximate capital cost of this project is \$1.24 million with related debenture financing of \$562,500. The growth related portion of this debt was 100%, resulting in debt payments of approximately \$69,450 for 10 years beginning in 2020 and ending in 2029.

Caledonia Aeration Diffuser Head - The approximate capital cost of this project is \$592,700 with related debenture financing of \$591,010. The growth related portion of this debt was 100%, resulting in debt payments of approximately \$69,800 for 10 years beginning in 2022 and ending in 2031.

Caledonia Nairn St Forcemain - The approximate capital cost of this project is \$5.73 million with related debenture financing of \$5.65 million. The growth related portion of this debt was 100%, resulting in debt payments of approximately \$565,000 for 10 years beginning in 2023 and ending in 2032.

Jarvis Additional Wastewater Treatment Capacity - The approximate capital cost of this project is \$6.36 million with related debenture financing of \$6 million. The growth related portion of this debt was 100%, resulting in debt payments of approximately \$708,000 for 10 years beginning in 2022 and ending in 2031.

Note:

During the period specified, there were no monies borrowed from or repaid to this reserve fund by the County.

As of the end of the year, Haldimand County does not expect to incur the amount of capital costs that were estimated, in the 2019 Development Charges Background Study (as amended), to be incurred during the term of the development charge by-law.

Haldimand County now expects to incur the following amount of capital costs, based on uses to date, future debt payments, and budgeted future capital projects:

Actual Amounts Incurred (2019-2024)	Budgeted Amounts to be Incurred (2025-2038)
\$ 15,532,825	\$ 64,401,500

DEVELOPMENT CHARGE RESERVE FUND STATEMENT
THE CORPORATION OF HALDIMAND COUNTY
FOR THE YEAR 2024

DEVELOPMENT CHARGES RESERVE FUND - WATER SERVICES

This Reserve Fund has been established under the Corporation of Haldimand County By-law 2042/19 to finance, in whole or in part, the growth related net capital costs associated with the municipal Water System including water supply, treatment, storage and transmission. "Growth related net capital costs" means the portion of the net capital cost of services that is reasonably attributable to the need for such services resulting from development of the defined area.

Capital Project	DC Reserve Fund Draw	DC Debt Financing	Other Reserves Fund Draw	Non-DC Debt Financing	Grants, Subsidies, Other Contributions	Total 2024 Funding
Hagersville Master Servicing Plan Update	5,536					5,536
Hagersville Water Modelling Update and Calibration	9,173					9,173
Dunnville Water Treatment Plan PLC Replacements	7,639		28,668			36,307
Dunnville Water Modelling Update and Calibration	1,995					1,995
Plant Optimization Program Implementation	1,859		14,397			16,256
Project Management Support	47,574				30,906	78,480
Dunnville Master Servicing Plan Update	14,954					14,954
SCADA Maintenance	12,039		45,384			57,423
Business Park Development - North Caledonia	3,480		34,740			38,219
Lowlift Pump Replacement	7,209		10,813			18,022
Cayuga Master Servicing Plan Update	11,514					11,514
SCADA Technical Support	4,792		18,061			22,854
Development Charges Study Update	1,941		17,343			19,284
Totals	\$ 129,704	\$ -	\$ 169,406	\$ -	\$ 30,906	\$ 330,017

Operating Fund Transactions	Annual Debt Repayment Amount	DC Reserve Fund Draw		Non-DC Recoverable Cost Share		
		Principal	Interest	Principal	Interest	Source
Jarvis Cast Iron Watermain Replacement (repayment of growth related portion of annual debt charges)	250,513	57,381	5,247	172,144	15,741	Rate Supported
Nanticoke Electrical Servicing Upgrades (repayment of growth related portion of annual debt charges)	11,134	10,201	933			
Nanticoke Filter Building Expansion (repayment of growth related portion of annual debt charges)	189,767	43,467	3,975	130,401	11,924	Rate Supported
Nanticoke High Rate Sedimentation Capacity Expansion (repayment of growth related portion of annual debt charges)	148,905	34,102	3,118	102,327	9,357	Rate Supported
Nanticoke Water System Filter Replacement (repayment of growth related portion of annual debt charges)	260,634	238,798	21,837			
Nanticoke Water Treatment Process (repayment of growth related portion of annual debt charges)	332,147	76,080	6,957	228,239	20,871	Rate Supported
Totals	\$ 1,193,101	460,029	42,067	\$ 633,111	\$ 57,894	

Commitments:

Jarvis Cast Iron Watermain – The approximate capital cost of this project is \$2.47 million with related debenture financing of \$2.25 million. The growth related portion of this debt is 25% resulting in debt payments of approximately \$62,600 per year for 10 years beginning in 2018 and ending in 2027.

Nanticoke Electrical Servicing Upgrades - The approximate capital cost of this project is \$399,300 with related debenture financing of \$100,000. The growth related portion of this debt was 100%, resulting in debt payments of approximately \$11,140 for 10 years beginning in 2018 and ending in 2027.

Nanticoke Filter Building Expansion - The approximate capital cost of this project is \$1.75 million with related debenture financing of \$1.70 million. The growth related portion of this debt was 25%, resulting in debt payments of approximately \$47,500 for 10 years beginning in 2018 and ending in 2027.

Nanticoke High Rate Sedimentation Capacity Expansion - The approximate capital cost of this project is \$1.37 million with related debenture financing of \$1.34 million. The growth related portion of this debt was 25%, resulting in debt payments of approximately \$37,250 for 10 years beginning in 2018 and ending in 2027.

Nanticoke Water System Filter Replacement -The approximate capital cost of this project is \$2.28 million with related debenture financing of \$2.34. The growth related portion of this debt was 100%, resulting in debt payments of approximately \$260,600 for 10 years beginning in 2018 and ending in 2027.

Nanticoke Water Treatment Process -The approximate capital cost of this project is \$3.07 million with related debenture financing of \$2.98 million. The growth related portion of this debt was 25%, resulting in debt payments of approximately \$83,100 for 10 years beginning in 2018 and ending in 2027.

Note:

During the period specified, there were no monies borrowed from or repaid to this reserve fund by the County.

As of the end of the year, Haldimand County does not expect to incur the amount of capital costs that were estimated, in the 2019 Development Charges Background Study (as amended), to be incurred during the term of the development charge by-law

Haldimand County now expects to incur the following amount of capital costs, based on uses to date, future debt payments, and budgeted future capital projects:

Actual Amounts Incurred (2019-2024)	Budgeted Amounts to be Incurred (2025-2038)
\$ 3,582,544	\$ 21,485,700

Reference: FIN-09-2025

THE CORPORATION OF HALDIMAND COUNTY

By-law Number /25

Being a by-law to authorize the interest charges to apply under the Development Charges Act, 1997, SO 1997, c 27.

WHEREAS Section 2(1) of the Development Charges Act, S.O. 1997, c.27, as amended (the Act), authorizes municipalities to pass a by-law for the imposition of development charges against land to pay for increased capital costs required because of increased needs for services arising from development of the area to which this by-law applies;

WHEREAS Section 26.1(7) of the Act provides that a municipality may charge interest on the instalments required by subsection (3) from the date the development charge would have been payable in accordance with section 26 to the date the instalment is paid, at a rate not exceeding the maximum interest rate determined in accordance with section 26.3;

AND WHEREAS Section 26.2(3) of the Act provides that a municipality may charge interest on the development charge amount determined by subsection (1), clauses (a) or (b), at a rate not exceeding the maximum interest rate determined in accordance with section 26.3, from the date of the application referred to in the applicable clause to the date the development charge is payable;

NOW THEREFORE, the Council of The Corporation of Haldimand County enacts as follows:

1. **THAT** the maximum interest rate outlined in Section 26.3 of the Act be charged in accordance with Section 26.1(7) and Section 26.2(3) of the Act, on the date the development charge is payable.
2. **THAT** an interest rate, calculated using the same principles as outlined in Section 26.3 of the Act, be charged in accordance with Section 26.1(7) and Section 26.2(3) of the Act, in the absence of a prescribed rate according to the laws and regulations in effect at that time, on the date the development charge is payable.
3. **AND THAT** this by-law shall take precedence over any other by-law with which it is inconsistent.

ENACTED this ____ day of Month, Year.

MAYOR

CLERK

DRAFT

HALDIMAND COUNTY



Memorandum FIN-M02-2025 Haldimand County Credit Rating Update

For Consideration by Council in Committee on May 20, 2025

To: Mayor Bentley and Members of Council

From: Mark Merritt, CPA, CA, General Manager, Financial & Data Services

RECOMMENDATIONS:

THAT Memorandum FIN-M02-2025 Haldimand County Credit Rating Update be received.

On May 8, 2025, Standard & Poor's Rating Services completed its annual update and review of Haldimand County's financial credit rating. Based on their review, Standard and Poor's has affirmed the County's "AA/Stable" credit rating. Haldimand has maintained a credit rating of "AA Stable" for a number of years. This is very positive news and a testament to the sound financial policies and principles adopted by Council and managed by staff.

Several factors impact the credit rating of a municipal government. Standard and Poor's Rating Service evaluates approximately 35 Canadian municipalities, 1 Territory and 9 Provinces, in addition to many international entities. Municipal ratings are based on six main categories: institutional framework; economy; financial management; budgetary performance; liquidity; and debt burden.

The following chart provides a general summary of the opinions reflected by Standard & Poor's credit ratings:

Credit Rating	Definition
"AAA"	Extremely strong capacity to meet financial commitments. Highest Rating.
"AA"	Very strong capacity to meet financial commitments
"A"	Strong capacity to meet financial commitments, but somewhat susceptible to adverse economic conditions and changes in circumstances
"BBB"	Adequate capacity to meet financial commitments, but more subject to adverse economic conditions
"BBB-"	Considered lowest investment grade by market participants

Within the key rating factors, it was noted that Standard & Poor's anticipates that "supportive institutions and prudent financial management continue to support Haldimand County's creditworthiness." And that the stable outlook reflects their expectations that, "in the next two years, Haldimand County will maintain strong budgetary results with a modest negative after-capital balance on average, supported by sound financial management practices and a steady economy". S&P also states that it expects Haldimand County to keep its "debt burden manageable during the outlook horizon while maintaining a good liquidity position".

Standard & Poor's mentions a rise in debt in the County's financial plan, which is bolstered by steady repayments. Though the analysis refers to debt as tax supported, there is a notable difference to how the County categorizes debt. The debt referenced in the report from Standard & Poor's refers to all debt including tax supported, rate supported, and development charges funded debt. Approximately seventy

per cent of the debt planned to be issued in the next three years is related to development and will be recovered by future development charges.

It was also cautioned under the “Downside scenario” that a negative rating action could occur in the next two years “if weaker operating performance or cost overruns associated with elevated capital spending markedly increased Haldimand’s after-capital deficits and higher-than-planned external borrowing increased tax-supported debt beyond current expectations. We do not anticipate this to occur over the County’s forecast horizon, given staff’s conservative assumptions on future debt requirements and our internal ability to manage the capital program.”

Standard & Poor’s has noted that Haldimand is looking to develop a long-term financial strategy as well as maintaining stable managerial expertise. The major rating factors for Haldimand County were identified as follows:

Strengths:

- Extremely predictable and supportive local and regional government framework
- Prudent financial management
- Strong budgetary performance
- Strong and stable liquidity position
- Modest debt burden

Weaknesses/Risks:

- Concentrated employment compared with peers
- Demographic profile constrains local economy

Some of the County’s municipal comparators’ bond ratings are as follows:

Municipality	Most Recent Rating Date	Standard & Poor’s Credit Rating/ Rating Trend				
		2021	2022	2023	2024	2025
Haldimand County	May 2025	AA Stable	AA Stable	AA Stable	AA Stable	AA Stable
Region of Niagara	June 2024	AA Stable	AA+ Stable	AA+ Stable	AA+ Stable	N/A
Kingston	June 2024	AA Stable	AA+ Stable	AA+ Stable	AA+ Stable	N/A
Hamilton	October 2024	AA+ Stable	AAA Stable	AAA Stable	AAA Stable	N/A
Norfolk County	June 2024	AA- Stable	AA Stable	AA Stable	AA Stable	N/A

It should be noted that Haldimand County and Norfolk County are the only local municipalities rated by Standard & Poor’s with populations of less than 100,000. Despite Haldimand County’s relatively small size, it is rated similar to much larger municipalities and has also realized significantly more credit upgrades than most of our comparators.

Given that the rating agency’s evaluation is a function of both fiscal performance (controlled internally) and the local economy (controlled externally), it is the continued manageable debt levels, strong budgetary results and liquidity that are maintaining the County’s positive ratings. This is particularly

relevant when considering that similarly rated municipalities have the benefit of significantly stronger and more diverse local economies, assessment bases and budgetary flexibility.

The County's credit rating has an impact on future debt costs and investment opportunities; therefore, it is important to continue to adhere to the current financial policies which are proving successful. Given that there are other factors beyond Council's control (e.g. global/local economy/provincial funding uncertainty and tariffs), the current financial plan does allow for some flexibility as long as Haldimand County adheres to the sound financial principles that are currently having a positive impact on the annual credit rating.

REFERENCES:

None.

ATTACHMENTS:

1. Credit Rating – Update

Research Update:

Haldimand County Ratings Affirmed At 'AA'; Outlook Remains Stable

May 8, 2025

Overview

- We expect Haldimand County's growth needs will require significant capital works and higher annual borrowings through 2027.
- However, operating results will remain robust, and liquidity will be more than sufficient to cover debt service.
- Therefore, S&P Global Ratings has affirmed its 'AA' long-term issuer credit and senior unsecured debt ratings on Haldimand County.
- The stable outlook reflects our expectation that Haldimand will continue to generate strong operating results and moderate after-capital deficits on average through the outlook horizon, and that the debt burden will remain modest and liquidity will remain strong.

Rating Action

On May 8, 2025, S&P Global Ratings affirmed its 'AA' long-term issuer credit and senior unsecured debt ratings on Haldimand County, in the Province of Ontario. The outlook is stable.

Outlook

The stable outlook reflects S&P Global Ratings' expectation that, in the next two years, Haldimand will maintain strong budgetary results with a modest negative after-capital balance on average, supported by sound financial management practices and a steady economy. We also expect Haldimand will keep its tax-supported debt burden manageable during the outlook horizon while maintaining a good liquidity position.

Downside scenario

We could take a negative rating action in the next two years if weaker operating performance or cost overruns associated with elevated capital spending markedly increased Haldimand's

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Research Update: Haldimand County Ratings Affirmed At 'AA'; Outlook Remains Stable

after-capital deficits and higher-than-planned external borrowing increased tax-supported debt beyond current expectations.

Upside scenario

We could raise the rating if, in addition to prudent managerial measures including timely financial disclosures and improved retention and planning capacities, shifts in Haldimand's capital plan drove sustained after-capital surpluses, or significantly diminished debt issuance needs.

However, we view this scenario as unlikely during the next two years.

Rationale

With its forthcoming capital plan built around key infrastructure investments, as well as capital repairs, we expect Haldimand County to generate moderate after-capital deficits and issue debt over the forecast horizon and beyond. At the same time, we believe that Haldimand's prudent financial management will continue to support operating surpluses and sustain liquidity levels more than sufficient to cover 12 months of debt service.

Supportive institutions and prudent financial management continue to support Haldimand's creditworthiness.

The local economy of Haldimand, in Southern Ontario, will continue to benefit from its proximity to the City of Hamilton, which offers diverse business and employment opportunities. Although GDP data are not available at the local level, we believe Haldimand would have GDP per capita in line with that of Canada. Thus, we estimate national GDP per capita will be more than US\$54,800 in 2025.

While we expect to see relatively steady output among key local industries of tourism, manufacturing, construction, and agrifood processing, Haldimand County's two largest employers remain Stelco and Imperial Oil Ltd. The pair account for a concentration of employment in Haldimand in two cyclical and tariff-exposed sectors that we believe could hamper the economy in the case of disrupted operations. However, our base-case assumption is that the local economy will largely remain stable in the face of increased uncertainty associated with international trade disputes, given previous recent experience weathering tariff headwinds (for further information on our estimates of the potential macro effects of proposed tariffs on the Canadian economy more broadly, see "Global Macro Update: Seismic Shift In U.S. Trade Policy Will Slow World Growth," published May 1, 2025, on RatingsDirect).

Haldimand's demographic profile serves to constrain economic growth prospects, in our view. The local population is estimated to be about 49,216; per the 2021 Census, approximately 21% of the population was over the age of 65, above the national level of 19%. Although new developments in Caledonia and Hagersville could mitigate this trend in the medium term, we believe aging demographics remain a constraint to growth in the labor pool. We also believe this will continue to influence government spending decisions and could negatively affect revenues.

We expect that Haldimand County's managerial expertise will remain stable over the next two years. Haldimand presents a one-year, detailed tax-supported operating budget; a one-year, rate-supported operating budget; and tax- and rate-supported 10-year capital plans with corresponding funding sources. We expect that debt and liquidity management will remain prudent, with a formal investment policy and a conservative internal debt limit. Management

Research Update: Haldimand County Ratings Affirmed At 'AA'; Outlook Remains Stable

remains dedicated to the development of its long-term financial strategy, which it expects will be completed in 2026.

As do other Canadian municipalities, Haldimand benefits from an extremely predictable and supportive local and regional government framework that has demonstrated high institutional stability and evidence of systemic extraordinary support in times of financial distress. Most recently through the pandemic, senior levels of government provided operating and transit-related grants to municipalities, in addition to direct support to individuals and businesses. Although provincial governments mandate a significant proportion of municipal spending, they also provide operating fund transfers and impose fiscal restraint through legislative requirements to pass balanced operating budgets. Municipalities generally have the ability to match expenditures well with revenues, except for capital spending, which can be intensive. Any operating surpluses typically fund capital expenditures and future liabilities (such as postemployment obligations) through reserve contributions. Municipalities have demonstrated a track record of strong budget results and, therefore, debt burdens, on average, are low relative to those of global peers and growth over time has been modest.

Haldimand County will support its increasing capital needs with recoveries, reserves, and debt issuance.

In the next several years, we expect that Haldimand County will continue to generate high operating surpluses. Driven by a stable property tax base and growth primarily in Caledonia and Hagersville, Haldimand will generate operating results that average 24% of adjusted operating revenues through the period 2023-2027. Given local growth needs and demands, we expect capital spending will pick up over the next several years as Haldimand develops its infrastructure. Capital plans include not only physical infrastructure maintenance and expansion projects, but also Haldimand's Active Living Centre. We expect Haldimand will generate modest after-capital deficits of approximately 1% through the base-case period, particularly as the multi-phase Caledonia Wastewater Treatment Plant progresses.

Haldimand County's debt burden will remain moderate over the forecast period, with steady repayments and high operating balances helping to offset some debt issuance. Over the period 2025-2027, we expect Haldimand to issue C\$105 million in debt to support its capital projects, resulting in a debt burden of 69% of consolidated operating revenues by 2027. Most of these issuances will be repaid from water and wastewater fees, as well as developer contributions. We anticipate that Haldimand's interest burden will remain low, representing less than 1% of operating revenues on average.

Haldimand maintains a robust liquidity position. We estimate its free cash and investment balances will represent approximately C\$149 million of the next 12 months' debt service, or 15x. Like that of domestic peers, Haldimand's access to external liquidity is, in our view, satisfactory.

Key Statistics

Table 1

County of Haldimand -- selected indicators

(Mil. C\$)	2022	2023	2024bc	2025bc	2026bc	2027bc
Operating revenues	154	156	161	167	172	177
Operating expenditures	115	117	121	126	131	136

Research Update: Haldimand County Ratings Affirmed At 'AA'; Outlook Remains Stable

Table 1

County of Haldimand -- selected indicators (cont.)

(Mil. C\$)	2022	2023	2024bc	2025bc	2026bc	2027bc
Operating balance	40	39	40	42	41	40
Operating balance (% of operating revenues)	25.7	24.9	24.9	24.9	23.8	22.8
Capital revenues	16	16	14	22	22	17
Capital expenditures	40	50	54	65	65	65
Balance after capital accounts	16	4	0	(2)	(3)	(8)
Balance after capital accounts (% of total revenues)	9.6	2.5	0.0	(1.0)	(1.3)	(4.3)
Debt repaid	8	8	7	7	10	12
Gross borrowings	4	0	0	29	25	52
Balance after borrowings	13	(4)	(7)	20	12	32
Direct debt (outstanding at year-end)	61	53	45	67	81	122
Direct debt (% of operating revenues)	39.4	33.8	28.2	40.0	47.3	68.8
Tax-supported debt (outstanding at year-end)	61	53	45	67	81	122
Tax-supported debt (% of consolidated operating revenues)	39.4	33.8	28.2	40.0	47.3	68.8
Interest (% of operating revenues)	1.2	1.1	0.9	0.8	1.0	1.1
National GDP per capita (single units)	73,221	73,192	74,332	76,770	79,444	81,805

The data and ratios above result in part from S&P Global Ratings' own calculations, drawing on national as well as international sources, reflecting S&P Global Ratings' independent view on the timeliness, coverage, accuracy, credibility, and usability of available information. The main sources are the financial statements and budgets, as provided by the issuer. bc--Base case reflects S&P Global Ratings' expectations of the most likely scenario.

Ratings Score Snapshot

Table 2

Haldimand County--ratings score snapshot

Key rating factors	Scores
Institutional framework	1
Economy	3
Financial management	3
Budgetary performance	2
Liquidity	1
Debt burden	2
Stand-alone credit profile	aa

Research Update: Haldimand County Ratings Affirmed At 'AA'; Outlook Remains Stable

Table 2

Haldimand County--ratings score snapshot (cont.)

Key rating factors	Scores
Issuer credit rating	AA

S&P Global Ratings bases its ratings on non-U.S. local and regional governments (LRGs) on the six main rating factors in this table. In the "Methodology For Rating Local And Regional Governments Outside Of The U.S.," published on July 15, 2019, we explain the steps we follow to derive the global scale foreign currency rating on each LRG. The institutional framework is assessed on a six-point scale: 1 is the strongest and 6 the weakest score. Our assessments of economy, financial management, budgetary performance, liquidity, and debt burden are on a five-point scale, with 1 being the strongest score and 5 the weakest.

Key Sovereign Statistics

- Sovereign Risk Indicators, April 10, 2025. An interactive version is available at <http://www.spratings.com/sri>

Related Criteria

- General Criteria: Environmental, Social, And Governance Principles In Credit Ratings, Oct. 10, 2021
- Criteria | Governments | International Public Finance: Methodology For Rating Local And Regional Governments Outside Of The U.S., July 15, 2019
- General Criteria: Principles Of Credit Ratings, Feb. 16, 2011

Related Research

- Global Macro Update: Seismic Shift In U.S. Trade Policy Will Slow World Growth, May 1, 2025
- Economic Outlook Canada Q2 2025: Trade Tensions Disrupt Growth Improvement, March 25, 2025
Subnational Government Outlook 2025: Canadian LRG Revenues Will Play Catchup To Meet Higher Operating Costs And Stabilize Debt Growth, Jan. 16, 2025
- S&P Global Ratings Definitions, Dec. 2, 2024
- Risk Indicators For Canadian Local And Regional Governments: Strong Fiscal Management Is Key To Withstand Population Pressures, Sept. 19, 2024
- Institutional Framework Assessment: Canadian Municipalities Employ Flexibilities Within Fiscal Framework To Temper Cost Pressures, April 2, 2024

In accordance with our relevant policies and procedures, the Rating Committee was composed of analysts that are qualified to vote in the committee, with sufficient experience to convey the appropriate level of knowledge and understanding of the methodology applicable (see 'Related Criteria And Research'). At the onset of the committee, the chair confirmed that the information provided to the Rating Committee by the primary analyst had been distributed in a timely manner and was sufficient for Committee members to make an informed decision.

After the primary analyst gave opening remarks and explained the recommendation, the Committee discussed key rating factors and critical issues in accordance with the relevant

Research Update: Haldimand County Ratings Affirmed At 'AA'; Outlook Remains Stable

criteria. Qualitative and quantitative risk factors were considered and discussed, looking at track-record and forecasts.

The committee's assessment of the key rating factors is reflected in the Ratings Score Snapshot above.

The chair ensured every voting member was given the opportunity to articulate his/her opinion. The chair or designee reviewed the draft report to ensure consistency with the Committee decision. The views and the decision of the rating committee are summarized in the above rationale and outlook. The weighting of all rating factors is described in the methodology used in this rating action (see 'Related Criteria And Research').

Ratings List

Ratings Affirmed

Haldimand (County of)

Issuer Credit Rating	AA/Stable/--
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Haldimand (County of)

Senior Unsecured	AA
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Research Update: Haldimand County Ratings Affirmed At 'AA'; Outlook Remains Stable

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Haldimand County

Report ENG-09-2025 MTO Connecting Links Program 2025-2026 Funding Award – Highway 3 (Broad Street at Taylor Road), Dunnville

For Consideration by Council in Committee on May 20, 2025



Objective:

To receive Council approval to process the funding award received through the Ministry of Transportation 2025-26 Connecting Links Program for the Highway 3 (Broad Street at Taylor Road) Dunnville project.

Recommendations:

1. THAT Report ENG-09-2025 MTO Connecting Links Program 2025-2026 Funding Award – Highway 3 (Broad Street at Taylor Road), Dunnville be received;
2. AND THAT the revised budgets outlined in Report ENG-09-2025 be approved;
3. AND THAT the Mayor and Clerk and/or designate be authorized to execute the Ministry of Transportation 2025-26 Connecting Links Program Contribution Agreement - Highway 3 (Broad Street at Taylor Road) Dunnville.

Prepared by: Kristopher R. Franklin, Manager, Engineering Services

Respectfully submitted: Tyson Haedrich, M. Eng., P. Eng., General Manager, Engineering & Capital Works

Approved: Cathy Case, Chief Administrative Officer

Executive Summary:

Haldimand has been awarded \$109,901 through the Ministry of Transportation's 2025-26 Connecting Links Program towards the eligible costs of the Dunnville Highway 3 (Broad Street and Taylor Road) Intersection Improvements. This funding award is based on a 90% cost contribution from the Ministry of Transportation (MTO) and 10% from Haldimand. This project was not budgeted for through the capital budget process and Council approval of the new project, as outlined in this report, is required.

Based on current pricing, the estimated cost of the project will be \$123,000, with the MTO contribution being the upset limit of \$109,901 and the County's contribution being \$13,099, funded from the Roads Infrastructure Capital Replacement Reserve.

Background:

Connecting Links are Municipal roads that connect two ends of a Provincial highway through a community or to an international or interprovincial border crossing. These are critical roadways that serve both Provincial and Municipal interests, as they carry long distance Provincial highway traffic moving through communities, as well as local traffic within the community.

Connecting Links are formally designated under Section 21 of the Public Transportation and Highway Improvement Act, R.S.O. 1990, c. P. 50 as amended. Under the Act, a Connecting Link remains a “highway” under the jurisdiction and control of the Municipality.

Haldimand County has five designated Connecting Links on Highways 3 and 6 in the communities of Hagersville, Jarvis, Cayuga and Dunnville. The Ministry of Transportation’s Connecting Links Program provides dedicated Provincial funding for road and bridge projects on designated Connecting Link highways.

Haldimand currently operates fourteen signalized intersections, six of which are located on MTO Connecting Links. In 2023, Haldimand’s design standards for signalized intersections were updated and modernized, replacing the outdated hardware standards that have been in place since the formation of Haldimand County. The intersection of McClung Road and Caithness Street East in Caledonia was installed with current hardware in 2023, and in 2025, the intersection of Talbot Street and Main Street in Jarvis will be upgraded to the current standard utilizing grant funding from the MTO’s 2024-25 Connecting Links Funding program.

In November 2024, Haldimand County submitted an application for the Highway 3 (Broad Street and Taylor Road) Intersection Improvements project for the MTO’s 2025-26 Connecting Links Program funding application. The proposed work includes the replacement and modernization of the traffic signal control hardware to the current design standards at the Broad Street and Taylor Road (Highway 3) intersection in Dunnville (see Attachment 1).

On May 5, 2025, the Ministry of Transportation notified Haldimand County of a successful grant award of \$109,901 through the 2025-26 Connecting Links Program towards the eligible costs of the Dunnville Highway 3 (Broad Street and Taylor Road) Intersection Improvements project (see Attachment 2).

Analysis:

The Connecting Links Program grant for the Dunnville Highway 3 (Broad Street and Taylor Road) Intersection Improvements project will provide the County with access to \$109,901 of provincial funding, covering up to 90% of the total project costs. This funding will be allocated through the submission of claims to the Connecting Links Program as the project progresses.

If approved, the design work will be completed over summer 2025, with the construction of the upgrades scheduled for fall 2025.

Financial/Legal Implications:

The total cost estimated for the project at the time of application was \$122,112, with Haldimand’s 10% share totaling \$12,211. The remaining 90% of the project cost is funded by the MTO Connecting Links Program grant, with an upset limit of \$109,901.

Based on current pricing, the total cost of the project has increased slightly to \$123,000, and Haldimand’s share has increased to \$13,099 (including non-rebateable HST).

As this work has not been previously budgeted, a new capital project will need to be added to the 2025 Approved Tax Capital Budget and Forecast. The funding for the project will include the MTO Connecting Links Grant, along with an additional amount to be funded from CRR Roads Infrastructure.

If approved, the following budget revision will be required:

	Current Approved Budget	Proposed Revised Budget
Expenditures		
Construction		\$123,000
Total Expenditures		\$123,000
Financing		
CRR - Roads Infrastructure		\$13,100
MTO Connecting Link Program Grant		\$109,900
Total Financing		\$123,000

It should be noted that this project will have a negative impact on CRR Roads Infrastructure. As there are numerous ongoing Haldimand County projects funded from the CRR Roads Infrastructure reserve the overall net savings/over expenditures from these related projects is returned to/funded from this reserve to fund future road related projects.

Stakeholder Impacts:

Not applicable.

Report Impacts:

Agreement: Yes

By-law: No

Budget Amendment: Yes

Policy: No

References:

None.

Attachments:

1. Project Map
2. MTO Funding Award Letter

ENG-09-2025 Attachment 1

Location:

**Broad Street East, Ramsey Drive
& Taylor Road
Urban Area of Dunnville, Ward 5**

Zoning:

Right of Way

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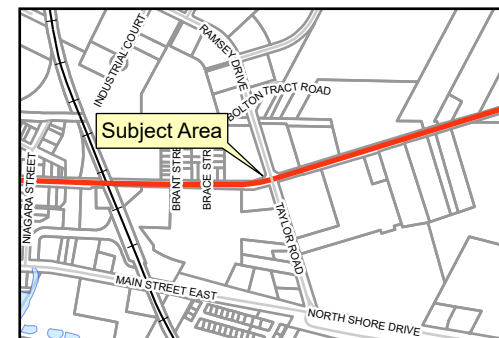


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**Ministry of
Transportation**

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777 Bay Street, 5th Floor
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Tel: 416 327-9200

**Ministère des
Transports**

Bureau du ministre
777, rue Bay 5^e étage
Toronto ON M7A 1Z8

Tél : 416 327-9200



May 2, 2025

107-2025-385

Her Worship Shelley Ann Bentley
Mayor
Haldimand County
Email - mayor@haldimandcounty.on.ca

Dear Mayor Bentley:

I am pleased to advise you that the Haldimand County has been selected for funding through the Ministry of Transportation's 2025-26 Connecting Links Program. You may proceed with your project upon receipt of this letter subject to the conditions noted below.

The ministry's maximum provincial contribution for your project is \$109,901 towards the Highway 3 (Broad Street) at Taylor Road/Ramsey Drive Intersection Improvements (Dunnville).

Ministry staff will follow up with your municipality to provide the contribution agreement and discuss the milestones and other requirements that must be met. The contribution agreement needs to be signed and returned to the ministry within two months of receipt. The ministry will require a signed agreement, accompanied with a council resolution before funding can be provided; however, as noted above, you may proceed with your project upon receipt of this letter. Any eligible costs incurred on or after April 1, 2025, will be reimbursable through the payment and reporting process after the contribution agreement has been signed by both parties.

I look forward to continuing our cooperative relationship and wish you success with your project.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Prabmeet Singh Sarkaria'.

Prabmeet Singh Sarkaria
Minister of Transportation

c. Cathy Case, CAO, Haldimand County, ccase@haldimandcounty.on.ca

Haldimand County

Report ENG-10-2025 MTO Connecting Links Program 2025-2026 Funding Award – Highway 6 (Main Street and King Street), Hagersville

For Consideration by Council in Committee on May 20, 2025



Objective:

To receive Council approval to process the funding award received through the Ministry of Transportation 2025-26 Connecting Links Program for the Highway 6 (Main Street and King Street) Hagersville project.

Recommendations:

1. THAT Report ENG-10-2025 MTO Connecting Links Program 2025-2026 Funding Award – Highway 6 (Main Street and King Street), Hagersville be received;
2. AND THAT the revised budgets outlined in Report ENG-10-2025 be approved;
3. AND THAT the Mayor and Clerk and/or designate be authorized to execute the Ministry of Transportation 2025-26 Connecting Links Program Contribution Agreement - Highway 6 (Main Street and King Street) Hagersville.

Prepared by: Kristopher R. Franklin, Manager, Engineering Services Division

Respectfully submitted: Tyson Haedrich, M. Eng., P. Eng., General Manager, Engineering & Capital Works

Approved: Cathy Case, Chief Administrative Officer

Executive Summary:

Haldimand has been awarded \$304,833 through the Ministry of Transportation's 2025-26 Connecting Links Program towards the eligible costs of the Hagersville Highway 6 (Main Street and King Street) Intersection Improvements. This funding award is based on a 90% cost contribution from the Ministry of Transportation (MTO) and 10% from Haldimand. This project was not budgeted for through the capital budget process and Council approval of the new project, as outlined in this report, is required.

Based on current pricing, the estimated cost of the project will be \$340,000, with the MTO contribution being the upset limit of \$304,883 and the County's contribution being \$35,117, funded from the Roads Infrastructure Capital Replacement Reserve.

Background:

Connecting Links are Municipal roads that connect two ends of a Provincial highway through a community or to an international or interprovincial border crossing. These are critical roadways that serve both Provincial and Municipal interests, as they carry long distance Provincial highway traffic moving through communities, as well as local traffic within the community.

Connecting Links are formally designated under Section 21 of the Public Transportation and Highway Improvement Act, R.S.O. 1990, c. P. 50 as amended. Under the Act, a Connecting Link remains a “highway” under the jurisdiction and control of the Municipality.

Haldimand County has five designated Connecting Links on Highways 3 and 6 in the communities of Hagersville, Jarvis, Cayuga and Dunnville. The Ministry of Transportation’s Connecting Links Program provides dedicated Provincial funding for road and bridge projects on designated Connecting Link highways.

Haldimand currently operates fourteen signalized intersections, six of which are located on MTO Connecting Links. In 2023, Haldimand’s design standards for signalized intersections were updated and modernized, replacing the outdated hardware standards that have been in place since the formation of Haldimand County. The intersection of McClung Road and Caithness Street East in Caledonia was installed with current hardware in 2023, and in 2025, the intersection of Talbot Street and Main Street in Jarvis will be upgraded to the current standard utilizing grant funding from the MTO’s 2024-25 Connecting Links Funding program.

In November 2024, Haldimand County submitted an application for the Hagersville - Highway 6 (Main Street and King Street) Intersection Improvements project for the MTO’s 2025-26 Connecting Links Program funding application. The proposed work includes the replacement and modernization of the traffic signal control hardware to the current design standards at the Main Street (Highway 6) and King Street intersection in Hagersville (see Attachment 1). Included in this work will be the repaving and reconfiguration of the intersection to include both westbound King Street to southbound Main Street and eastbound King Street to southbound Main Street left turn lanes as identified in the Hagersville Master Servicing Plan (MSP).

On May 5, 2025, the Ministry of Transportation notified Haldimand County of a successful grant award of \$304,833 through the 2025-26 Connecting Links Program towards the eligible costs of the Hagersville - Highway 6 (Main Street and King Street) Intersection Improvements (see Attachment 2).

Analysis:

The Connecting Links Program grant for the Hagersville - Highway 6 (Main Street and King Street) Intersection Improvements project will provide the County with access to \$304,883 of provincial funding, covering up to 90% of the total project costs. This funding will be allocated through the submission of claims to the Connecting Links Program as the project progresses.

If approved, Haldimand will complete additional public consultation for the King Street left turn lanes and once the consultation is complete the project will move to detailed design in the fall of 2025 with construction planned for the summer of 2026.

Financial/Legal Implications:

The total cost estimated for the project at the time of application was \$338,759, with Haldimand’s 10% share totaling \$33,876. The remaining 90% of the project cost is funded by the MTO Connecting Links Program grant, with an upset limit of \$304,883.

Based on current pricing, the total cost of the project has increased slightly to \$340,000, and Haldimand’s share has increased to \$35,117 (including non-rebateable HST).

As this work has not been previously budgeted, a new capital project will need to be added to the 2025 Approved Tax Capital Budget and Forecast. The funding for the project will include the MTO Connecting

Links Grant, along with an additional amount to be funded from CRR Roads Infrastructure. If approved, the following budget revision will be required:

	Current Approved Budget	Proposed Revised Budget
Expenditures		
Construction		\$340,000
Total Expenditures		\$340,000
Financing		
CRR - Roads Infrastructure		\$35,120
MTO Connecting Link Program Grant		\$304,880
Total Financing		\$340,000

It should be noted that this project will have a negative impact on CRR Roads Infrastructure. As there are numerous ongoing Haldimand County projects funded from the CRR Roads Infrastructure reserve the overall net savings/over expenditures from these related projects is returned to/funded from this reserve to fund future road related projects.

Stakeholder Impacts:

Not applicable.

Report Impacts:

Agreement: Yes

By-law: No

Budget Amendment: Yes

Policy: No

References:

None.

Attachments:

1. Project Map
2. MTO Funding Award Letter

ENG-10-2025 Attachment 1

Location:

**Main Street South & King Street East/West
Urban Area of Hagersville, Ward 4**

Zoning:

Right of Way

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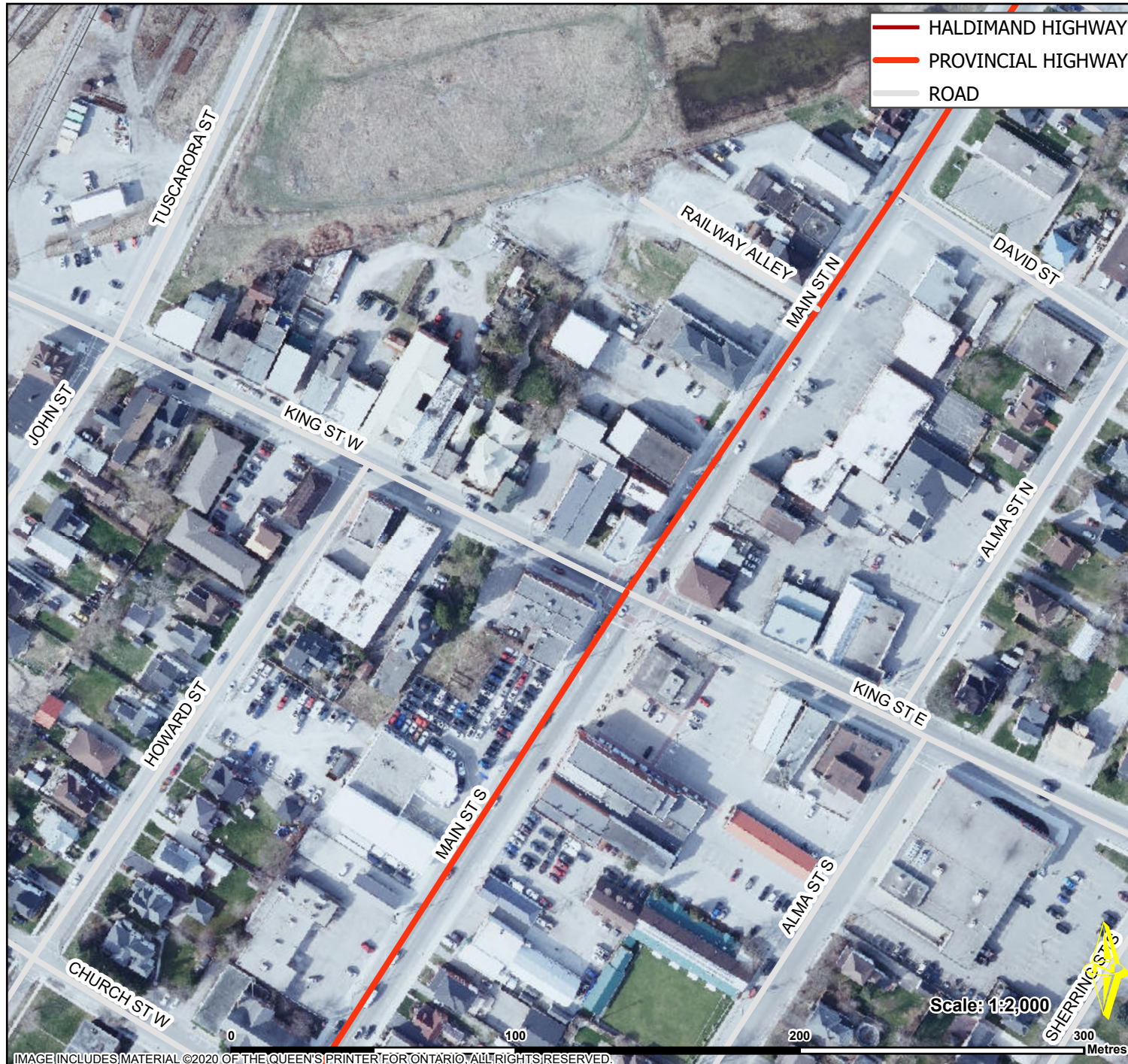
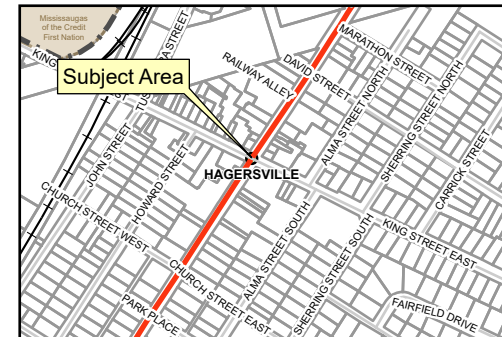


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**Ministry of
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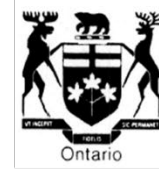
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Tél : 416 327-9200



May 2, 2025

107-2025-385

Her Worship Shelley Ann Bentley
Mayor
Haldimand County
Email - mayor@haldimandcounty.on.ca

Dear Mayor Bentley:

I am pleased to advise you that the Haldimand County has been selected for funding through the Ministry of Transportation's 2025-26 Connecting Links Program. You may proceed with your project after ensuring that procedural aspects of consultation have been fulfilled as referenced in the forthcoming letter from the ministry regarding your duty to consult obligations, and subject to the conditions noted below.

The ministry's maximum provincial contribution for your project is \$304,883 towards the Highway 6 (Main Street) at King Street Intersection Improvements (Hagersville).

Ministry staff will follow up with your municipality to provide the contribution agreement and discuss the milestones and other requirements that must be met. The contribution agreement needs to be signed and returned to the ministry within two months of receipt. The ministry will require a signed agreement, accompanied with a council resolution before funding can be provided. Any eligible costs incurred on or after April 1, 2025, will be reimbursable through the payment and reporting process after the contribution agreement has been signed by both parties.

I look forward to continuing our cooperative relationship and wish you success with your project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Prabmeet Singh Sarkaria'.

Prabmeet Singh Sarkaria
Minister of Transportation

c. Cathy Case, CAO, Haldimand County, ccase@haldimandcounty.on.ca

Haldimand County

Report ENG-11-2025 Emergency Purchase - Rotary Trail Bridge Replacement, Caledonia

For Consideration by Council in Committee on May 20, 2025



Objective:

To inform Council of an emergency purchase for the removal and replacement of a collapsed structure on the Rotary Riverside Trail in Caledonia.

Recommendations:

1. THAT Report ENG-11-2025 Emergency Purchase - Rotary Trail Bridge Replacement, Caledonia be received;
2. AND THAT the revised budget, as outlined in Report ENG-11-2025, be approved.

Prepared by: Kristopher R. Franklin, Manager, Engineering Services

Respectfully submitted: Tyson Haedrich, M. Eng., P. Eng., General Manager, Engineering & Capital Works

Approved: Cathy Case, Chief Administrative Officer

Executive Summary:

The Rotary Riverside Trail is an eight kilometre multi-use trail running between Seneca Park in Caledonia and Haldimand Road 54 in York. In February 2024 a bridge on the trail, located east of Sims Lock Road, experienced a catastrophic collapse. Due to the complete collapse of the structure into the creek, emergency removal was authorized by the Grand River Conservation Authority to prevent watercourse blockage and potential upstream flooding.

As the 2024 Tax Supported Capital Budget did not account for this replacement, the Emergency Purchase provision of Haldimand's Procurement Policy was enacted to procure and fund the bridge replacement. The removal of the structure was completed in March 2024 with the new bridge replacement started in November 2024 and the trail reopened in April 2025. The total project cost was \$263,000, necessitating a budget amendment.

Staff are providing this report to advise Council on this emergency purchase as per County policy.

Background:

The Rotary Riverside Trail is an eight kilometre long multi-use trail that runs between Seneca Park in Caledonia and Haldimand Road 54 in York. The trail is mostly off-road, with a 700 metre section of on-road trail through Simms Lock Road (see Attachment 1). The off-road sections are located on a mix of public and private property.

Engineering Services were made aware of a structure collapse on the trail in February 2024, approximately 260 metres east of the intersection of Simms Lock Road and Haldimand Road 54 (see Attachment 2). Haldimand staff contracted G. Douglas Vallee Ltd., who were already under contract for structural engineering services, to complete an evaluation of the collapsed structure and the trail was immediately closed. Notifications of the closure and service disruption were posted on the Haldimand County website and both the Ward 3 and Ward 4 Councillors were notified of the closure.

The bridge spans a creek that outlets to the Grand River approximately 20 metres downstream. Upon inspection, it was determined that the collapse was catastrophic and the structure could not be repaired.

Through discussions with the Grand River Conservation Authority (GRCA), Haldimand staff were authorized to complete an emergency removal of the collapsed structure to limit any potential blocking of the watercourse and associated upstream flooding to private lands and Haldimand Road 54.

The 2024 Tax Supported Capital Budget did not include a budget for the replacement of the Rotary Riverside Trail structure. As a result, staff from Engineering Services, Finance and Legal and Support Services met and determined that the bridge replacement could be procured and funded through the Emergency Purchase provisions outlined in Section 6.4 of the Procurement Policy.

An initial budget of \$80,000 was established to allow for a direct purchase of services to remove the existing structure and complete the design and studies required to replace the structure. Staff also determined that the procurement of services to install the replacement structure would follow a normal competitive bid process and that the emergency purchase report to Council would be made once the trail was reopened and all costs were known.

Staff contracted Norton Construction to complete the emergency removal of the structure and in March 2024 the removal was completed and the site secured. G. Douglas Vallee Ltd. continued the work to complete the required studies, designs, and GRCA approvals for the replacement structure.

The replacement structure was tendered through the normal competitive bid process in September 2024, and the replacement structure was installed through the fall and winter. The final landscaping was completed and the trail reopened in April 2025. The total cost of the project was \$263,000 (including non-rebateable HST).

Analysis:

Per the Procurement Policy (No. 2023-02) an emergency repair must meet the following requirements:

6.4 Emergency Purchase

6.4.1 An Emergency Purchase may only be used when it is required to:

- .1 Prevent or alleviate serious delay;
- .2 Maintain essential County Services;
- .3 Maintain security or order;
- .4 Protect public property;
- .5 Protect human, animal, plant life, health or prevent/alleviate a threat to same;
- .6 Comply with official orders issued by upper levels of government; or
- .7 Comply with the Emergency Response Plan or respond to a State of Emergency.

6.4.3 The User Division shall submit the information outlined below to Council in accordance to [Article 8.0, Council Reporting](#), within three (3) months once the Emergency is declared over:

- .1 Purchase particulars;
- .2 Source of Funding; and
- .3 Conditions that constituted an Emergency Purchase.

Upon the initial inspection of the culvert and subsequent closure of the Rotary Riverside Trail, staff from Engineering Services, Finance and Legal and Support Services met and determined that the structure collapse and resulting trail closure met the following Emergency Purchase provisions outlined in Section 6.4.1 of the Procurement Policy:

6.4.1.2 Maintain essential County services - The location of the trail closure is approximately half way between Caledonia and York. The trail is frequently used and is the main off road route between Caledonia and York. Trail users would be diverted to Haldimand Road 54 and would be required to cross private property to return to the trail.

6.4.1.4 Protect public property - The failure related to the collapse of a culvert on the County owned portion of the trail.

6.4.1.4 Protect public property - The location and nature of the collapse blocked a watercourse close to the outlet to the Grand River. This had the potential for water to back up over Haldimand Road 54 and also cause flooding to upstream property and as such, the GRCA issued emergency approval to remove the structure.

6.4.1.5 Protect human, animal, plant life, health or prevent/alleviate a threat to same - Even though the trail was closed, there was potential for trail users to by-pass the barricades and of someone falling into the creek. Emergency access would also be difficult in this location.

Financial/Legal Implications:

The 2024 Tax Supported Capital Budget did not include a budget for the replacement of the Rotary Riverside Trail Structure. The following revisions to the 2025 Tax Supported Capital Budget are required to fund the project:

	2024 Emergency Approved Budget	Change	Proposed Revised Budget
<u>Capital Expenditures:</u>			
<u>Parks</u>			
212401 - CAL - Structure repair at Rotary Riverside trail - Construction	\$40,000	\$180,000	\$220,000
212401 - CAL - Structure repair at Rotary Riverside trail - Engineering	\$40,000	\$3,000	\$43,000
<u>Total Parks</u>	\$80,000	\$183,000	\$263,000
<u>Total Capital Expenditures</u>	\$80,000	\$183,000	\$263,000
<u>Financing:</u>			

<u>CRR - General</u>			
212401 - CAL - Structure repair at Rotary Riverside trail	\$80,000	\$183,000	\$263,000
<u>Total CRR - General:</u>	\$80,000	\$183,000	\$263,000
Total Financing	\$80,000	\$183,000	\$263,000

Stakeholder Impacts:

Not applicable.

Report Impacts:

Agreement: No

By-law: No

Budget Amendment: Yes

Policy: No

References:

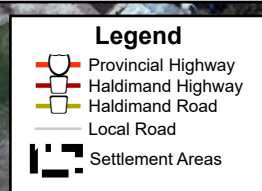
1. [Policy No. 2023-02 Procurement Policy](#)

Attachments:

1. Culvert Location Map
2. Photos of Collapsed and New Structure

Rotary Riverside Trail Emergency Structure Repair

ENG-11-2025 Attachment 1



Emergency Structure Repair Location

Scale: 1:1,800

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PREPARED BY HALDIMAND COUNTY PLANNING & DEVELOPMENT DIVISION,
GIS SECTION. May 2025

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ENG-11-2025 Attachment 2



Structure Collapse – February 2024



New Structure – April 2025

Haldimand County

Report FCA-02-2025 Emergency Purchase - Hagersville Arena Roof Repairs For Consideration by Council in Committee on May 20, 2025



Objective:

To inform Council of an emergency purchase for repairs to the Hagersville Arena roof.

Recommendations:

1. THAT Report FCA-02-2025 Emergency Purchase - Hagersville Arena Roof Repairs be received;
2. AND THAT the revised budget, as outlined in Report FCA-02-2025, be approved.

Prepared by: Jesse Hunter, Facilities Technologist, Facilities Capital and Asset Management

Reviewed by: Jeff Oakes, Manager, Facilities Capital & Asset Management

Respectfully submitted: Tyson Haedrich, M. Eng., P. Eng., General Manager, Engineering & Capital Works

Approved: Cathy Case, Chief Administrative Officer

Executive Summary:

In October 2024, Haldimand County's roofing program consultant, Ontario Roofing Consultants (ORC) determined through their annual roofing condition assessment that sections of the Hagersville Arena roof were leaking and required immediate repairs. The leaks were identified in the roof section above the lunchroom and from the eavestroughs and downspouts on the main roof covering the ice surface.

As the 2024 Tax Supported Capital Budget did not account for this replacement, the Emergency Purchase provision of Haldimand's Procurement Policy was enacted to procure and fund the roof repairs. The total cost of the roof repairs was \$27,800.

Staff are providing this report to advise Council on this emergency purchase as per County policy.

Background:

Haldimand County is responsible for the operation and maintenance of approximately 250 municipally owned buildings. Detailed audits/assessments of the roofs, diagnostics and reports are completed on a five year cycle through the annual roofing condition assessment program conducted by Haldimand County's roofing program consultant, Ontario Roofing Consultants (ORC). Recommendations from the results of these audits/assessments are implemented into a twenty year roof program and ten year capital budget.

In October 2024, ORC inspected the Hagersville Arena roof and determined that the roof was leaking in two areas that required immediate attention to prevent damage to the building. These two areas were the roof covering the staff lunchroom (Roof Deck 1.1) and the eavestroughs and downspouts of the main roof covering the ice surface (Roof Deck 5.0).

Specifically related to Roof Deck 1.1, ORC recommended complete removal and replacement of the roof section. It was covered by an externally fastened metal panel that was past its useful life and was leaking into the interior of the building.

Repairs to Roof Deck 5.0 were also recommended where the seams of the existing eavestroughs had separated causing water to run down the side of the building. This has resulted in erosion of the mortar between the cement blocks, with some areas completely missing. The eavestrough repair with new flashing will prevent further damage to these areas and future repairs are planned to address this concern, however, they are not judged to be an emergency at this time.

The 2024 Tax Supported Capital Budget did not include a budget for the roof repairs and, as a result, staff from Facilities Capital and Asset Management consulted with Finance and Legal and Support Services and determined that the roof repairs could be procured and funded through the Emergency Purchase provisions outlined in Section 6.4 of the Procurement Policy.

Following delays due to the cold February weather, the repair work was completed in April 2025. The total cost of the repairs was \$27,800 (including non-rebateable HST).

Analysis:

Per the Procurement Policy (No. 2023-02) an emergency repair must meet the following requirements:

6.4 Emergency Purchase

6.4.1 An Emergency Purchase may only be used when it is required to:

- .1 Prevent or alleviate serious delay;
- .2 Maintain essential County Services;
- .3 Maintain security or order;
- .4 Protect public property;
- .5 Protect human, animal, plant life, health or prevent/alleviate a threat to same;
- .6 Comply with official orders issued by upper levels of government; or
- .7 Comply with the Emergency Response Plan or respond to a State of Emergency.

6.4.3 The User Division shall submit the information outlined below to Council in accordance to [Article 8.0, Council Reporting](#), within three (3) months once the Emergency is declared over:

- .1 Purchase particulars;
- .2 Source of Funding; and
- .3 Conditions that constituted an Emergency Purchase.

Upon receiving the inspection results and recommendations for the roof repair from ORC, staff from Facilities Capital and Asset Management consulted with Finance and Legal and Support Services and determined that the leaking roof repairs met the following Emergency Purchase provisions outlined in Section 6.4.1 of the Procurement Policy:

6.4.1.2 Maintain essential County Services - The arena is frequently used by the public and the leaking roof and eavestroughs could lead to building damage that could disrupt use of the building.

6.4.1.4 Protect public property - The arena is a public building and as noted above if the leaks are not addressed they could lead to significant damage to the structure.

Financial/Legal Implications:

The 2025 Tax Supported Capital Budget did not include a budget for the repairs to the Hagersville Arena roof. The following revisions to the 2025 Tax Supported Capital Budget are required to fund the project::

	Current Approved Budget	Change	Proposed Revised Budget
Capital Expenditures:			
312520 – Hagersville Arena Roof Deck 1.0 Replacement – Removal and Replacement of Roof Deck 1.1	\$0	\$12,800	\$12,800
312520 – Hagersville Arena Roof Deck 1.0 Replacement – Repairs and Maintenance of Roof Deck 5.0	\$0	\$13,900	\$13,900
312520 – Hagersville Arena Roof Deck 1.0 Replacement – Mobilization/Demobilization	\$0	\$1,100	\$1,100
Total Capital Expenditures:	\$0	\$27,800	\$27,800
Financing:			
312520 – Hagersville Arena Roof Deck 1.0 Replacement – CRR - General	\$0	\$27,800	\$27,800
Total Financing:	\$0	\$27,800	\$27,800

Stakeholder Impacts:

Not applicable.

Report Impacts:

Agreement: No

By-law: No

Budget Amendment: Yes

Policy: No

References:

1. [Policy No. 2023-02 Procurement Policy](#)

Attachments:

None.

HALDIMAND COUNTY

Report FIN-12-2025 Capital Status Report as at December 31, 2024

For Consideration by Council in Committee on May 20, 2025



OBJECTIVE:

To provide Council with an update on all approved Capital Projects, as at December 31, 2024, including recommendations for changes to project budgets, revised financing and/or the closure of projects.

RECOMMENDATIONS:

1. THAT Report FIN-12-2025 Capital Project Update as at December 31, 2024, be received;
2. AND THAT the recommendations for individual capital projects, as outlined in Attachment 3 to Report FIN-12-2025, be approved.

Prepared by: Cliff Burke, Senior Financial Analyst

Reviewed by: Heather Love, CPA, CGA, Supervisor, Budgets & Financial Planning

Reviewed by: Tareq El-Ahmed, CPA, Treasurer

Respectfully submitted: Mark Merritt, CPA, CA, General Manager, Financial & Data Services

Approved: Cathy Case, Chief Administrative Officer

EXECUTIVE SUMMARY:

Staff propose that the recommendations provided in Attachment #3 to this report, for amendments to funding and/or closure of completed Capital Projects, be approved. This comprehensive project summary includes all recommended revisions including the following specific amendments:

- Summary of projects not started and recommended to close (Attachment #1 – 34 projects)
- Projects requiring financing amendments – mainly administrative in nature. All projects requiring financing amendments are included in Attachment #2 (24 projects)
- Projects complete within revised budget and recommended to close (included in Attachment #3 – 410 projects)

Improved project management and budget monitoring, along with the delegated authority given by the County's Procurement Policy, have led to limited reports on individual capital project budget amendments to be approved directly by Council. Accordingly, this report provides a status update on all active capital projects, as well as addresses a number of housekeeping matters related to budget amendments and/or closure of completed projects.

BACKGROUND:

This report provides an update on the status of all approved capital projects, as at December 31, 2024. The status report includes year to date actuals and recommendations to close projects that are

complete, as well as some revisions to existing financing. The previous capital project status report, as at December 31, 2023, was presented at the June 19, 2024 Council in Committee meeting.

Active capital projects will be recommended to be closed if any one of the following criteria are met:

- The project is completed at or under the approved budget; or
- The project is completed and over its original budget, and a subsequent budget revision was completed under the terms outlined in the Procurement Policy.

As well, at year end, unless amounts are committed and carried forward into 2025, all annual capital projects will be closed out at December 31st since there is no current intent to activate such works under the approved parameters. Inactive capital projects, which are capital projects that have been previously approved but not initiated, will be recommended to be closed and re-budgeted (as necessary) if any one of the following criteria is met:

- The projected cost of the project would materially exceed the original budget;
- There is a material change in the nature or scope of the project; or
- The following year's capital budget and forecast preparation has begun, the capital project has remained dormant and there are no immediate plans or formal commitments to initiate the project within the following six (6) months.

In the case where existing, inactive projects will be closed and re-budgeted, the ultimate decision to proceed with the project will be based on the project's new assumptions and its subsequent ranking as measured by Haldimand's current business plans and priorities (i.e. through subsequent budget deliberations with Council). Projects meeting these requirements have been evaluated during preparation and deliberation of the 2025 Tax Supported or Rate Supported Capital Budgets.

This report summarizes the status of capital projects to an appropriate level of detail, given the accountability and transparency requirements necessitated for this level of spending of public funds. The intention is to create a report that is easy to follow, and still provides all critical project details for Council review. Although the amount of information has been reduced, the action required by Council is significant as it affects 468 of the 917 active projects, with the vast majority of recommendations (410) related to the closing of projects that are completed within budget, unless otherwise explicitly noted. The approval of the 2025 Capital Budgets has resulted in an additional 469 projects being activated. These, in conjunction with the remaining 453 active projects after the recommendations in this report are considered, totals 922 projects currently being administered by staff in 2025.

Revisions to Procurement Policy 2023-02 as a result of report LSS-23-2023 took effect as of January 1, 2024 and includes some amendments to the previous delegated authority. This capital status report now follows the amended policy.

More recently, Report LSS-14-2025 Procurement Policy Amendments - Strengthening Procurement Strategies in Response to U.S. Tariff Challenges was presented to Council in April 2025. Changes to the Procurement Policy from the report are set to take effect on June 1, 2025, and contain measures focused on minimizing the potential impacts of tariffs where possible. As this report is an update to the year ending December 31, 2024, changes to the policy from the above report are not reflected.

Accounting for Capital Projects

All capital projects for Tax Supported and Rate Supported (Water and Wastewater) functions are accounted for and administered through the Capital Fund (irrespective of the size or funding source for the specific projects). This allows for monitoring of the actual costs of capital projects, in relation to the approved capital budget, on a regular basis.

Whereas accounts in the General Operating Fund and Water/Wastewater Operating Funds are used for current year revenues and expenditures and are closed at year-end, accounts in the Capital Fund

remain active beyond the current fiscal year and are carried forward from year to year. The “closing of a capital project” is based on the criteria noted above. The Public Sector Accounting Board (PSAB) requires all municipalities to report tangible capital assets in their audited financial statements. The County’s current budgeting principles for capital projects are premised on a “long range financing approach”. As there is currently no direct relationship between the amortization of capital assets and the financing requirements associated with the replacement of existing infrastructure, there are limited impacts on annual capital budgeting. For annual audited financial reporting purposes, the Capital Budget, as approved by Council, will be converted to meet the PSAB reporting requirements and details provided with the annual audited financial statements.

Capital Project Approvals

A capital project receives Council approval to be initiated in a given year through the budget process or through a separate report to Council for exceptional situations. Once approval is given to initiate the project, staff proceed to get pricing from external parties. Section 8.3.1 of Procurement Policy 2023-02 outlines the conditions where a staff report to council is required to award competitive bids/contracts. In all other cases, staff have the delegated authority to award contracts for capital works that have been approved in the annual budgets.

Managing and Reporting on Capital Projects

During the procurement process for a capital project (or components of an overall project), there may be shortfalls or surplus funding realized. For budget shortfalls, additional funding sources must be identified, which is typically accommodated by one of the following (or a combination thereof):

- deferral of other projects with similar funding sources;
- change in scope of original project or deferral of certain components;
- utilization of realized/anticipated savings from other projects; or
- alternative funding from available reserves/reserve funds.

As there are numerous projects ongoing at any given time, it is critical to manage and monitor these commitments in aggregate in relation to the funding sources to ensure the County’s long range financial plan is maintained. Council has delegated the authority to reallocate budgets under specific circumstances. Budget amendments falling outside these parameters must be approved by Council.

Although there may be anticipated savings based on a specific tender result, there will inevitably be requirements for additional unforeseen expenditures on other projects funded from the same source(s); as a result, project savings should be left unspent. The exception to this practice is related to within specific programs or technical functional areas, notably capital road programs. In these cases, procurement procedures allow exceptions where provisional projects can be awarded at the time of procurement, to ensure the annual funding allocation for these programs is fully utilized. As such, on an annual basis, the intent is to complete all the approved projects within these programs and, if there are excess funds available (in excess of \$100,000), the surplus would be used to complete the provisional items. This provides the ability to accelerate the implementation of these programs. The individual projects are often processed and managed as one tender award for each program. As a result, the total annual funds allocated to these programs are allocated between the individual projects to ensure any shortfalls/savings are utilized to complete the required projects, as well as any provisional projects as the case may be.

This report also contains projects that include a community funding financing component, most of which falls under the Community Partnership Program Policy. Under this Policy, a project cannot be initiated until funding has been received in full from the community group in order to ensure there is no risk to County resources or funding. As of December 31, 2024, there were no projects in violation of this Policy. Community Development and Partnership Division staff continue to work closely with community

groups to ensure all applicable projects are in compliance with the Policy.

Budget Reallocations

Procurement Policy 2023-02 allows managers to have increased flexibility to manage their projects with respect to budget revisions within certain parameters, including delegated authority for most budget reallocations, which has minimized the requirement for revised budget recommendations to be considered by Council. A revised budget for the purpose of this report would include the original budget or a change to the original budget as permitted by the Procurement Policy.

Section 4.6.3 of Procurement Policy 2023-02 states the following related to capital projects:

In order to allow a Procurement to proceed which exceeds the approved budget, the User Division Manager shall have the authority to reallocate funds without exceeding the aggregate budget within their control under the following conditions:

.2 Capital Budget

.1 Where offsetting the Same Source Funding is:

- .1 Available and the funding shortfall is less than 20% of the project budget, up to a maximum of \$100,000 (net tax); or
- .2 Available and the funding shortfall is in excess of 20% of the project budget, but less than \$20,000 (net tax) or 50% of the project budget, whichever is less; or
- .3 Not available and the funding shortfall is less than \$15,000 (net tax) or 50% of the project budget, whichever is less. As this option will be increasing the User Division Manager's aggregate budget, advice from Finance must be sought in advance.

.2 If reallocating funds from a capital project, the capital project in which funds are being transferred from must already be Awarded;

.3 Reallocations within specific programs or technical functional areas are permitted, as outlined in the Procurement Procedures, as amended;

.4 Reallocations between operating and capital budgets is not permitted under any circumstances; and

.5 Altering the general nature of the scope of work is not permitted.

Additionally, Delegated Authority By-Law 2473-33 states the following on Schedule B: Delegation of Powers and Duties, Chief Administrative Officer/General Managers related to the acceptance of grant funding:

2. Enter into agreements for receipt of transfer payments or grants from federal and provincial governments and other granting organizations.

Delegate: Chief Administrative Officer or Treasurer, plus General Manager (2 signatures), as required

Conditions/Restrictions: No net levy or FTE impacts

As a result, any of the above situations which resulted in budget changes have been incorporated in the Revised Budget for each project and have been detailed and reviewed within the budget system. If a budget shortfall exists and falls outside of the delegated authority parameters outlined above, then the applicable Manager is required to obtain Council approval before the expenditure is incurred. The required report to Council will: outline the anticipated shortfall; suggest a plan of action to rectify the overrun if available; and identify additional funding sources to offset any remaining shortfall.

Required Action as per Attachments

Report FIN-09-2024 identified a total of 517 projects (516 within budget and one over budget) that were still ongoing at the end of 2023 and required carrying forward into 2024, with a total budget of approximately \$191.8 million. The 2024 combined (tax-supported and rate-supported) council approved capital budgets totaled approximately \$120.1 million. Additionally, another \$6.6 million in capital expenditures were approved during 2024 through a combination of council reports throughout the year, and funding amendments allowed under Procurement Policy 2023-02.

Attachment #3 provides the status updates for all projects as at December 31, 2024, as well as all of the required individual recommendations needing Council approval that affect current capital projects.

FINANCIAL/LEGAL IMPLICATIONS:

Legislation requires that Council approve all transfers to or from Reserves and Reserve Funds. The recommendations outlined in Attachment #3 provide for the closure of projects and/or amendments to approved financing budgets of individual projects, where required.

As shown in the Attachments, the County has 917 active capital projects as at December 31, 2024, with budgeted expenditures of \$318.5 million. About 51% of the budgeted capital funds relate to tax supported capital projects, with the remaining 49% for water and wastewater services. The following table provides a high level summary of active capital projects as at December 31, 2024, by recommendation category.

Table 1 - Projects Summary

Project Status	# of Projects	LTD Actuals	Revised Budget	Variance
Project Complete within Revised Budget and Recommended to Close				
Rate Supported	113	13,864,085	17,633,279	8,772,863
Tax Supported	297	24,115,791	29,119,460	3,769,194
Project Complete within Revised Budget and Recommended to Close with Funding Amendment				
Rate Supported	2	93,434	78,500	(14,934)
Tax Supported	18	1,111,885	1,159,370	47,485
Project Not Started and Recommended to Close				
Rate Supported	3	-	12,800	12,800
Tax Supported	31	-	898,650	898,650
Project Ongoing within Revised Budget				
Rate Supported	127	33,620,422	137,742,479	104,122,057
Tax Supported	322	83,506,485	129,514,801	46,008,316
Project Requiring Funding Amendment				
Tax Supported	4	2,535,504	2,344,000	(191,504)
Total	917	158,847,606	318,503,339	159,655,733
Summary of Projects				
Rate Supported	245	47,577,941	155,467,058	107,889,117
Tax Supported	673	120,177,325	171,943,941	51,766,616
Total	917	158,847,606	318,503,339	159,655,733

(*) Note: See Attachment #3. Projects completed within budget and recommended to close have anticipated savings as indicated above. The total savings at time of project closure may change slightly as expenses are finalized and final payments are released. As these projects are within budget, the applicable approved budgets do not require amendment. Savings will be returned to the original funding sources for the projects.

As noted above, of the 917 active capital projects, project managers have identified three (3) projects that are anticipated to be over budget, thus requiring a future Council report.

Projects Not Started and Recommended to Close (Attachment #1)

As of December 31, 2024, there are 34 projects which had not been started. As a result, these projects are recommended to be closed and re-budgeted as necessary in future years. All projects noted in this attachment have not incurred any actual expenditures to date.

Projects Requiring Funding Amendments (Attachment #2)

There are 24 projects identified that require a funding amendment to be closed; 21 through this report and three (3) that are currently ongoing and will require a future report prior to closing.

Of the 21 projects to be closed, only six projects require additional funds as a result of a lack of appropriate options available through Procurement Policy 2023-02. These project overages are not overly significant financially. The majority of projects in this category are amending funding sources only; examples of which include changes in eligibility of grant-funded costs, and changes as a result of legislative updates to development charge eligible costs. Attachment #2 provides an explanation of funding changes for each of these projects.

Additionally, updates on the three (3) ongoing projects requiring future amendments are as follows:

- Project 212401 – Rotary Riverside Trail Structure Repair is currently ongoing and over budget, which was approved as an emergency repair in 2024. A future report to council will amend this budget to address the overage.
- Project 222202 – Frank Marshall Business Park Stormwater Management Pond Upgrade is currently over budget, but is still ongoing. Staff have been meeting regularly to discuss this project, as the scope of work falls under the Haldimand's Local Servicing Policy which requires recovery of the associated costs from the benefitting property owners. As a result, staff will be coming back Council in order to pass a Capital Levy by-law to effectively apportion the share of costs to be recovered from each benefitting land owner, where applicable. The final budget for this project will be presented for Council at this time as well.
- Project 932111 - Recreation Facility Development Strategy is awaiting final invoicing in 2025, and is currently over budget. Once all costs have been finalized, the necessary budget amendment will be addressed in a future report to council.

Projects Completed within Revised Budget and Recommended to Close

There are 410 projects that have been completed, within budget, and are recommended to close, that, based on actual expenditures to date, will have a projected surplus of approximately \$8.8 million. Of the \$8.8 million surplus, approximately \$5.0 million relates to Tax Supported capital projects with the remaining \$3.8 million being Rate Supported. The surplus is retained within the original funding source, if internally financed by reserves/reserve funds. A number of the current open projects are considered annual projects in that they have a budget each year in the 10 year forecast. For these projects, only funds committed at the end of the year are to be carried forward. Given the annual nature of these projects, it is implied with the projects themselves that they will also close on an annual basis, therefore, recommendations to close have not been included in the detailed project notes for these specific projects in Attachment #3.

Projects Ongoing within Revised Budgets

All other projects (449 in total) are to remain open and active and are within their approved budgets. The details of all projects can be found in Attachment #3 of this report.

Debt Related Capital Projects:

Any capital project that is to be fully or partially funded from debt proceeds will incur fees as a result of the actual debt issuance. These debt related expenses are to form an integral part of the overall budget for any projects with approved debt financing. Though these items are budgeted for during the capital budgeting process, they are estimated based on the total project value and the anticipated timing of project construction. Given these are estimates, from time to time budget amendments to these components may be required and will form a part of future capital status updates, as required. As of December 31, 2024, no such budget amendments are necessary.

STAKEHOLDER IMPACTS:

All Divisions that manage Capital Projects are involved with monitoring the actual spending on an ongoing basis, and have provided input for this report to Council.

REPORT IMPACTS:

Agreement: No

By-law: No

Budget Amendment: Yes

Policy: No

REFERENCES:

None.

ATTACHMENTS:

1. Summary of Projects Not Started and Recommended to Close
2. Projects Requiring Funding Amendment
3. Capital Project Details at December 31, 2024



2024 Capital Project Update Report

Projects Not Started and Recommended to Close

Project	LTD Actuals	Revised Budget	Variance	Rebudgeted	Page #
121909 - General Maintenance - Perpetual Sites	-	5,600	5,600	Yes	1
121973 - Tourism Partnership Signage Program	-	6,800	6,800	Yes	1
122213 - Cayuga - Cedar hedge replacements	-	3,200	3,200	No	2
311820 - General Repairs/Maintenance	-	5,000	5,000	Yes	4
311823 - Flooring - Refinish and Replacement	-	1,000	1,000	No	4
311825 - Edinburgh Square Exterior Painting	-	6,600	6,600	Yes	4
311833 - Painting: Exterior and Shutter Repair	-	9,700	9,700	Yes	4
311955 - TOWN - Lions Pavilion HVAC Replacement	-	7,000	7,000	No	5
311960 - HCCC - Building Condition Repairs/Replc.	-	10,000	10,000	No	5
311973 - DUNN-Exhaust Piping Replacement	-	5,000	5,000	No	5
312117 - Replace Main Entrance Air Curtain	-	3,500	3,500	No	5
321903 - Sand and Salt Dome Minor Repairs	-	4,500	4,500	Yes	6
411750 - DUNN - Arena Condenser Drum Replacement	-	40,000	40,000	No	7
411792 - Dunnville - Networkable Photocopier	-	3,700	3,700	No	8
411844 - Skillet (1)	-	28,950	28,950	No	8
411905 - Unscheduled Equipment Replacements	-	5,300	5,300	Yes	9
411908 - Unscheduled Furniture Replacements	-	27,800	27,800	Yes	9
411954 - Generators	-	15,200	15,200	Yes	10
412101 - Cyber Security Assessment	-	25,700	25,700	No	10
412136 - Replace Domestic Water Backflow Preventer	-	6,000	6,000	No	10
412138 - Electric Panelboards Replacements	-	17,000	17,000	No	11
412228 - Replace 250kW back up generator	-	300,000	300,000	No	11
412323 - Mixer/Grinder (1)	-	18,900	18,900	Yes	12
412330 - HCCC - Condenser Fan Motor Bearing	-	18,000	18,000	No	12
412426 - Promotional Tent Replacement	-	1,200	1,200	No	13
421969 - WTP Electrical Panel and VFD Inspection/Maintenance	-	5,300	5,300	Yes	14
651901 - Storm Sewer/Catch Basin Rehabilitation	-	64,700	64,700	Yes	18
651902 - System Annual Maintenance	-	59,400	59,400	Yes	18
762106 - Charles Cullen Parkway - River Rd to End	-	78,900	78,900	No	21
781906 - Roadside Barrier Program	-	107,800	107,800	Yes	21
931919 - Asbestos Annual Inspection and Remediation [W]	-	4,200	4,200	Yes	25
931930 - Asbestos Annual Inspection and Remediation [WW]	-	3,300	3,300	Yes	25
931944 - DUNN - Old William Inman Cemetery Survey	-	10,000	10,000	No	26
931945 - DUNN - Lowbanks Cemetery Annual Inspections	-	2,200	2,200	No	26
Grand Total	-	911,450	911,450		



2024 Capital Project Update Report

Projects Requiring Funding Amendment

Project	Recommendation	Project Status Notes	LTD Actuals	Revised Budget	Variance	Page #
121911 - CAL - Columbarium & Pathways	THAT this project be closed; AND THAT the funding for this project be amended as outlined.	Project can no longer be funded from Development Charges - funding amendment required to close project. Fund using CRR - General.	45,717	70,000	24,283	1
121914 - HAG - Columbarium & Pathways	THAT the funding for this project be amended as outlined.	Project can no longer be funded from Development Charges - funding amendment required to close project. Fund using CRR - General.	45,717	70,000	24,283	1
121916 - DUNN - Riverside Columbarium & Pathways	THAT this project be closed; AND THAT the funding for this project be amended as outlined.	Project can no longer be funded from Development Charges - funding amendment required to close project. Fund using CRR - General.	45,717	70,000	24,283	1
122003 - Tree Removal and Stump Grinding	THAT this project be closed; AND THAT the funding for this project be amended as outlined.	Annual project. Funding amendment required to record works completed using forestry restitution recoveries. In future years, a budget has been established using the newly created Forestry Restitutions Reserve Fund.	746,136	746,140	4	1
212401 - CAL - Structure repair at Rotary Riverside trail		Project proceeding according to plan - CIC Report being prepared to address budget overage in 2025.	200,784	80,000	(120,784)	2
222005 - Paauw Drain Construction	THAT this project be closed; AND THAT the funding for this project be amended as outlined.	Project re-opened to post billing from Norfolk County related to 2024 costs. Project requires funding amendment prior to closing, funding source to be CRR - Roads Infrastructure.	34,477	-	(34,477)	4
222202 - FMBP Stormwater Management Pond Upgrade		Project is proceeding according to plan and awaiting direction on Infrastructure Financing for cost recoveries. Once all project costs are completed, a future council report will be prepared, which will address the overage.	2,161,742	2,072,000	(89,742)	4
312007 - Resident Home Area Washroom Toilets, Faucets & Required Valving	THAT this project be closed; AND THAT the funding for this project be amended as outlined.	Project needs to be re-opened and request an amendment to fund the costs not eligible for grant funding from CRR - General.	-	-	-	5
312009 - Replace/Reline Roofing System - Gutters	THAT this project be closed; AND THAT the funding for this project be amended as outlined.	Project needs to be re-opened and request an amendment to fund the costs not eligible for grant funding from CRR - General.	-	-	-	5
312011 - Replace Original Building (1961) Sanitary Pumping System	THAT this project be closed; AND THAT the funding for this project be amended as outlined.	Project needs to be re-opened and request an amendment to fund the costs not eligible for grant funding from CRR - General.	-	-	-	5
312012 - Replace Original Building (1961) Storm Pumping System	THAT this project be closed; AND THAT the funding for this project be amended as outlined.	Project needs to be re-opened and request an amendment to fund the costs not eligible for grant funding from CRR - General.	-	-	-	5
411877 - CPP - "Lights Along the Grand" Christmas Display Cal Kinsmen Park	THAT this project be closed; AND THAT the funding for this project be amended as outlined.	Project is complete, with costs over and above the initial agreement being funding through an additional community contribution. Funding amendment required to close this project.	121,268	100,000	(21,268)	9
412020 - Upgrade to Nurse Call System & Infrastructure	THAT this project be closed; AND THAT the funding for this project be amended as outlined.	Project to be re-opened and funding amended to fund costs not eligible for grant funding from CRR - General.	-	-	-	10
412021 - Replace Tempered Mixing Valves	THAT this project be closed; AND THAT the funding for this project be amended as outlined.	Project needs to be re-opened and request an amendment to fund the costs not eligible for grant funding from CRR - General.	-	-	-	10
412124 - Replace Sanitary Pumping Station Duplex Pumps, Hardware and update controls	THAT this project be closed; AND THAT the funding for this project be amended as outlined.	Project needs to be re-opened and request an amendment to fund the costs not eligible for grant funding from CRR - General.	-	-	-	10
412125 - CCTV/Security System & Infrastructure Upgrades	THAT this project be closed; AND THAT the funding for this project be amended as outlined.	This project needs to be reopened as the expenses were funded 100% from grant funding however HST was not eligible, therefore non-rebateable HST needs to be funded from CRR - General	-	-	-	10
412126 - WiFi Upgrades	THAT this project be closed; AND THAT the funding for this project be amended as outlined.	Project substantially complete in 2022. Project claim made early 2023. Additional work completed in summer 2023. Funds saved in Security system and Infrastructure Upgrades used here.	42,569	42,600	31	10
412403 - Hardware for Mapping/Dispatch Information EMS	THAT this project be closed; AND THAT the funding for this project be amended as outlined.	Project completed. Funding amendment required to change funding source from CRR - IT to CRR - General, as this is the most appropriate funding source for these works.	46,971	56,400	9,429	12
422233 - Project Management Support [WW]	THAT this project be closed; AND THAT the funding for this project be amended as outlined.	As per agreement with Norfolk, amend funding source to include CRRF-Water for salaries not recoverable.	78,480	71,800	(6,680)	15
821969 - Hag - Master Servicing Plan Update [W][WW][R]	THAT this project be closed; AND THAT the funding for this project be amended as outlined.	Project completed for current cycle. Funding amendment required to address overage, and also change funding source to be funded through Development Charges. This project is once again DC eligible.	4,591	2,250	(2,341)	23



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Projects Requiring Funding Amendment

Project	Recommendation	Project Status Notes	LTD Actuals	Revised Budget	Variance	Page #
931972 - Hag - Master Servicing Plan Update [W][WW][S]	THAT this project be closed; AND THAT the funding for this project be amended as outlined.	Project completed for current cycle. Funding amendment required to address overage, and also change funding source to be funded through Development Charges. This project is once again DC eligible.	5,153	1,890	(3,263)	26
931981 - Dun - Master Servicing Plan Update [WW][R][SS]	THAT this project be closed; AND THAT the funding for this project be amended as outlined.	Project completed for current cycle. Funding amendment required to address overage, and also change funding source to be funded through Development Charges. This project is once again DC eligible.	14,954	6,700	(8,254)	26
931984 - Development Charges Study Update	THAT this project be closed; AND THAT the funding for this project be amended as outlined.	Project has started but is delayed. Project forecasted to be completed by Q2 2026 within budget. Funding amendment required in 2024 to change funding source to be from Development Charges, as this project is once again DC eligible.	19,284	70,090	50,806	26
932111 - Recreation Facility Development Strategy		Community & Recreation Facility Strategy (CRFS) approved by Council December 2024. Final reconciliation completed by Q2 2025. Budget overage will be addressed in a future report once all costs have been finalized.	127,261	122,000	(5,261)	27
Grand Total			3,740,823	3,581,870	(158,953)	



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Project	Capital Status	Recommendation	LTD Actuals	Revised Budget	Variance
112401 - Parkland Purchase - GEDSB Lands Cayuga	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	484,558	484,560	2
121901 - Parking Lot Replacement	Project Ongoing within Revised Budget		116,798	231,500	114,702
121902 - Parking Lot Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	4,962	4,980	18
121903 - Canb Landfill - General Maintenance Perpetual	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	17,419	17,540	121
121905 - Final Grading and Seeding	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	316,234	345,000	28,766
121907 - Tom Howe - General Maintenance Perpetual	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	4,317	10,900	6,583
121909 - General Maintenance - Perpetual Sites	Project Not Started and Recommended to Close	THAT this project be closed.	-	5,600	5,600
121911 - CAL - Columbarium & Pathways	Project Complete within Revised Budget and Recommended to Close with Funding Amendment	THAT this project be closed; AND THAT the funding for this project be amended as outlined.	45,717	70,000	24,283
121914 - HAG - Columbarium & Pathways	Project Ongoing and Requiring Funding Amendment	THAT the funding for this project be amended as outlined.	45,717	70,000	24,283
121916 - DUNN - Riverside Columbarium & Pathways	Project Complete within Revised Budget and Recommended to Close with Funding Amendment	THAT this project be closed; AND THAT the funding for this project be amended as outlined.	45,717	70,000	24,283
121917 - Jarvis Lions Park Trail/Pathway	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	231,622	282,960	51,338
121924 - Dunnville Splash Pad	Project Ongoing within Revised Budget		-	750,000	750,000
121927 - Trails-Capital Maintenance	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	10,070	21,000	10,930
121928 - Trail Development and Signage	Project Ongoing within Revised Budget		22,067	23,000	933
121933 - Caledonia to York Trail	Project Ongoing within Revised Budget		462,944	623,300	160,356
121937 - HAG - Grant Kett Ball Light Replc.	Project Ongoing within Revised Budget		-	84,100	84,100
121948 - DUNN - Lions Replace Building Roof/Eavestrough	Project Ongoing within Revised Budget		-	300,000	300,000
121955 - HAG - Retrofit Exterior Lighting	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	50,505	51,000	495
121962 - Cayuga Kinsmen CC - Accessibility Upgrade and Parking Lot Replacement	Project Ongoing within Revised Budget		6,818	6,820	2
121973 - Tourism Partnership Signage Program	Project Not Started and Recommended to Close	THAT this project be closed.	-	6,800	6,800
121974 - Promotional & Directional Sign Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	16,801	16,900	99
122002 - Downtown Street Tree Revitalization	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	171,600	215,670	44,070
122003 - Tree Removal and Stump Grinding	Project Complete within Revised Budget and Recommended to Close with Funding Amendment	THAT this project be closed; AND THAT the funding for this project be amended as outlined.	746,136	746,140	4
122007 - CAL - Avalon Park Central Green Development	Project Ongoing within Revised Budget		1,857,572	2,300,000	442,428
122009 - NANT - Jarvis Meadow Pathway/Trail Paving	Project Ongoing within Revised Budget		35,189	110,000	74,811
122101 - CAY - Street Barnes Cemetery	Project Ongoing within Revised Budget		36,109	100,000	63,891
122102 - CAY-Cemetery Pillar Refurbish	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	24,280	40,000	15,720
122106 - DUNN - Pt Maitland West Boat Launch	Project Ongoing within Revised Budget		22,048	310,000	287,952
122107 - NANT - Selkirk Boat Launch Feasibility Study/Engineering	Project Ongoing within Revised Budget		97,295	235,000	137,705
122108 - DUNN-Wading Pool Repairs	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	1,221	10,600	9,379
122203 - CAY-Columbarium & Pathways	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	45,585	70,000	24,415
122204 - Jarvis Lions Park Disc Golf Installation	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	12,474	14,000	1,526
122206 - CPP - Dunnville Thompson Creek Viewing Platform	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	35,306	40,000	4,694



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Project	Capital Status	Recommendation	LTD Actuals	Revised Budget	Variance
122207 - CPP - Caledonia Methodist Cemetery Restoration	Project Ongoing within Revised Budget		-	8,000	8,000
122208 - CPP - HYS McClung Complex Replacement Gate	Project Ongoing within Revised Budget		9,667	9,700	33
122209 - CPP - Fisherville Lions MPOF Phase 2	Project Ongoing within Revised Budget		367,532	1,000,000	632,468
122211 - Waterfront Way Enhancements	Project Ongoing within Revised Budget		11,918	800,000	788,082
122213 - Cayuga - Cedar hedge replacements	Project Not Started and Recommended to Close	THAT this project be closed.	-	3,200	3,200
122301 - Tree Root Managment	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	4,147	10,780	6,633
122302 - Walpole Square Pathway	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	20,923	20,930	7
122304 - CPP - New Garden in York	Project Ongoing within Revised Budget		1,925	5,500	3,575
122305 - CAL - Avalon Park Pickleball Lines	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	1,984	5,000	3,016
122306 - Cal- Replace Haller Park Fencing	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	6,604	15,000	8,396
122307 - FISH- Ball Park Fence Replacement	Project Ongoing within Revised Budget		-	50,000	50,000
122401 - Tree Planting	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	247,036	295,500	48,464
122404 - CAL - McKinnon Baseball Diamond Lights Replacement	Project Ongoing within Revised Budget		-	297,000	297,000
122405 - Jarvis Lions Park Hydro Lines and Transformer Replacement	Project Ongoing within Revised Budget		12,758	50,000	37,242
212401 - CAL - Structure repair at Rotary Riverside trail	Project Ongoing and Requiring Funding Amendment		200,784	80,000	(120,784)
212402 - CPP - Oasis Parkette	Project Ongoing within Revised Budget		3,823	4,630	807
212403 - CPP - Dunnville Soccer Park Lights	Project Ongoing within Revised Budget		-	168,000	168,000
212404 - CPP - Caledonia Pickleball Park	Project Ongoing within Revised Budget		-	453,000	453,000
212405 - CPP - Fisherville Batting Cage	Project Ongoing within Revised Budget		-	40,250	40,250
212406 - Selkirk Station/Library/Hall - Emergency Septic Replacement	Project Ongoing within Revised Budget		3,486	100,000	96,514
212407 - CPP - Jarvis Lions Park Diamond 2 Bleachers Pad	Project Ongoing within Revised Budget		-	26,000	26,000
212408 - CPP - Alice and Albert Schram Park Mar-Co Clay Infield Enhancement	Project Ongoing within Revised Budget		-	46,500	46,500
220801 - Jarvis Drain 2 Construction (08)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	374,117	375,000	883
221001 - Little Marsh Reconstruction (10)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	163,125	335,500	172,375
221002 - Carter Drain - Re-Construction (10-\$76,400)	Project Ongoing within Revised Budget		206,195	260,300	54,105
221101 - Paisley Reconstruction (11)	Project Ongoing within Revised Budget		11,000	143,300	132,300
221601 - Middaugh Drain Phase 1 - Construction (16)	Project Ongoing within Revised Budget		40,650	41,000	350
221804 - IPS Forebay Headwall Structural Repairs	Project Ongoing within Revised Budget		230,423	502,000	271,577
221806 - WTP Residuals Lagoon Structural Repairs	Project Ongoing within Revised Budget		8,619	90,000	81,381
221807 - Cal - Highland Blvd Storm Water Pond	Project Ongoing within Revised Budget		4,032	150,000	145,968
221808 - Storm Water Management Pond Program	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	83,195	224,860	141,665
221906 - McNichol Maintenance	Project Ongoing within Revised Budget		58,018	79,300	21,282
221907 - Baby Maintenance	Project Ongoing within Revised Budget		8,242	23,500	15,258
221908 - Barry Maintenance	Project Ongoing within Revised Budget		11,467	25,500	14,033
221909 - Sugar Creek Main Maintenance	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	67,179	67,200	21
221910 - Siddal Maintenance	Project Ongoing within Revised Budget		14,697	21,400	6,703
221911 - Holtrop Maintenance	Project Ongoing within Revised Budget		5,047	15,300	10,253
221912 - Allen Maintenance	Project Ongoing within Revised Budget		3,609	7,200	3,591
221913 - Moulton Station Maintenance	Project Ongoing within Revised Budget		2,059	17,300	15,241
221914 - Fred Buckner Maintenance	Project Ongoing within Revised Budget		8,751	25,500	16,749
221915 - Buckner Maintenance	Project Ongoing within Revised Budget		16,184	22,400	6,216



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Project	Capital Status	Recommendation	LTD Actuals	Revised Budget	Variance
221916 - Broad Creek Maintenance	Project Ongoing within Revised Budget		11,995	33,600	21,605
221917 - Lindsay Maintenance	Project Ongoing within Revised Budget		7,408	23,500	16,092
221918 - Stonehaven Maintenance	Project Ongoing within Revised Budget		9,778	10,900	1,122
221919 - Horseshoe Bay Maintenance	Project Ongoing within Revised Budget		44,459	31,000	(13,459)
221920 - Boyt Maintenance	Project Ongoing within Revised Budget		2,666	4,100	1,434
221921 - James Main Maintenance	Project Ongoing within Revised Budget		20,901	51,400	30,499
221922 - Waines Maintenance	Project Ongoing within Revised Budget		15,816	25,500	9,684
221923 - Baker Main Maintenance	Project Ongoing within Revised Budget		18,527	25,500	6,973
221924 - Sweets Corners Maintenance	Project Ongoing within Revised Budget		23,109	81,200	58,091
221925 - Townline Br. of the Black Crk Maint	Project Ongoing within Revised Budget		8,810	12,300	3,490
221926 - Michener #1 Maintenance	Project Ongoing within Revised Budget		7,497	22,400	14,903
221927 - Michener Main Maintenance	Project Ongoing within Revised Budget		29,081	20,400	(8,681)
221928 - Ordnance Reserve Maintenance	Project Ongoing within Revised Budget		11,220	43,000	31,780
221929 - King Branch 1 & 2 Maintenance	Project Ongoing within Revised Budget		16,549	37,700	21,151
221930 - Black Creek Maintenance	Project Ongoing within Revised Budget		255,900	249,100	(6,800)
221931 - Baker East Maintenance	Project Ongoing within Revised Budget		9,720	22,400	12,680
221932 - Baker West Maintenance	Project Ongoing within Revised Budget		25,953	24,500	(1,453)
221933 - Sixth Concession Maintenance	Project Ongoing within Revised Budget		40,079	45,700	5,621
221934 - Mazi Maintenance	Project Ongoing within Revised Budget		38,058	52,000	13,942
221935 - Weikman Maintenance	Project Ongoing within Revised Budget		19,474	27,100	7,626
221936 - Seneca Greens Maintenance	Project Ongoing within Revised Budget		1,828	2,000	172
221937 - Anderson Maintenance	Project Ongoing within Revised Budget		5,185	8,600	3,415
221938 - Harrop Maintenance	Project Ongoing within Revised Budget		11,722	116,400	104,678
221940 - Lundy Maintenance	Project Ongoing within Revised Budget		11,635	27,100	15,465
221941 - North Forks Maintenance	Project Ongoing within Revised Budget		-	81,300	81,300
221943 - Maple Creek Maintenance	Project Ongoing within Revised Budget		2,865	103,700	100,835
221944 - Maple Creek Dunn Branch Maint	Project Ongoing within Revised Budget		19,901	39,800	19,899
221945 - Bravin Maintenance	Project Ongoing within Revised Budget		73,409	71,100	(2,309)
221947 - Deamude Maintenance	Project Ongoing within Revised Budget		23,554	23,600	46
221948 - West Kelly Maintenance	Project Ongoing within Revised Budget		67,077	67,600	523
221949 - Byers Maintenance	Project Ongoing within Revised Budget		4,686	5,300	614
221951 - Pat Warren Maintenance	Project Ongoing within Revised Budget		-	22,400	22,400
221952 - Boulton Maintenance	Project Ongoing within Revised Budget		37,786	35,610	(2,176)
221953 - Ellsworth Maintenance	Project Ongoing within Revised Budget		21,492	23,700	2,208
221954 - Furry Maintenance	Project Ongoing within Revised Budget		50,982	52,400	1,418
221955 - Mackeigan Maintenance	Project Ongoing within Revised Budget		15,783	17,270	1,487
221958 - Wolf Creek Maintenance	Project Ongoing within Revised Budget		148	9,200	9,052
221959 - Crow Road Maintenance	Project Ongoing within Revised Budget		5,208	13,800	8,592
221960 - East Kelly Maintenance	Project Ongoing within Revised Budget		17,843	14,100	(3,743)
221961 - Chalmers Dickout Maintenance	Project Ongoing within Revised Budget		15,869	26,600	10,731
221962 - H.E. Dickout Maintenance	Project Ongoing within Revised Budget		42,447	42,500	53
221963 - Bouck & Moyer Maintenance	Project Ongoing within Revised Budget		58,269	58,300	31
221964 - Brown Maintenance	Project Ongoing within Revised Budget		7,334	20,400	13,066
221965 - Boorsma Maintenance	Project Ongoing within Revised Budget		19,181	19,600	419
221966 - Charles Angle Maintenance	Project Ongoing within Revised Budget		3,215	8,200	4,985
221968 - Harvey Maintenance	Project Ongoing within Revised Budget		4,152	12,300	8,148
221971 - Dent Maintenance	Project Ongoing within Revised Budget		26,907	46,900	19,993
221973 - Hartnett Branch #1 Maintenance	Project Ongoing within Revised Budget		1,891	11,200	9,309
221974 - Hartnett Branch #2 Maintenance	Project Ongoing within Revised Budget		1,028	8,100	7,072
221975 - Hartnett Main Maintenance	Project Ongoing within Revised Budget		8,875	17,300	8,425
221976 - Chick Main Maintenance	Project Ongoing within Revised Budget		7,092	16,300	9,208
221979 - North Hutchinson N. Maintenance	Project Ongoing within Revised Budget		32,270	33,390	1,120
221980 - North Hutchinson S Maintenance	Project Ongoing within Revised Budget		13,783	17,300	3,517



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Project	Capital Status	Recommendation	LTD Actuals	Revised Budget	Variance
221981 - South Hutchinson Maintenance	Project Ongoing within Revised Budget		18,120	26,500	8,380
221982 - Jarvis 1 Maintenance	Project Ongoing within Revised Budget		26,707	61,900	35,193
221983 - Jarvis 2 Maintenance	Project Ongoing within Revised Budget		19,669	34,340	14,671
221984 - S Caledonia Douglas Dr Mutual Agreement Dr	Project Ongoing within Revised Budget		456	50,500	50,044
221986 - Little Marsh Maintenance	Project Ongoing within Revised Budget		10,003	10,100	97
221987 - Sundy Maintenance	Project Ongoing within Revised Budget		1,633	57,000	55,367
221990 - Corbott Maintenance	Project Ongoing within Revised Budget		25,971	66,000	40,029
221991 - Van Kuren Maintenance	Project Ongoing within Revised Budget		8,075	39,300	31,225
221992 - Seneca Greens Construction	Project Ongoing within Revised Budget		8,900	53,900	45,000
221994 - MTO Drain Petition - Hwy 3 & 56	Project Ongoing within Revised Budget		93,421	250,000	156,579
221995 - Harrop Drain Engineers Report	Project Ongoing within Revised Budget		119,225	90,000	(29,225)
	Project Complete within Revised Budget and Recommended to Close		32,424	42,000	9,576
222001 - Misc Municipal Drain Maintenance	Recommended to Close	THAT this project be closed.			
222002 - Vaughan Maintenance	Project Ongoing within Revised Budget		6,555	7,000	445
	Project Complete within Revised Budget and Recommended to Close		-	-	-
222003 - County Rd 3 Maintenance	Recommended to Close	THAT this project be closed.			
	Project Complete within Revised Budget and Recommended to Close		64,901	75,000	10,099
222004 - McNichol Updated Engineers Report	Recommended to Close	THAT this project be closed.			
	Project Complete within Revised Budget and Recommended to Close with Funding Amendment		34,477	-	(34,477)
222005 - Paauw Drain Construction	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.			
222201 - LEIP Lagoon Berm Restoration	Recommended to Close	THAT this project be closed.			
222202 - FMBP Stormwater Management Pond Upgrade	Project Ongoing and Requiring Funding Amendment		2,161,742	2,072,000	(89,742)
222302 - Asphalt Replacement - Jarvis Water Depot	Project Ongoing within Revised Budget		47,875	70,000	22,125
	Project Complete within Revised Budget and Recommended to Close		20,278	20,280	2
222303 - Nant WTP Facility Security Perimeter Fencing & Gate Repairs	Recommended to Close	THAT this project be closed.			
	Project Complete within Revised Budget and Recommended to Close		7,410	15,560	8,150
222403 - Townsend Lagoon Site Gate Repairs	Recommended to Close	THAT this project be closed.			
	Project Complete within Revised Budget and Recommended to Close		9,766	9,900	134
222404 - Oswego Park Pump Station Site Improvements	Recommended to Close	THAT this project be closed.			
222405 - Oswego Park Lagoons Discharge Sampling Access Gate	Project Ongoing within Revised Budget		3,295	6,000	2,705
222408 - Nanticoke IPS Laneway Access Hatch Concrete Repairs	Project Ongoing within Revised Budget		-	215,000	215,000
311805 - Hagersville Library Replacement	Project Ongoing within Revised Budget		1,220,203	6,844,230	5,624,027
	Project Complete within Revised Budget and Recommended to Close		259,403	325,000	65,597
311816 - Dunnville Library Elevator Replacement	Recommended to Close	THAT this project be closed.			
311820 - General Repairs/Maintenance	Project Not Started and Recommended to Close	THAT this project be closed.			
311822 - Stair Riser Replacement, Accessible Washroom and Lift	Project Ongoing within Revised Budget		-	5,000	5,000
311823 - Flooring - Refinish and Replacement	Project Not Started and Recommended to Close	THAT this project be closed.			
311824 - Window Replacement	Project Ongoing within Revised Budget		3,024	100,000	96,976
311825 - Edinburgh Square Exterior Painting	Project Not Started and Recommended to Close	THAT this project be closed.			
311833 - Painting: Exterior and Shutter Repair	Project Not Started and Recommended to Close	THAT this project be closed.			
	Project Complete within Revised Budget and Recommended to Close		-	1,000	1,000
	Project Ongoing within Revised Budget		492,342	610,700	118,358
	Project Not Started and Recommended to Close	THAT this project be closed.			
	Project Not Started and Recommended to Close	THAT this project be closed.			
	Project Complete within Revised Budget and Recommended to Close		-	6,600	6,600
	Recommended to Close	THAT this project be closed.			
311904 - Roof Management Program	Recommended to Close	THAT this project be closed.			
311905 - Central Administration Facility	Project Ongoing within Revised Budget		-	9,700	9,700
	Project Complete within Revised Budget and Recommended to Close		-	30,800	30,800
	Project Ongoing within Revised Budget		20,813,313	20,870,300	56,987
311906 - FAC ADMIN - Lock & Security Replacement	Recommended to Close	THAT this project be closed.			
311909 - Haldimand County Administration Building (HCAB) - General Capital Repairs Post Warranty	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.			
311913 - DMPB - Doors & Overhead Doors	Project Ongoing within Revised Budget		10,349	40,790	30,441
311914 - Caledonia Fire Station Replacement	Project Ongoing within Revised Budget		7,045	222,350	215,305
	Project Complete within Revised Budget and Recommended to Close		-	35,000	35,000
311922 - Canb WMF - Waste Mgmt Facility Repairs	Project Ongoing within Revised Budget		9,018,892	10,110,160	1,091,268
311925 - Caledonia Paramedic Services Base	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.			
	Project Ongoing within Revised Budget		33,475	37,400	3,925
			2,920,034	4,331,350	1,411,316



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Project	Capital Status	Recommendation	LTD Actuals	Revised Budget	Variance
311931 - Door Coverings	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	-	5,700	5,700
311932 - Flooring Replacement	Project Ongoing within Revised Budget		-	121,000	121,000
311934 - Millwork Repairs	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	3,935	5,300	1,365
311955 - TOWN - Lions Pavilion HVAC Replacement	Project Not Started and Recommended to Close	THAT this project be closed.	-	7,000	7,000
311960 - HCCC- Building Condition Repairs/Replc.	Project Not Started and Recommended to Close	THAT this project be closed.	-	10,000	10,000
311965 - HCCC - Washroom Partition Replacement	Project Ongoing within Revised Budget		-	115,000	115,000
311969 - CAY - Arena Rubber Floor Replacement	Project Ongoing within Revised Budget		-	192,900	192,900
311971 - DUNN - Arena Rubber Floor Replacement	Project Ongoing within Revised Budget		-	203,100	203,100
311973 - DUNN-Exhaust Piping Replacement	Project Not Started and Recommended to Close	THAT this project be closed.	-	5,000	5,000
311974 - Comm. Centres - Roofing Repairs	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	2,033	17,280	15,247
311977 - Comm. Centres - Emergency Capital Repairs	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	19,331	20,000	669
312007 - Resident Home Area Washroom Toilets, Faucets & Required Valving	Project Complete within Revised Budget and Recommended to Close with Funding Amendment	THAT this project be closed; AND THAT the funding for this project be amended as outlined.	-	-	-
312009 - Replace/Reline Roofing System - Gutters	Project Complete within Revised Budget and Recommended to Close with Funding Amendment	THAT this project be closed; AND THAT the funding for this project be amended as outlined.	-	-	-
312011 - Replace Original Building (1961) Sanitary Pumping System	Project Complete within Revised Budget and Recommended to Close with Funding Amendment	THAT this project be closed; AND THAT the funding for this project be amended as outlined.	-	-	-
312012 - Replace Original Building (1961) Storm Pumping System	Project Complete within Revised Budget and Recommended to Close with Funding Amendment	THAT this project be closed; AND THAT the funding for this project be amended as outlined.	-	-	-
312017 - HCCC - HVAC & Humidification System	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	11,760	634,000	622,240
312027 - Front Door Replacement	Project Ongoing within Revised Budget		509	13,000	12,491
312028 - FCA/BCA Identified Repairs/Maintenance	Project Ongoing within Revised Budget		6,767	78,000	71,233
312101 - Hagersville Active Living Centre	Project Ongoing within Revised Budget		1,752,628	9,724,100	7,971,472
312109 - GVL Roof Top Air Handling Unit Replacement Plan - Engineering, Procurement and Replacement	Project Ongoing within Revised Budget		4,778,953	7,013,300	2,234,347
312113 - Replace Staff Entrance Doors, Main Entrance Double Doors and Side Lights and Single Door Entrance	Project Ongoing within Revised Budget		-	42,500	42,500
312116 - Replace Maintenance Shop and Receiving Garage Doors	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	6,879	14,200	7,321
312117 - Replace Main Entrance Air Curtain	Project Not Started and Recommended to Close	THAT this project be closed.	-	3,500	3,500
312120 - CAY- Arena Duct Cleaning	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	7,800	10,000	2,200
312130 - Canfield Community Hall HVAC Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	12,008	12,010	2
312203 - HAG- Repairs to Pavilion Ceiling	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	12,720	20,000	7,280
312205 - HAG-CO Detection System Replacement	Project Ongoing within Revised Budget		-	20,000	20,000
312206 - HCCC- Bathroom renovation	Project Ongoing within Revised Budget		-	70,000	70,000
312302 - Project Manager - Facilities Capital & Asset Management	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	134,717	135,010	293
312307 - Community Centre BCA Repairs/Replacements	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	60,825	281,050	220,225
312308 - Hagersville Pool BCA Repairs/Replacement	Project Ongoing within Revised Budget		55,267	95,000	39,733
312309 - Dunnville Pool BCA Repairs/Replacements	Project Ongoing within Revised Budget		33,542	55,000	21,458
312310 - Library BCA Repairs/Replacements	Project Ongoing within Revised Budget		122,289	178,610	56,321
312311 - Dunnville Library - 2022 BCA Identified Repairs	Project Ongoing within Revised Budget		51,389	51,390	1
312313 - Wilson MacDonald Museum - 2022 BCA Identified Repairs	Project Ongoing within Revised Budget		2,163	47,600	45,437



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Project	Capital Status	Recommendation	LTD Actuals	Revised Budget	Variance
312401 - Inclusive Spaces Fund	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	37,889	50,000	12,111
312402 - CAL - 62 McClung Rd. Mine Buildings Demolition & Site Restoration	Project Ongoing within Revised Budget		57,170	120,000	62,830
312404 - CPP - Fisherville Lions Concession Siding	Project Ongoing within Revised Budget		-	9,920	9,920
312406 - Hagersville Pool Change House - Emergency Roof Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	28,651	28,660	9
312407 - Caledonia Millwork Restaining	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	2,951	4,000	1,049
312412 - CPP - Jarvis Lions Park Pavilion Renovation	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	52,070	54,560	2,490
312413 - CPP - CASA Dugout Roofs Installation	Project Ongoing within Revised Budget		-	29,000	29,000
312414 - CPP - Jarvis Lions Community Centre Track Lighting	Project Ongoing within Revised Budget		6,407	9,850	3,443
321901 - Kohler Facility Repairs and Maintenance	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	4,475	7,060	2,585
321903 - Sand and Salt Dome Minor Repairs	Project Not Started and Recommended to Close	THAT this project be closed.	-	4,500	4,500
321905 - Operations Buildings-Repairs/Renovations	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	3,358	43,200	39,842
321910 - Dunnville - Salt Dome Fabric Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	74,630	85,000	10,370
321911 - WWTP Filter Building Roof Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	207,331	235,240	27,909
321913 - Caledonia Wastewater Treatment Plant	Project Ongoing within Revised Budget		2,346,859	8,679,300	6,332,441
321923 - Elevated Storage Tank Replacement	Project Ongoing within Revised Budget		29,380	648,300	618,920
321924 - Forfar St. Storage Building Roof Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	-	56,250	56,250
321930 - Structural Repairs	Project Ongoing within Revised Budget		80,035	96,000	15,965
321931 - Townsend Standpipe Coating Maintenance	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	627,063	935,820	308,757
321934 - Operations Room Refurbishment	Project Ongoing within Revised Budget		47,859	55,000	7,141
321936 - Decommissioning of Interim WTP & Bldg Rehab	Project Ongoing within Revised Budget		77,729	115,000	37,271
321937 - IPS Roof Access Hatch Replacements	Project Ongoing within Revised Budget		318,656	350,000	31,344
322002 - Dunnville Roads Yard - Roof Deck - Office Flat Roof	Project Ongoing within Revised Budget		-	88,000	88,000
322012 - Broad St Pump Station Roof Repairs	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	11,041	11,700	659
322014 - Caledonia North Water Storage Expansion	Project Ongoing within Revised Budget		5,630	1,620,400	1,614,770
322016 - Caledonia Standpipe Building Roof Repairs	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	-	10,200	10,200
322019 - Hagersville Rechlorination Building Roof Repairs	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	10,336	10,400	64
322024 - Dunnville Standpipe Building Roof Repairs	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	1,656	10,200	8,544
322201 - Hagersville Admin Building HVAC	Project Ongoing within Revised Budget		33,709	45,000	11,291
322202 - Dunnville HVAC Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	25,733	26,100	367
322203 - Nanticoke Reservoir Inlet Foundation Repairs	Project Ongoing within Revised Budget		9,168	30,000	20,832
322301 - Roads BCA Repairs/Replacements	Project Ongoing within Revised Budget		276,874	397,700	120,826
322302 - Cal WWTP Filter Building Brick Repairs	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	17,706	20,000	2,294
322303 - Hag WWTP EA for Plant Expansion	Project Ongoing within Revised Budget		-	275,000	275,000
322305 - Dunnville WTP Roof Replacement	Project Ongoing within Revised Budget		-	250,000	250,000
322306 - Nanticoke WTP Capacity Expansion	Project Ongoing within Revised Budget		1,139,285	60,000,000	58,860,715



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322307 - Nant WTP Highlift Lower Garage Access Reconstruction	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	79,141	80,000	859
322401 - Kohler Garage Shop Lights Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	34,364	40,000	5,636
322403 - Caledonia Standpipe Interior Re-Lining	Project Ongoing within Revised Budget		663,669	780,000	116,331
322405 - Nanticoke WTP Valve House Pipe Refurbishment	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	24,358	25,000	642
411601 - Festival Equipment (Tents, Podium/Spkrs)	Project Ongoing within Revised Budget		1,974	3,500	1,526
411604 - Tourism Product Development - Cycling	Project Ongoing within Revised Budget		67,832	67,900	68
411606 - Televisions	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	894	1,080	186
411704 - Arena - Digital Display Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	-	26,200	26,200
411705 - Arena IP Security Camera Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	24,101	107,530	83,429
411706 - GEN ARENA - Table & Chair Replacements	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	8,972	10,000	1,028
411707 - HAG - Arena Floor Scrubber Replc.	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	9,413	12,600	3,187
411709 - HAG - Arena Compressor Rebuild	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	8,255	10,600	2,345
411711 - HAG - Arena Evaporator/Condensor , Brine Pump and Header Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	4,384	4,390	6
411714 - HAG - Arena Bldg HW Tank Replc.	Project Ongoing within Revised Budget		-	6,200	6,200
411715 - HAG - Ice Resurfacer HW Heater/Tank Replc.	Project Ongoing within Revised Budget		-	4,100	4,100
411719 - HCCC - Arena Skate Tile Replacement	Project Ongoing within Revised Budget		-	305,000	305,000
411721 - HCCC - Arena Scoreboard Replacements	Project Ongoing within Revised Budget		-	25,000	25,000
411722 - HCCC - Automated Refrigeration System Replacement	Project Ongoing within Revised Budget		-	60,000	60,000
411723 - HCCC - Arena Compressor Rebuilds	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	12,180	12,180	0
411728 - HCCC - Ice Making Water Trtmt Syst. Replc	Project Ongoing within Revised Budget		-	40,000	40,000
411730 - CAY - Arena Compressor Rebuilds	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	4,929	11,000	6,071
411731 - CAY - Arena Floor Scrubber Replc.	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	10,602	15,000	4,398
411732 - Cayuga Arena Donation Projects	Project Ongoing within Revised Budget		6,215	43,000	36,785
411739 - CAY - Arena Glycol Pump & Motor Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	7,304	20,000	12,696
411742 - CAY - Arena Concession/Kitchen Equip. Replc.	Project Ongoing within Revised Budget		672	12,300	11,628
411744 - DUNN - Arena Compressor Rebuilds	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	18,280	18,280	0
411750 - DUNN - Arena Condenser Drum Replacement	Project Not Started and Recommended to Close	THAT this project be closed.	-	40,000	40,000
411751 - DUNN - Arena Cond. Water Line Valve Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	2,234	5,000	2,766
411752 - DUNN - Arena HW Heater Replc.	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	-	41,000	41,000
411753 - DUNN - Arena Concession Equip. Replc.	Project Ongoing within Revised Budget		1,768	12,300	10,532
411757 - CAL - Splash Pad Controller & Housing	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	-	25,000	25,000
411759 - CAL - Replace Pool Filter & Sand	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	4,286	5,200	914
411760 - CAL-Pool Pump\Motor Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	17,770	30,300	12,530



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Project	Capital Status	Recommendation	LTD Actuals	Revised Budget	Variance
411764 - DUNN - Pool Filter Replacements	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	18,068	25,000	6,932
411765 - DUNN - Pool Pump\Motor Replacement	Project Ongoing within Revised Budget		-	5,200	5,200
411766 - All Branches - Shelving - System-wide	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	196	5,300	5,104
411768 - Caledonia - Collection Enhancement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	2,683	3,440	757
411769 - Caledonia - Library Materials	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	45,602	62,230	16,628
411774 - Caledonia - Fireplace Area Furniture	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	2,218	5,100	2,882
411776 - Hagersville - Collection Enhancement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	3,242	3,710	468
411777 - Hagersville - Library Materials	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	20,749	35,750	15,001
411779 - Jarvis - Library Materials	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	19,027	31,950	12,923
411780 - Jarvis - Collection Enhancement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	2,623	3,600	977
411784 - Cayuga - Collection Enhancement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	1,234	3,390	2,156
411785 - Cayuga - Library Materials	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	14,959	26,020	11,061
411787 - Cayuga - Photocopier	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	-	3,500	3,500
411788 - Dunnville - Collection Enhancement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	4,073	5,500	1,427
411789 - Dunnville - Library Materials	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	53,457	54,950	1,493
411791 - Dunnville LIB - Security Camera System Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	16,187	34,000	17,813
411792 - Dunnville - Networkable Photocopier	Project Not Started and Recommended to Close	THAT this project be closed.	-	3,700	3,700
411794 - Selkirk - Library Materials	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	12,200	31,210	19,010
411795 - Selkirk - Collection Enhancement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	2,085	5,160	3,075
411823 - Paramedic Services - Medical Equip't Replacm't	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	15,414	26,900	11,486
411824 - Defibrillator Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	16,268	29,990	13,722
411825 - Furniture/Appliances-Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	2,943	4,300	1,357
411826 - Power Stretchers Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	147,032	170,100	23,068
411833 - GEN CEM - Bench/Garbage Receptacle Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	9,875	10,600	725
411840 - Rational Oven/Steamer (1)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	-	23,310	23,310
411844 - Skillet (1)	Project Not Started and Recommended to Close	THAT this project be closed.	-	28,950	28,950
411847 - Nursing Call Phones	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	5,343	5,700	357
411848 - Nursing Treatment Cart (2)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	4,677	10,100	5,423



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Project	Capital Status	Recommendation	LTD Actuals	Revised Budget	Variance
411853 - Floor Lift (sit to stand)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	7,471	7,500	29
411854 - Mattress/Surface Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	13,031	13,300	269
411855 - Lounge and Room Furniture	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	17,549	39,100	21,551
411856 - Dining Room Furniture	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	11,026	21,200	10,174
411857 - Low to the Floor Electric Beds	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	-	23,400	23,400
411858 - Ceiling Lifts/Tracks, Carriage for Beds	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	-	18,200	18,200
411860 - Ceiling Lift Carriages/Motor Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	-	7,040	7,040
411862 - Floor Lift	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	17,425	17,480	55
411866 - Privacy & Window Curtains and Bedspreads	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	15,984	16,400	416
411871 - Annual Community Partnership Capital Projects	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	-	-	-
411876 - CPP - Dunnville Waterfront Park Flag Pole/Storyboard Installation	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	5,615	9,700	4,085
411877 - CPP - "Lights Along the Grand" Christmas Display Cal Kinsmen Park	Project Complete within Revised Budget and Recommended to Close with Funding Amendment	THAT this project be closed; AND THAT the funding for this project be amended as outlined.	121,268	100,000	(21,268)
411878 - Commemorative Program	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	38,525	45,360	6,835
411879 - GEN PARK - Bench/Garbage Receptacle Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	6,254	10,500	4,246
411880 - GEN Park - Picnic Table Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	2,595	3,200	605
411905 - Unscheduled Equipment Replacements	Project Not Started and Recommended to Close	THAT this project be closed.	-	5,300	5,300
411906 - Furniture Replacements	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	19,870	108,350	88,480
411908 - Unscheduled Furniture Replacements	Project Not Started and Recommended to Close	THAT this project be closed.	-	27,800	27,800
411911 - Endpoint Computing	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	338,701	563,090	224,389
411912 - Printers & Copiers	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	10,468	82,800	72,332
411913 - Connectivity Equipment	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	14,110	58,950	44,840
411914 - UPS's (uninterrupted power supply protection)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	25,879	26,670	791
411916 - Divisional Software Tools	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	547	12,730	12,183
411917 - Mobile Phones	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	89,316	121,000	31,684
411930 - Telephone System	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	1,974	8,500	6,526
411934 - Core Data Infrastructure	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	15,928	20,500	4,572
411935 - Microsoft 365 Implementation	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	95,496	234,500	139,004



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Project	Capital Status	Recommendation	LTD Actuals	Revised Budget	Variance
411936 - Tablets	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	5,997	6,000	3
411942 - Nozzles/Appliances	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	9,297	10,800	1,503
411944 - Bunker Gear	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	85,934	86,500	566
411945 - Firefighting Tools	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	16,956	17,000	44
411946 - Hose	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	14,454	16,200	1,746
411947 - Pagers/Portable Radios- Com'n Equip't	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	35,975	37,400	1,425
411948 - SCBA Equipment	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	24,824	25,000	176
411949 - Purchases by Associations	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	45,829	90,940	45,111
411951 - Water and Ice Rescue Suit Replacements	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	10,363	10,900	537
411954 - Generators	Project Not Started and Recommended to Close	THAT this project be closed.	-	15,200	15,200
411956 - CAL - Donation Firefighting Rescue Vehicle	Project Ongoing within Revised Budget		-	35,000	35,000
411970 - Auto Extrication Electric Spreaders	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	21,365	21,370	5
411971 - Auto Extrication Electric Cutter	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	20,347	20,350	3
411972 - Auto Extrication Electric Ram	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	15,157	15,160	3
412004 - Small Technology Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	13,780	24,880	11,100
412020 - Upgrade to Nurse Call System & Infrastructure	Project Complete within Revised Budget and Recommended to Close with Funding Amendment	THAT this project be closed; AND THAT the funding for this project be amended as outlined.	-	-	-
412021 - Replace Tempered Mixing Valves	Project Complete within Revised Budget and Recommended to Close with Funding Amendment	THAT this project be closed; AND THAT the funding for this project be amended as outlined.	-	-	-
412101 - Cyber Security Assessment	Project Not Started and Recommended to Close	THAT this project be closed.	-	25,700	25,700
412121 - Carts (2)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	3,393	9,000	5,607
412122 - Gas Range (1)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	9,213	9,220	7
412123 - Vital Machine	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	6,814	6,900	86
412124 - Replace Sanitary Pumping Station Duplex Pumps, Hardware and update controls	Project Complete within Revised Budget and Recommended to Close with Funding Amendment	THAT this project be closed; AND THAT the funding for this project be amended as outlined.	-	-	-
412125 - CCTV/Security System & Infrastructure Upgrades	Project Complete within Revised Budget and Recommended to Close with Funding Amendment	THAT this project be closed; AND THAT the funding for this project be amended as outlined.	-	-	-
412126 - WiFi Upgrades	Project Complete within Revised Budget and Recommended to Close with Funding Amendment	THAT this project be closed; AND THAT the funding for this project be amended as outlined.	42,569	42,600	31
412128 - Replace Boiler Circulating Pumps (CP-1, CP-2 & CP-3)	Project Ongoing within Revised Budget		-	4,100	4,100
412130 - Replace Domestic Tempered Water Re-Circulation Pump	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	-	-	-
412131 - Replace Heating System Pump (VP-1 & VP-2)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	-	5,300	5,300
412133 - Replace Fire Protection Main Pump and Booster Pump (F-1 & F-2)	Project Ongoing within Revised Budget		-	55,600	55,600
412136 - Replace Domestic Water Backflow Preventer	Project Not Started and Recommended to Close	THAT this project be closed.	-	6,000	6,000



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412138 - Electric Panelboards Replacements	Project Not Started and Recommended to Close	THAT this project be closed.	-	17,000	17,000
412143 - CPP - Dunnville Waterfront Park Storyboards	Project Ongoing within Revised Budget		6,910	18,000	11,090
412144 - DUNN - Arena Glycol Pump & Motor Replacement	Project Ongoing within Revised Budget	THAT this project be closed.	-	20,000	20,000
412147 - Caledonia - Book Carts (5)	Project Complete within Revised Budget and Recommended to Close		4,428	5,000	573
412152 - Jarvis - Refrigerator Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	244	500	256
412201 - Communications Paging Channel	Project Complete within Revised Budget and Recommended to Close		118,042	118,060	18
412207 - Auto Extrication Airbag Replacements	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	8,166	8,800	634
412211 - Auto Extrication Airbag Replacements	Project Complete within Revised Budget and Recommended to Close		8,166	8,800	634
412219 - Tom Howe Flare System Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	296,989	498,000	201,011
412222 - LTC Program - Medical Equipment	Project Complete within Revised Budget and Recommended to Close		194,390	238,700	44,310
412223 - CPLTC Program - Workstations/Technology	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	33,823	69,000	35,177
412224 - Galley Kitchen Toaster (1)	Project Complete within Revised Budget and Recommended to Close		2,413	2,900	487
412225 - Main Kitchen Ice Machine (1)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	8,259	8,260	1
412228 - Replace 250kW back up generator	Project Not Started and Recommended to Close		-	300,000	300,000
412229 - CPP Fisherville Lions Security Camera	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	6,342	8,600	2,258
412231 - CPP - Jarvis Lions Park Benches Replacement	Project Complete within Revised Budget and Recommended to Close		19,146	28,000	8,854
412232 - HAG - Grant Kett Bleachers	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	31,504	40,000	8,496
412233 - DUNN-Kinsmen Ball Park Bleacher Replacement	Project Complete within Revised Budget and Recommended to Close		17,615	20,000	2,385
412234 - DUNN-Kinsmen Park Bleacher Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	15,881	20,000	4,119
412235 - NANT- Jarvis Bleacher Replacement	Project Complete within Revised Budget and Recommended to Close		28,717	50,000	21,283
412236 - TOWN- Replace Townsend player benches	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	9,610	15,000	5,390
412237 - HCCC- Municipal Water Booster Pump	Project Ongoing within Revised Budget		-	20,000	20,000
412240 - HAG - Pool Heater/ Boiler replacement	Project Ongoing within Revised Budget	THAT this project be closed.	-	45,000	45,000
412243 - Caledonia Meeting Room A/V Equipment	Project Complete within Revised Budget and Recommended to Close		1,719	8,900	7,181
412245 - Jarvis Heritage Room Cabinet Drawers	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	75	1,800	1,725
412251 - Dunnville Library - Seating/Display Units - Donations	Project Ongoing within Revised Budget		9,928	13,000	3,072
412253 - CPP - "Lights Along the Grand" Security Cameras/Lights	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	7,480	7,480	0
412301 - Website Redesign and Hosted Web Provider Services	Project Ongoing within Revised Budget		329,077	431,440	102,363
412302 - ITS Technology Strategic Plan	Project Ongoing within Revised Budget	THAT this project be closed.	69,555	100,000	30,445
412303 - MAP Project - Money Stream	Project Ongoing within Revised Budget		302,082	410,000	107,918
412304 - MAP Project - People Stream	Project Ongoing within Revised Budget	THAT this project be closed.	155,808	405,000	249,192
412305 - MAP Project - Assets Stream	Project Ongoing within Revised Budget		31,659	200,000	168,341



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412306 - Firefighter Coveralls	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	88,333	92,000	3,667
412320 - AutoPulse System	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	101,658	105,200	3,542
412321 - Bike Medic Bags/Tactical Back Packs/AEDs	Project Ongoing within Revised Budget		7,865	25,000	17,135
412322 - Commercial Can Opener (1)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	1,526	1,900	374
412323 - Mixer/Grinder (1)	Project Not Started and Recommended to Close	THAT this project be closed.	-	18,900	18,900
412326 - CPP - Caledonia BIA Electrical Upgrade LED Sign	Project Ongoing within Revised Budget		-	3,800	3,800
412327 - CPP - Jarvis Diamond 3 Players Benches	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	2,873	3,200	327
412328 - DUNN- Wingfield Park Dock Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	17,604	20,000	2,396
412329 - Arena- Ice Painting Equipment Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	7,864	15,000	7,136
412330 - HCCC - Condenser Fan Motor Bearing	Project Not Started and Recommended to Close	THAT this project be closed.	-	18,000	18,000
412331 - HCCC- underfloor pump & Motor	Project Ongoing within Revised Budget		-	10,000	10,000
412332 - HCCC - CNG - Ice Resurfacer fueling station	Project Ongoing within Revised Budget		2,196	8,500	6,304
412336 - CAY- Cayuga Arena Natural Gas Refueling Station- Refurbish	Project Ongoing within Revised Budget		2,458	8,500	6,042
412337 - DUNN-Dunnville Arena Natural Gas Refueling Station- Compressor Rebuild	Project Ongoing within Revised Budget		-	2,500	2,500
412338 - DUNN- Dunnville Arena Natural Gas Refueling Station Refurbish	Project Ongoing within Revised Budget		-	8,500	8,500
412341 - CAL - Replacement of Pump House Valves and Gauges	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	12,255	20,000	7,745
412342 - Storyboard - Edinburgh Square	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	4,474	4,480	6
412401 - Fuel Management System Upgrade	Project Ongoing within Revised Budget		110,386	125,000	14,614
412402 - GVL Wi-Fi Expansion	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	9,802	21,000	11,198
412403 - Hardware for Mapping/Dispatch Information EMS	Project Complete within Revised Budget and Recommended to Close with Funding Amendment	THAT this project be closed; AND THAT the funding for this project be amended as outlined.	46,971	56,400	9,429
412404 - Citywide GIS Viewer/ API Module	Project Ongoing within Revised Budget		14,755	16,000	1,245
412405 - Claims Management Software	Project Ongoing within Revised Budget		-	4,000	4,000
412406 - Screen for GVL Boardroom	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	6,791	6,800	9
412407 - Backup Internet - Starlink	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	-	1,000	1,000
412408 - Replacement SCBA Firefighting Packs	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	297,090	298,170	1,080
412409 - Firefighter Station Wear	Project Ongoing within Revised Budget		42,259	42,260	1
412410 - Bunker Gear Dryer	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	8,678	8,810	132
412411 - Bunker Gear Dryer	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	8,678	8,810	132
412412 - Ice Edger - FPC (1)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	6,396	6,500	104
412413 - Push Mower - FPC (2)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	1,341	2,000	659
412414 - Backpack Leaf Blower FPC - (2)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	1,297	1,700	403



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412415 - Portable Pressure Washer FPC - (1)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	1,399	1,400	1
412416 - String Trimmer FPC - (5)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	1,946	3,000	1,054
412417 - Water Pump FPC (3)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	5,461	10,500	5,039
412418 - Trimmer - Multi Function FPC (1)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	1,706	1,800	94
412419 - Stage Trailer - Refurb - CDP	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	23,161	25,000	1,839
412422 - CPLTC - Cardiac Monitor	Project Ongoing within Revised Budget		-	42,700	42,700
412423 - Heated Holding Cabinet/Proofer (1) - Main Kitchen	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	-	4,800	4,800
412424 - Commercial Blender (1) - Main Kitchen	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	3,260	3,300	40
412426 - Promotional Tent Replacement	Project Not Started and Recommended to Close	THAT this project be closed.	-	1,200	1,200
412427 - Caledonia Collection Signage	Project Ongoing within Revised Budget		-	900	900
412429 - FAC ADMIN- Replacement of Security Systems at County Facilities	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	19,894	20,000	106
412430 - DUNN- Dunnville Pool Heater Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	34,650	45,000	10,350
412432 - CPP - Dunnville Soccer Mower Purchase	Project Ongoing within Revised Budget		25,440	25,440	-
412433 - GVL Main Freezer Compressor Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	12,129	13,530	1,401
412447 - CPP - Hagersville Arena Score Boards	Project Ongoing within Revised Budget		40,021	44,500	4,479
412448 - CPP - Fisherville Lions Park Benches	Project Ongoing within Revised Budget		-	18,700	18,700
412449 - Legacy Oil & Gas Wells Project - Year 2	Project Ongoing within Revised Budget		78,950	107,430	28,480
412450 - Bladder Scanner	Project Ongoing within Revised Budget		-	20,450	20,450
421808 - Filters 1 and 2, Air Scour, underdrain	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	468,499	468,500	2
421809 - Granular Activated Carbon change out	Project Ongoing within Revised Budget		212,206	376,000	163,794
421815 - WTP Lab Refurbishment	Project Ongoing within Revised Budget		12,109	23,000	10,891
421825 - WTP Upgrades	Project Ongoing within Revised Budget		4,551,356	4,727,590	176,234
421828 - WTP PLC Replacements	Project Ongoing within Revised Budget		52,873	215,300	162,427
421829 - Remotes PLC Replacements	Project Ongoing within Revised Budget		-	54,600	54,600
421831 - Stelco IPS Operating Capital	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	193,184	194,660	1,476
421832 - Imperial Oil IPS Operating Capital	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	3,447	81,000	77,553
421842 - IPS Automation Improvements	Project Ongoing within Revised Budget		31,552	45,000	13,448
421843 - IPS Automation Improvements Ph 2	Project Ongoing within Revised Budget		13,781	45,000	31,219
421845 - High Lift Pumps 2 & 3 motors and VFD's	Project Ongoing within Revised Budget		215,927	265,300	49,373
421847 - IPS - Pump Installation	Project Ongoing within Revised Budget		2,099,489	2,400,000	300,511
421849 - IPS Wet Well Piping and Valve Replacements (Phase 1)	Project Ongoing within Revised Budget		115,500	225,000	109,500
421852 - High Lift Sump Pumps (2) Rebuild	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	11,807	20,000	8,193
421854 - IPS Diesel Exhaust System Assessment	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	1,773	15,590	13,817
421855 - Reservoir Inlet Building Sump Pump Rebuild	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	13,308	18,000	4,692
421858 - 2nd Back Wash Pump	Project Ongoing within Revised Budget		25,093	68,000	42,907
421860 - Potable Water Pump Guide Rail Replacement	Project Ongoing within Revised Budget		-	45,000	45,000
421862 - WTP PLC Replacements	Project Ongoing within Revised Budget		16,530	35,000	18,470



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421863 - Lowlift Pump Replacement	Project Ongoing within Revised Budget		18,022	400,000	381,978
421914 - Two-Way Radio Sys-Base Stn & Portables	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	8,029	8,720	691
421921 - SCADA Maintenance	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	41,102	43,290	2,188
421922 - Collection System - Annual Repair	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	8,537	61,500	52,963
421923 - Composite Sampler-Replacement Program	Project Ongoing within Revised Budget		528	530	2
421924 - SCADA Technical Support	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	29,712	146,750	117,038
421925 - Wastewater Operating Capital	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	42,523	68,340	25,817
421931 - WWTP – SCADA Computer & Network Replmt	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	-	5,700	5,700
421933 - WWTP Wet Well Expansion	Project Ongoing within Revised Budget		689,859	1,447,600	757,741
421938 - Cal WWTP Blower and Supply Line Replacements	Project Ongoing within Revised Budget		4,908	565,000	560,092
421941 - WTP Electrical Panels and VFD Inspection/Maintenance	Project Ongoing within Revised Budget		-	10,500	10,500
421943 - Remotes–Control Equipment Replacement(SCADA)	Project Ongoing within Revised Budget		3,074	19,500	16,426
421944 - Nairne St. Pump Station GENSET Replacement	Project Ongoing within Revised Budget		171,130	172,600	1,470
421947 - WWTP SCADA Computer & Network Replmt	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	59,059	112,500	53,441
421954 - Parkview Pump Station Upgrades	Project Ongoing within Revised Budget		23,761	255,000	231,239
421955 - Remotes–Control Equipment Replacement(SCADA)	Project Ongoing within Revised Budget		-	14,720	14,720
421956 - WWTP Electrical Panel and VFD Inspection/Maintenance	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	10,371	10,500	129
421958 - Grit Removal System	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	16,463	61,700	45,237
421960 - Jarvis Additional Wastewater Treatment Capacity	Project Ongoing within Revised Budget		4,312,121	6,356,400	2,044,279
421963 - Ouse St PS Replacements	Project Ongoing within Revised Budget		62,668	199,300	136,632
421965 - McKay St. Pump Station Upgrades and Pump Replacements	Project Ongoing within Revised Budget		17,808	190,000	172,192
421969 - WTP Electrical Panel and VFD Inspection/Maintenance	Project Not Started and Recommended to Close	THAT this project be closed.	-	5,300	5,300
421970 - Mechanical Aerator (rotor) Replacement	Project Ongoing within Revised Budget		421,841	934,260	512,419
421972 - WWTP PLC Replacements	Project Ongoing within Revised Budget		-	168,100	168,100
421979 - Blower Replacement - High Efficiency & VFD	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	228,641	228,660	19
421980 - Aeration Diffuser System Replacement	Project Ongoing within Revised Budget		139,209	203,800	64,591
421981 - Remotes–Control Equipment Replacement(SCADA)	Project Ongoing within Revised Budget		50,845	55,000	4,155
421983 - WWTP Wet-Well Valve Replacements	Project Ongoing within Revised Budget		71,199	200,000	128,801
421991 - Water Operating Capital	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	28,499	41,000	12,501
421992 - SCADA Technical Support	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	22,854	182,640	159,786
421999 - Chemical Dosing Equipment Replacement	Project Ongoing within Revised Budget		-	25,000	25,000
422029 - Distribution Flow/Pressure Control Improvements	Project Ongoing within Revised Budget		11,602	120,000	108,398
422030 - Hagersville Booster Station VFD Addition	Project Ongoing within Revised Budget		-	40,000	40,000
422031 - Filter 1 and 2 - Filter to Waste Flow Meters	Project Ongoing within Revised Budget		-	36,000	36,000
422032 - Port Maitland Raw Water Intake Repairs	Project Ongoing within Revised Budget		323,659	355,000	31,341
422033 - Filter 2 & 3 Media Replacement	Project Ongoing within Revised Budget		8,464	215,000	206,536
422035 - Filter valve actuator replacements	Project Ongoing within Revised Budget		46,983	135,000	88,017
422114 - WWTP SCADA Replacements	Project Ongoing within Revised Budget		142,167	230,000	87,833
422115 - Hagersville Wastewater Modelling Update and Calibration	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	10,621	10,630	9



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Project	Capital Status	Recommendation	LTD Actuals	Revised Budget	Variance
422117 - Cayuga Wastewater Modelling Update and Calibration	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	10,336	10,340	4
422118 - Supernatant Pump Control Panel Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	19,008	20,000	992
422121 - Clarifiers 1 & 2 Cross Collector Replacements	Project Ongoing within Revised Budget		69,538	247,140	177,602
422122 - Clarifiers 1 & 2 Rebuild	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	279,610	279,800	190
422127 - Oswego Pump Station SCADA Control Logic Reprogramming	Project Ongoing within Revised Budget		-	26,100	26,100
422129 - Hagersville Water Modelling Update and Calibration	Project Ongoing within Revised Budget		16,643	25,000	8,357
422130 - Cayuga Water Modelling Update and Calibration	Project Ongoing within Revised Budget		-	20,000	20,000
422132 - Dunnville Water Modelling Update and Calibration	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	25,046	25,050	4
422133 - Dunnville WTP Filter Control - Code Reprograming	Project Ongoing within Revised Budget		26,003	30,000	3,997
422211 - Project Management Support [W]	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	52,370	71,800	19,430
422212 - Caledonia Gateway Commercial SPS	Project Ongoing within Revised Budget		6,406,577	15,263,280	8,856,703
422213 - Hagersville Blower Electrical Replace	Project Ongoing within Revised Budget		9,887	35,000	25,113
422214 - Backwash Pump #1 Refurb	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	42,381	42,400	19
422215 - Backwash Pump #2 Refurb	Project Ongoing within Revised Budget		30,184	57,800	27,616
422216 - Chem Feed System Replacements	Project Ongoing within Revised Budget		13,396	25,000	11,604
422217 - Dunnville - Lighting & Electrical Replacements	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	51,119	67,990	16,871
422219 - Hagersville Booster Station Isolation Valve Replace	Project Ongoing within Revised Budget		-	25,600	25,600
422221 - Industry Raw Water Supply Valve and Chamber Refurb	Project Ongoing within Revised Budget		2,697	15,000	12,303
422222 - Floc Tank Refurb	Project Ongoing within Revised Budget		-	36,800	36,800
422223 - Townsend Elevated Tank Isolation Valve Replace	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	20,793	22,450	1,657
422226 - Nanticoke Reservoir Access Grating Replacements	Project Ongoing within Revised Budget		18,253	25,000	6,747
422228 - Imperial Oil Raw Water Supply Line Replacement	Project Ongoing within Revised Budget		2,310,091	5,500,000	3,189,909
422229 - Nanticoke IPS Pump #7 Restoration	Project Ongoing within Revised Budget		1,892,546	2,456,860	564,314
422230 - Nanticoke IPS Isolation Valve Replacements	Project Ongoing within Revised Budget		-	60,000	60,000
422232 - Nanticoke Highlift IPS Electrical Condition Study	Project Ongoing within Revised Budget		32,697	70,000	37,303
422233 - Project Management Support [WW]	Project Complete within Revised Budget and Recommended to Close with Funding Amendment	THAT this project be closed; AND THAT the funding for this project be amended as outlined.	78,480	71,800	(6,680)
422306 - Cal WWTP Filter #1 Refurbishment and Media Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	104,590	104,600	10
422307 - Cal WWTP Digester Pinch Valve Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	13,197	16,000	2,803
422308 - Cal WWTP Backup Backwash / Wash Water Pump Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	16,268	20,000	3,732
422309 - Cal McClung Sewage Pump Station VFD Installation	Project Ongoing within Revised Budget		-	85,000	85,000
422311 - Hag WWTP Aeration Replacements and Upgrades	Project Ongoing within Revised Budget		40,209	900,000	859,791
422312 - Hag Mary St Sewage Pump Station Backup Generator Auto Transfer Switch	Project Ongoing within Revised Budget		-	27,278	27,278
422315 - Cay WWTP DO Probe Replacements	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	35,061	40,000	4,939
422316 - Cay WWTP Clarifier Isolation Valve Replacements	Project Ongoing within Revised Budget		15,835	25,000	9,165
422317 - Cay WWTP Influent Fine Screen Inspection and Rebuild	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	15,730	15,740	10
422318 - Cay WWTP Digester Blower Inspections (3)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	3,134	10,000	6,866



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Project	Capital Status	Recommendation	LTD Actuals	Revised Budget	Variance
422319 - Dunn WWTP Septage Receiving Station Refurbishment	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	10,074	15,000	4,926
422320 - Dun WWTP Backup Waste Pump Replacement	Project Ongoing within Revised Budget		2,808	25,000	22,192
422321 - Dun Broad St Pump Station Backup Pump Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	16,467	21,400	4,933
422327 - LEIP Lagoon Berm Restoration and Splitter Box Valve Replacement	Project Ongoing within Revised Budget		105,150	180,000	74,850
422328 - LEIP Lagoon Wet Well Pumping Refurbishments	Project Ongoing within Revised Budget		152,754	300,000	147,246
422330 - Security Camera Replacement - Hagersville Water Depot	Project Ongoing within Revised Budget		6,779	11,000	4,221
422331 - Security Camera Replacement - Jarvis Water Depot	Project Ongoing within Revised Budget		6,590	11,000	4,410
422332 - Heat Pad Boiler Replacement - Jarvis Water Depot	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	24,632	25,000	368
422335 - Dunn WTP Sluice Gates/Actuators Refurbish/Replace Filters 1 and 2	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	33,273	40,000	6,727
422336 - Dunnville Raw Water Supply Valve and Chamber Refurb	Project Ongoing within Revised Budget		12,909	25,000	12,091
422337 - Dunn WTP Clarifier Weir Repairs	Project Ongoing within Revised Budget		-	20,000	20,000
422338 - Port Maitland Raw Water Flowmeter Replacement	Project Ongoing within Revised Budget		-	30,000	30,000
422339 - Security Camera Replacement - Dunnville Water Depot	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	7,782	11,000	3,218
422340 - Imperial Oil GENSET Diesel Fuel Pump	Project Ongoing within Revised Budget		-	110,000	110,000
422341 - Nant WTP Lab/Analyzer Equipment Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	15,374	15,380	6
422342 - Nant WTP Valve House Dewatering Pump, Guidrails & Bracket Refurb	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	47,111	50,000	2,889
422343 - Nant WTP Highlift Electrical Switchgear Replacement	Project Ongoing within Revised Budget		-	275,000	275,000
422344 - Nant WTP Highlift Generator TSSA Required Upgrades	Project Ongoing within Revised Budget		103,149	120,000	16,851
422348 - Nant IPS Hydro Transformers/Substations Refurbishment	Project Ongoing within Revised Budget		-	61,500	61,500
422349 - Nant IPS Pressure Relief Valve Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	24,794	25,000	206
422350 - Nant Transmission Line Chamber Refurbishment	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	11,500	11,500	-
422352 - Nant IPS Generator Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	76,111	80,000	3,889
422353 - Nant WTP High Lift Generator New Electric Governor and Controller	Project Ongoing within Revised Budget		25,759	59,000	33,241
422401 - Hotbox - Roads (1)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	50,727	70,000	19,273
422402 - Utility Tandem Axle Trailer - Roads (2)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	32,707	36,000	3,293
422403 - Water Pump WWW (2)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	2,889	7,000	4,111
422405 - Caledonia Kinardine Street Pump Station Pump Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	21,596	21,600	4
422409 - Caledonia WWTP Main Plant Raw Sewage Lift Pump Rebuild	Project Ongoing within Revised Budget		22,331	30,000	7,669
422414 - Hagersville Mary Street Pump Station Wet Well Platform Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	9,898	10,000	102
422415 - Hagersville Walpole Street Pump Station Equipment & Site Refurbishments	Project Ongoing within Revised Budget		8,356	27,000	18,644
422416 - Hagersville Walpole Street Pump Station Pump Repairs	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	15,231	15,235	4



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422417 - Hagersville Tuscarora Street Pump Station Gas Detection Monitoring Repairs	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	13,498	14,765	1,267
422418 - Hagersville WWTP Filter Backwash Pumps Refurbish/Replacement	Project Ongoing within Revised Budget		9,708	20,000	10,292
422419 - Hagersville WWTP UV Disinfection Bulb Replacement	Project Ongoing within Revised Budget		16,839	20,000	3,161
422422 - Parkview Pump Station Upgrades	Project Ongoing within Revised Budget		-	160,000	160,000
422424 - Cayuga WWTP UV Disinfection Bulb Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	6,960	10,000	3,040
422428 - Dunnville Pump Stations Guide Rail Replacements	Project Ongoing within Revised Budget		6,612	10,000	3,389
422429 - Dunnville WWTP CL2 Disinfection Piping Replacement	Project Ongoing within Revised Budget		17,625	20,000	2,375
422430 - Dunnville WWTP Dechlorination Chemical Feed Pump Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	8,387	8,390	3
422431 - Dunnville WWTP CL2 Chemical Feed Pump Replacement	Project Ongoing within Revised Budget		5,088	7,610	2,522
422432 - Dunnville WWTP Ferris Chemical Feed Pump Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	9,914	10,000	86
422433 - Dunnville WWTP RAS System Upgrades	Project Ongoing within Revised Budget		79,034	95,000	15,966
422435 - Townsend Pump Station Site Security Improvements	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	10,432	10,440	8
422437 - Oswego Park Pump Station Wet Well Access Hatch Repairs	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	1,174	4,000	2,826
422439 - Hagersville Booster Station Piping Replacement	Project Ongoing within Revised Budget		-	30,000	30,000
422440 - Hagersville Booster Station Chlorine Analyzer Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	10,475	12,000	1,525
422446 - Nanticoke WTP Highlift Clearwell Chlorine Analyzer Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	10,475	12,000	1,525
422447 - Townsend Distribution Elevated Tank Chlorine Analyzer Installation	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	10,475	12,000	1,525
422449 - Nanticoke WTP Actiflo Coagulant Chemical Pump Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	19,264	20,000	736
422451 - Nanticoke WTP Raw Water Turbidity Meter Replacement	Project Ongoing within Revised Budget		-	12,000	12,000
422452 - Nanticoke WTP Settled Water Turbidity Meter Replacement	Project Ongoing within Revised Budget		-	12,000	12,000
422453 - Nanticoke Service Water Flow Meter Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	15,117	15,120	3
422454 - Nanticoke IPS Chlorine Disinfection system Refurbishment	Project Ongoing within Revised Budget		-	130,000	130,000
422455 - Nanticoke IPS Fourty-eight (48") Header & Valve Refurbishment Strategy	Project Ongoing within Revised Budget		13,002	40,000	26,998
512202 - Pumper - Fire (1)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	807,054	812,700	5,646
512203 - Tanker - Fire (1)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	389,177	400,000	10,823
512204 - Tanker - Fire (1)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	389,862	400,000	10,138
512301 - Ambulance Type 111 - EMS (2)	Project Ongoing within Revised Budget		213,778	520,000	306,222
512302 - First Response Unit - EMS (1)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	87,033	90,000	2,967
512305 - Pumper - Fire (1)	Project Ongoing within Revised Budget		-	1,100,000	1,100,000
512306 - Tanker - Fire (2)	Project Ongoing within Revised Budget		885,838	1,000,000	114,162
512307 - Ton 4x4 with Plow/Sander - FPC (1)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	122,896	122,900	4
512309 - Ice Resurfacer - FPC (1)	Project Ongoing within Revised Budget		97,079	110,000	12,921



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Project	Capital Status	Recommendation	LTD Actuals	Revised Budget	Variance
512313 - Community Paramedic Units EMS- (2)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	174,966	210,000	35,034
512401 - Ambulance Type 111 - EMS (2)	Project Ongoing within Revised Budget		150,113	560,000	409,887
512402 - Engine (Pumper) - Fire (1)	Project Ongoing within Revised Budget		-	1,250,000	1,250,000
512403 - Tanker - Fire (1)	Project Ongoing within Revised Budget		50,733	600,000	549,267
512404 - Ambulance Conversion Fleet (1)	Project Ongoing within Revised Budget		-	10,000	10,000
512407 - Squad Rescue - Fire South Haldimand (1)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	109,464	125,000	15,536
512412 - Community Paramedic Vehicle (1)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	109,668	109,700	32
512413 - 3/4 Ton Pickup	Project Ongoing within Revised Budget		72,014	107,400	35,386
512414 - NI - Senior By-Law Enforcement Officer Vehicle (1)	Project Ongoing within Revised Budget		-	40,000	40,000
512415 - Emergency Response Trailer	Project Ongoing within Revised Budget		-	136,000	136,000
521909 - Single Axle Plow/Sander - ROADS (1)	Project Ongoing within Revised Budget		166,541	430,000	263,459
522203 - Ton 4x4 with Plow/Sander - Roads (1)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	129,194	129,200	6
522209 - MTO Modernizing Ontario's Vehicle Inspection Program	Project Ongoing within Revised Budget		-	5,000	5,000
522301 - Ton 4x4 with Plow/Sander - Roads (1)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	122,702	122,710	8
522302 - Tandem Axle Plow/Sander - ROADS (3)	Project Ongoing within Revised Budget		-	1,350,000	1,350,000
522303 - Sweeper Refurbish - Roads - (1)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	127,930	150,000	22,070
522401 - Tandem Axle with Plow/Sander Roads (2)	Project Ongoing within Revised Budget		-	950,000	950,000
522402 - Backhoe/Loader - Roads (1)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	259,152	280,000	20,848
522403 - Ton 4x4 with Plow Sander - Roads (1)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	125,592	127,000	1,408
522404 - Four WHD Pickup - WWW (2)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	119,348	150,000	30,652
522405 - Full Size Pickup WWW (1)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	56,537	70,000	13,463
522406 - Full Size Pickup WWW (1)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	53,988	70,000	16,012
631901 - Distribution System - Annual Repair & Replac't	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	80,028	87,100	7,072
632201 - Cast Iron Watermain Engineering	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	33,730	163,880	130,150
632301 - Hwy #6 Transmission Main Twinning	Project Ongoing within Revised Budget		324,545	11,910,000	11,585,455
632302 - Parkview/Concession 12 - Watermain Upsizing	Project Ongoing within Revised Budget		27,801	62,000	34,199
641901 - Sewer Manhole Repairs (I&I)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	-	442,220	442,220
641902 - Sanitary Sewer Rehabilitations (I&I)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	-	1,352,950	1,352,950
641903 - Nairne St. Forcemain Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	5,729,535	5,730,610	1,075
651901 - Storm Sewer/Catch Basin Rehabilitation	Project Not Started and Recommended to Close	THAT this project be closed.	-	64,700	64,700
651902 - System Annual Maintenance	Project Not Started and Recommended to Close	THAT this project be closed.	-	59,400	59,400
731803 - Spring- Spruce Ave	Project Ongoing within Revised Budget		48,493	48,500	7
731807 - Spring- Pine Cresc	Project Ongoing within Revised Budget		46,256	46,270	14
731808 - Spring- Maplewood Ave	Project Ongoing within Revised Budget		30,588	30,600	12
731809 - Spring- Oak Blvd	Project Ongoing within Revised Budget		26,568	26,580	12
731810 - Spring- Walnut St	Project Ongoing within Revised Budget		26,391	26,410	19
731811 - Spring- Birch Blvd	Project Ongoing within Revised Budget		17,197	17,210	13



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Project	Capital Status	Recommendation	LTD Actuals	Revised Budget	Variance
731939 - Cal- Highland Blvd - Haddington to Buchanan	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	686,185	686,200	15
731940 - Cal- Buchanan - N end to Highland	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	335,846	335,860	14
731941 - Cal- Douglas Dr-McKenzie to Highland	Project Ongoing within Revised Budget		189,016	189,030	14
731942 - Cal- Piper Pl - Douglas Dr to W end	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	130,320	130,330	10
731943 - Cal- Kintrye Crt - McKenzie to N. End	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	110,938	110,950	12
731944 - Cal- Kilty Ct - Douglas Dr to end	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	117,916	117,940	24
731945 - Cal- Tartan Dr - Highland to Buchanan	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	124,582	124,590	8
731947 - Dun- Lock Street – George Street to West Limit	Project Ongoing within Revised Budget		1,854	1,860	6
731950 - Dun- Jarrett Place – Diltz Rd to west extent	Project Ongoing within Revised Budget		484,762	500,160	15,398
731951 - Dun- Pine Street – Lock to Alder	Project Ongoing within Revised Budget		1,236	1,240	4
731954 - Dun- Griffith - Alder to S Cayuga	Project Ongoing within Revised Budget		674	680	6
731956 - Dun - Tamarac - Queen St to Maple St loop	Project Ongoing within Revised Budget		502,433	506,554	4,121
731961 - Cal- Morgan Dr - Celtic to McKenzie	Project Ongoing within Revised Budget		570,700	570,710	10
731963 - Cal- McMaster Drive - McKenzie to Buchanan	Project Ongoing within Revised Budget		411,066	411,070	4
731964 - Cal- McKeown Ct - McMaster to end	Project Ongoing within Revised Budget		129,011	129,030	19
731965 - Cal- Iona Ct - McMaster to end	Project Ongoing within Revised Budget		102,929	102,950	21
731967 - Cal- Morgan Court	Project Ongoing within Revised Budget		55,474	55,480	6
731969 - Cal- McKenzie Road – Wigton to Fuller	Project Ongoing within Revised Budget		910,405	910,407	2
731993 - Cal- Duncan Crt - Highland to end	Project Ongoing within Revised Budget		98,305	99,600	1,295
732301 - Spring-Conc 14 (West Urban Limit to Hald Rd 55)	Project Ongoing within Revised Budget		899	900	1
732302 - Spring-Conc 14 (East Urban Limit to Hald Rd 55)	Project Ongoing within Revised Budget		955	960	5
732305 - Cal-Clare Innis Court (Highland to end)	Project Ongoing within Revised Budget		88,737	92,000	3,263
741917 - Hald Rd 54- Ross St to Onondaga Townline Rd	Project Ongoing within Revised Budget		2,182,919	2,233,000	50,081
741919 - Hald Rd 20 - Hald Rd 53 to Nelles Cors	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	432,154	540,000	107,846
741920 - Hald Rd 54 - York North Limit to McClung	Project Ongoing within Revised Budget		3,099,420	3,298,700	199,280
741921 - Hald Rd 54 - York South Limit to Indian St E	Project Ongoing within Revised Budget		3,342,687	3,785,200	442,513
741922 - Front Street - York North Limit to South Limit	Project Ongoing within Revised Budget		1,245,954	1,250,800	4,846
741930 - Caistorville Rd - Smithville Rd to Conc Rd 1	Project Ongoing within Revised Budget		1,665,303	1,810,000	144,697
741931 - Rainham Rd - Hald/Dunn Twnl Rd to Hald Rd 20	Project Ongoing within Revised Budget		531	540	9
741941 - Sandusk Rd - Highway 6 to Hald Rd 20	Project Ongoing within Revised Budget		652	660	8
742201 - Robinson Rd - Hwy 3 to Bird Rd	Project Ongoing within Revised Budget		334	340	6
742204 - Front Street - York Road widening	Project Ongoing within Revised Budget		315,348	366,100	50,752
751937 - Indiana Road W - 3rd Line to River Rd	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	493,943	504,700	10,757
751939 - Moul-Sher Twl - NS Drive to Canal Bank	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	697,932	697,970	38
751940 - Mt Olivet Road - Richert to Bains Rd	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	269,451	279,470	10,019
751941 - McGowan Road - 5th Line to end	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	122,580	128,900	6,320
751942 - Hart Road - Road 63 to Robinson Rd	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	538,637	538,670	33
751943 - Reeds Road - Hwy 3 to Townline Road	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	341,160	341,190	30
751947 - Dickhout Road - Moul Sher Twl to Rymer	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	156,649	156,690	41



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Project	Capital Status	Recommendation	LTD Actuals	Revised Budget	Variance
751948 - Gore A Rd - Hutchinson to Wainfleet Twl	Project Ongoing within Revised Budget		645,586	657,880	12,294
751949 - Richert Rd - River Rd to Road 20	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	469,962	487,000	17,038
751950 - Wilson Rd - River Rd to Meadows Rd	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	131,495	141,520	10,025
751951 - Feeder Lane - Moulton-Aiken Rd to Canal Bank Rd	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	94,595	104,610	10,015
751953 - Indiana Rd E - Turnbull to HD Twl	Project Ongoing within Revised Budget		546,240	547,660	1,420
751954 - Little Rd - Road 20 to Irish Line	Project Ongoing within Revised Budget		208,112	222,700	14,588
751969 - Bird Rd - Canal Bank to Dickhout	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	42,305	43,000	695
751970 - Meadows Rd - Sutor to Yaremy Rd	Project Ongoing within Revised Budget		313,664	323,300	9,636
751971 - Farr Rd - NS Drive to Mou Sher Twl	Project Ongoing within Revised Budget		100,503	152,400	51,897
751972 - Meadows Rd - Mt Olivet to Sutor Rd	Project Ongoing within Revised Budget		331,177	336,600	5,423
751973 - Singer Rd - Conc 2 Rd to Indiana Rd	Project Ongoing within Revised Budget		87,373	88,230	857
751974 - Booker Rd - Road 65 to Wainfleet Line	Project Ongoing within Revised Budget		254,849	370,700	115,851
751975 - Conc 12 Townsend - Rd 74 to Norfolk	Project Ongoing within Revised Budget		212,229	362,300	150,071
751976 - Grant Rd - Indiana Rd to Townline Rd	Project Ongoing within Revised Budget		167,804	281,080	113,276
751977 - Junction Rd - Hwy 3 to Townline Rd E	Project Ongoing within Revised Budget		249,767	255,600	5,833
751978 - Feeder Canal Rd - Northshore to Rymer Rd	Project Ongoing within Revised Budget		209,224	244,200	34,976
751979 - Lynvalley Rd - Hwy 6 to Road 70	Project Ongoing within Revised Budget		201,725	206,100	4,375
751980 - Sutor Rd - Bains Rd to Rainham Rd	Project Ongoing within Revised Budget		163,075	164,800	1,725
751982 - Bains Rd - Rd 50 to HD Twl	Project Ongoing within Revised Budget		550,354	566,880	16,526
751983 - S Cayuga Rd - River Rd to Road 20	Project Ongoing within Revised Budget		194,400	194,700	300
751984 - Yule Rd - Conc 9 Wal to Conc 8 Wal	Project Ongoing within Revised Budget		106,592	106,600	8
751985 - Moote Rd - Road 63 to County Line	Project Ongoing within Revised Budget		86,130	137,000	50,870
751986 - Duxbury Rd - Road 9 to Townline Rd	Project Ongoing within Revised Budget		195,851	341,800	145,949
751987 - Cranston Rd - Hwy 6 to Conc 9 Wal	Project Ongoing within Revised Budget		95,639	125,500	29,861
752202 - Conc 5 - Sandusk Rd to Road 53	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	307,641	308,158	517
752203 - River Road at Hald 9 - Conversion to Parkette	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	102,639	102,642	3
752301 - Conc 4 Rd - Hwy 20 to Kohler Rd	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	284,464	285,000	536
752302 - Grand Sports Rd	Project Ongoing within Revised Budget		74,149	80,000	5,851
761929 - Conc 6 Walpole - Hald Rd 70 to Hald Rd 55	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	317,122	354,696	37,574
761931 - Pyle Rd - Hald Rd 3 to Villella Rd	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	83,200	83,200	0
761935 - Rymer Rd - Northshore Dr to Mltn-Shrbkr Townline Rd	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	467,408	467,410	2
761938 - Marshall Rd - Kings Row to Hald Trail	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	135,798	135,800	2
761939 - Nelles Rd - York Rd to River	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	59,723	59,730	7
761943 - Canal Bank Rd - N. Feeder Canal Rd to Hald Rd 3	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	131,613	131,620	7
762010 - Conc 6 Walpole - Hald Rd 18 to Cheapside	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	370,344	370,354	10
762011 - Conc 6 Walpole - Hald Rd 53 to Cheapside	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	321,833	321,840	7
762012 - Cranston Road - Hwy 6 to 300 m south	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	17,346	17,350	4



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Project	Capital Status	Recommendation	LTD Actuals	Revised Budget	Variance
762029 - Marshall Road - Hald Trail to Hald Rd 3	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	104,970	104,980	10
762106 - Charles Cullen Parkway - River Rd to End	Project Not Started and Recommended to Close	THAT this project be closed.	-	78,900	78,900
762111 - Conc 6 Rd - Hald Rd 53 to Hald Rd 12	Project Ongoing within Revised Budget		315,492	366,400	50,908
762307 - Conc 6 Walpole - Hald Rd 18 to Hald 55	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	316,953	344,450	27,497
762401 - Moote Road at Oswego Creek - Embankment Repair	Project Ongoing within Revised Budget		22,683	400,000	377,317
762404 - River Rd - Hwy 3 to Broad Rd	Project Ongoing within Revised Budget		897,073	1,001,820	104,747
771902 - Culvert Placement and Lining Rehabilitation	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	29,113	305,860	276,747
771903 - Annual Bridge Engineering	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	72,211	72,213	2
771904 - OSIM Inspections	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	5,066	5,066	0
771905 - Deck Condition Surveys	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	-	-	-
771909 - Sandusk Crk Culvert Replac Walpole (030034)	Project Ongoing within Revised Budget		8,604	9,500	896
771919 - County Hwy 54 Bridge removal (985401) [TR] [STR]	Project Ongoing within Revised Budget		24,227	68,000	43,773
771921 - Third Line Culvert Rehab (000072)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	522,333	522,371	38
771922 - Retaining Wall Inspections	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	-	15,000	15,000
771923 - Townline Road - Pedestrian Bridge (D00005)	Project Ongoing within Revised Budget		87,598	128,300	40,702
771925 - Townsend Parkway Culvert Replace (987404)	Project Ongoing within Revised Budget		-	270,000	270,000
771926 - Sunny Bank Park - Pedestrian Bridge (000019)	Project Ongoing within Revised Budget		15,336	25,000	9,664
771927 - 240-246 Caithness St W - Retaining Wall Repl (10)	Project Ongoing within Revised Budget		130,256	132,000	1,744
771929 - 62-48 Caithness St W - Retaining Wall Repl (13)	Project Ongoing within Revised Budget		18,805	75,000	56,195
771930 - Conc 6 Bridge, Walpole Replacement (010076)	Project Ongoing within Revised Budget		22,279	22,480	201
771933 - Lot 18/19 Conc 3 Walpole 010008 Rehab	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	776,309	805,290	28,981
771934 - Boston Creek Bridge (980905) Rehab	Project Ongoing within Revised Budget		15,855	16,000	145
771935 - Reicheld Bridge Conc 5 Walpole Rehab (010020)	Project Ongoing within Revised Budget		601,053	966,560	365,507
771936 - Cheapside Bridge Rehab (010004)	Project Ongoing within Revised Budget		99,643	1,045,000	945,357
771937 - Indiana Road Bridge Rehab (000033)	Project Ongoing within Revised Budget		716,851	838,300	121,449
771938 - River Rd Bridge N - Cayuga Rehab (000017)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	679,239	679,250	11
771939 - Moote Road Bridge Rehab (D00003)	Project Ongoing within Revised Budget		766,435	802,500	36,065
771940 - County Road 29 Bridge Rehab (982901)	Project Ongoing within Revised Budget		841,243	841,310	67
771941 - Haldimand Rd 56 Culvert Replacement (975604)	Project Ongoing within Revised Budget		4,689	10,000	5,311
771942 - Haldimand Rd 56 Culvert Replacement (975605)	Project Ongoing within Revised Budget		5,481	10,000	4,519
771946 - Hart Rd Bridge Rehab (D00002)	Project Ongoing within Revised Budget		6,785	10,000	3,215
771949 - Montague Bridge Rehab (010024)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	616,536	748,200	131,664
771952 - Caithness Street Culvert Rehab (000006-C)	Project Ongoing within Revised Budget		4,401	10,000	5,599
772401 - Lakeshore Rd Culvert Replacement	Project Ongoing within Revised Budget		25,621	26,000	379
772404 - Gypsum Mine Culvert (000093)	Project Ongoing within Revised Budget		-	13,800	13,800
772405 - Junction Road Culvert Replacement (000056)	Project Ongoing within Revised Budget		4,838	10,000	5,162
781901 - Sidewalk and Curb Restoration	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	11,323	107,800	96,477
781902 - Hot Mix Padding	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	108,883	108,890	7
781906 - Roadside Barrier Program	Project Not Started and Recommended to Close	THAT this project be closed.	-	107,800	107,800



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781908 - Streetlight/Decorative Light Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	10,481	10,900	419
781912 - Streetlight Design and Review	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	-	7,700	7,700
781913 - Caledonia Arterial Road	Project Ongoing within Revised Budget		323,578	2,831,000	2,507,422
782001 - Pavement Preservation Program	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	118,079	118,080	1
782101 - Munsee Talbot Traffic Signal Relocation	Project Ongoing within Revised Budget		53,310	222,000	168,690
782104 - Pedestrian Crossover	Project Ongoing within Revised Budget		528,281	576,000	47,719
782301 - Capital Replacement of Traffic Control Devices	Project Ongoing within Revised Budget		9,381	50,000	40,619
782302 - Speed Sign - Mines Road (Ward 3)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	3,920	8,500	4,580
782303 - Speed Sign - Haldimand Road 66 (ward 3)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	3,920	8,500	4,580
782304 - Speed Sign - King Street West (Ward 4)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	3,920	8,500	4,580
782305 - Speed Sign - Inman Road (Ward 5)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	3,920	8,500	4,580
782306 - Speed Sign - Main Street North (Ward 4)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	3,920	8,500	4,580
782307 - Traffic Calming Initiative	Project Ongoing within Revised Budget		26,035	40,000	13,965
782308 - North Shore Drive - Road Shoulder Stabilization (Ward 5)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	36,408	42,000	5,592
782309 - Springvale Streetlights	Project Ongoing within Revised Budget		232,076	270,000	37,924
782310 - Streetlight - Montour Street North at Echo Street East (Ward 2)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	2,324	9,000	6,676
782311 - Streetlight - Reicheld Road (Ward 5)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	2,324	12,000	9,676
782312 - Streetlight - Smith Road (Ward 5)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	2,324	12,000	9,676
782313 - Streetlight - Anderson Road (Ward 5)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	2,324	12,000	9,676
782314 - Streetlight - Yaremy Road (Ward 2)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	10,219	22,000	11,781
782315 - Streetlight - Aikens Road & Haldimand Road 20 (ward 5)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	12,528	29,000	16,472
782316 - CAL - Orkney Street West Sidewalk	Project Ongoing within Revised Budget		229,091	260,740	31,649
782317 - CPP - Hagersville Chamber Veterans' Banners	Project Ongoing within Revised Budget		25,756	54,520	28,764
782401 - Speed Sign - Diltz Road Location 1 (Ward 5)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	4,187	8,500	4,313
782402 - Speed Sign - Diltz Road Location 2 (Ward 5)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	4,187	8,500	4,313
782405 - Speed Signs - Jarvis - (Ward 1)	Project Ongoing within Revised Budget		11,931	17,000	5,069
821910 - Cay - Ouse St S - Talbot to Tuscarora [CIW]	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	142,526	150,700	8,174
821918 - Cal - Queen Ave - Caithness to end [CIW]	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	159,709	162,340	2,631
821919 - Cay - Ouse St N - Talbot to Cayuga St N [CIW]	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	273,762	274,800	1,038
821920 - Cay - Kerr St E - Winniet to 100 m west of Winniet [CIW]	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	84,913	96,700	11,787
821921 - Cay - Norton St E - Winniet to 60 m west of Winniet [CIW]	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	55,105	63,880	8,775



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Project	Capital Status	Recommendation	LTD Actuals	Revised Budget	Variance
821922 - Hag - Victoria St - Tuscarora St to Main St N [CIW]	Project Ongoing within Revised Budget		444,280	446,280	2,000
821923 - Hag - Foundry St - Tuscarora St to end [CIW]	Project Ongoing within Revised Budget		80,789	82,400	1,611
821924 - Dun - Alley way - Broad to Central Lane [CIW]	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	37,464	37,480	16
821925 - Dun - Main St E - 710 Main E to 50 m south [CIW]	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	32,467	32,500	33
821926 - Cay-Thorburn St S-Brant St to Joseph St	Project Ongoing within Revised Budget		-	750,000	750,000
821927 - Jar - Walpole Dr - Talbot St E to Main St N [SS] [W]	Project Ongoing within Revised Budget		81,871	196,620	114,749
821928 - Cay - Johnston St - Echo to end [CIW]	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	88,112	88,200	88
821932 - 286 Caithness St E - Retaining Wall Repl (17) [W] [WW]	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	214,283	214,300	17
821938 - River Road - Hwy 3 to Aikens Rd [TR] [SS]	Project Ongoing within Revised Budget		2,089,183	2,417,600	328,417
821943 - Walpole St - Sewer Pipe Upsize (Peel to Talbot) [R] [W] [SS]	Project Ongoing within Revised Budget		475,368	492,000	16,632
821944 - Peel St E - Sewer Pipe Upsize (Walpole to End) [R] [W] [S]	Project Ongoing within Revised Budget		386,434	585,000	198,566
821952 - Victoria St - Tuscarora to Main St N[CIW] [R]	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	459,213	459,220	7
821953 - Foundry St - Tuscarora to end[CIW] [R]	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	139,039	139,055	16
821959 - Ouse St N - Talbot to Cayuga St N[CIW] [R]	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	239,461	252,000	12,539
821960 - Kerr St E - Winniet to 100 m west of Winniet[CIW] [R]	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	128,427	140,000	11,573
821961 - Norton St E - Winniet to 60 m west of Winniet[CIW] [R]	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	70,373	93,000	22,627
821962 - Cay - Master Servicing Plan Update [WW][R][SS]	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	11,514	33,800	22,286
821964 - Alley way - Broad to Central Lane [CIW] [R]	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	128,464	128,470	6
821965 - Main St E - 710 Main E to 50 m south [CIW] [R]	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	147,015	147,050	35
821969 - Hag - Master Servicing Plan Update [W][WW][R]	Project Complete within Revised Budget and Recommended to Close with Funding Amendment	THAT this project be closed; AND THAT the funding for this project be amended as outlined.	4,591	2,250	(2,341)
821970 - Dun - Master Servicing Plan Update [W][WW][R]	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	15,065	37,700	22,635
821971 - Cay - Master Servicing Plan Update [W][WW][R]	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	7,402	21,400	13,998
821972 - River Rd - On-Route Cycling Lane - Hwy 3 to Sutor [R] [SS]	Project Ongoing within Revised Budget		756,467	756,500	33
822003 - Cay - Norton St W - Ottawa St West to End [W]	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	80,821	80,840	19
822004 - Cay - Kerr St W - Ottawa St to Munsee [W]	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	152,932	152,940	8
822005 - Cay - Mohawk St E - Winniet East to End [W]	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	169,463	178,480	9,017
822008 - Cay - Norton St W - Ottawa St west to end [W]	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	82,647	125,500	42,853
822009 - Cay - Kerr St W - Ottawa St to Munsee [W]	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	143,612	166,000	22,388
822010 - Cay - Mohawk St E - Winniet east to end [W]	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	152,076	201,681	49,605



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Project	Capital Status	Recommendation	LTD Actuals	Revised Budget	Variance
822014 - Storm Sewer Jarvis – Walpole Drive, Monson to Talbot [R] [W]	Project Ongoing within Revised Budget		110,466	495,000	384,534
822103 - Cay - Thorburn St S - Talbot St to Brant St	Project Ongoing within Revised Budget		292,441	495,000	202,559
822104 - Cal - East Edinburgh Square - Caithness to Sutherland [CIW] [R]	Project Ongoing within Revised Budget		171,729	173,662	1,933
822105 - Cal - West Edinburgh Square - Caithness to Sutherland [CIW] [R]	Project Ongoing within Revised Budget		159,694	161,700	2,006
822106 - Sutherland St - Argyle St to East Edinburgh Square [CIW] [R]	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	415,014	415,020	6
822107 - Caithness St - West Edinburgh Square to Nairne St [WW]	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	170,418	170,511	93
822108 - Nairne St - Caithness St - End [WW]	Project Ongoing within Revised Budget		145,223	147,230	2,007
822109 - Gravity Sewer Main Upsizing - Sutherland - Argyle to E. Edinburgh Sq [CIW] [W] [R]	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	783,026	784,200	1,174
822110 - Gravity Sewer Main Upsizing - E. Edinburgh Sq to Caithness [CIW] [W] [R]	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	355,084	362,500	7,416
822111 - Gravity Sewer Main Upsizing - Caithness to Nairne [R]	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	183,004	192,000	8,996
822112 - Gravity Sewer Main Upsizing - Nairne to Pump Station	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	272,307	272,330	23
822113 - Sanitary Sewer Relining/Repair [CIW][W][R]	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	118,124	135,900	17,776
822114 - East Edinburgh Square - Caithness to Sutherland [CIW] [R] [WW]	Project Ongoing within Revised Budget		230,603	230,611	8
822115 - West Edinburgh Square - Caithness to Sutherland [CIW] [R] [WW]	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	228,829	228,843	14
822120 - Walpole St- Monson to Talbot [CIW] [R] [SS]	Project Ongoing within Revised Budget		169,533	369,500	199,967
822121 - Keen St [CIW] [R]	Project Ongoing within Revised Budget		78,455	99,900	21,445
822122 - Jar - Peel St E - Walpole Drive to East End [CIW] [R]	Project Ongoing within Revised Budget		83,236	207,500	124,264
822130 - River Road - Hwy 3 to Sutor Rd Culvert Replacement [R] [TR]	Project Ongoing within Revised Budget		63,895	105,100	41,205
822202 - Jar - Keen St - Peel St E to end [CIW] [R]	Project Ongoing within Revised Budget		23,433	56,180	32,747
822203 - Jar - Peel St E - Walpole Drive to East End [CIW] [R]	Project Ongoing within Revised Budget		6,391	10,000	3,609
822204 - Jar - Peel St E - Main St N to East End [CIW] [R]	Project Ongoing within Revised Budget		50,593	259,530	208,937
822205 - Cal - Aberdeen St - Sutherland St E to Burke Drive [CIW] [R]	Project Ongoing within Revised Budget		1,689	1,689	-
822206 - Cal - Gypsum Ave - Argyle St N to End [CIW] [R] [SS]	Project Ongoing within Revised Budget		5,066	5,066	-
822207 - Cal - Inverness St - Caithness St W to Orkney St W [CIW] [R] [SS]	Project Ongoing within Revised Budget		10,133	10,133	-
822208 - Cal - Sutherland St W - Inverness St to Shetland St [CIW] [R]	Project Ongoing within Revised Budget		3,800	3,800	-
822227 - Jar - Peel St E - End to Craddock Blvd [CIW] [R]	Project Ongoing within Revised Budget		54,621	113,150	58,529
822228 - 132-156 Sutherland Street East - Retaining Wall Replacement [R] [SS]	Project Ongoing within Revised Budget		210,262	269,740	59,478
822229 - 156-158 Sutherland St E - Ret Wall Repl [R] [SS]	Project Ongoing within Revised Budget		88,456	172,440	83,984
822240 - Jar - Peel St E - Main St N to Walpole Drive [CIW] [R]	Project Ongoing within Revised Budget		51,011	246,100	195,089
822241 - Jar - Peel St E - End to Craddock Blvd [CIW] [R]	Project Ongoing within Revised Budget		159,820	217,500	57,680
822252 - Sutherland St E - Storm Sewer [R] [STR]	Project Ongoing within Revised Budget		521,646	522,690	1,044
822253 - Hwy 54 Bicycle Lane - Ross to Mines Rd	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	45,623	49,990	4,367
822301 - Cal - Sutherland St E – E Edinburgh Sq to Haller Cres [R] [STR] [SS] [WW]	Project Ongoing within Revised Budget		593,289	593,289	0
822303 - Hag - Athens St - Sherring St N to Cedar St [CIW] [R]	Project Ongoing within Revised Budget		5,488	5,488	-



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Capital Project Details - December 31, 2024

Project	Capital Status	Recommendation	LTD Actuals	Revised Budget	Variance
822305 - Hag - Tuscarora St - King St W to Oneida St [CIW] [R] [WW]	Project Ongoing within Revised Budget		10,555	10,555	-
822306 - Hag - King St W - Rail Line to Tuscarora St [CIW] [R]	Project Ongoing within Revised Budget		1,688	1,688	-
822309 - Tuscarora St - King to Oneida [CIW] [R] [WW]	Project Ongoing within Revised Budget		10,077	20,000	9,923
822310 - Foundry St - Tuscarora to end [CIW] [R] [WW]	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	126,057	127,250	1,193
822311 - Victoria St - Tuscarora to Main St N [CIW] [R] [WW]	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	249,799	249,820	21
822312 - 240-246 Caithness St W - Water Laterals [W] [STR]	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	36,756	36,760	4
822313 - 286 Caithness St E - Water Laterals [R] [WW]	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	35,982	35,990	8
822316 - Hag - Tuscarora St - King St W to Oneida St [CIW] [R] [WW]	Project Ongoing within Revised Budget		52,222	70,000	17,778
822317 - Hag - King St W - Rail Line to Tuscarora St [CIW] [R]	Project Ongoing within Revised Budget		7,057	28,000	20,943
822406 - Hag - Parkview Rd - Main St S to King St E [R] [WW] [CIW]	Project Ongoing within Revised Budget		3,800	3,800	-
822409 - Cal - Sutherland St E - E Edinburgh to Haller Cres [R] [STR] [SS] [WWW]	Project Ongoing within Revised Budget		297,618	305,290	7,672
822418 - Jarvis Highway 3 (Talbot Street) 2024-25 Connecting Link Program	Project Ongoing within Revised Budget		282,109	960,000	677,891
931901 - FAC ADMIN - Asbestos Management Program	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	-	15,120	15,120
931903 - Facility Condition Assessment [W]	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	38,956	57,060	18,104
931904 - Cay - Master Servicing Plan Update [W][R][SS]	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	12,185	33,800	21,615
931905 - Dun - Master Servicing Plan Update [W][R][SS]	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	15,439	41,070	25,631
931909 - Closed Landfills - ESA Phase 1 & 2 and Land Survey	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	30,182	89,600	59,418
931911 - Inflow & Infiltration Program Support	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	1,500	232,850	231,350
931913 - SCADA Master Plan Updates	Project Ongoing within Revised Budget		-	37,970	37,970
931914 - CCTV Inspections - Structural Ass'ments [SS] - Engineering	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	25,284	26,300	1,016
931915 - Plant Optimization Program Support	Project Ongoing within Revised Budget		324,754	440,000	115,246
931916 - Effluent Water Quality & Impact Assessment	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	37,365	40,400	3,035
931918 - CCTV Inspections - Operations	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	35,189	35,900	711
931919 - Asbestos Annual Inspection and Remediation [W]	Project Not Started and Recommended to Close	THAT this project be closed.	-	4,200	4,200
931926 - Facility Condition Assessment [WW]	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	21,282	23,320	2,038
931927 - SCADA Master Plan	Project Ongoing within Revised Budget		71,515	71,540	25
931928 - Plant Optimization Program Support	Project Ongoing within Revised Budget		450,893	530,000	79,107
931929 - SCADA Maintenance	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	57,423	116,000	58,577
931930 - Asbestos Annual Inspection and Remediation [WW]	Project Not Started and Recommended to Close	THAT this project be closed.	-	3,300	3,300
931934 - Grand Valley Water Scheme Business Case	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	183,174	250,000	66,826
931935 - Nant - WTP Lagoon Clean Out	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	52,334	119,150	66,816



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Project	Capital Status	Recommendation	LTD Actuals	Revised Budget	Variance
931940 - IPS Water Main Condition Assessment	Project Ongoing within Revised Budget		3,749	22,500	18,751
931942 - CCTV Inspect Prgm - Structural Assess'ts [WW]	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	19,654	26,300	6,646
931943 - GEN CEM - Cemetery & Headstone Restoration	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	22,062	26,200	4,138
931944 - DUNN - Old William Inman Cemetery Survey	Project Not Started and Recommended to Close	THAT this project be closed.	-	10,000	10,000
931945 - DUNN - Lowbanks Cemetery Annual Inspections	Project Not Started and Recommended to Close	THAT this project be closed.	-	2,200	2,200
931951 - Burke Park Haller Park Black Creek Park Kincardine Empire - Study	Project Ongoing within Revised Budget		-	10,000	10,000
931958 - OP 5 yr. Review & Places to Grow Update	Project Ongoing within Revised Budget		15,435	77,090	61,655
931961 - Archaeological Master Plan	Project Ongoing within Revised Budget		116,789	425,000	308,211
931965 - Business Park Development - North Caledonia	Project Ongoing within Revised Budget		183,236	211,500	28,264
931966 - Preliminary Engineering Investigations	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	441	699	258
931969 - Railway Grade Crossing Program	Project Ongoing within Revised Budget		19,409	75,000	55,591
931972 - Hag - Master Servicing Plan Update [W][WW][S]	Project Complete within Revised Budget and Recommended to Close with Funding Amendment	THAT this project be closed; AND THAT the funding for this project be amended as outlined.	5,153	1,890	(3,263)
931973 - Dun - Master Servicing Plan Update [W][WW][S]	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	15,065	37,700	22,635
931974 - Cay - Master Servicing Plan Update [W][WW][S]	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	14,433	42,700	28,267
931976 - Hag - Master Servicing Plan Update [W][R][SS]	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	5,536	6,140	604
931979 - Hag - Master Servicing Plan Update [WW][R][SS]	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	5,536	6,140	604
931981 - Dun - Master Servicing Plan Update [WW][R][SS]	Project Complete within Revised Budget and Recommended to Close with Funding Amendment	THAT this project be closed; AND THAT the funding for this project be amended as outlined.	14,954	6,700	(8,254)
931984 - Development Charges Study Update	Project Complete within Revised Budget and Recommended to Close with Funding Amendment	THAT this project be closed; AND THAT the funding for this project be amended as outlined.	19,284	70,090	50,806
931987 - Distribution Leak Detection Program	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	5,826	20,500	14,674
931988 - Chloramination Feasibility Study	Project Ongoing within Revised Budget		-	35,000	35,000
931990 - Population & Employment Forecast Update	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	31,722	31,730	8
932002 - Energy Conservation and Demand Management Plan	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	17,045	40,000	22,955
932005 - Pre-treatment, Disinfection and Storage Improvements Study	Project Ongoing within Revised Budget		892	120,000	119,108
932006 - Raw Water Transmission Main Condition Assessment	Project Ongoing within Revised Budget		-	80,000	80,000
932007 - Comprehensive Signage Strategy	Project Ongoing within Revised Budget		115,068	177,900	62,832
932008 - Annual Traffic Count Study	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	25,542	47,380	21,838
932103 - Cyber Security Incident Response Plan	Project Ongoing within Revised Budget		12,466	25,700	13,234
932106 - Leachate Management Program (Canb)	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	4,986	5,360	374
932107 - Leachate Management Program (TH)	Project Ongoing within Revised Budget		4,986	48,000	43,014
932111 - Recreation Facility Development Strategy	Project Ongoing and Requiring Funding Amendment		127,261	122,000	(5,261)
932201 - Asset Management Program - Extension	Project Ongoing within Revised Budget		165,859	247,700	81,841
932203 - Excess Soils Management Program	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	20,352	57,350	36,998
932204 - Nanticoke Water Intake Options & Feasibility Study	Project Ongoing within Revised Budget		27,338	65,000	37,662
932205 - Trails Master Plan Update	Project Ongoing within Revised Budget		-	150,000	150,000
932206 - Roads Operations Service Model - Review	Project Ongoing within Revised Budget		86,496	350,000	263,504



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Project	Capital Status	Recommendation	LTD Actuals	Revised Budget	Variance
932207 - Jarvis to Townsend Trail Feasibility Study	Project Ongoing within Revised Budget		9,667	10,000	333
932301 - Parks and Appurtenances Condition Assessments	Project Ongoing within Revised Budget		51,931	251,340	199,409
932303 - Ward Boundary Review Project	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	44,917	60,000	15,083
932401 - Hagersville Satellite Office - Options Review Study	Project Ongoing within Revised Budget		-	12,000	12,000
	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	198,534	214,000	15,466
932402 - Legacy Oil & Gas Well Project - Year 1	Project Ongoing within Revised Budget		199,764	250,000	50,236
932406 - Speed Reduction & Traffic Calming Study	Project Ongoing within Revised Budget		7,370	40,000	32,630
932408 - Housing Needs Assessment	(blank)				
411773 - Library Security System Replacement	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	17,269	51,000	33,731
	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	22,551	22,560	9
422231 - Stelco Raw Watermain Valve and Chamber Refurb	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	20,344	20,350	6
422334 - Dunn WTP Filter Turbidity Analyzer Replacements	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	369,412	369,420	8
822117 - Sutherland - Argyle to E Edinburgh Sq[CIW] [R] [WW]	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	23,725	23,730	5
822307 - 240 - 246 Caithness St W - Sanitary [WW] [STR]	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.	25,004	25,010	6
822308 - 286 Caithness St E - Sanitary [R] [W]	Project Complete within Revised Budget and Recommended to Close	THAT this project be closed.			
Grand Total			158,847,606	318,503,339	159,655,733

HALDIMAND COUNTY

Report ITS-02-2025 Corporate Use of Artificial Intelligence Policy

For Consideration by Council in Committee on May 20, 2025



Objective:

To establish an Artificial Intelligence (AI) Policy, in alignment with our peer organizations and Federal and Provincial government recommendations, which will guide users at the Corporation of Haldimand County on the acceptable ways in which established and emergent AI systems should be operated effectively and safely.

Recommendations:

1. THAT Report ITS-02-2025 Corporate Use of Artificial Intelligence Policy be received;
2. AND THAT the Corporate Use of Artificial Intelligence Policy, as attached to Report ITS-02-2025, be approved;
3. AND THAT Council delegate responsibility to the Innovation & Technology Governance Committee (IT Governance Committee) to make changes to Appendix A – Artificial Intelligence Systems – Unacceptable Uses.

Prepared by: Mike Brousseau, Chief Information Officer, Innovation and Technology Services

Respectfully submitted: Mark Merritt, CPA, CA, General Manager, Financial & Data Services

Approved: Cathy Case, Chief Administrative Officer

Executive Summary:

As the use of Artificial Intelligence Systems (AI systems) within our suite of municipal technology solutions has increased exponentially, it has been recognized that policy and practices which define how, when, and when not to use AI are required within the Corporation of Haldimand County (Haldimand). The attached Corporate Use of Artificial Intelligence Policy (the Policy) seeks to ensure we use new AI systems to their maximum effectiveness while also ensuring we are using them safely and securely.

Background:

AI systems, as defined by Ontario Bill 194: the Strengthening Cyber Security and Building Trust in the Public Sector Act 2024, have been present in our municipal suite of software solutions for many years. Among others, these solutions can broadly include operational technology software present in our water systems, tools used to maintain our vehicle fleet, and systems monitoring the security of our online technology infrastructure. However, with the rise of so called “generative AI systems”, which are also able to create new and novel content with limited operator guidance, both the Federal and Provincial governments have rapidly sought to define and regulate our use of all AI systems.

This newly created policy takes a principles-based approach to regulating our municipal use of these AI systems to ensure that accountability and responsibility remain with staff, regardless of the information or recommendations produced by these systems. The Policy creates guidance around the safe use of AI systems and excludes the use of these systems in highly sensitive areas (*Appendix A – Artificial Intelligence Systems – Unacceptable Uses of the Policy*). Many of our peer municipalities and public sector organizations have either released similar policies or are in the process of creating similar policies.

Acknowledging that these AI systems are rapidly evolving, staff are recommending that Council approve the attached Corporate Use of Artificial Intelligence Policy while also delegating authority to update *Appendix A - Artificial Intelligence Systems - Unacceptable Uses of the Policy* to the Innovation & Technology Governance Committee (IT Governance Committee). This is being requested to ensure that timely action can be taken if problematic uses are identified by staff to mitigate potential inappropriate uses and risks to staff and the public, reputational harm and broader organizational impacts. The Innovation & Technology Governance Committee brings cross-corporate expertise, including senior management, and is well positioned to make iterative policy adjustments to assess risk and identify emerging trends as AI systems continue to evolve.

Financial/Legal Implications:

There are no financial implications in respect to the adoption or enforcement of this Policy.

This Policy seeks to communicate appropriate expectations to users of AI systems which serves to reduce Haldimand's risk from inappropriate usage and provide Haldimand recourse to address infractions.

Stakeholder Impacts:

This Policy applies to all Members of Council, Members of all Boards and Committees, Volunteers, and all Employees of Haldimand County including full-time, part-time, casual, unionized, non-unionized, and Library staff.

This Policy is in alignment with the Province of Ontario Bill 194, Strengthening Cyber Security and Building Trust in the Public Sector Act, 2024. This Policy is in alignment with the recommendations put forth by the Canadian Centre for Cyber Security (the Cyber Centre) and the Government of Canada's "Government in a digital age" initiatives. This Policy is in alignment with the National Institute of Standards and Technology (NIST) Cybersecurity Framework (CSF) 1.1.

Report Impacts:

Agreement: No

By-law: No

Budget Amendment: No

Policy: Yes

References:

1. [Bill 194, Strengthening Cyber Security and Building Trust in the Public Sector Act, 2024](#)

Attachments:

1. Corporate Use of Artificial Intelligence Systems Policy DRAFT - 2025.pdf

ITS-02-2025 Attach1 Corporate Use of Artificial Intelligence Policy



DRAFT - Corporate Use of Artificial Intelligence Policy No. XX 2025

Originating Department: Innovation & Technology Services

Innovation & Technology Governance Approval Date: April 22, 2025

Council in Committee Date:

Recommendation Number:

Council Approval Date:

Resolution Number:

Effective:

Reviewed on:

Amended on:

Revision History

Report:

CIC Date:

CIC Recommendation #:

Details:

Next Scheduled Review:

ITS-02-2025 Attach1 Corporate Use of Artificial Intelligence Policy

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ITS-02-2025 Attach1 Corporate Use of Artificial Intelligence Policy

1. Definitions

“Artificial Intelligence Systems” (AI systems) means machine-based systems that, for explicit or implicit objectives, infer from the input they receive in order to generate outputs such as predictions, content, recommendations or decisions that can influence physical or virtual environments.

“Bill 194” means the Strengthening Cyber Security and Building Trust in the Public Sector Act, 2024: an Act to enact the Enhancing Digital Security and Trust Act, 2024 and to make amendments to the Freedom of Information and Protection of Privacy Act respecting privacy protection measures.

“Data” means Information collected, processed, or stored by AI systems, which can include structured data (e.g., databases), semi-structured data (e.g., XML files), and unstructured data (e.g., text, images, audio).

“Haldimand” means the Corporation of Haldimand County.

“Information Practices” means the practices and procedures of Haldimand for actions in relation to personal information, including,

- a) when, how and the purposes for which Haldimand collects, uses, modifies, discloses, retains or disposes of personal information, and
- b) the administrative, technical and physical safeguards and practices that Haldimand maintains with respect to protecting the information;

“MFIPPA” means the Municipal Freedom of Information and Protection of Privacy Act

“Personal Information” means recorded information about an identifiable individual, including:

- a) information relating to the race, national or ethnic origin, colour, religion, age, sex, sexual orientation or marital or family status of the individual;
- b) information relating to the education or the medical, psychiatric, psychological, criminal or employment history of the individual or information relating to financial transactions in which the individual has been involved;
- c) any identifying number, symbol or other particular assigned to the individual;
- d) the address, telephone number, fingerprints or blood type of the individual;
- e) the personal opinions or views of the individual except if they relate to another individual;
- f) correspondence sent to an institution by the individual that is implicitly or explicitly of a private or confidential nature, and replies to that correspondence that would reveal the contents of the original correspondence;
- g) the views or opinions of another individual about the individual; and

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- h) the individual's name if it appears with other personal information relating to the individual or where disclosure of the name would reveal other personal information about the individual.

“PHIPA” means the Personal Health Information Protection Act.

2. Policy Statement

As the use of Artificial Intelligence Systems (AI systems) within our suite of Municipal technology solutions has increased exponentially, it has been recognized that policy and practices which define how, when, and when not to use AI are required within the Corporation of Haldimand County (Haldimand). Additionally, which kinds of data can and/or should be shared and which need to be safeguarded.

3. Purpose

The purpose of this policy is to establish clear guidelines for the responsible and ethical use of Artificial Intelligence (AI) systems within Haldimand’s municipal technology solutions. This policy aims to define appropriate use cases, limitations, and governance frameworks for AI deployment while ensuring compliance with relevant laws and regulations. Additionally, it provides direction on data management, specifying which types of data can be shared and which must be safeguarded to protect privacy, security, and public trust.

4. Scope

This policy applies to all Members of Council, Members of all Boards and Committees, Volunteers, and all Employees of Haldimand County including full-time, part-time, casual, unionized, non-unionized.

Section 5.1 lays out the Foundational Principles for the Usage of AI systems at Haldimand County.

Appendix A – Artificial Intelligence Unacceptable Uses lays out areas of County business which, due to the inherent risk, political sensitivity, or regulatory restrictions, that Haldimand explicitly restricts the use of AI systems.

This policy is in alignment with Bill 194.

This policy is in alignment with the recommendations put forth by the Canadian Centre for Cyber Security (the Cyber Centre) and the Government of Canada’s “Government in a digital age” initiatives.

This policy is in alignment with the National Institute of Standards and Technology (NIST) Cybersecurity Framework (CSF) 1.1.

5. Principles

Haldimand County acknowledges that AI systems have been used for many years in the greater Public Sector and that these systems can be used to great positive effect when leveraged appropriately under the direct supervision of knowledgeable and qualified members of staff. This policy aims to provide fundamental principles for the use of AI systems at Haldimand. These principles apply to the actions of those individuals defined in the policy scope during the course of their work, whether or not the systems utilized are officially sanctioned by Haldimand.

Foundational Principles for the Usage of AI Systems at Haldimand County

Artificial Intelligence Systems shall never be an exclusive decision maker without prior human approval.

Haldimand sees value in using AI systems to gather, quantify, and summarize data to support human decision makers across a variety of context areas (See Appendix A - Artificial Intelligence Unacceptable Uses). AI systems may be used to present options or paths that lead to decision making. AI systems may also be granted a narrow band of allowable decision making by humans accountable for the respective solution. However, under no circumstances shall AI systems be the exclusive decision maker in any context areas at Haldimand without prior human approval.

A human must always maintain accountability and responsibility for any decision.

Haldimand recognizes that the use of AI systems poses the risk of diffusing direct responsibility. An AI system cannot be held accountable, thus it cannot be responsible for any decisions it makes. As in Principle 5.1, AI systems can inform decision making but the accountability and responsibility for the decision-making process remains with the humans making the decisions.

Critical facts used for decision making must be validated for accuracy using multiple sources.

AI systems have been known to “hallucinate” and state perceived patterns as fact when they are not. To make critical decisions effectively, the sources and validity of data used to make those decisions must be confirmed. Haldimand expects that, any time AI systems are used to inform decision making, the accuracy of the data used is validated by humans during the decision-making process.

Municipal legislation and practices surrounding data handling and data ownership still apply to the use of AI systems.

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Data entered into any AI systems, either internal or external to Haldimand, requires care to ensure proper data-handling legislation and practices are followed. In particular, extra care must be paid to ensure that personal information is not entered into AI systems unless Haldimand County authorized pre-existing data handling agreements allow for it. If in doubt regarding what is allowable, data must not be entered into AI systems and guidance should be sought from the Municipal Clerk.

6. Roles & Responsibilities

This policy will initially be communicated to all staff, via email, from their relevant manager. Future communications to new employees will be done via the established Human Resources on-boarding processes.

This policy will be posted to the intranet. Further, in compliance with Bill 194, this policy and its related Appendices will be posted to Haldimand's public website.

Upon adoption of this Policy all users, as defined in the policy Scope, will be required to comply based on the tenets set out in this Policy.

Innovation & Technology Services will audit user compliance with this Policy and report breaches to the Information Technology Governance Committee and to the Information & Privacy Coordinator.

Violations of this policy will be referred to senior management and may result in disciplinary action. Employees must adhere to all relevant legislation, including MFIPPA and PHIPA.

This policy should be read alongside the Information Technology Acceptable Usage Policy, applicable collective agreements or policies governing non-union employees, various health and safety policies and guidelines, relevant and applicable legislation, and any other policy that may become applicable and/or relevant.

Appendix A – Artificial Intelligence Systems - Unacceptable Uses

ITS-02-2025 Attach1 Corporate Use of Artificial Intelligence Policy

This Appendix lays out areas of Haldimand County business which, due to the inherent risk, political sensitivity, or regulatory restrictions, Haldimand explicitly restricts the use of AI systems above and beyond the principles laid out in the attached policy.

The Use of AI System is explicitly disallowed for the following areas / processes:

Recruitment

- Categorization of candidates as a means of exclusion or ranking
- Staff performance evaluations

Procurement

- Categorization of proponents as a means of exclusion or ranking

Emergency Services

- Medical and wellbeing information or advice
- Automated emergency alerting
- Processing of patient data

HALDIMAND COUNTY

Report LSS-08-2025 Unsolicited offer to purchase part of Snow Street and Obadiah Street, Cayuga



For Consideration by Council in Committee on May 20, 2025

Objective:

To provide details of three unsolicited offers to purchase Haldimand-owned surplus lands that are part of closed roads, Snow and Obadiah Street, Cayuga.

Recommendations:

1. THAT Report LSS-08-2025 Unsolicited offer to purchase part of Snow Street and Obadiah Street, Cayuga, be received;
2. AND THAT the surplus property formally known as part of Obadiah Street, Cayuga, which was previously stopped up and closed by By-law 242, reconfirmed through By-law 1305/12, shown in yellow (Parcel A) on Attachment 1, and legally described as part of PIN 38232-0215 (LT) Obadiah Street Village of Cayuga East of Grand River between Fishcarrier Street and HC167899; Haldimand County, be sold to Daniel Kubas and Ricki Kubas, for the purchase price of \$3,000, plus HST plus costs of conveyance inclusive of Haldimand County's legal fees;
3. AND THAT the surplus property formally known as part of Snow Street, Cayuga, which was previously stopped up and closed by By-law 242, reconfirmed through By-law 1305/12, shown in yellow (Parcel B) on Attachment 1, and legally described as PIN 38232-0182 (LT) Snow Street Village of Cayuga East of Grand River Between Obadiah Street and Echo Street; Haldimand County, be sold to Daniel Kubas and Ricki Kubas, for the purchase price of \$4,000, plus HST plus costs of conveyance inclusive of Haldimand County's legal fees;
4. AND THAT the surplus property formally known as part of Snow Street, Cayuga, which was previously stopped up and closed by By-law 242, reconfirmed through By-law 1305/12, shown in pink (Parcel C) on Attachment 1, as legally described above, be sold to Ruth Visser and Matthew John Visser, for the purchase price of \$4,000 plus HST plus costs of conveyance inclusive of Haldimand County's legal fees;
5. AND THAT the surplus property formally known as part of Obadiah Street, Cayuga, which was previously stopped up and closed by By-law 242, shown in green (Parcel D) on Attachment 1, as legally described above, be sold to Joshua Pustai, for the purchase price of \$3,000, plus HST plus costs of conveyance inclusive of Haldimand County's legal fees;
6. AND THAT public notice of the proposed conveyance be given;
7. AND THAT the Mayor and Clerk be authorized to execute all necessary documents;
8. AND THAT a by-law be presented for enactment to authorize the conveyance at a future Council meeting.

Prepared by: Melissa Lloyd, Property Coordinator

Reviewed by: Lori Friesen, Manager of Legal & Support Services

Respectfully submitted: Megan Jamieson, CHRL, General Manager, Corporate & Social Services

Approved: Cathy Case, Chief Administrative Officer

Executive Summary:

Haldimand County has received three unsolicited offers to purchase portions of two closed roads in Cayuga, previously closed under By-law 242. The three applicants have agreed to divide the closed sections of Obadiah and Snow Streets into Parcels A, B, C and D, as shown in Attachment 1.

With no concerns or objections identified during the due diligence process, and a mutual agreement in place among the applicants, staff support proceeding with the sales. The proposed purchase prices are in line with Haldimand's established Vacant Land Values Chart.

Background:

In 1903, the Village of Cayuga passed By-law 242 which was originally intended to stop up, close and convey forty-four (44) streets (or parts of streets) in Cayuga that were in possession of, and being occupied by, adjoining landowners. Many of the conveyances did not occur although they were believed to have been approved and valid at that time. Based upon a legal opinion, By-law 242 had some ambiguity in confirming if the By-law did stop up and close the roads. As a result, By-law 1305/12 was passed, confirming the intent of By-law 242 to stop up and close the road allowances, as well as to declare the roads surplus to Haldimand County needs (surplus lands). The intent in doing this was to have these former roads ready to transfer to abutting property owners, if ever requested and subject to Council approval.

Haldimand received an unsolicited offer of purchase from Daniel Kubas and Ricki Kubas (Applicant 1), for some of these Haldimand-owned surplus properties. The offer to purchase was for Parcel A, B, C, and D, as shown on Attachment 1, for a total of approximately 0.71 acres.

Upon requesting feedback from the abutting landowners, two additional unsolicited offers were received. Based upon mutual agreement between all the Applicants, Applicant 1 modified their request to purchase Parcel A (approximately 0.15 acres) and Parcel B (approximately 0.20 acres), as shown on Attachment 1. If successful in acquiring these lands, Applicant 1 will merge Parcel A and Parcel B with their lands located at 72 Echo Street in Cayuga, as shown on Attachment 1, to provide them with a larger back yard.

Applicant 2 - Joshua Pustai, is seeking to acquire 0.15 acres shown as Parcel D (in green) on Attachment 1. Applicant 2 would like to merge Parcel D with their lands at 53 Monture Street North, as shown on the attached map, to facilitate continued maintenance of the area as they have been doing for nine years since they moved there.

Applicant 3 - Ruth Visser and Matthew John Visser, would like to acquire 0.21 acres shown as Parcel C (in pink) on Attachment 1. Applicant 3 would like to merge Parcel C with their adjoining property as shown on the attached map, if their request to purchase is approved.

The Applicants have each signed an Environmental Acknowledgement, thereby agreeing that Parcel A, B, C, & D are sold on an "as is – where is" basis. Each Applicant has agreed, if successful in purchasing their respective parcels, to merge the parcels with their abutting property as a condition of sale.

Analysis:

In order to determine the feasibility of the sale of these parcels, including whether there is a municipal need for the lands in whole or in part, or if there are certain restrictions or provisions that should be placed on a proposed sale, staff seek feedback from Haldimand County divisions, including Public Works Operations; Facilities, Parks, Cemeteries, & Forestry Operations; Building & Municipal Enforcement Services; Economic Development & Tourism; Emergency Services; Engineering Services; Environmental Operations; Planning & Development; utility companies and abutting landowners. This parcel is not regulated by any Conservation Authorities.

No concerns or objections were brought forward from the feedback process in regards to Parcel A, B, C or D. Notable comments are included below.

- **Engineering Services:** Engineering Services does not have infrastructure located in parts A, B, C, or D and there are no plans to construct infrastructure in those parcels.
- **Legal & Support Services:** Staff have received applications to acquire the remaining portion of Snow and another portion of Obadiah with a report coming to a future Council-in-Committee meeting for consideration.

After reviewing feedback from all internal and external agencies, as well as neighboring property owners, staff have no concerns and are confident in recommending the sale of the parcels as outlined. The proposed purchase prices from the applicants are listed in Table 1 below, all of which are in accordance with Haldimand's Vacant Land Value Chart. Furthermore, each applicant has signed an Environmental Acknowledgement, agreed to merge their property as shown in Attachment 1, and reached a consensus on the property division.

Table 1: Proposed Purchase Prices by Applicant

Applicant	Parcel Reference	Offered Value
Applicant 1	Parcel A, approximately .15 acres	\$3,000
Applicant 1	Parcel B, approximately .20 acres	\$4,000
Applicant 2	Parcel D, approximately .15 acres	\$3,000
Applicant 3	Parcel C, approximately .21 acres	\$4,000

All applicants are aware that a reference plan must be approved by staff prior to be registered in the land registry office. Based on the information provided, staff recommend proceeding with the sale of Parcels A, B, C and D to Applicants 1, 2, and 3, respectively, at the offered purchase prices. The sale will also include all associated conveyance costs, including the registration of a reference plan depicting the parcels as shown in Attachment 1, along with Haldimand's legal fees.

Financial/Legal Implications:

If sold, all costs associated with the property transactions will be borne by the purchaser(s) and the identified property would no longer be the legal responsibility or liability of Haldimand. Subsequently, any proceeds from sale, if applicable, would be contributed to the Land Sales Reserve in accordance with Haldimand County Policy.

If the property is not sold at this time, the property will remain the legal responsibility of Haldimand. All costs incurred by Haldimand to date are off-set through the non-refundable application fee.

Stakeholder Impacts:

Not applicable.

Report Impacts:

Agreement: No

By-law: Yes

Budget Amendment: No

Policy: No

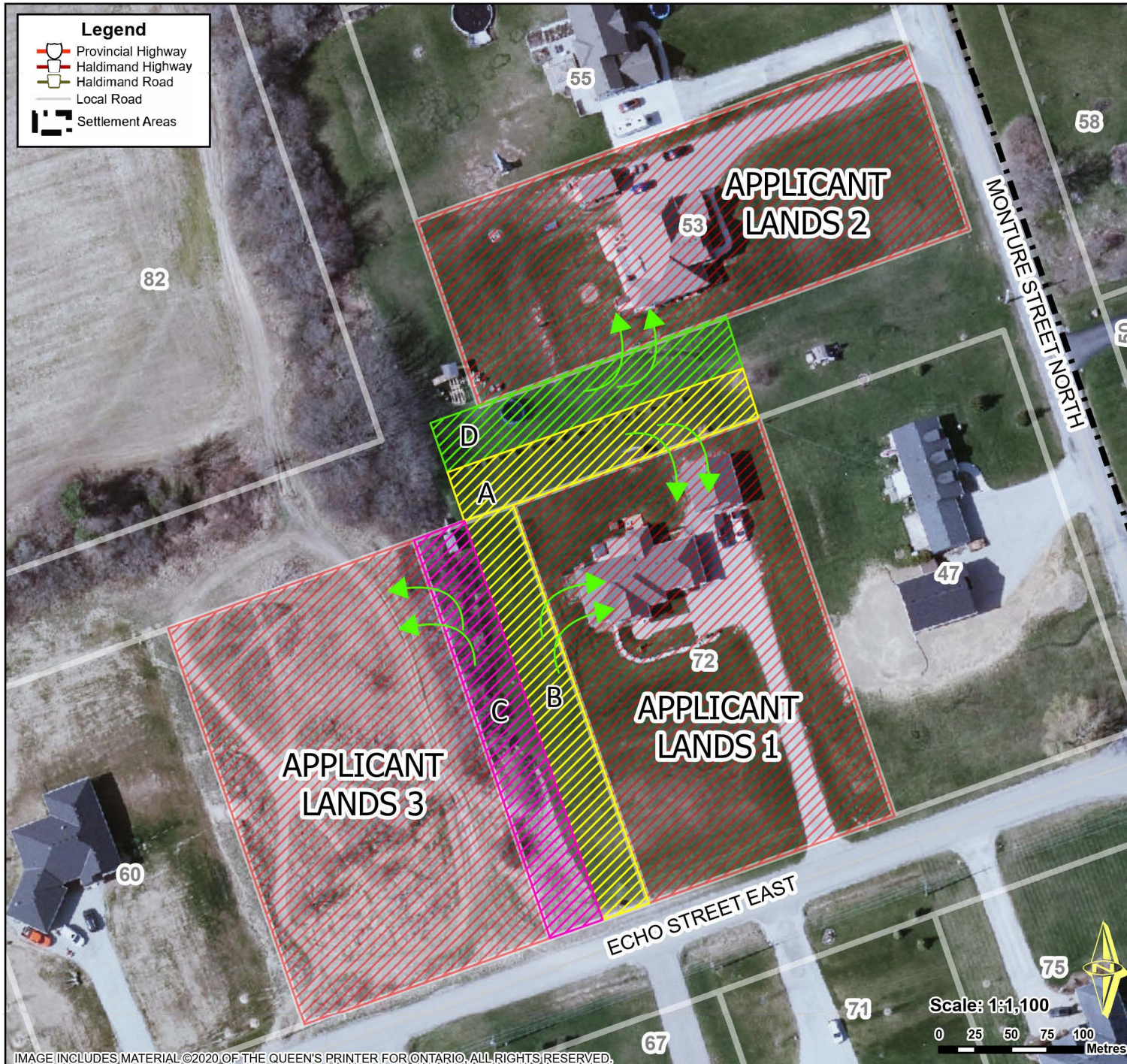
References:

None.

Attachments:

1. Location Map.

Location Map: PART OF OBADIAH & PART OF SNOW, CAYUGA



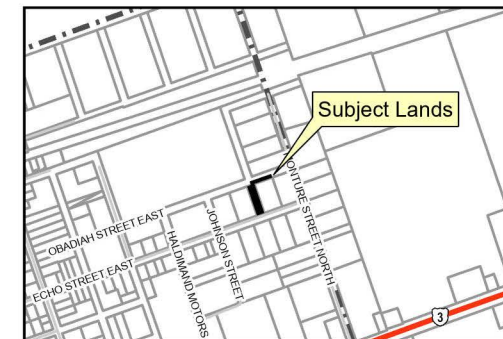
Locations:
72 ECHO STREET EAST, ECHO STREET EAST & 53 MONTURE STREET NORTH
URBAN AREA OF CAYUGA
WARD 2

Legal Descriptions:
PLAN CAYUGA EGR LOT 17 N ECHO ST S OBADIAH ST RP 18R6805 PART 1, PLAN CAYUGA VILLAGE
EGR LOT 16 N ECHO ST AND S OBADIAH ST, PLAN CAYUGA PT LOTS 17 AND 18 N OBADIAH ST RP 18R6859 PART 1

Property Assessment Numbers:
Applicant 1: 2810 156 002 08535 0000
Applicant 2: 2810 156 002 08525 0000
Applicant 3: 2810 156 002 08450 0000

Sizes:
Parcel A: Approx. 0.06 Hectares (0.15 Acres)
Parcel B: Approx. 0.08 Hectares (0.20 Acres)
Parcel C: Approx. 0.08 Hectares (0.21 Acres)
Parcel D: Approx. 0.06 Hectares (0.15 Acres)

Zoning:
R1-A (Urban Residential Type 1-A)
HALDIMAND COUNTY, ITS EMPLOYEES, OFFICERS AND AGENTS ARE NOT RESPONSIBLE FOR ANY ERRORS, OMISSIONS OR INACCURACIES WHETHER DUE TO THEIR OWN NEGLIGENCE OR OTHERWISE. DO NOT USE FOR OPERATING MAP OR DESIGN PURPOSES. ALL INFORMATION TO BE VERIFIED.



HALDIMAND COUNTY

Report CAO-03-2025 Requested Delegations at the 2025 AMO Conference For Consideration by Council in Committee on May 20, 2025



Objective:

To approve Council delegation requests for the 2025 Association of Municipalities of Ontario (AMO) Conference.

Recommendations:

1. THAT Report CAO-03-2025 Requested Delegations at the 2025 AMO Conference be received;
2. AND THAT the following AMO delegation requests be approved for submission:
 - a. Delegation to the Ministry of Transportation Re: Highway 6 Bypass through Hagersville due to current and future growth projections;
 - b. Delegation to the Ministry of Transportation Re: Argyle Street Bridge Replacement;
 - c. Delegation to the Ministry of Energy and Mines Re: Nuclear Energy Plant in Haldimand;
 - d. Delegation to the Ministry of the Solicitor General Re: Haldimand County OPP Detachment;
 - e. Delegation to the Ministry of Health Re: Urgent need for increased funding to support seniors aging safely at home in rural communities;
 - f. Delegation to the Ministry of Long Term Care Re: Expansion of Edgewater Gardens long term care facility;
 - g. Delegation to the Ministry of Economic Development, Job Creation and Trade Re: Employment Lands, Nanticoke & MZO;
 - h. Delegation to the Ministry of Children Community & Social Services Re: Advocating for funding for Victim Services Haldimand, Norfolk and Mississauga's of the Credit First Nation;
 - i. Delegation to the Ministry of Indigenous Affairs Re: Duty to consult, indigenous relationships with Haldimand County and the Province;
 - j. Delegation to the Ministry of Indigenous Affairs Re: To celebrate rich history in our area with trails and indigenous historical markers, displays and art work throughout the community.

Prepared and Approved: Cathy Case, Chief Administrative Officer

Executive Summary:

The Association of Municipalities of Ontario (AMO) holds annual conferences for municipal leaders. The conference allows the opportunity for municipal leaders to delegate to various ministries on specific issues of importance to Haldimand County.

It is important for Council to collectively approve the delegation requests since the individual members of Council who are attending the delegations are representing the municipality and Council. Each year, a similar report will be presented for approval for each of the AMO and ROMA conferences.

In addition to summarizing the topics that have been requested by Council members, the report also outlines suggested guidelines for delegation requests and advises that updates be provided at a Council meeting subsequent to the conference.

Background:

The AMO conference is organized annually by the [Association of Municipalities Ontario](#). Municipal leaders across the province have an opportunity to meet with provincial ministers and parliamentary assistants at the conference to discuss and advocate for specific issues important to their local communities.

When notification is received that delegation requests are open, typically the Executive Assistant to the Mayor & Council coordinates with individual members of Council to determine the requested delegation topics. Historically the number of delegations requested and approved has varied from year to year.

This report is to allow formal approval by Council, as a whole, of the delegation requests being made to various provincial ministries for the 2025 AMO Conference. Council approval will ensure collective agreement on the topics being requested, to prevent topics that are not considered a priority to advocate on, or within the scope of the municipality, from being requested on an individual basis. This is important because considerable time and effort goes into preparing delegation information. Additionally, when a member of Council meets with a Minister or Parliamentary Assistant, they are representing the municipality and all of Council. So it is critical that the issue discussed is supported by a majority of Council.

Staff will bring a similar report forward for approval by all of Council for future AMO and ROMA conference delegation requests.

Analysis:

Some recommended guidelines for Council to consider when determining delegation requests are as follows:

- A topic should only be requested to one Ministry, not multiple ministries on the same subject.
- Delegate topics should be within the scope of municipal jurisdiction or topics that are within provincial jurisdiction but have a direct impact on the municipal organization. If a delegation is not within municipal jurisdiction, municipal staff will not be able to assist with the briefing notes, however the Executive Assistant to the Mayor & Council may reach out to relevant stakeholders for assistance in preparing the briefing for the Council member attending the delegation.
- Delegation meetings are short, and fifteen minutes is not a lot of time to have a substantive discussion. When requesting a delegation, think strategically about whether the topic requires a face-to-face conversation and whether 15 minutes will provide sufficient discussion time.
- The requester of the topic should be prepared to be the delegate for that topic, if a delegation is approved. However, if the requester is unable to delegate, or Council provides direction for an alternate delegate, it should be based on which members of Council are attending the conference. The Mayor shall be listed on all delegation requests but is not required to attend unless they are the main delegate to speak on the topic.
- Typically staff will not delegate at the AMO conference unless it is an extraordinary situation or topic requiring more technical discussion.

To date, the delegation requests suggested are as follows:

- a. Delegation to the Ministry of Transportation Re: Highway 6 Bypass through Hagersville due to current and future growth projections. (Councillor Adams)
- b. Delegation to the Ministry of Transportation Re: Argyle Street Bridge Replacement. (Mayor Bentley)
- c. Delegation to the Ministry of Energy and Mines Re: Nuclear Energy Plant in Haldimand. (Mayor Bentley)
- d. Delegation to the Ministry of the Solicitor General Re: Haldimand County OPP Detachment (Mayor Bentley)
- e. Delegation to the Ministry of Health Re: Urgent need for increased funding to support seniors aging safely at home in rural communities. (Councillor Metcalfe)
- f. Delegation to the Ministry of Long Term Care Re: Expansion of Edgewater long term care facility. (Mayor Bentley)
- g. Delegation to the Ministry of Economic Development, Job Creation and Trade Re: Employment Lands, Nanticoke & MZO. (Councillor Shirton)
- h. Delegation to the Ministry of Children Community & Social Services Re: Advocating for funding for Victim Services Haldimand & Norfolk and Mississauga's of the Credit First Nation. (Mayor Bentley)
- i. Delegation to the Ministry of Indigenous Affairs Re: Duty to consult, indigenous relationships with Haldimand County and the Province, seeking direction on whom to consult. (Mayor Bentley)
- j. Delegation to the Ministry of Indigenous Affairs Re: To celebrate rich history in our area with trails and indigenous historical markers, displays and art work throughout the community. (Councillor Adams)

The report is seeking Council's approval on the ten requested delegations, or amendments to the list including removal of any items that may not align with the guidelines, or the addition of new topics.

Following the conference and Ministry meetings, it is advisable for the Member of Council who delegated to provide an update at Council.

Financial/Legal Implications:

There are no direct financial considerations related to the delegations. It is hopeful that any delegations received will garner support and action of the applicable provincial ministry.

Stakeholder Impacts:

Not applicable.

Report Impacts:

Agreement: No

By-law: No

Budget Amendment: No

Policy: No

References:

None.

Attachments:

None.

HALDIMAND COUNTY

Report CLE-06-2025 Municipal Election 2026 – Alternative Voting Options For Consideration by Council in Committee on May 20, 2025



OBJECTIVE:

To authorize the use of alternative voting options for the 2026 Haldimand County Municipal Election.

RECOMMENDATIONS:

1. THAT Report CLE-06-2025 Municipal Election 2026 – Alternate Voting Options be received;
2. AND THAT the by-laws attached to Report CLE-06-2025 be approved at a future Council meeting.

Prepared and respectfully submitted by: Chad Curtis, Municipal Clerk

Approved: Cathy Case, Chief Administrative Officer

EXECUTIVE SUMMARY:

The next municipal election is scheduled for October 26, 2026 and Haldimand County Council may pass a by-law authorizing the use of an alternative voting method which permits the use of technology for the counting of votes, or for votes to be cast via mail, telephone, or Internet voting. A hybrid voting model including both internet voting and vote tabulators has been used successfully by Haldimand County for the last regular municipal elections in 2022, as well as for by-elections in 2023 and 2025. This report provides options for various alternative voting methods to be considered for use in the 2026 municipal election. Based on ensuring accessibility, security, and convenience, staff are recommending a hybrid voting method utilizing vote tabulators and internet voting for the October 2026 municipal election.

BACKGROUND:

Municipal elections occur every four years in Ontario with a pre-determined date, and are governed by the *Municipal Elections Act, 1996* (MEA). While much of the administrative details related to the election rest with the Municipal Clerk, Council may pass by-laws authorizing the use of alternative voting methods, permitting the use of technology for the counting of votes, or allowing for votes to be cast via mail, telephone, or Internet voting.

Internet voting was utilized in the 2022 municipal election, the 2023 Ward 4 By-Election, and the 2025 Wards 1 and 4 By-Election. Based on the success of these elections and Haldimand County's commitment to continuous improvement, staff are confident that internet voting will continue to be successful. Further, tabulators, a form of vote-counting equipment has also been utilized in previous municipal elections and has become a standardized method for elections in Haldimand.

ANALYSIS:

The MEA outlines the framework which all 444 municipalities in Ontario conduct elections. Certain aspects are legislated through the MEA, other aspects are to be determined by the Clerk, who is responsible under the MEA for conducting elections, and there are a few matters to be determined by Council. The areas that require Council determination are:

- Placing a question on the ballot;
- Language of forms to be used, if other than English;
- Authorizing the use of vote-counting equipment such as optical scanning vote tabulators;
- Authorizing electors to use an alternative voting method that does not require electors to attend at a voting place in order to vote;
- Authorizing the need for a by-election for municipal office
- Establishing rules and procedures with respect to the use of municipal resources during an election campaign (Haldimand County Policy 2003-07)
- Establishing a compliance audit committee by October 1 of an election year

Of the above list, the two matters that require Council approval at this time are the potential authorization of the use of vote-counting equipment, and authorization to use an alternative voting method that does not require electors to attend a voting place in order to vote. The legislated deadline to have by-laws in place to authorize both of these facets of the election is by May 1st in the year of an election. If Council wishes to proceed with an alternative voting method in addition to in-person voting, staff will need to focus time and resources in procuring the service and establishing procedures to that effect. The balance of the report outlines options, including the preferred one by staff, and implications in this regard.

Vote Tabulators

Since 2006, Haldimand County has utilized optical scan tabulators to count votes. When voters mark their ballot, the ballot is inserted into the tabulator which reads the information on the ballot, stores the information then provides a cumulative total of all votes cast at the close of the polls. This technology ensures confidentiality of the vote, and makes the process of counting composite ballots efficient and quicker than manual counting, and unofficial results are available in a timely manner. Haldimand County voters are familiar with this technology; further, Elections Ontario has adopted the use of vote tabulators for their elections. Staff are confident in the efficiency, security and reliability of this technology and continue to recommend this method for elections as it has become standardized.

Internet Voting

Internet voting is an alternative voting method that has been in use in Ontario municipal elections since 2003. Many municipalities have been using this method as an alternative option in addition to in-person voting, and some have moved to utilize internet only. Internet voting provides the most accessible option for voting and allows eligible electors to vote from anywhere in the world where they have a device that can connect to the internet.

Security is a factor to be considered in connection with internet voting. Voting systems providers utilize various security measures to ensure protection from cybersecurity threats. While there have been no proven instances of an internet voting system being compromised, staff will ensure through the procurement process and various risk management mitigation strategies to ensure the integrity of the election. The vendor selected to provide internet voting will be required to employ encryption for all voter data and transmissions, have multi-factor authentication, and continuously monitor for cyber threats during the voting period.

An eligible elector can log in to the internet voting portal using their unique voter ID and PIN. Once the elector confirms that they are aware of offences and penalties under the *Municipal Elections Act* and

that they are not committing any fraudulent acts, the voter will receive their blank ballot. The internet voting model attempts to replicate the manner in which an elector would vote in-person at a voting location. They will receive a blank ballot. The system will flag any ballot marking errors such as blank, over or under voted races and allows for corrections prior to casting. Once the ballot is cast, the voter is struck off the voters' list in real time.

Internet voting is considered the most accessible form of voting. It allows an eligible elector to utilize a screen reader, adjust colour contrast, and change font size.

According to the Association of Municipalities of Ontario (AMO), out of 444 municipalities in Ontario, 217 passed a by-law to allow for Internet voting. This is a 24% increase from the 2018 municipal elections.

FINANCIAL/LEGAL IMPLICATIONS:

Although municipal elections occur every four years, an annual contribution is made to the Election Reserve Fund in order to evenly distribute the cost of the event over the term of Council. Since 2022, annual contributions of approximately \$70,000 have been made to the Elections Reserve Fund in order to cover an anticipated cost of \$280,000. Overall costs have varied from election to election depending on the number of workers hired, the number of polling locations and the number of ballots supplies required, and the extent of compliance audit activity involved.

Elections are administered as efficiently as possible; however, due to the unpredictable nature of voter turnout, candidate races, potential emergency or pandemic situation, etc., planning for elections must often take multiple scenarios into account in the preparation stage and costs will reflect those factors.

For the 2022 election, Haldimand County secured a vote tabulator provider for the 2022 and 2026 municipal elections. As this vendor has consistently provided a reliable product, Haldimand County will continue this agreement if Council supports this method of voting. A procurement process will be undertaken to identify an internet voting vendor who can best fit Haldimand's needs.

The cost of the 2018 election was approximately \$181,000 and the 2022 election was approximately \$251,000. In addition, further budget impacts from the 2022 election include costs for the Municipal Election Compliance Audit Committee (MECAC) which were funded from the Elections Reserve Fund. Due to inflation and other unanticipated rises in costs, the 2026 cost will likely be more than what was expended in 2022. In addition, with the addition of a seventh Councillor and seventh ward, this will have a further impact on the budget. Additional supplies, ballots, election workers, voting locations, etc., will all factor into an increased cost.

A temporary Election Assistant has always been hired to assist staff in the Clerks Division with election administration, the costs of which are included in the budget figures. It is expected that this position will be recruited in early 2026 to ensure sufficient resourcing for the election.

The full budget for the 2026 municipal election will be included in the Draft 2026 Tax Supported Operating Budget.

STAKEHOLDER IMPACTS:

In considering an alternative voting method, the primary intent is to provide accessibility and convenience for Haldimand County voters. Communication will be a key factor in ensuring the success of alternative voting. A robust communications plan will also be required to inform the public about Haldimand County adopting a seven ward model.

In addition to Clerks Division staff, the administration of the municipal election will involve staff from Innovation and Technology Services (ITS), Customer Experience and Communications, and Facilities and Parks Operations in order to administer communications, organize and set up voting locations, etc. The assistance of ITS staff is key in setting up logic and accuracy testing of tabulators, and the results tally software that display election results.

REPORT IMPACTS:

Agreement: No

By-law: Yes

Budget Amendment: No

Policy: No

REFERENCES:

None.

ATTACHMENTS:

1. Draft Use of Optical Scanning Vote Tabulators By-law.
2. Draft Internet Voting By-law.

THE CORPORATION OF HALDIMAND COUNTY

By-law Number /25

**CLE-06-2025 Attach1 Draft Use of Optical Scanning Vote
Tabulators By-law.docx**

WHEREAS Section 42 of the *Municipal Elections Act, 1996*, S.O. 1996, Chapter 32, as amended, provides that the council of a municipality may, by by-law, authorize the use of optical scanning vote tabulators for the purpose of counting votes at their municipal elections;

AND WHEREAS the Council of The Corporation of Haldimand County deems it expedient to use optical scanning vote tabulators for the 2026 municipal election;

NOW THEREFORE, the Council of The Corporation of Haldimand County enacts as follows:

1. **THAT** the use of optical scanning vote tabulators for the purpose of counting votes at the 2026 municipal election is hereby authorized.
2. **THAT** By-law 2343/22 is hereby repealed.
3. **AND THAT** this by-law shall come into force and effect on the date of passing.

ENACTED this 26th day of May, 2025.

MAYOR

CLERK

THE CORPORATION OF HALDIMAND COUNTY

By-law Number /25

CLE-06-2025 Attach2 Draft Internet Voting By-law.docx

WHEREAS subsection 42(1) of the *Municipal Elections Act, 1996*, S.O. 1996, Chapter 32, as amended, (the Act) provides that the council of a municipality may, by by-law, authorize the use of an alternative voting method that does not require electors to attend at a voting place in order to vote;

WHEREAS subsection 42(5) of the Act provides that when a by-law authorizing the use of an alternative voting method is in effect, Section 43 (advance vote) shall only apply if the by-law so specifies;

AND WHEREAS the Council of The Corporation of Haldimand County deems it expedient to use internet voting during the advance voting period of the 2026 municipal election,

NOW THEREFORE, the Council of The Corporation of Haldimand County enacts as follows:

1. **THAT** the use of internet voting is hereby authorized for use during the advance voting period for the 2026 municipal election.
2. **THAT** the Clerk shall determine the dates and times during which the advance vote is held.
3. **AND THAT** this by-law shall come into force and effect on the date of passing.

ENACTED this 26th day of May, 2025.

MAYOR

CLERK

HALDIMAND COUNTY



Report CEC-03-2025 Public Entertainment Licence and Designation of Municipally Significant Event for Rhune Mountain Music Festival

For Consideration by Council in Committee on May 20, 2025

Objective:

To seek approval to issue a Public Entertainment Event Licence for the Rhune Mountain Music Festival occurring June 26 to June 28, 2025 at 536 Port Maitland Road (Dunnville Airport). Secondly, to obtain Council authorization to deem this event as “Municipally Significant”, in order to allow the event to qualify for a Special Occasion Permit by the Alcohol and Gaming Commission of Ontario.

Recommendations:

1. THAT Report CEC-03-2025 Public Entertainment Licence and Designation of Municipally Significant Event for Rhune Mountain Music Festival be received;
2. AND THAT in accordance with By-law 1915/18, a Public Entertainment Event Licence be issued to Black Throne Productions, 242 Troy Street, Mississauga, ON L5G 1S7 to hold Rhune Mountain Music Festival at 536 Port Maitland Road, Dunnville, from June 26 to June 28, 2025, subject to the following conditions:
 - a. A Temporary Use By-law be passed, as recommended in Report PDD-11-2025, permitting camping as an accessory use to the Rhune Mountain Music Festival;
 - b. A building permit be procured for erecting any stage or tent structure that exceeds 60 square metres;
 - c. Final approvals from Grand Erie Public Health related to food premises and portable toilets are obtained;
 - d. Confirmation that security staff will be on location for the duration of the event from when gates open until all participants have left the property;
 - e. Provision of a Commercial General Liability Policy including liquor liability and coverage in the amount of \$5,000,000 per occurrence, as well as all other insurance requirements outlined in By-law 1915/18;
 - f. An onsite meeting be held with the Manager, Emergency Services/Fire Chief, and Manager, Building & Municipal Enforcement Services, the day prior to the event to confirm all requirements are being met;
 - g. A refundable damage deposit in the amount of \$5,000 be provided to the municipality for costs of damages to municipal property or cleaning of municipal property;
 - h. The maximum allowable sound level from amplified music or musical performances be limited to 85 dBA at 30m distance from the opening of the hangar;
 - i. No amplified music or musical performances be permitted prior to 9:00am or after 11:00pm as per Haldimand County Noise By-law 1098/10;

- j. Amplified music or musical performances are restricted to the hangar and amplified music or musical performances shall not occur anywhere else on the property;
 - k. The services of an independent, licensed acoustics engineer specializing in acoustics must be procured by the applicant to:
 - i. monitor sound levels to ensure that conditions a. and b. above are adhered to;
 - ii. collect sound level data from specific reception points on and off the event site as determined by the Manager, Building & Municipal Enforcement Services in consultation with the acoustics engineer hired by the Rhune Mountain Music Festival for establishing sound level criteria for future events;
 - iii. provide the sound level data collected during the licensed event to the Manager, Building & Municipal Enforcement Services within 60 days following the event;
 - iv. ensure the rear or east doors of the hangar remain closed during all amplified music or musical performances or practices;
3. AND THAT the Rhune Mountain Music Festival be deemed as an event of municipal significance for its perceived community benefit and to fulfill requirements for liquor sales at events as prescribed by the Alcohol and Gaming Commission of Ontario.

Prepared by: Kyra Hayes, Supervisor, Customer Experience & Communications

Reviewed by: Trish Cardwell, Manager, Customer Experience & Communications

Respectfully submitted: Megan Jamieson, CHRL, General Manager, Corporate & Social Services

Approved: Cathy Case, Chief Administrative Officer

Executive Summary:

Black Throne Productions, based in Mississauga, has submitted an application for a Public Entertainment Licence to hold the Rhune Mountain Music Festival, a 3-day outdoor event featuring musical acts, art, food vendors and camping. Based on the parameters for this event, a licence must be procured under Haldimand County's Public Entertainment Event Licensing By-law 1915/18, specifically through Council approval. This report lays out the by-law requirements related to a Public Entertainment Event and suggests a conditional framework for licence approval. This report also addresses the applicant's request to be deemed as 'municipally significant' to fulfill requirements for liquor sales at events as prescribed by the Alcohol and Gaming Commission of Ontario.

The event is being recommended for approval by staff, with numerous conditions.

The applicant will be in attendance at the May 20, 2025 Council in Committee meeting to provide an overview of the event and answer any questions from Council.

Background:

Haldimand County has a process in place for licensing Public Entertainment Events, as outlined in By-Law No. 1915/18. These events include outdoor concerts, festivals, or other performances – live or recorded – for public entertainment. A valid licence, including Council approval, must be obtained in order to hold or conduct such event.

To date, the only events licensed under this by-law are annual motor vehicle racing events at Toronto Motorsports Park at the 2014 Lachie Music Festival in Cayuga. In 2018, an application was approved for The Lights Fest, which planned to release hundreds of candlelit lanterns at 536 Port Maitland Road (Dunnville Airport property), however, it was later canceled at the last minute due to a total burn ban being in effect.

Recently, Haldimand County received an application to hold the Rhune Mountain Music Festival at this same location, 536 Port Maitland Road (Dunnville Airport property) on June 26 to June 28, 2025. The application was submitted by Black Throne Productions, a company based in Mississauga.

Analysis:

Public Entertainment Licence Application

The Rhune Music Festival is described as a multi-day music festival featuring 40 artists representing a diverse range of Canadian and international musical talent. No more than 600 attendees are expected by the organizer, and since it is anticipated that alcohol will be served at this event, individuals under 19 will be prohibited from attending. The 19+ ticketed event is further described by the applicant as a celebration of music, art and community. The social media account for the Festival currently advertises the event, noting the music genre as Metal, Psych and DOOM.

Camping is expected to be offered during this event, but will require separate Council approval as a temporary, accessory use during the music festival. Report PDD-11-2025, being presented to Council on May 20, 2025, recommends passing a temporary use by-law at a future meeting to allow for up to 70 camping sites. If approved, camping would be allowed on the property, in conjunction with the music festival only, for one year after the by-law has been passed.

A letter from the property owner, at 536 Port Maitland Road, Dunnville, acknowledges that Black Throne Productions is allowed to utilize the property for the Rhune Mountain Music Festival. The proposed site plan for the event is included as Attachment 1 to this report for reference.

The complete application has been evaluated by related divisions, agencies and individuals, as required under Public Entertainment Event By-law 1915/18. The following provides specific comments garnered through that consultation.

Emergency Services

The Manager, Emergency Services/Fire Chief has reviewed the proposed event plans and support issuing a Public Entertainment Event licence based on the emergency plan provided. Notably, contracted Emergency Response Teams, Registered Nurses and trained first aid personnel will be on site for the duration of the event with a designated and marked first aid tent. Private security has also been contracted by the applicant and local hospitals will be notified prior to the event for full transparency. As a condition of the licence, a site inspection by the Fire Chief will occur the day prior to the event to ensure requirements are being met. It is also noted that recreational fires will be strictly prohibited.

Building & Municipal Enforcement Services

Staff have advised the applicant that a building permit is needed to set up the proposed stage, as well as for any tents larger than 60 square metres. As a condition of the licence, a site inspection by the Manager, Building & Municipal Enforcement Services will occur the day prior to the event to ensure requirements are being met.

The Building & Municipal Enforcement Services division supports the licensing application provided that all the following conditions form part of the licence and are strictly complied with:

- a. THAT the maximum allowable sound level from amplified music or musical performances be limited to 85 dBA at 30m distance from the opening of the hangar;
- b. THAT no amplified music or musical performances be permitted prior to 9:00am or after 11:00pm;
- c. That amplified music or musical performances are restricted to the hangar and no other amplified music or musical performances shall occur anywhere else on the property;
- d. THAT the services of an independent licensed engineer specializing in acoustics be procured by the applicant to:
 - i. monitor sound levels to ensure that condition a. and b. above are adhered to;
 - ii. collect sound level data from specific reception points on and off the event site as determined by the Manager, Building & Municipal Enforcement Services, in consultation with the acoustics engineer hired by the Rhune Mountain Music Festival for establishing sound level criteria for future events;
 - iii. provide the sound level data collected during the licensed event to the Manager, Building & Municipal Enforcement Services, within 60 days following the event;
 - iv. that the rear or east doors of the hangar remain closed during all amplified music or musical performances or practices.

Planning & Development

Staff have confirmed that 536 Port Maitland Road, Dunnville, is zoned for Public Entertainment Events, thus the event is permitted to be held on that property. However, the property is not zoned to permit camping. The applicant was informed and subsequently submitted a Planning application for a temporary use by-law to permit camping during the festival. Staff reviewed the request and are recommending approval through separate report (PDD-11-2025). If passed, the by-law will allow for up to 70 camping sites as a temporary use during the Rhune Mountain Music Festival, valid for one year from the enacted date (anticipated to be May 26, 2025).

Legal & Support Services

Insurance for Public Entertainment Events, as outlined in by-law 1915/18, requires: “a Commercial General Liability Policy with an insurer licensed to do business in the Province of Ontario and acceptable to the Issuer. Such policy shall provide coverage for bodily injury and property damage in an amount not less than \$2,000,000.00 per occurrence or such greater amount as the Issuer may determine, and shall name Haldimand County as an additional insured. The coverage shall be written on an occurrence basis, contain a cross liability/severability of interest clause and shall provide for 30 days written notice of cancellation.” Upon review of the application, Legal & Support Services has indicated that coverage should include a liability limit in the amount of \$5,000,000 and that liquor liability be included as part of the coverage.

Roads Operations

Both the Ontario Provincial Police and the Roads Operations division have been made aware of the event and related traffic control measures. Roads Operations has indicated no concerns, however, has suggested the exit and entry points be modified so traffic will be coming and going from the north to improve traffic flow. Vehicles will enter and exit the property from two separate, clearly marked entrances on Port Maitland Road. A separate emergency entrance and exit is in place for emergency vehicles, if necessary. No road closures or detours are required to facilitate this event.

Grand Erie Public Health

The applicant has submitted a Special Event Organizer application to the Health Unit. The Health Unit will review their qualifications ahead of time and will complete any inspections once the providers are set up on site. The applicant is aware that all vendors must supply their own water. In addition, portable toilets, handwashing stations and waste receptacles will be required, with quantities based on the projected volume of attendees.

Ontario Provincial Police

The Ontario Provincial Police have been notified of the event and provided a site plan by the applicant as is a requirement of by-law 1915/18.

Neighbouring Properties

To date, neighbouring homeowners have not been consulted. The applicant indicates that they have a standard letter prepared for distribution to neighbours of the property and will document the date and time of delivery of these notifications. This written record is included as a condition of licence issuance.

Request to Deem Event “Municipally Significant” for Special Occasion Permit

In addition to the licensing and temporary use bylaw applications, Rhune Mountain Music Festival organizers have requested that Haldimand County deem their event as ‘municipally significant’, either through Council resolution or letter. This municipal designation will allow the event organizers to apply for a Special Occasion Permit from the Alcohol and Gaming Commission of Ontario (AGCO). Without a Special Occasion Permit, alcohol cannot be served at the event and is strictly prohibited.

Haldimand County Festival and Event Policy No. 2015/02 outlines a framework for deeming events as municipally significant, but applies only to events held on municipal property. Currently, there is no policy guiding the assessment of festivals and events on private property for this designation. As such, staff recommend using the same criteria outlined in the existing policy, to evaluate the Rhune Mountain Music Festival’s request for municipal significance.

The Festival and Event Policy suggests that events on public property be considered for municipal significance status if they provide a clear community benefit, such as enhancing Haldimand’s profile and driving tourism. The policy also requires organizers to submit a detailed alcohol management plan outlining the size and layout of the alcohol service area (e.g., tents, fencing, or barricades), as well as the qualifications of individuals serving alcohol. In their application, Rhune Mountain Music Festival organizers have indicated vendor opportunities for local businesses, and have committed to donating a portion of ticket sales to local charities. They have also agreed to provide staff with an alcohol management plan to support their request to be deemed municipally significant and to comply with the AGCO’s Special Occasion Permit requirements.

Moving forward, staff intend to develop a designated process and criteria for evaluating events on private property for municipal significance. In the meantime, and given the time constraints, staff have assessed the Rhune Mountain Music Festival’s application with a focus on compliance, health & safety, and community impact. Based on this assessment, staff recommend that the Rhune Mountain Music Festival be deemed municipally significant. Council may approve this recommendation alongside the conditional Public Entertainment Event Licence, or it may choose to deny it. If denied, organizers will be ineligible for a Special Occasion Permit through the AGCO, and alcohol will be strictly prohibited at the event.

Financial/Legal Implications:

The Public Entertainment Event licensing fee of \$1,358.00 has been paid in full by the applicant. All licensing fees are non-refundable as their purpose is to recover staff time related to reviewing and assessing an application. If the event is approved, a \$5,000.00 security deposit will be required prior to licence issuance.

Stakeholder Impacts:

Neighbouring properties may be impacted by the event by increase in local traffic and/or noise attributed to the event. There may be a positive economic impact to local businesses.

Report Impacts:

Agreement: No

By-law: Yes

Budget Amendment: No

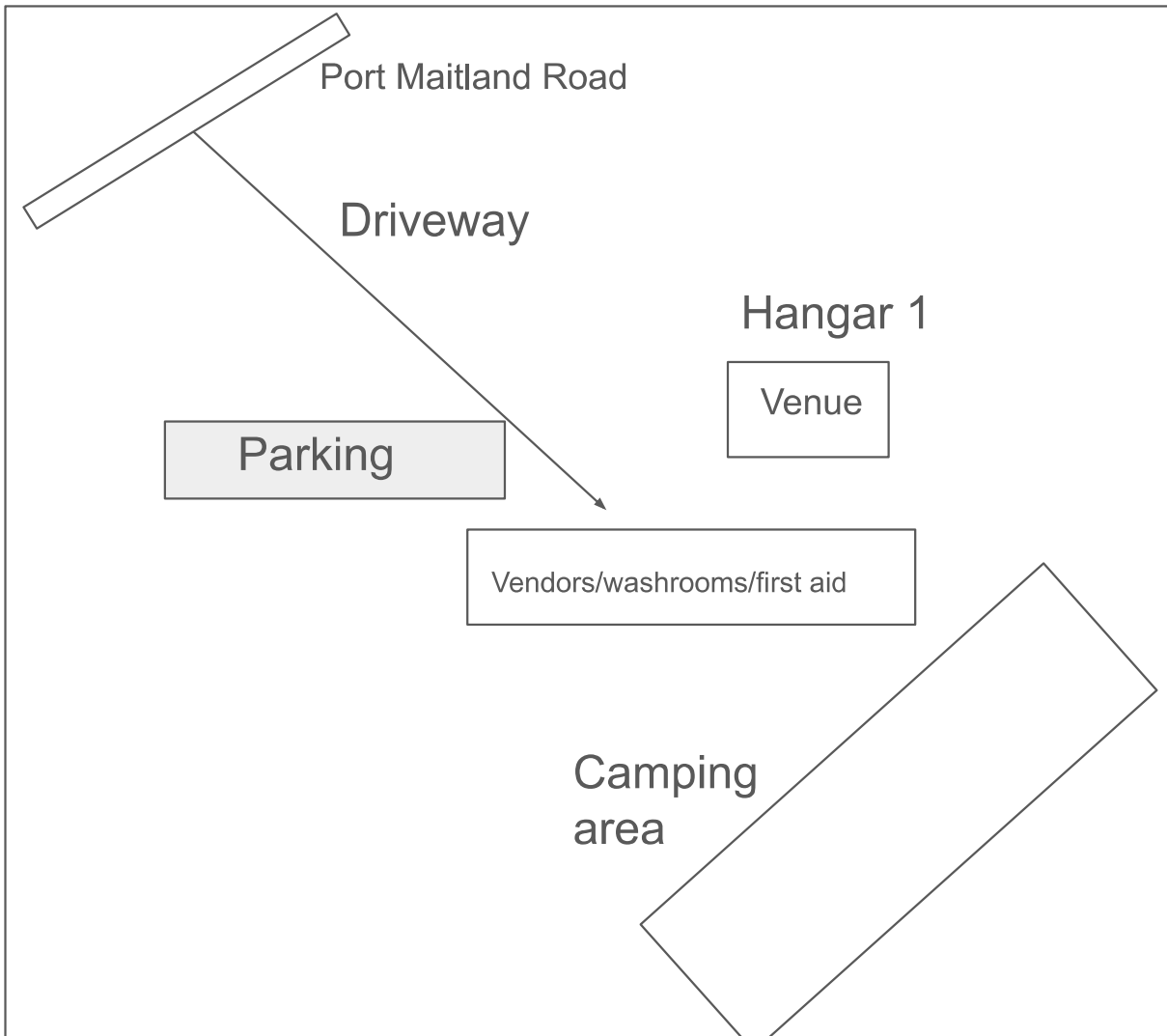
Policy: No

References:

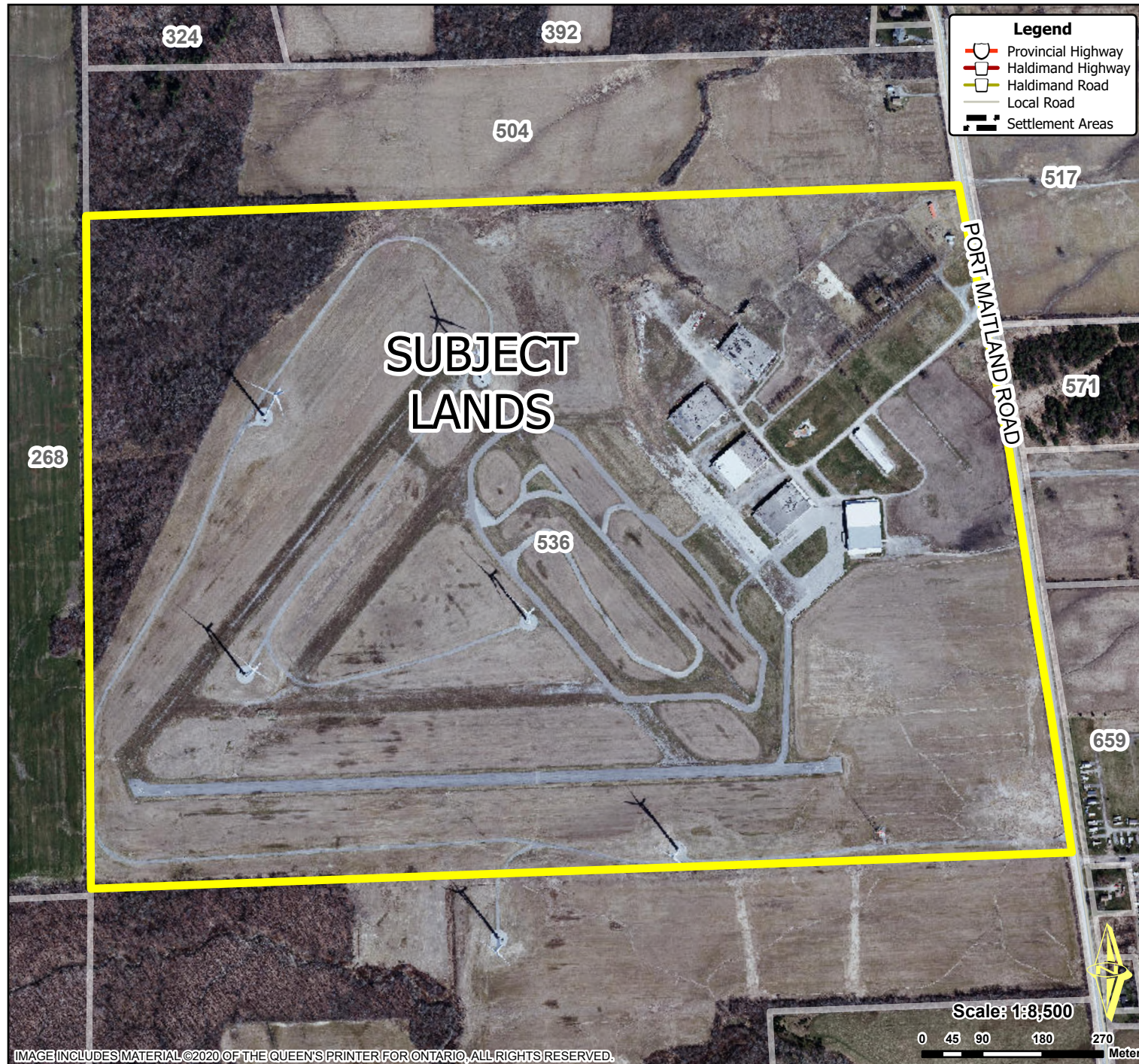
1. [Public Entertainment Event Licensing By-Law No. 1915/18](#)
2. [Festival and Event Policy No. 2015/02](#)

Attachments:

1. Rhune Mountain Music Festival Site Plan
2. Location Map



Location Map: 536 Port Maitland Road, Dunnville (Dunnville Airport)



Location:

536 PORT MAITLAND ROAD (DUNNVILLE AIRPORT)
GEOGRAPHIC TOWNSHIP OF DUNN
WARD 5

Legal Description:

DUN TCT SHEEHAN PT LOTS 3-7 RP
18R2000 PART OF PART 1

Property Assessment Number:

2810 021 003 21200 0000

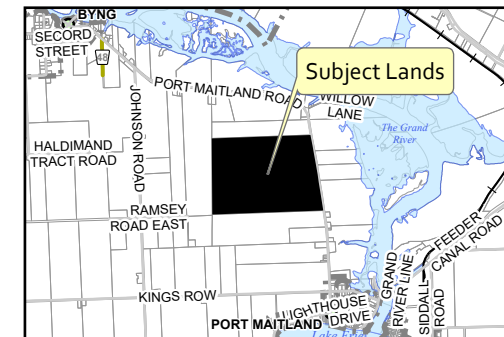
Size:

139.57 Hectares (344.9 Acres)

Zoning:

A(H) (Agricultural - Holding),
ML(H) (Light Industrial - Holding),
MNR (Unevaluated Lands),
GRCA (Wetland),
GRCA (Regulated Lands),

HALDIMAND COUNTY, ITS EMPLOYEES, OFFICERS AND AGENTS ARE NOT RESPONSIBLE FOR ANY ERRORS, OMISSIONS OR INACCURACIES WHETHER DUE TO THEIR OWN NEGLIGENCE OR OTHERWISE. DO NOT USE FOR OPERATING MAP OR DESIGN PURPOSES. ALL INFORMATION TO BE VERIFIED.



Register to Speak Before Council

Please note: Delegations will have 10 minutes in total per person, per group, or per organization for their presentation.

Delegate information

Name *	Pronouns *
<input type="text" value="Randylin Babic"/>	<input type="radio"/> He/Him
	<input checked="" type="radio"/> She/Her
	<input type="radio"/> They/Them
Email *	Phone *
<input type="text" value="randy.blackthrone@gmail.com"/>	<input type="text" value=""/>
Who are you representing? *	
<input type="radio"/> Myself	
<input checked="" type="radio"/> An organization	
Organization name	List the name(s) and title(s) of who will be presenting *
<input type="text" value="Rhune Mountain Entertainment Inc./Black Throne Productions"/>	<input type="text" value="Randylin Babic"/>

Meeting details

Register for a meeting *	Select the option that best suits your delegation request *
<input checked="" type="radio"/> Council in Committee meeting	<input checked="" type="radio"/> Speak on an agenda item
<input type="radio"/> Council meeting	<input type="radio"/> Introduce an item not on the agenda
Council meetings: you must register at least five days before the meeting.	
Council in Committee meetings: if you wish to speak on an agenda item, you must register by noon at least one business day before the meeting. If you wish to introduce an agenda item, you must register at least six days before the meeting.	
Delegation materials must submitted to the Clerk by noon at least one day before any meeting.	
Date of the meeting you plan to attend *	How will you be attending? *
<input type="text" value="5/20/2025"/>	<input checked="" type="radio"/> In person
	<input type="radio"/> Virtually

Delegation topic

In the space below, please summarize the information you wish to present as a delegation. Include such information as whether you are in support or opposition as well as identifying any questions you wish to have addressed, if applicable. If you have spoken to County staff regarding your topic, please include any details on this correspondence.

Please note: if you have delegated on this matter before, you must specify the new information you intend to present.

Brief Description *

Support the Rhune Mountain Music Festival at 536 Port Maitland Rd, Dunnville, ON N1A 2W6 to promote the community and it's residents. Looking for municipal significance letter to support that for the AGCO.

Please upload any additional documents you would like to include as part of your delegation request.

Please note you can upload a maximum of 5 files, up to 10 MB. If your file exceeds this maximum size, please notify the Clerks Division by responding to your confirmation email.

Acknowledgement

Consent *

- ☒ I (we) have read, understand and acknowledge the Rules and Procedures relating to Delegations as prescribed by the Procedure By-law.
- ☒ I (we) understand and acknowledge that Council and Committee meetings at Haldimand County are audio and video recorded and live-streamed online.
- ☒ I (we) understand and acknowledge that the minutes of all Council and Committee meetings at Haldimand County become permanent records.
- ☒ I (we) acknowledge and agree to the guidelines for being a delegation.

Disclaimer *

- ☒ I (we) understand that the personal information contained on this form is collected in accordance with the Municipal Act and will be used for the purpose of responding to your delegation request. Questions about this collection may be directed to the Municipal Clerk at 905-318-5932 or clerk@haldimandcounty.on.ca.

HALDIMAND COUNTY

Report LSS-03-2025 Request for New Lease - Dunnville Boat Club - 102 Hydro Street, Dunnville



For Consideration by Council in Committee on May 20, 2025

Objective:

To obtain Council approval to enter into a new lease with the Dunnville Boat Club for 102 Hydro Street, Dunnville.

Recommendations:

1. THAT Report LSS-03-2025 Request for New Lease – Dunnville Boat Club – 102 Hydro Street, Dunnville be received;
2. AND THAT a lease be entered into with the Dunnville Boat Club for property legally described as PIN 38124-0057 (LT) Part Lot 7-8 Plan 13558 Parts 3 and 4, 18R2350; Haldimand County, and municipally known as 102 Hydro Street, Dunnville for an initial 10-year term, with a 10-year renewal and a subsequent 5-year renewal, for a potential total of 25 years;
3. AND THAT that staff be authorized to reflect the starting lease rate included within Option 3, including annual CPI adjustments if Haldimand County opts to purchase new day-use docks and the Dunnville Boat Club agrees to assume responsibility for their maintenance;
4. AND THAT if the Dunnville Boat Club does not agree to assume responsibility for the maintenance of new day-use docks as noted above and as outlined in the report, staff be authorized to reflect the starting lease rate included within Option 2, including annual CPI adjustments;
5. AND THAT the Mayor and Clerk be authorized to execute all necessary documents.

Prepared by: Lori Friesen, Manager, Legal & Support Services

Respectfully submitted: Megan Jamieson, CHRL, General Manager, Corporate & Social Services

Approved: Cathy Case, Chief Administrative Officer

Executive Summary:

The Dunnville Boat Club (DBC) has leased County-owned waterfront property since 1950, helping to transform undeveloped land into a valuable community asset. Currently operating under a 10-year lease for the property located at 102 Hydro Street, Dunnville (Attachment 1), the DBC seeks to enter into a new 25-year agreement, citing its commitment to fostering intergenerational connections through a shared passion for boating and community.

Throughout the current and previous lease terms, the DBC has made substantial capital and infrastructure investments on the leased property. Additionally, as a condition of the lease, the DBC will support continued public access to its privately owned boat launch through a reasonable user fee system and provide/maintain transient docking services.

Staff support the request for a 25-year lease structure and recommend dividing the term into an initial 10-year period, followed by a 10-year renewal and a final 5-year renewal. This approach offers operational stability for the DBC while enabling the County to conduct periodic reassessments to

address evolving priorities and market conditions, ensuring a balanced approach between flexibility and long-term planning.

For the reasons outlined above, as well as in the report, staff recommend maintaining a below-market lease rate, to acknowledge the benefits of this partnership and the public, that is formalized in a lease agreement. Staff have proposed two different lease rates based upon the DBC willingness to accept the assumption of ownership of new day-docks to be located adjacent to 102 Hydro Street if desired by Haldimand, with the DBC being responsible for maintenance, seasonal installation/removal, general upkeep and replacement of the docks at their own cost when they reach the end of their lifespan.

Background:

The Dunnville Boat Club (DBC) has leased the building at 102 Hydro Street, Dunnville, since 1950 under successive lease agreements. The current 10-year lease which commenced on May 5, 2016, includes a below-market lease rate of \$211 plus HST, subject to annual Consumer Price Index (CPI) adjustments, with the current (2024) rate of \$279.19. The rationale for this below-market rate was outlined in staff report PED-COM-28-2013 and approved by Council, which acknowledged the DBC's contributions to Haldimand County, as detailed below:

- **Public Access and Services:** The DBC committed to providing public access to their privately owned boat ramp at reasonable rates. The lease formalized the DBC's responsibility for managing transient docks for public day use and overnight mooring, providing washroom and shower facilities for boaters mooring overnight, and for seasonal placement, removal, and maintenance of the docks. After mutual discussion between the parties, the use of transient docks for public day use has not been feasible. All other items have been adhered to.
- **Capital and Infrastructure Improvements:** The DBC undertook significant capital and infrastructure improvements at their expense including installing a new roof and siding on the building and replacing the existing perimeter fence with a decorative fence.
- **Operating Costs:** The DBC covers ongoing operating expenses for the building such as water bills, property taxes and increased insurance costs related to providing public access to their boat ramp and facilities.

Although the current lease does not expire until May 2026, the DBC submitted an application proposing either the outright purchase of the property or a 100-year lease agreement. In their application, the DBC noted that they have undertaken numerous upgrades to the building and transformed what was undeveloped and swamp lands to create the existing property.

Staff circulated these proposed options to County divisions, utilities, and the Grand River Conservation Authority for feedback. The overwhelming response did not support either option. Selling prime waterfront property is not a County-supported practice unless there is substantial justification. Additionally, a 100-year lease would restrict the County's ability to adapt to future needs.

This feedback was shared with the DBC, and both parties agreed to explore alternative options. A meeting in November 2024 – attended by members of the DBC, two local Councillors, and staff, facilitated open discussion and the development of an alternative proposal.

Key Discussion Points:

- **Parking:** The DBC raised concerns about parking overcrowding, especially on weekends, which affects boat ramp usage. Potential users have reported that limited parking discourages purchasing annual boat ramp passes, opting instead for pay-as-you-go access or going somewhere else and avoiding this area due to the parking congestion. Given the constraints of the surrounding area (i.e. existing developed conditions), it was noted that adding parking was likely not feasible.

- **Transient Docks:** As part of the lease, the DBC provides two transient docks including for overnight mooring at \$50 per night which also grants access to washroom and shower facilities. Although this is not advertised, the DBC stated that they have seen an increase in users returning. The DBC has stated that they are willing to continue managing these docks in a future agreement.
- **Boat Ramp:** Owned by the DBC, the boat ramp is available to the public for a \$10 fee via an honour system. The DBC is considering increasing the fee to \$15, contingent on implementing a card reader system for debit/credit payments. An annual pass is currently available for \$120.
- **Emergency Dock Access:** One dock remains accessible at all times for emergency services, including the OPP, Fire Department, Coast Guard, RCMP, Border Services Canada, and research vessels.

The DBC also provided supplementary information highlighting its history, guiding principles, and community involvement:

- **DBC History:** Established in 1950, the DBC has been a cornerstone of the Dunnville waterfront for nearly 75 years. In 2025, the DBC plans to celebrate its anniversary with a summer event.
- **Guiding Principles:** The DBC emphasizes community engagement, member contributions, and charitable efforts, donating approximately \$3,000 annually to local organizations such as the Thompson Creek Breakfast Club, Salvation Army, and Dunnville Hospital and Healthcare Foundation.
- **Membership:** The DBC is an exclusive membership based organization not open to the general public. The DBC has 141 members, including 66 full dock members, 29-day dock members, and 46 social members; with membership being multi-generational.
- **Expenses:** During the current lease term, the DBC has invested \$150,000 in capital improvements, with \$22,500 planned for additional upgrades. Annual operating costs are approximately \$21,000, covering insurance, property taxes, utilities, and maintenance.

At the meeting's conclusion, the DBC amended its request, seeking to enter into a 25-year lease while continuing to pay a below-market rate, citing the same rationale as the previous lease.

Analysis:

As part of any application to lease County-owned property, staff conduct a due diligence review that includes consultation with relevant County divisions and an assessment of market conditions to evaluate financial implications, risk, liability and community impact.

Considerations

Financial:

Under the Municipal Act, 2001, municipalities are permitted to lease property below market value; however, this must be done in a transparent and accountable matter. To determine the current market lease rate, staff conducted a review of lease rates across Haldimand County, as well as in other municipalities with marina type settings.

Within Haldimand, six commercial properties were available for lease in the Townsend, Caledonia, Hagersville and Cheapside areas. The average lease rate among these properties was \$2.52 per sq. ft. However, no comparable properties were identified that offer a premium riverside location.

Outside of Haldimand, staff noted that both the City of Toronto and Port Colborne lease marina-type properties using fee structures that incorporate a CPI adjustment and a percentage of gross revenues from the tenant. These properties are leased to for-profit businesses that generate revenue through

services such as supplying fuel, boat and motor servicing, wrapping and related services. By contrast, the DBC is a private club that offers limited services to the public.

It is also prudent to consider the adjacent County-owned property—the waterfront pavilion and associated parking stalls located at 218 Main Street East—which is currently utilized by the Dunnville Farmers Market. Both the Farmers Market and the DBC contribute positively to the community by offering amenities and services to residents and visitors. The rental fee collected from the Farmers Market is approximately \$1,500 to \$1,600 (April to December), operating two half days per week. A significant distinction between the two arrangements is that the DBC is fully responsible for all annual operating costs associated with its facility, totaling approximately \$21,000 annually. This level of financial responsibility is not required of the Dunnville Farmers Market.

Risk and Liability:

There are several risk and liability factors that must be carefully evaluated—most notably, the proposed lease term, which could significantly limit the County’s ability to adapt the use of this waterfront property in response to future strategic, environmental, or operational needs. Entering into a lease below market value without clearly demonstrated general public benefit may not only result in forgone revenue, but could also raise concerns regarding fairness, transparency, and responsible management of public assets. Additionally, offering preferential terms may set an undesirable precedent, potentially leading to similar requests from other organizations and placing pressure on Haldimand to apply inconsistent standards.

If roles and responsibilities are not clearly defined within the lease, the County could face increased exposure to liability in areas such as public safety, environmental compliance, and facility maintenance. Furthermore, the absence of strong indemnification and insurance provisions could leave the County vulnerable to third-party claims and legal or financial disputes.

These risks, however, can be substantially mitigated through a well-structured lease agreement. Clearly outlining the DBC’s obligations—particularly with respect to operations, maintenance, insurance coverage, and indemnification—ensures appropriate transfer and management of liability. In addition, any lease offered below market value must comply with the transparency and accountability requirements set out in the Municipal Act, 2001, and be supported by a clear and documented rationale. Defining permitted uses and performance standards within the lease will help ensure the property is managed in a way that aligns with the County’s long-term objectives and serves the broader public interest. To safeguard Haldimand County’s interests over the lease term, the agreement should also include monitoring provisions and allow for periodic review or audit of operations as appropriate.

Community Impact:

Tourism is a key economic driver for Haldimand County and the Grand River represents a significant, yet underutilized, asset in the County’s tourism landscape. Earlier this year, Council approved the Lower Grand River Visitor Experience Strategy (VES) – a planning and investment tool that will guide in enhancing tourism in Haldimand County by improving visitor engagement and maximizing the potential of the Lower Grand River. The VES provides direction on activating and enhancing tourism along the Grand River aiming to boost economic growth, enrich community life and enhance visitor experiences. Key initiatives include improving river access, expanding recreational activities and promotion of cultural and historical attractions.

The DBC is located in the Dunnville Waterfront Park, a prime location for exploring the potential of enhanced tourism offerings and one of the limited developable river-front municipally-owned properties in Haldimand County. Moving forward, it will be important for the DBC to continue to work closely with Haldimand County and to be a willing partner on opportunities to enhance tourism offerings in the area. As included in the previous lease agreement, it remains essential for DBC to continue to provide appropriate transient docking along with access to washroom and shower facilities for overnight users

and potentially day users as noted below under the Future Lease Terms section. Additionally, maintaining public access to the boat ramp is critical, as the loss of this access would significantly impact recreational boating opportunities south of the Dunnville Dam. The area also serves as a dedicated emergency dock, which is vital for supporting marine safety and emergency response operations.

Dunnville Boat Club Lease Details

Current Lease Terms:

A 10-year lease commenced on May 5, 2016, with a below-market rate of \$211 plus HST, subject to annual CPI adjustments. The initial lease rate was aligned with the 2016 Request for a Lease Application fee, which was \$211 + HST. For information purposes, the 2025 Request for a Lease Application fee is \$264 + HST.

The leased property consists of a building of approximately 1,405 square feet, ancillary space (covered area) of approximately 587.5 square feet, and occupies a lot size of approximately 0.2 acres (8,712 square feet).

Future Lease Terms:

If Council approved the lease request from the DBC, all current lease requirements would remain as status quo, including the provision of transient docks with the use of shower and washroom facilities for overnight users, a dedicated emergency service dock or method to enable quick access for emergency docking service, and public use of the boat ramp at a reasonable rate.

New requirements would include the DBC submitting an annual report to Haldimand within 30-days of the end of each seasonal dock removal. This report would include statistical data on seasonal usage of the docks and boat ramp.

Additionally, the lease would include a provision stating that if Haldimand County opts to add new day-use docks adjacent to the leased property (at the County's expense), the DBC will assume ownership of the docks. The DBC would then be responsible for maintenance, seasonal installation and removal, general upkeep and replacement when the docks reach the end of their lifespan. If additional docks are installed, the intent is that they will be available to the public at no charge to users (no fee collection responsibilities for DBC). Staff would work with DBC to establish hours of operation for the new transient docks and promote the availability of the docks through the County's tourism marketing program.

Economic Development and Tourism will be responsible for the lease administration and monitoring compliance to the lease.

Lease Rates (Options for Council Consideration)

The following outlines potential options in response to the Dunnville Boat Club's (DBC) request to lease 102 Hydro Street, Dunnville, for a 25-year period at a below-market annual rate of \$264, subject to annual Consumer Price Index (CPI) adjustments. Under the proposed terms, the DBC would continue to provide public access to its boat ramp at reasonable rates, manage transient docks—including seasonal installation, removal, and maintenance—and offer washroom and shower facilities for overnight boaters. In addition, the DBC has committed to making further capital improvements, with plans to invest approximately \$22,500 in enhancements to the building. The organization would also remain responsible for all ongoing operating costs associated with public access, including water bills, property taxes, and insurance.

Option 1 - Charge Market Lease Rate:

Although no clear market lease rate was found for a waterfront or marina-type property leased by a private club providing some services to the public, the best available benchmark is the per square

foot lease rate for commercial properties within Haldimand County – being \$2.52 per square foot per month. Based upon this rate the estimated annual lease value for the subject property would be \$21,954.24 plus HST.

While some commercial leases require tenants to cover capital costs, such as HVAC or roof replacements, others do not. Staff were unable to determine if the lease rates for the comparable properties within Haldimand County included or excluded capital expenses.

Option 2 - Apply Market Lease Rate to Building Only:

To offset the full market rate, an option exists to apply the lease rate only to the building and ancillary space (covered area attached to the building) totalling approximately 1,992.5 square feet, excluding that green space. Under this option, the annual lease would amount to \$5,021.10 plus HST.

The building and ancillary space is the primary space for intended occupancy, making it more relevant for a basis of calculating the lease rate. The surrounding land, while fenced, provides visual vistas of the water and green space, which aligns with the adjacent Garfield Disher Park.

Option 3 - Apply a Reduced Rate

Consideration may be given to applying a 50% reduction to the lease rate for Option 2. This adjustment would result in an annual lease rate of \$2,510.55 plus HST.

This approach offers a more favorable rate for the DBC, in recognition for the public benefit they provide, while still ensuring that the lease reflects the primary space used for operations.

Option 4 - Maintain Current Rate Structure

Maintain the current rate structure as proposed. The lease rate for 2026 will be determined once the 2026 User Fee Schedule is finalized and the annual CPI increase is added. Typically, this results in a 3% increase from the previous year's rates. Based on this adjustment, it is estimated that the approximate annual 2026 lease rate would be \$271.92 plus HST. This is not a recommended option as the Dunnville Boat Club facility is exclusive to its members and not open to the public with the exception of use of the transient docks.

Staff Recommendation

If Haldimand County opts to purchase new day-use docks and the Dunnville Boat Club (DBC) agrees to assume responsibility for their maintenance, as outlined above, staff would support proceeding with Option 3. This option offers a significantly discounted lease rate and strikes a balance by acknowledging the DBC's planned capital investment, continued public access to the boat ramp, and availability of transient docks. It also reflects the fact that the DBC is a private members' club, and that the general public does not have unrestricted access to the lands within the leased area.

If the DBC does not agree to assume responsibility for the day-use docks, staff recommend proceeding with Option 2.

In either case, staff recommend entering into a lease with the DBC for a total term of 25 years (structured as an initial 10-year term, with a subsequent 10-year renewal and an additional 5-year extension). Leasing this property to the DBC aligns with Haldimand County's Strategic Plan - under the "Future Ready" and "Economic Vitality" themes—supporting infrastructure reliability through responsible maintenance and enhancing tourism by providing access to day-use and transient docking and the public boat ramp serving the lower Grand River and downtown Dunnville.

Financial/Legal Implications:

All revenue from the lease if approved, will be contributed to the Land Sales Reserve.

All costs incurred by the County to date are off-set through the non-refundable application fee.

Stakeholder Impacts:

Staff from Community & Development Services, Economic Development & Tourism, Community Development & Partnerships as well as Legal & Support Services have participated in discussions with the DBC which is the basis of this report and subsequent recommendations.

The lease will be administered by Economic Development & Tourism.

Report Impacts:

Agreement: Yes

By-law: No

Budget Amendment: No

Policy: No

References:

1. PED-COM-28-2013 Dunnville Boat Club Lease Extension (available upon request)

Attachments:

1. Map of Lease Area
2. Draft Lease Agreement

Location Map: Dunnville Boat Club



Location:

**102 HYDRO STREET
GEOGRAPHIC TOWNSHIP OF RAINHAM
WARD 2**

Legal Description:

PLAN 13558 LOT 8 PT LOT 7

Property Assessment Number:

2810 024 002 21700 0000

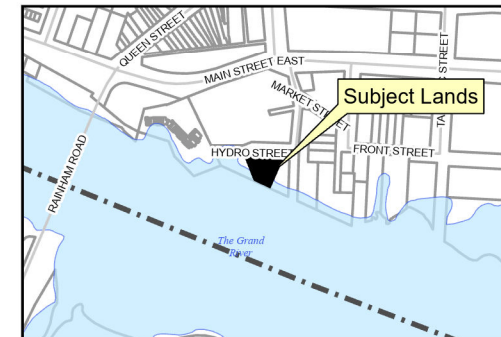
Size:

0.30 Acres

Zoning:

**CS (Service Commercial),
CM (Marine Commercial),
GRCA (Regulated Lands)**

HALDIMAND COUNTY, ITS EMPLOYEES, OFFICERS AND AGENTS ARE NOT RESPONSIBLE FOR ANY ERRORS, OMISSIONS OR INACCURACIES WHETHER DUE TO THEIR OWN NEGLIGENCE OR OTHERWISE. DO NOT USE FOR OPERATING MAP OR DESIGN PURPOSES. ALL INFORMATION TO BE VERIFIED.



LEASE AND MANAGEMENT AGREEMENT
(DRAFT)
“Dunnville Boat Club”

Made in duplicate the _____ day of _____, 202X.

IN PURSUANCE OF THE SHORT FORMS OF LEASES ACT

between

THE CORPORATION OF HALDIMAND COUNTY

(hereinafter called the “Landlord”)

of the first part

and

DUNNVILLE BOAT CLUB.

(hereinafter called the “Tenant”)

of the second part.

WHEREAS the Landlord owns Parts 1, 3, 4, 5 and 6 on Reference Plan 18R-2350 (the “Landlord’s Property”) and all buildings and structures situated thereon;

AND WHEREAS the Tenant owns Part 2 on Reference Plan 18R-2350 (the “Tenant’s Property”);

AND WHEREAS the Tenant wishes to continue to lease from the Landlord, for its private use and the private use of its members, a boat club building that is situated on Part of PIN 38124-0057; legally described as Part Lots 7-8 on Plan 13558; Part 3 on Reference Plan 18R-2350 (the “Boat Club Building”), municipally known as 102 Hydro Street, Dunnville;

AND WHEREAS the parties are entering into this Agreement pursuant to which the Tenant will lease from the Landlord Part 3, and the Tenant will manage Part 3, all in accordance with the terms and provisions contained herein;

NOW THEREFORE FOR VALUE RECEIVED, and in consideration of the mutual covenants contained herein, the parties hereby agree as follows:

1. DEFINITIONS

Whenever in this Lease the following words or phrases are used, they shall have the following meanings.

- 1.1 **“Additional Rent”** means all amounts (except Minimum Rent) payable by the Tenant under this Agreement whether to the Landlord or otherwise and whether or not characterized as rent under this Agreement;
- 1.2 **“Agreement” or “Lease”** shall mean this Lease and Management Agreement whether in draft or executed form.
- 1.3 **“Applicable Law”** means any law, municipal or other by-law, rule, statute, regulation, order, judgement, decree, treaty or other requirement having the force of law;
- 1.4 **“Commencement Date”** means May 6, 2026;
- 1.5 **“Harmonized Sales Tax”** means the harmonized sales tax levied pursuant to the Excise Tax Act (Canada), or any similar tax or replacement of such tax, and the term “HST” shall have the same meaning;
- 1.6 **“Lands”** means the Landlord’s Property, except for the part thereof that is leased to the Tenant hereunder;
- 1.7 **“Leased Premises” or “Premises”** means the Boat Club Building and that portion of Part 3 which is leased to the Tenant;
- 1.8 **“Rent”** means all Minimum Rent and Additional Rent payable by the Tenant under this Lease;
- 1.9 **“Stipulated Rate of Interest”** means that rate of interest that, at the time payment of any amount falls due under this Lease, is equal to the prime lending rate charged by a Canadian chartered bank selected by the Landlord to its most credit worthy customers at Toronto;
- 1.10 **“Taxes”** means all real property taxes, rates, duties and assessments (including local improvement taxes) impost charges or levies, whether general or special, that are levied, rated, charged or assessed against the Premises or any part thereof, or against the Landlord by reason of its ownership thereof, from time to time by any lawful taxing authority whether federal, provincial, municipal, school or otherwise, and any taxes payable by the Landlord which are imposed in lieu of, or in addition to, any such real property taxes levied or assessed against the Landlord on account of its ownership of the Premises, or its interest therein;
- 1.11 **“Term”** means the term of this Agreement as set out in Section 4; and
- 1.12 **“Transient Docks”** are docking facilities designed to accommodate boats for use for day-use or over-night use for recreational boaters that are non-members of the Dunnville Boat Club.

2. PURPOSE OF LEASE AND MANAGEMENT AGREEMENT

- 2.1 The Premises shall not be used for any purpose other than the purpose of a boat club building and the purposes specifically set out herein. The Tenant shall occupy the Premises throughout the Term and operate its business on the Premises continuously, actively and diligently in a first-class and reputable manner. The Tenant shall not use the Premises in any way or manner reasonably objectionable to the Landlord or which, in the reasonable opinion of the Landlord, causes a nuisance to the Landlord or any adjoining or neighbouring properties, and the Tenant shall ensure that its operation of its business on the Premises complies with all Applicable Law and the provisions contained in this Agreement.
- 2.2 The Tenant agrees to provide to the public access to the Transient Docks and the boat ramp, which are owned by the Tenant, as further described in Section 3, and acknowledged by the Landlord.

3. TRANSIENT DOCKS AND BOAT RAMP – PUBLIC AND EMERGENCY SERVICE ACCESS

- 3.1 The Tenant, as owner of the Transient Docks shall be solely responsible for the seasonal placement, removal, storage, configuration, maintenance and replacement, at the Tenant's sole cost and expense. The Tenant shall not remove any Transient Docks or arrange them in a configuration that impedes or restricts their use and shall ensure they remain accessible to the general public at all times.
- 3.2 The Tenant shall, at its sole cost and expense, maintain, repair and replace the Transient Docks as reasonably required to keep them in good repair, condition and quality.
- 3.3 The Tenant's policies and guidelines regarding the general public's use of the Transient Docks, including but not limited to duration of stay permissions, provision of hydro services, and applicable user fees, shall be established, agreed upon and adjusted by the Tenant and the Landlord, acting reasonably.
- 3.4 The Tenant shall permit all over-night users of the Transient Docks to access to and use the private change rooms, showers and washroom facilities located in the Boat Club Building.
- 3.5 The Tenant shall, at its sole cost and expense, operate and manage all Transient Docks and related services at its own risk. The Tenant shall indemnify, defend and hold harmless the Landlord from and against any and all claims, losses or damages arising from any person's use of the Transient Docks, or the Tenant's ownership or management thereof.
- 3.6 The Tenant shall, at its sole cost and expense, manage the collection of user fees associated with the general public's use of the Transient Docks and shall retain such fees collected.

- 3.7 If Haldimand County opts to purchase new day docks to be located in a property adjacent to the Leased Premises, the Tenant agrees to assume ownership of the docks, be responsible for maintenance, seasonal installation/removal, and general upkeep and replace the docks at their own cost when they reach the end of their lifespan. The docks would be available at no charge to users and there would be no fee collection responsibilities for the Tenant, unless mutually agreed to be both parties.
- 3.8 Reporting – within 30 days at the end of each season after dock removal is completed, the Tenant shall submit a report to the Manager, Economic Development & Tourism providing statistical data on usage of the transient docks and public use of the boat ramp.
- 3.9 The Tenant covenants, represents and warrants that it shall, throughout the Term, at its own cost and expense:
- 3.9.1 Continuously allow and provide the general public with the right of ingress and egress over the Tenant's Property for the purposes of enabling the general public to freely access and use the boat ramp and launch ("Boat Launch") on the Tenant's Property. The Landlord shall be entitled to place appropriate signage on the Tenant's Property indicating that the Boat Launch is open and available to the general public for its use and enjoyment.
 - 3.9.2 Ensure unrestricted public access to the waterfront area on Part 3, with the understanding and agreement that only the Premises will be fenced.
 - 3.9.3 Manage the collection of user fees related to the general public's use of the Boat Launch.
 - 3.9.4 Charge a reasonable amount for user fees related to the general public's use of the Boat Launch, which amount shall be established, agreed upon, and may be adjusted by the Tenant and the Landlord, acting reasonably. It is understood and agreed that the Tenant shall be entitled to keep all such user fees collected by it in relation to the general public's use of the Boat Launch.
 - 3.9.5 Make the Boat Launch open and available to the general public during the same hours of operation that the Boat Launch is available to private members of the Tenant.
 - 3.9.6 Maintain, repair and replace, as reasonably required to keep in good repair, condition and quality, the Boat Launch and all waterfront areas that are accessible to the general public on the Premises.
- 3.10 The Leased Premises shall not be used for any purpose other than outlined in this Lease during the Term.

4. **TERM**

- 4.1 **TO HAVE AND TO HOLD** the said Leased Premises for and during the term of ten (10) **years, commencing on May 6, 2026**. The Tenant has the option to renew the Lease for up an additional 10 year period and a subsequent five-year period for a total of 25 years, subject to mutual consent. Written notice of the Tenant's intent to exercise this option must be provided no less than ninety (90) days prior to the expiry of this Lease.
- 4.2 **TERMINATION FOR CAUSE** - In the event of any material default by the Tenant in meeting the requirements of this Lease, where such default is within the reasonable control of the Tenant, the Landlord shall have the right to provide written notice of such default to the Tenant. The notice shall demand that the deficiency or problem be rectified, or that the Tenant submit a plan to the Landlord to address the deficiency or problem within fifteen (15) working days or such longer period as may be agreed upon by the Landlord. If the default is not rectified, or steps are not taken to rectify the situation in accordance with the agreed-upon plan, the Landlord shall be entitled to issue a written notice of termination for cause with no less than thirty (30) days' notice and all rents outstanding shall be payable to the Landlord within thirty (30) days from termination.
- 4.3 **TERMINATION FOR CONVENIENCE** - The Tenant or the Landlord shall have the right to terminate this Lease with ninety (90) days written notice without cause. If this clause is invoked, all outstanding Rent shall be payable to the County within thirty (30) days of termination.

5. **RENT**

The Tenant covenants with the Landlord as follows:

- 5.1 From and after the Commencement Date of this Lease, the Tenant shall pay to the Landlord as Rent, in lawful money of Canada and without deduction, statement or setoff:
- 5.1.1 Rent annually, within 30 days of being invoiced, with the first payment being the sum of \$XXX plus HST.
- 5.1.2 For the remainder of the Term, the Tenant shall pay Rent as outlined in clause 5.1.1 plus a percentage annual adjustment, based upon the Consumer Price Index (CPI) for Ontario for Rent, year over year, calculated each January for the term of the Lease.
- 5.2 All Rent in arrears shall bear interest at the Stipulated Rate of Interest from the date it is due to the date of payment. Rent due prior to the execution of the Term or renewal terms shall not be considered in arrears until thirty (30) days after the Commencement Date.
- 5.3 If the Tenant is in default in the payment of any amounts or charges required to be paid pursuant to this Agreement, whether or not the same are designated as Additional Rent,

they shall, if not paid when due, be collectible as Rent with the next monthly instalment of Minimum Rent thereafter falling due under this Agreement, but nothing herein contained is deemed to suspend or delay the payment of any amount of money or charges at the time same becomes due and payable hereunder, or limit any other remedy of the Landlord. The Tenant agrees that the Landlord may, at its option, apply or allocate any sums received from or due to the Tenant against any amounts due and payable under this Agreement.

- 5.4 If the Tenant fails to pay Rent or any other amounts payable by the Tenant under this Agreement when the same is due and payable, such unpaid amounts shall bear interest from the due date of payment at a rate per annum that is three (3) percentage points in excess of the minimum lending rate charged by the Royal Bank of Canada to prime commercial borrowers, calculated and payable monthly.

6. TAXES

- 6.1 The Tenant shall pay as Additional Rent to the Landlord:

6.1.1 all Taxes (including any increase in Taxes resulting from the Tenant's occupation or use of the Premises) that are levied, rated, charged or assessed from time to time, against the Premises or any part thereof, whether on the basis of a separate tax bill rendered by any lawful taxing authority or as allocated to the Premises by the Landlord on a reasonable and equitable basis;

6.1.2 at the earlier of the time specified in the applicable legislation or when such Rent is required to be paid under this Agreement, all HST eligible in respect of amounts payable by the Tenant as Rent under this Agreement and, notwithstanding that HST shall not be considered Additional Rent under this Agreement, the Landlord shall have the same rights and remedies for the recovery of such amounts payable as HST as it has for amounts payable as Additional Rent under this Agreement.

- 6.2 The Tenant shall throughout the Term indemnify, defend and hold harmless the Landlord from and against all loss, costs, charges and expenses occasioned by or arising from all such Taxes, and all such Taxes which may in the future be levied in lieu of such Taxes, whether against the Landlord or the Tenant, including without limitation, any increase in Taxes, whether against the Landlord or the Tenant.

- 6.3 The Taxes that the Tenant is required to pay pursuant to this section shall be subject to a per diem adjustment on the basis of a period of three hundred and sixty-five (365) days per calendar year.

- 6.4 The Tenant shall pay all business taxes, rates and license fees levied in respect of the business carried on by the Tenant in and upon or by reason of occupancy of the Leased Premises.

7. UTILITIES AND RELATED COSTS

- 7.1 The Tenant shall be solely responsible for and shall promptly pay to the Landlord, as Additional Rent in addition to Minimum Rent, or directly to the appropriate authority, the aggregate of:
- 7.1.1 the total cost of supplying water, fuel, gas, oil, hydroelectricity and all other utilities used or consumed in connection with the Premises; and
- 7.1.2 the total cost of all telephone, internet, television services, general property maintenance and waste collection charged in relation to the Premises.
- 7.2 The Landlord shall not be liable for, nor have any obligation with respect to, an interruption or cessation of, or a failure in the supply of any utility to the Premises, whether supplied by the Landlord or others.
- 7.3 The Tenant shall pay the aforementioned amounts to the Landlord within fifteen (15) days of presentation by the Landlord of the particular account or invoice to the Tenant. Such accounts or invoices shall be presented on a monthly basis or as received from the service provider. Alternatively, the Tenant shall pay the aforementioned amounts directly to the appropriate utility or other provider prior to the time such amounts become due and payable.

8. PAYMENT OF TAXES AND UTILITIES

- 8.1 Upon receipt of bills or accounts for any portion of the said amounts are, the Landlord may invoice the Tenant. The Tenant shall pay the Landlord such amounts on or before the earliest due date specified on the statements issued by the relevant authorities, as Additional Rent on demand.
- 8.2 All payments required to be made by the Tenant shall be payable to:
- The Corporation of Haldimand County
C/O Finance
53 Thorburn Street South
Cayuga, Ontario N0A 1E0.

9. NET LEASE

- 9.1 The Tenant acknowledges and agrees that, except as expressly set out herein, the provisions of this Lease are intended to create a completely carefree net lease for the Landlord. The Landlord shall not be responsible during the Term for any costs, charges,

expenses, or outlays of any nature whatsoever arising from or relating to the Premises, their use and occupancy, their contents, or the business conducted therein. The Tenant shall bear and pay all charges, impositions, costs, and expenses of every kind relating to the Premises. Notwithstanding the foregoing, the Tenant shall not be required to pay any amounts related to mortgage payments of principal or interest on any mortgage, charge, or debenture affecting the Premises, or any income taxes of the Landlord.

10. ADDITIONAL LEASES

- 10.1 The Tenant acknowledges that, during the Term, the Landlord may, at its sole discretion, grant or lease to another party the right to use the Lands, or any part thereof, including any buildings situated on the Lands, for any purpose.

11. REPAIR, MAINTENANCE AND ALTERATIONS

- 11.1 The Tenant shall, at its own expense, operate, maintain, and keep the Premises in good order and condition, comparable to the standards of a careful and reasonable owner. Subject to the provisions herein regarding damage by fire and other named perils, the Tenant shall promptly and diligently perform all necessary replacements and repairs to the entire Premises, except for reasonable wear and tear. By taking possession of the Premises on the Commencement Date, the Tenant shall be deemed to have accepted the Premises as being in good order and satisfactory condition.
- 11.2 The Tenant shall not make any alterations, replacements or improvements (collectively, "Improvements") to any part of the Premises without first obtaining the Landlord's prior written consent, which consent may be unreasonably withheld.
- 11.3 Upon the termination of the Term, the Tenant shall peaceably surrender and deliver the Premises to the Landlord in the condition and repair required to be maintained throughout the Term. The Tenant shall surrender all keys for the Premises to the Landlord.
- 11.4 All alterations, decorations, additions, and Improvements made by the Tenant, or made by the Landlord on the Tenant's behalf (excluding the Tenant's chattels and personal property), shall immediately become the property of the Landlord upon affixation or installation, without any compensation to the Tenant. The Landlord shall have no obligation to repair, maintain, or insure such alterations, decorations, additions, or Improvements, all of which shall remain the responsibility of the Tenant as outlined in this Agreement. These alterations, decorations, additions, or Improvements shall not be removed from the Premises during or upon the termination of the Term, except as follows:

- 11.4.1 the Tenant may, during the Term and in the usual course of its business, remove its trade fixtures with the prior written consent of the Landlord, which consent may be unreasonably withheld, provided that such trade fixtures are either surplus to the Tenant's needs or are being replaced with new and similar trade fixtures
- 11.4.2 the Tenant is not in default under this Agreement at the time of removal; and
- 11.4.3 such removal is conducted at the Tenant's sole cost and expense.
- 11.5 If the Tenant does not remove its trade fixtures at the termination of the Term, the trade fixtures shall, at the option of the Landlord, become the property of the Landlord and may be removed from the Premises and sold or disposed of by the Landlord in such manner as it deems advisable.
- 11.6 The Tenant shall, when it becomes aware of same, immediately notify the Landlord of any damage to, or any deficiency or defect in any part of the Premises, any equipment or utility systems, or any installations located therein, notwithstanding the fact that the Landlord may have no obligations with respect to same.
- 11.7 The Tenant shall not paint, display, inscribe, place or affix any sign, picture, symbol, notice, lettering, advertising or display of any kind anywhere outside the Premises (including the roof) or within the Premises so as to be visible from outside and shall not install on the roof or outside walls of the Premises or other structures located on the Premises any television, telecommunication or radio antennae, satellite dishes or any exterior lights, shades, awnings or decorations whatsoever or any means of exterior sound production, without the prior written consent of the Landlord, which consent may be unreasonably withheld. Should the Landlord at any time object to any such sign, picture, symbol, notice, lettering, advertising, display or material or equipment, the Tenant shall remove the same forthwith at the Tenant's sole cost and expense.

12. DAMAGE AND DESTRUCTION OF THE PREMISES

- 12.1 If during the Term the Premises are destroyed or damaged in whole or in part or the Premises become totally or partially unusable, either the Landlord or the Tenant may, in its own discretion, terminate this Agreement upon thirty (30) days' written notice to the other. If neither party terminates this Agreement within thirty (30) days of the occurrence of such event, then the Landlord shall proceed with all diligence to repair or replace the Premises to the state that they were in prior to the occurrence of such damage or destruction.

13. INSPECTION BY LANDLORD

- 13.1 The Tenant grants the Landlord the right to enter the Premises at any time, upon 24 hours' written notice, and with as little disruption to the Tenant's business as reasonably possible, to inspect the Premises and ensure compliance with Applicable Law. If the Tenant receives notice of any violation of Applicable Law from the Landlord or any other authority during the Term, the Tenant must immediately notify the Landlord and provide a copy of such notice. The Tenant shall promptly rectify the violation at their own expense. The Tenant agrees to indemnify and hold the Landlord harmless from any and all claims, actions, damages, liabilities, and expenses (including legal and other fees) incurred by the Landlord in connection with such violations or any breach by the Tenant of these requirements.

14. TENANT INSURANCE

- 14.1 From and after the *Commencement Date*, the Tenant shall, in the name of the Tenant with the Landlord being named as Additional Insured: maintain throughout the duration of this Lease, a General Liability Insurance Policy covering the operations taking place on in the Facility, in an amount not less than \$2,000,000 per occurrence from an insurer licensed to conduct business in the Province of Ontario, providing coverage, including but not limited to, bodily injury including death, property damage, contractual liability, and tenants' legal liability. The policy shall contain cross liability and severability of interest clause and provide 30 days' prior written notice to the Landlord of cancellation or material change. Prior to the execution of this Lease and upon any renewal, the Tenant shall provide a Certificate of Insurance to the Landlord evidencing the policy as herein set out.
- 14.2 Any other form of insurance as the Tenant or the Landlord reasonably requires from time to time in the form, amounts and for insurance risks against which a prudent Tenant would insure.
- 14.3 The Tenant is encouraged to maintain throughout the duration of the Lease, a Contents Insurance Policy covering the assets of the Tenant. The Tenant agrees that the assets of the Tenant are not insured by the Landlord for damage or loss, and the Landlord assumes no liability for such damage or loss.
- 14.4 The Tenant will indemnify, hold harmless, and defend the Landlord from any and all liabilities, damages, costs, claims, suits or actions growing out of:
- 14.4.1 Any breach, violation of non-performance of any covenant or provision contained in this Lease by the Tenant or any of the Tenant's invitees;

14.4.2 Any damage to anything whatsoever caused by the use and occupation of the Leased Premises, and;

14.4.3 Any injury to person or persons, including death, occurring in or about the *Leased Premises*.

14.4.4 Such indemnification in respect of any such breach, violation or non-performance, damage to property, injury or death occurring during the term of this Lease shall survive any expiration or termination of this Lease, notwithstanding any provisions to the contrary.

15. LANDLORD INSURANCE

15.1 The Landlord shall, during the entire Term, at its sole cost and expense, take out and keep in full force and effect the following insurance:

15.1.1 Insurance upon the Boat Club Building and any machinery, boilers, pressure vessels, air-conditioning equipment and miscellaneous electrical apparatus contained therein and owned by the Landlord in an amount not less than one hundred (100%) per cent of the full replacement cost thereof on an all-risks basis, including earthquake, flood and collapse (if available), and replacement cost due to by-laws (including the value of the undamaged portion, the cost of demolition of damaged and undamaged structures and site clearance) subject to such reasonable deductible amounts as would be carried by a prudent owner of reasonably similar premises.

16. ASSIGNMENT OF LEASE

16.1 The Tenant shall not assign this Agreement in whole or in part, nor sublet all or any part of the Premises, nor mortgage or encumber this Agreement or the Premises or any part thereof, nor grant any licence or franchise in respect thereof, nor suffer or permit the occupation of, or part with or share possession of all or any part of the Premises by any person (all of the foregoing being hereinafter collectively referred to as a "Transfer"), without the prior written consent of the Landlord in each instance, which consent may be unreasonably or arbitrarily withheld at the Landlord's sole option and discretion, notwithstanding any statutory provision to the contrary. The consent by the Landlord to any specific Transfer, if granted, shall not constitute a waiver of the necessity for such consent to any subsequent Transfer. This prohibition against a Transfer is construed so as to include a prohibition against any Transfer by operation of law and no Transfer shall

take place by reason of a failure by the Landlord to reply to a request by the Tenant for consent to a Transfer.

- 16.2 If there is a permitted Transfer of this Agreement, the Landlord may collect rent from the assignee, subtenant or occupant (all of the foregoing being hereinafter collectively referred to as the "Transferee"), and apply the net amount collected to the rent required to be paid pursuant to this Agreement, but no acceptance by the Landlord of any payments by a Transferee shall be deemed a waiver of this covenant, or the acceptance of the Transferee or a release of the Tenant from the further performance by the Tenant of the covenants or obligations on the part of the Tenant herein contained. Whether or not the Landlord collects rent from a Transferee, that portion of the total rent to be paid by a Transferee which exceeds the Rent (on a proportionate basis relative to the space occupied) to be paid by the Tenant to the Landlord under the terms of the Agreement, shall be paid to the Landlord. In addition, any fee, payment, charge or other consideration payable by a Transferee in respect of any Transfer permitted hereunder shall accrue to the benefit and shall be paid to the Landlord.
- 16.3 Any document or consent evidencing such Transfer of this Agreement if permitted or consented to by the Landlord shall be prepared by the Landlord or its solicitors, and all legal costs with respect thereto shall be paid by the Tenant to the Landlord forthwith upon demand.
- 16.4 Any consent by the Landlord shall be subject to the Tenant causing any such Transferee to promptly execute an agreement directly with the Landlord agreeing to be bound by all of the terms, covenants and conditions contained in this Agreement as if such Transferee had originally executed this Agreement as Tenant. Notwithstanding any such Transfer permitted or consented to by the Landlord, the Tenant shall be jointly and severally liable with the Transferee on this Agreement and shall not be released from performing any of the terms, covenants and conditions of this Agreement.

17. LANDLORD'S ASSIGNMENT

- 17.1 If the Landlord sells any interest in the Lands or the Premises or in this Agreement to the extent that the purchaser or assignee is responsible for compliance with the covenants and obligations of the Landlord hereunder, the Landlord without further written agreement will be relieved of liability under all such covenants and obligations. The Tenant shall, if requested to do so, acknowledge in writing any notice of assignment of this Agreement by the Landlord.

18. LANDLORD'S RIGHT TO RE-ENTER

- 18.1 If the Tenant fails to pay Rent, or fails to observe or perform any other terms, conditions, or covenants under this Agreement, or in the event of seizure or forfeiture of the Term, or if re-entry is permitted under other terms of this Agreement, the Landlord, in addition to any other rights or remedies available, shall have the right of immediate re-entry if Rent is not paid. Otherwise, the Landlord may re-enter the Premises after providing ten (10) days' written notice to the Tenant. The Landlord may remove all persons and property from the Premises, and any property may be stored in a public warehouse or elsewhere at the Tenant's cost and expense. This action may be taken without the need for notice or legal process, and the Landlord shall not be considered guilty of trespass or liable for any loss or damage caused by such actions.
- 18.2 Additionally, upon ten (10) days' prior written notice to the Tenant, the Landlord may sell any or all of the removed property. The proceeds from the sale may be applied toward the Rent and any other payments owed to the Landlord under this Agreement. The sale may be conducted at the Landlord's discretion by public auction, private sale, or a combination of both, as the Landlord deems appropriate.

19. BANKRUPTCY OF TENANT

- 19.1 If the Term or any of the chattels of the Tenant on the Premises shall be any time during the Term seized or taken in execution or attachment by any creditor of the Tenant or if the Tenant shall make any assignment for the benefit of creditors or any bulk sale or become bankrupt or insolvent or shall take the benefit of any act now or hereinafter in force for bankrupt or insolvent debtors, or if any order shall be made for the winding up of the Tenant, or if the Premises shall without the written consent of the Landlord become and remain vacant for a period of fifteen (15) days or be used by any other persons than such as are entitled to use them under the terms of this Agreement, or if the Tenant shall without the written consent of the Landlord abandon or attempt to abandon the Premises or sell or dispose of chattels of the Tenant or remove them or any of them from the Premises so that there would not in the event of such abandonment, sale or disposal be sufficient goods on the Premises subject to distress to satisfy the Rent due or accruing due, or in the event of default, then and in every such case the then current month's Rent and the next ensuing three (3) months' Rent shall immediately become due and be paid and the Landlord may re-enter and take possession of the Premises as though the Tenant or the servants of the Tenant or any other occupant of the Premises were holding over beyond the expiration of the Term, and the Term shall at the option of the Landlord forthwith become forfeited and terminated and in every one of the cases above

mentioned, such accelerated Rent shall be recoverable by the Landlord in the same manner as the Rent hereby reserved as if the Rent were in arrears.

20. RIGHT OF RE-LET

- 20.1 If the Landlord re-enters as herein provided, it may either terminate this Agreement or it may from time to time without terminating the Tenant's obligations under this Agreement, make alterations and repairs considered by the Landlord necessary to facilitate a re-letting and re-let the Premises or any part thereof as agent of the Tenant for such term or terms at such rental or rentals and upon such other terms and conditions as the Landlord in its reasonable discretion considers advisable. Upon each re-letting, all rent and other moneys received by the Landlord from the re-letting will be applied first to the payment of indebtedness other than Rent due hereunder from the Tenant to the Landlord, second, to the payment of costs and expenses of the re-letting including brokerage fees and solicitor's fees and costs of the alterations and repairs and third, to the payment of Rent due and unpaid hereunder. The residue, if any, will be held by the Landlord and applied in payment of future Rent as it becomes due and payable. If the Rent received from the re-letting during a month is less than the Rent to be paid during that month by the Tenant, the Tenant will pay the deficiency to the Landlord forthwith. Interest on the deficiency at a rate per annum which is three (3) percentage points in excess of the minimum lending rate charged to prime commercial borrowers at such time by the Royal Bank of Canada, shall be calculated and payable monthly. No re-entry by the Landlord will be construed as an election on its part to terminate this Agreement unless a written notice of that intention is given to the Tenant. Despite a re-letting, without termination, the Landlord may elect at any time to terminate this Agreement for any breach.
- 20.2 If the Landlord terminates this Agreement, then, in addition to any remedies it may have, it may recover from the Tenant all arrears of Rent and all damages it incurs by reason of the breach including, without limitation, the cost of recovering the Premises, reasonable legal fees and the present value of the unpaid future Rent for the unexpired portion of the Term, all of which amounts shall be immediately due and payable by the Tenant to the Landlord.
- 20.3 If the Landlord brings an action against the Tenant arising from alleged breach of a covenant, condition or other term in this Agreement to be complied with by the Tenant and the court establishes that the Tenant is in breach of the covenant, condition or term, the Tenant will pay to the Landlord all expenses incurred by the Landlord in the action, including reasonable legal fees (on a solicitor and client basis).

21. LANDLORD MAY FOLLOW GOODS

- 21.1 In the case of removal by the Tenant of the goods and chattels of the Tenant from the Premises, the Landlord may follow the same for thirty (30) days in the same manner as is provided for in the legislation governing the relationship between landlords and tenants in the Province of Ontario.

22. NO EXEMPTION FROM DISTRESS

- 22.1 The Tenant agrees with the Landlord, in consideration of this Agreement, that, despite any statutory provisions to the contrary, none of the Tenant's goods or chattels will be exempt from seizure by distress for Rent arrears during the Term, as allowed by any applicable law or its amendments. If the Tenant claims such an exemption or if the Landlord enforces distress, this covenant can be used as an estoppel against the Tenant in any legal action challenging the right to seize exempted goods under such laws or amendments. The Tenant waives any benefits they might have received under such statutory exemptions due to this covenant.

23. LANDLORD MAY CURE TENANT'S DEFAULT OR PERFORM TENANTS COVENANTS

- 23.1 If the Tenant fails to pay, when due, any amounts or charges (other than Minimum Rent) required to be paid pursuant to this Agreement, the Landlord, after giving five (5) days' notice in writing to the Tenant, may, but shall not be obligated to, pay all or any part of the same. If the Tenant is in default in the performance of any of its covenants or obligations hereunder (other than the payment of Rent or other sums required to be paid pursuant to this Agreement) the Landlord may from time to time after giving 10 days written notice to the Tenant (or no notice in the case of an emergency), unless the Tenant within such 10 day period performs or commences diligently to perform such covenants or obligations to the reasonable satisfaction of the Landlord, perform or cause to be performed any of such covenants or obligations, or any part thereof, and for such purpose may do such things as may be required, including, without limitation, entering upon the Premises and doing such things upon or in respect of the Premises or any part thereof as the Landlord reasonably considers requisite or necessary. All expenses incurred and expenditures made pursuant to this Section, plus a sum equal to fifteen (15%) percent thereof representing the Landlord's overhead, shall be paid by the Tenant as Additional Rent, or otherwise as may be the case, forthwith upon demand. The Landlord shall have no liability to the Tenant for any loss or damages resulting from any such action or entry by the Landlord upon the Premises in accordance with the terms of this Agreement and same is not re-entry or a breach of any covenant for quiet enjoyment contained in this Agreement.

24. LIEN ON TRADE FIXTURES

- 24.1 If the Tenant at any time during the Term or at the expiration or other termination of the Term is in default under any covenant or obligation contained in this Agreement, the Landlord shall have a lien on all stock, inventory, fixtures, equipment and facilities of the Tenant as security against loss or damage resulting from any such default by the Tenant and said stock, inventory, fixtures, equipment or facilities shall not be removed by the Tenant until such default is cured, unless otherwise permitted in writing by the Landlord.
- 24.2 The Tenant will comply with all provisions of law including, without limitation, federal and provincial legislative enactments, by-laws and any other governmental or municipal regulations which relate to the equipment, operation and use of and to the making of any repairs, replacements, alterations, additions, changes substitutions or improvements of or to the Leased Premises, and to comply with all police, fire and sanitary regulations imposed by any federal, provincial or municipal authorities and to observe and obey all governmental and municipal regulations or other requirements governing the conduct of business conducted on the Leased Premises. In the event that the Tenant shall, at any time from time to time during the term, do or permit to be done or omit to do any act or thing which shall result in any such obligation being imposed upon the Landlord and, within a reasonable time after notice in writing from the Landlord to the Tenant, of if the Tenant does not do the necessary work in order to comply with the relevant law, regulation, order or requirement, the Landlord may, at his option, without prejudice to any other rights which the Landlord may have hereunder, either do the necessary work or cause it to be done at the expense of the Tenant or forthwith, by notice in writing to the Tenant or terminate this Lease. In the event that the Landlord shall undertake any work to be done at the expense of the Tenant hereunder, the cost thereof, together with the Landlord's reasonable overhead and supervision charges in respect of such work shall be payable by the Tenant to the Landlord forthwith upon demand, and, if this Lease is terminated pursuant to the provisions of this paragraph, in addition to his other obligations on termination, the Tenant shall pay Rent to the date of surrender of possession and shall moreover reimburse the Landlord for any costs which he has then incurred or may be under any obligation to incur under such law, regulation, order or requirement.

25. TENANT COVENANTS

- 25.1 The Tenant agrees to permit the Landlord at any time in the event of any emergency, and otherwise at reasonable times, to take any and all measures, including inspections, repairs, alterations, additions and improvements to the Leased Premises or to the Facility, as may be necessary or desirable for the safety, protection or preservation of the Leased

Premises, or the Facility, or the Landlord's interest, or as may be necessary or desirable in the operation or improvement of the Leased Premises or in order to comply with all laws, regulations, orders and requirements of governmental or other authority and such measures may include the interruption of any services or utilities until such inspections, repairs, alterations, additions or improvements have been completed. The Landlord shall, except in the event of an emergency, give the Tenant reasonable notice of required entry to the Leased Premises, and shall indemnify the Tenant for any damage caused to the Leased Premises as a result of the aforementioned measure being taken but such indemnification shall not extend to loss of profits sustained by the Tenant unless such loss results from the negligent or wrongful act or default of the Landlord, its officers, agents, servants, employees or contractors.

- 25.2 If, because of any act or omission of the Tenant, its employees, agents, contractors, or subcontractors, any lien, charge or order for the payment of money shall be filed against the Landlord, or against all or a portion of the Leased Premises, the Tenant shall, at its own cost and expense, cause the same to be discharged within thirty (30) days after the filing thereof, and the Tenant shall indemnify and save harmless, the Landlord against and from all costs, liabilities, suits, penalties, claims and demands, including reasonable legal fees resulting therefrom.

26. LANDLORD'S COVENANTS

- 26.1 So long as the Tenant shall observe and perform the covenants and agreements binding on it hereunder, the Tenant shall at all times during the term herein granted, peacefully and quietly have and enjoy possession of the Leased Premises without any encumbrance or hindrance by, from or through the Landlord.

27. ACCORD AND SATISFACTION

- 27.1 No payment by the Tenant or receipt by the Landlord of a lesser amount than the Rent herein stipulated will be considered to be other than on account of the earliest stipulated Rent, nor will an endorsement or statement on a cheque or in a letter accompanying a cheque or payment as Rent be considered to be an accord or satisfaction, and the Landlord may accept a cheque or payment without prejudice to the Landlord's right to recover the balance of the Rent or pursue any other remedy.

28. UNAVOIDABLE DELAY

- 28.1 Whenever and to the extent that the Landlord or the Tenant shall be unable to fulfil or shall be delayed or restricted in the fulfilment of any obligation during the period of such

unavoidable delay hereunder in respect of the supply or provision of any service or utility or the doing of any work or the making of any repairs by reason of being unable to obtain the material, goods, equipment, service or labour required to enable it to fulfil such obligation, or by reason of any statute or order-in-council or regulation or order passed or made pursuant thereto or by reason of the order or direction of any administrator, controller, board, governmental department or officer or other authority or by reason of not being able to obtain any permission or authority required thereby or by reason of any other cause beyond its control whether of the foregoing character or not, the Landlord or the Tenant, as the case may be, shall be relieved from the fulfilment of such obligation during the period of such unavoidable delay and the other party shall not be entitled to compensation for any inconvenience, nuisance or discomfort thereby occasioned, provided that the foregoing shall in no event be construed so as to relieve the Tenant from its obligation to pay Rent or other monies due in the amounts and on the days and at the times provided for in this Agreement.

29. PARTIAL INVALIDITY

- 29.1 If a term, covenant or condition of this Agreement or the application thereof to any person or circumstances is held to any extent invalid or unenforceable, the remainder of this Agreement or the application of the term, covenant or condition to persons or circumstances other than those as to which it is held invalid or unenforceable will not be affected.

30. REMEDIES OF THE LANDLORD

- 30.1 No exercise of a specific right or remedy by the Landlord or by the Tenant precludes it from or prejudices it in exercising any other right or pursuing any other remedy or maintaining an action to which it may otherwise be entitled either in law or in equity.

31. WAIVER

- 31.1 The waiver by the Landlord of a breach of a term, covenant or condition of this Agreement will not be construed to be a waiver of a subsequent breach of the term, covenant or condition or another term, covenant or condition. The subsequent acceptance of Rent by the Landlord will not be considered to be a waiver of a preceding breach by the Tenant of a term, covenant or condition of this Agreement, regardless of the Landlord's knowledge of the preceding breach at the time of acceptance of the Rent. No covenant, term or condition of this Agreement will be considered to have been waived by the Landlord or by the Tenant unless the waiver is in writing signed by the Landlord or by the Tenant, as the case may be.

32. RULES AND REGULATIONS

32.1 The Landlord may from time to time establish, modify and enforce reasonable rules and regulations regarding the use and occupancy of the Premises. All rules and regulations and modifications thereof shall form a part of this Agreement and bind the Tenant, and the Tenant will comply with such rules and regulations and modifications. Notice of the rules and regulations and modifications, if any, will be given to the Tenant by the Landlord. No rule or regulation or modification will contradict the provisions of this Agreement.

33. REGISTRATION

33.1 The Tenant shall not register this Agreement or any notice of it.

34. NOTICE

34.1 A notice, demand, request, statement or other evidence required or permitted to be given under this Agreement must be written and will be sufficiently given if delivered in person to the Landlord or the Tenant, or to an officer of the Landlord or the Tenant, as the case may be, or mailed in Canada by registered mail addressed to the Landlord or the Tenant, as the case may be, at the last address provided by the party being served with such notice.

34.2 A notice, demand, request, statement or other instrument mailed as aforesaid will be considered to have been given to the party to which it is addressed on the date of delivery thereof, or in the case of mailing, on the third business day following the date of mailing, save and except that in the event of any actual or apprehended stoppage or slowdown of the postal system due to any labour dispute, the same shall be considered to have been given to such party only on the date of delivery thereof.

34.3 The following provides information as to how notices are to be provided:

The Corporation of Haldimand County
53 Thorburn Street South
Cayuga, Ontario N0A 1E0
Attention: Lidy Romanuk,
Manager, Economic Development & Tourism
Telephone: 905-318-5932 ext. 6342
Email: lromanuk@haldimandcounty.ca

Dunnville Boat Club
102 Hydro Street
Dunnville, ON N1A 1V8
Attention: Commodore
Telephone: 905-774-7039
Email: dunnvilleboatclub@gmail.com

35. AMMENDMENT IN WRITING

- 35.1 No alteration, amendment, change or addition to this Agreement will bind the Landlord or the Tenant unless in writing and signed by them.

36. SUCCESSORS AND ASSIGNS

- 36.1 This Agreement binds and benefits the parties and their respective successors and assigns. No rights, however, benefit an assignee of the Tenant unless the assignment was consented to in accordance with this Agreement.

37. PROVISOS

- 37.1 There is no representation, warranty or condition affecting the *Leased Premises*, or this Lease, or supported by this Lease other than as expressed in this Lease.
- 37.2 This Lease does not in any way or for any purpose make the Landlord a partner of the Tenant in the conduct of its business or otherwise or a member of a joint venture or joint enterprise with the Tenant.
- 37.3 This Lease does not in any way or for any purpose make the Tenant a partner of the Landlord or any other tenant in the conduct of its business or otherwise or a member of a joint venture or joint enterprise with the Landlord or any other tenant.
- 37.4 This Lease shall be construed in accordance with the laws of the Province of Ontario.
- 37.5 Time shall be of the essence of this Lease.

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IN WITNESS WHEREOF the parties have executed this Lease.

Authorized by By-law
No. 2473/23

THE CORPORATION OF HALDIMAND COUNTY
(Landlord)

Date of Execution:

Mike Evers, General Manager
Community & Development Services

DUNNVILLE BOAT CLUB (Tenant)

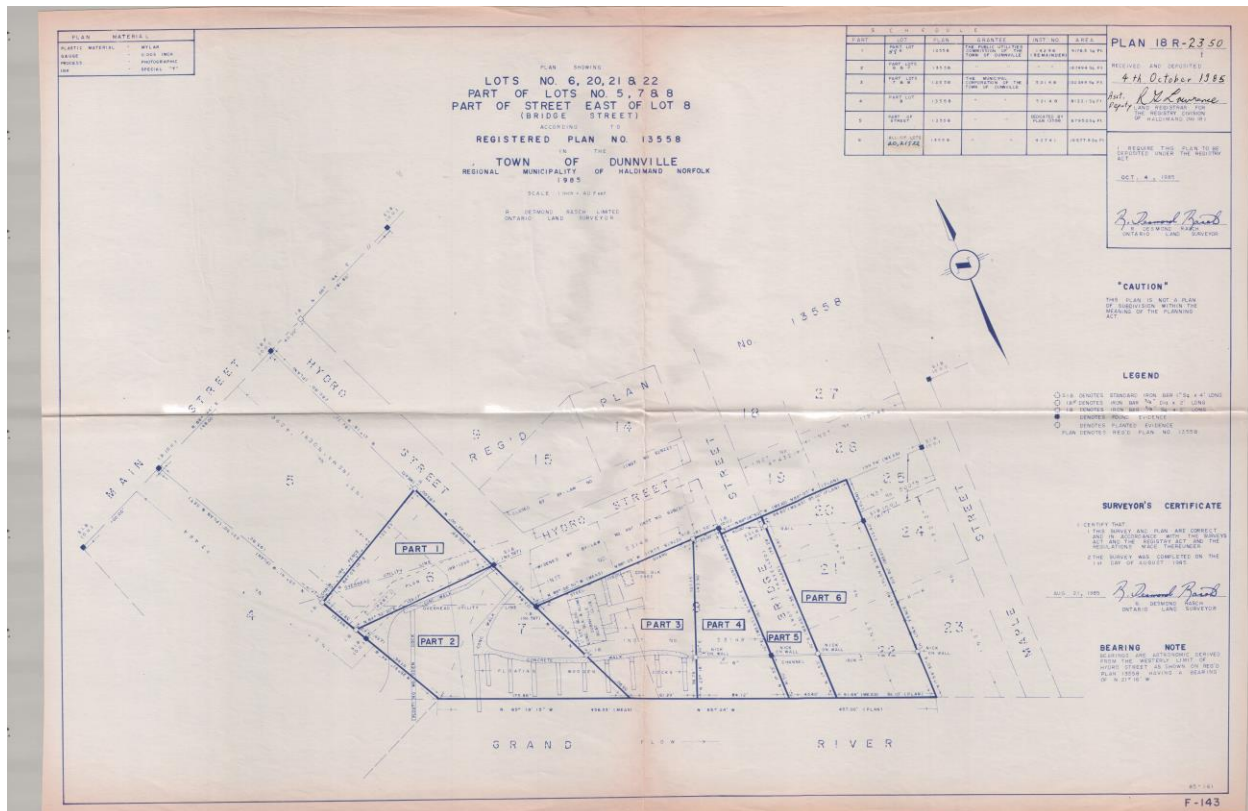
Phil Konkle
Commodore

Ryan Silverthorne
Vice Commodore

Schedule A Leased Premises

Reference Plan 18R-2350

- the Landlord owns Parts 1, 3, 4, 5 and 6
- the Tenant owns Part 2
- the Tenant is leasing Part 3 – municipally known as 102 Hydro Street, Dunnville



Register to Speak Before Council

Please note: Delegations will have 10 minutes in total per person, per group, or per organization for their presentation.

Delegate information

Name *	Pronouns *
<input type="text" value="Angelene Hunter"/>	<input type="radio"/> He/Him
	<input checked="" type="radio"/> She/Her
	<input type="radio"/> They/Them
Email *	Phone *
<input type="text" value="dunnvilleboatclub@gmail.com"/>	<input type="text" value=""/>
Who are you representing? *	
<input type="radio"/> Myself	
<input checked="" type="radio"/> An organization	
Organization name	List the name(s) and title(s) of who will be presenting *
<input type="text" value="Dunnville Boat Club"/>	<input type="text" value="Angelene Hunter"/>

Meeting details

Register for a meeting *	Select the option that best suits your delegation request *
<input checked="" type="radio"/> Council in Committee meeting	<input checked="" type="radio"/> Speak on an agenda item
<input type="radio"/> Council meeting	<input type="radio"/> Introduce an item not on the agenda
Council meetings: you must register at least five days before the meeting.	
Council in Committee meetings: if you wish to speak on an agenda item, you must register by noon at least one business day before the meeting. If you wish to introduce an agenda item, you must register at least six days before the meeting.	
Delegation materials must submitted to the Clerk by noon at least one day before any meeting.	
Date of the meeting you plan to attend *	How will you be attending? *
<input type="text" value="5/20/2025"/>	<input checked="" type="radio"/> In person
	<input type="radio"/> Virtually

Delegation topic

In the space below, please summarize the information you wish to present as a delegation. Include such information as whether you are in support or opposition as well as identifying any questions you wish to have addressed, if applicable. If you have spoken to County staff regarding your topic, please include any details on this correspondence.

Please note: if you have delegated on this matter before, you must specify the new information you intend to present.

Brief Description *

After meeting with County staff, we agreed that registering as a delegation would be a helpful way for Council to gain a better understanding of the Dunnville Boat Club. On behalf of the Club, I would like to address Council in support of a new lease agreement. I intend to share a brief history of our organization, highlight our longstanding community involvement, and outline our past partnership with the County. The Dunnville Boat Club is a volunteer-led, not-for-profit organization with a proud tradition of serving local boaters and sport-fishing enthusiasts. For decades, our club has operated on a combination of privately owned land and County-leased waterfront property, and we remain committed to continuing our service to the community.

Please upload any additional documents you would like to include as part of your delegation request.

File Name



755118218.633257 2.jpg

2.3 MB



Dunnville+Boat+Club.jpeg

177.4 KB



DBC Logo.png

150.7 KB

Please note you can upload a maximum of 5 files, up to 10 MB. If your file exceeds this maximum size, please notify the Clerks Division by responding to your confirmation email.

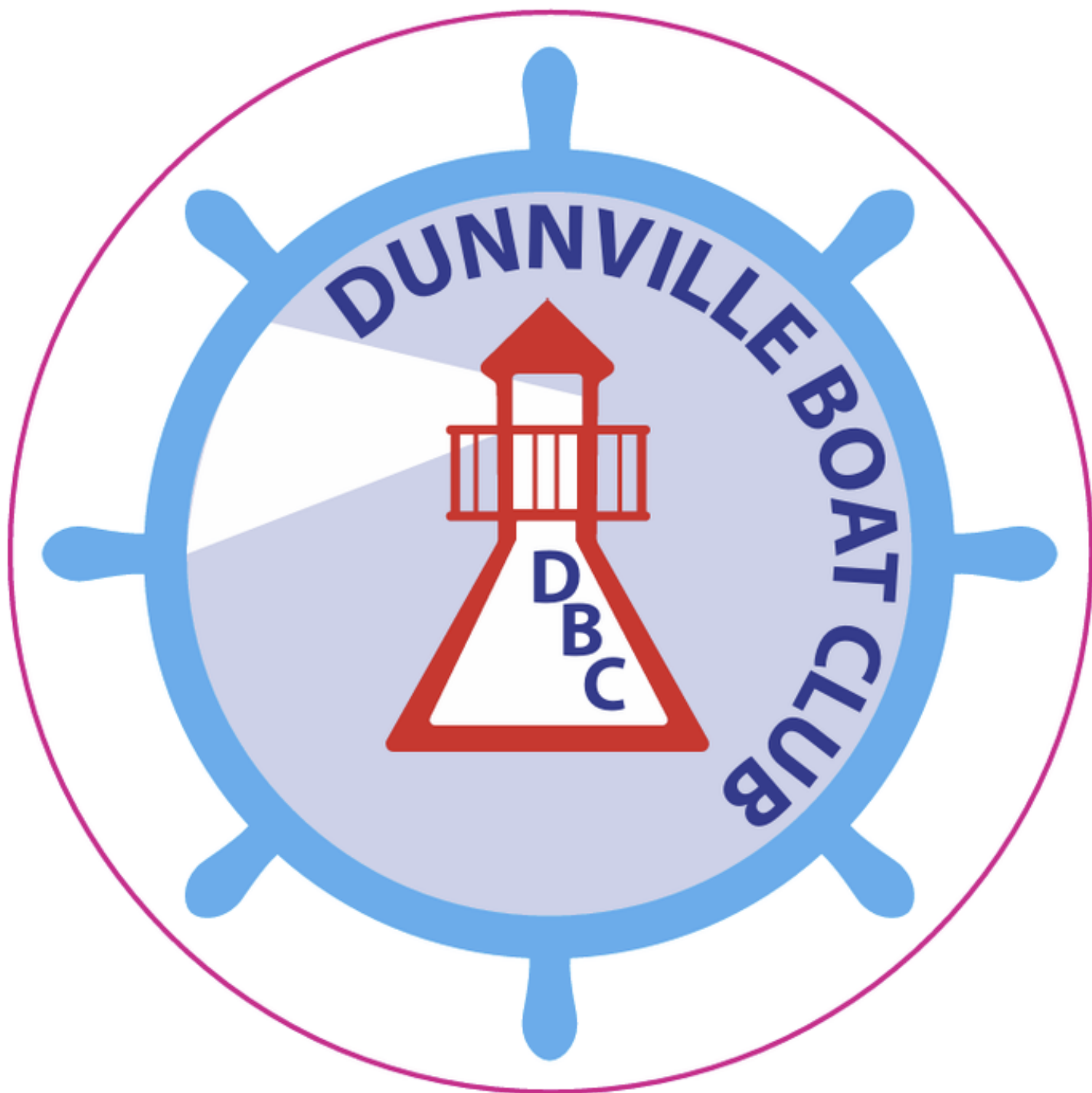
Acknowledgement

Consent *

- ☒ I (we) have read, understand and acknowledge the Rules and Procedures relating to Delegations as prescribed by the Procedure By-law.
- ☒ I (we) understand and acknowledge that Council and Committee meetings at Haldimand County are audio and video recorded and live-streamed online.
- ☒ I (we) understand and acknowledge that the minutes of all Council and Committee meetings at Haldimand County become permanent records.
- ☒ I (we) acknowledge and agree to the guidelines for being a delegation.

Disclaimer *

☒ I (we) understand that the personal information contained on this form is collected in accordance with the Municipal Act and will be used for the purpose of responding to your delegation request. Questions about this collection may be directed to the Municipal Clerk at 905-318-5932 or clerk@haldimandcounty.on.ca.







Haldimand County

Report CLE-07-2025 Strong Mayor Powers and Duties

For Consideration by Council in Committee on May 20, 2025



Objective:

To provide a high-level overview of the Strong Mayor Powers in Part VI.1 of the *Municipal Act, 2001* and associated Regulations.

Recommendations:

1. THAT Report CLE-07-2025 Strong Mayor Powers and Duties be received.

Prepared and respectfully submitted by: Chad Curtis, Municipal Clerk

Approved: Cathy Case, Chief Administrative Officer

Executive Summary:

Strong mayor powers and duties are set out in part VI.1 in the *Municipal Act, 2001* (the Act), and are connected to the Provincial Priorities outlined in Ontario Regulation 580/22 (O. Reg. 580/22). The guidelines provided in O. Reg. 580/22 state that the Provincial Priorities are building 1.5 million new residential units by December 31, 2031, and constructing and maintaining infrastructure to support housing, including transit, roads, utilities, and servicing. Haldimand County's specific housing target connected with this regulation is to facilitate the construction of 4,200 new homes in the municipality by 2031.

Background:

The Province of Ontario has enacted legislation that amended the Act to provide strong mayor powers and duties to the mayors of designated municipalities. Municipalities are designated upon pledging to meet housing targets provided by the province. On May 1, 2025, the Province announced that Haldimand County would receive Strong Mayor Powers as a result of the province receiving a commitment from the Mayor to a housing pledge as part of the province's goal to build 1.5 million homes by 2031.

Analysis:

Haldimand County's external solicitor will accompany the Municipal Clerk for a presentation for Council's information that summarizes the provisions set out in the strong mayor powers and duties that have been implemented by the Province.

Financial/Legal Implications:

Not applicable.

Stakeholder Impacts:

Not applicable.

Report Impacts:

Agreement: No

By-law: No

Budget Amendment: No

Policy: No

References:

None.

Attachments:

1. Strong Mayor Powers and Duties Presentation.
2. Letter from the Minister of Municipal Affairs and Housing to Haldimand County dated April 9, 2025.
3. Letter from Mayor Bentley to the Minister of Municipal Affairs and Housing dated April 23, 2025.
4. Letter from the Minister of Municipal Affairs and Housing to Haldimand County dated May 1, 2025.

Strong Mayor Powers and Duties

Council in Committee, May 20, 2025

Overview

- Legislation and Regulations
- Provide a High-Level Overview of Strong Mayor Powers
 - Legislative
 - Administrative

Legislation : Amendments to the Municipal Act

The *Municipal Act, 2001* governs Municipal responsibilities and powers

1. Strong Mayor, Building Homes Act, 2022 (Bill 3) came into force on November 22, 2022
 - This bill added “Part VI.1 -Special Powers and Duties of the Head of Council” - to the *Municipal Act, 2001*
 - Part VI.1 are the rules commonly referred to as “Strong Mayor Powers”
2. Better Municipal Governance Act, 2022 (Bill 39) came into force on December 20, 2022
 - This bill amended the previous amendment to create additional powers

Ontario Regulation 530/22 – as amended

- Provides specific provisions and requirements regarding Part VI.1 of the Municipal Act
- The amended regulation expands the list of designated municipalities where those provisions apply as of May 1, 2025
 - The expanded list now includes Haldimand County
 - After accepting strong mayor powers and duties
 - there is no jurisdiction for municipalities to decline or refuse to be designated by regulation under the Act.
 - There is no discretion to the Mayor or to municipal Council to refuse to accept or to impose local restrictions on the assigned strong mayor powers and duties under the Municipal Act

Ontario Regulation 580/22 – Provincial Priorities

- The regulation identifies provincial priorities prescribed for the purposes
 - Building 1.5 million new residential units by December 31, 2031
 - Haldimand County was assigned a specific housing target of 4,200 new homes to be constructed by 2031
 - Constructing and maintaining infrastructure to support housing, including transit, roads, utilities, and servicing

Strong Mayor Powers - Overview

Special Powers and Duties of the Mayor

- The Strong Mayor Powers in Part VI.1 of the Municipal Act can be organized into three broad categories
 1. Legislative Powers (example: the power to veto by-laws, the power to require Council to consider a matter)
 2. Administrative Powers (example: the power to appoint a CAO, the power to establish committees)
 3. Financial Powers (example: the duty and responsibility to present a budget to Council, and to approve the budget)
- The Mayor cannot delegate Legislative and Financial Powers
- The Mayor can choose to delegate Administrative powers
- These powers and duties do not fall to the deputy Mayor in the Mayor's absence

Legislative Powers

1. Veto of by-laws
2. Approval of by-laws

1. Legislative Powers - Provincial Priorities

- The Legislative Powers are connected to the Provincial Priorities as defined in O. Reg, 580/22
- Provincial Priorities stated in the regulation are:
 1. Building 1.5 million new residential units by December 31, 2031.
 2. Constructing and maintaining infrastructure to support housing, including,
 - i. transit,
 - ii. roads,
 - iii. utilities, and
 - iv. servicing

Legislative Powers - Veto

- The Strong Mayor Powers give the Mayor veto power over certain by-laws
 - Under the *Municipal Act, 2001*
 - Under the *Planning Act, 1990*
 - Under other legislation prescribed in the regulations
 - E.g. the *Development Charges Act, 1997*
- The veto can only be used when the Mayor is of the opinion that all or part of a by-law could potentially interfere with a Provincial Priority

Legislative Powers – Veto (Continued)

- There is a process that must be followed to veto a by-law
 - After Council votes on a by-law, the Mayor must provide notice of intention to veto to the Clerk within two days
 - The Clerk is required to provide a copy of the notice to members of Council and the public
- When the Mayor has given notice of intention to veto, within 14 days of the Council meeting, the Mayor is required to:
 - Provide written approval of the by-law; or
 - Veto the by-law in writing (a veto notice) with reasons

2. Legislative Powers – Veto (Continued)

- Within 21 days of receiving the veto notice from the Clerk, Council can override the veto with a 2/3 vote
 - The Mayor can vote on the proposal to override a veto
- If members of Council want to override a veto this would have to be by:
 - Members Motion at a regular Council meeting; or
 - At a Special Council meeting called by the Mayor or a majority of Council for that purpose
- If the Mayor decides not to veto a by-law, a “decision to not veto by-laws” will be added to the Mayoral Decisions database

Legislative Powers – Approval of By-laws

- Part VI.1 requires the Mayor to approve in writing all by-laws related to provincial priorities
- Because the provincial priorities are very broadly defined, to ensure compliance with the Strong Mayor Powers, the Mayor will be required to sign a written Mayoral Decision approving all by-laws (including the Confirmatory By-law) for each meeting of Council
- These approvals will be publicly posted on the County's website

Administrative Powers

1. Committees
 2. Chief Administrative Officer
 3. Organizational Structure
-

1. Administrative Powers - Committees

- The Strong Mayor Powers includes Administrative Powers regarding Committees
 - The power to establish and dissolve committees
 - The power to appoint chair and vice-chairs of committee
 - The power to assign functions to committees
- O. Reg. 530/22 states that these powers only apply to committees whose members are solely Members of Council
- The powers regarding Committees can be delegated to Council

2. Administrative Powers – Chief Administrative Officer

- The Strong Mayor Powers include the following Administrative Powers related to the Chief Administrative Officer (CAO)
 - The power to dismiss and appoint a Chief Administrative Office
- The powers regarding the Chief Administrative Officer can be delegated to Council

3. Administrative Powers – Organizational Structure

- The Strong Mayor Powers include the following Administrative Powers related to the Organizational Structure:
 - The power to establish Organizational Structures for the Municipality
 - The power to hire, dismiss or exercise any other prescribed employment powers with respect to the head of any division or any other part of the organization structure
- The Strong Mayor Powers related to organization structure does not include the power to hire and dismiss statutory officers including:
 - Municipal Clerk or Deputy Clerk
 - Treasurer or Deputy Treasurer
 - Integrity Commissioner, Ombudsman, or Auditor General
 - Chief Building Official
 - Fire Chief
- The Administrative Powers related to organizational structure can be delegated to Council or the CAO

Financial Powers

1. Budgets

1. Financial Powers – Budgets

- Under Strong Mayor Powers, the Mayor is assigned the “powers and duties with respect to proposing and adopting a budget”
 - Under Part VI.1 of the Act, Council does not approve County Budgets – this responsibility now belongs to the Mayor
- Under O. Reg. 530/22
 - The Mayor is required to provide a proposed budget to Council, the Clerk and the public by February 1 of each budget year
 - If the Mayor does not propose a budget to Council by February 1, Council is responsible for preparing and adopting a budget

Financial Powers – Budgets

- Under O. Reg. 530/22
 - Within 30 days of the Mayor proposing a budget, Council may pass resolutions amending the proposed budget
 - Council may pass a resolution to shorten this 30 day period
- If Council does not pass resolutions amending the budget within the 30 days (or shorter period) if applicable, then the budget proposed by the Mayor is deemed adopted
- The Mayor may veto any amendments approved by Council
 - Council can override the veto on a 2/3 vote

Public Disclosure

Exercising Powers and Public Disclosure

- All Strong Mayor Powers must be exercised in writing
 - Mayoral Decisions under Part VI.1 of the Act must be written and signed
- Any Mayoral Decision under Part VI.1 of the Act must be made public
 - These will be posted on the Haldimand County website

Conclusion

- Part VI.1 of the Act (the Strong Mayor Powers) apply to Haldimand County as of May 1, 2025
- Haldimand County and the Mayor cannot opt-out of any of these powers and duties
- Strong Mayor Powers offer resources for Haldimand to meet Provincial Priorities
- A Mayoral Decision webpage has been added to the County Website to provide a basic overview for members of the public and post decisions
- Staff continue to review the legislation and confer with other municipalities to determine best practices
- Staff have obtained a legal opinion of the interpretation of this legislation

**Ministry of
Municipal Affairs
and Housing**

Office of the Minister

777 Bay Street, 17th Floor
Toronto ON M7A 2J3
Tel.: 416 585-7000

**Ministère des
Affaires municipales
et du Logement**

Bureau du ministre

777, rue Bay, 17^e étage
Toronto (Ontario) M7A 2J3
Tél. : 416 585-7000



234-2025-1568

April 9, 2025

Your Worship
Mayor Shelley Ann Bentley
Haldimand County
sbentley@haldimandcounty.on.ca

Dear Mayor Bentley:

To further support municipalities in delivering much-needed housing and other provincial priorities, our government is continuing to expand strong mayor powers to Ontario municipalities.

On August 22, 2023, Haldimand County was assigned a specific housing target of 4,200 new homes to be constructed in your community by 2031. In order for Haldimand County to receive strong mayor powers, I ask that you, as head of council respond in writing by April 25, 2025, confirming your commitment to meet this target.

Heads of council in strong mayor municipalities can:

- Choose to appoint the municipality's chief administrative officer.
- Hire certain municipal department heads, and establish and re-organize departments.
- Create committees of council, assign their functions and appoint the Chairs and Vice-Chairs of committees of council.
- Propose the municipal budget, which would be subject to council amendments and a separate mayoral veto and council override process.
- Veto certain by-laws if they are of the opinion that all or part of the by-law could potentially interfere with a provincial priority, such as housing, transit and infrastructure.
- Bring forward matters for council consideration if they are of the opinion that considering the matter could potentially advance a provincial priority.
- Propose certain municipal by-laws if they are of the opinion that the proposed by-law could potentially advance a provincial priority. Council can pass these by-laws if more than one-third of council members vote in favour.

-2-

If you have any questions, please reach out to my Director of Stakeholder and Caucus Relations, Tanner Zelenko, at 437-996-2487 or tanner.zelenko@ontario.ca.

Please accept my best wishes.

Sincerely,

A handwritten signature in black ink that reads "Rob Flack". The signature is fluid and cursive, with a long horizontal stroke extending from the end of the name.

Hon. Rob Flack
Minister of Municipal Affairs and Housing

c: Robert Dodd, Chief of Staff
Martha Greenberg, Deputy Minister
Caspar Hall, Assistant Deputy Minister, Local Government Division
Sean Fraser, Assistant Deputy Minister, Municipal and Housing Operations
Division
Chad Curtis
Cathy Case



Haldimand County Administration Building
53 Thorburn Street South
Cayuga, ON N0A 1E0

April 23, 2025

Minister of Municipal Affairs and Housing
Office of the Minister 777 Bay Street, 17th Floor
Toronto ON
M7A 2J3

Dear Minister Flack,

Thank you for the letter dated April 9, 2025. With respect to Haldimand County's assigned housing target of 4,200 new homes to be constructed in Haldimand County by 2031, I can confirm my commitment to meeting this target.

I look forward to working with you in your new role as Minister of Municipal Affairs and Housing.

A handwritten signature in blue ink that reads "Shelley Ann Bentley". The signature is written in a cursive, flowing style.

Shelley Ann Bentley
Mayor
sbentley@haldimandcounty.on.ca

cc: MPP Bobbi-Ann Brady

**Ministry of
Municipal Affairs
and Housing**

Office of the Minister

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777, rue Bay, 17^e étage
Toronto ON M7A 2J3
Tél. : 416 585-7000



234-2025-1992

May 1, 2025

Your Worship
Mayor Shelley Ann Bentley
Haldimand County
sbentley@haldimandcounty.on.ca

Dear Mayor Bentley:

I would like to thank you for committing to your 2031 housing target on behalf of your municipality. I am pleased to inform you that as of May 1, 2025, we have expanded strong mayor powers to heads of council of an additional 170 municipalities. This includes Haldimand County.

Heads of council in strong mayor municipalities, are able to:

- Choose to appoint the municipality's chief administrative officer.
- Hire certain municipal division heads, and establish and re-organize divisions.
- Create committees of council, assign their functions and appoint the Chairs and Vice-Chairs of committees of council.
- Veto certain by-laws if they are of the opinion that all or part of the by-law could potentially interfere with a prescribed provincial priority, such as housing, transit and infrastructure.
- Bring forward matters for council consideration if they are of the opinion that considering the matter could potentially advance a prescribed provincial priority.
- Propose certain municipal by-laws if they are of the opinion that the proposed by-law could potentially advance a prescribed provincial priority. Council can pass these by-laws if more than one-third of all council members vote in favour.
- Propose the municipal budget, which would be subject to council amendments and a separate mayoral veto and council override process.

Some strong mayor powers are related to prescribed provincial priorities that are identified in [O. Reg 580/22](#).

Heads of council in strong mayor municipalities are subject to existing accountability and transparency rules, as well as certain additional rules. For example, when the head of council exercises many of the strong mayor powers and performs many of the strong mayor duties, they are required to provide written documentation to the municipal clerk and members of council by the next business day. They must also make this written documentation available to the public.

.../2

- 2 -

For more information on strong mayor powers and duties please see:

- The Strong Mayor chapter of the [Ontario Municipal Councillor's Guide](#)
- Part VI.1 of the Municipal Act, 2001 – [Special Powers and Duties of the Head of Council](#)
- Regulations made under the Municipal Act, 2001 that relate to strong mayor powers and duties: [O. Reg 580/22](#); [O. Reg. 530/22](#)

If you have any questions, please reach out to my Director of Stakeholder and Caucus Relations, Tanner Zelenko, at 437-996-2487 or tanner.zelenko@ontario.ca.

Please accept my best wishes.

Sincerely,



Hon. Rob Flack
Minister of Municipal Affairs and Housing

c: Robert Dodd, Chief of Staff
Martha Greenberg, Deputy Minister
Caspar Hall, Assistant Deputy Minister, Local Government Division
Sean Fraser, Assistant Deputy Minister, Municipal & Housing Operations Division
Chad Curtis, Clerk
Cathy Case, Chief Administrative Officer

Register to Speak Before Council

Please note: Delegations will have 10 minutes in total per person, per group, or per organization for their presentation.

Delegate information

Name *

John Edelman

Pronouns *

- ☒ He/Him
☐ She/Her
☐ They/Them

Email *

Phone *

Who are you representing? *

- ☒ Myself
☐ An organization

Meeting details

Register for a meeting *

- ☒ Council in Committee meeting
☐ Council meeting

Select the option that best suits your delegation request *

- ☒ Speak on an agenda item
☐ Introduce an item not on the agenda

Council meetings: you must register at least five days before the meeting.

Council in Committee meetings: if you wish to speak on an agenda item, you must register by noon at least one business day before the meeting. If you wish to introduce an agenda item, you must register at least six days before the meeting.

Delegation materials must be submitted to the Clerk by noon at least one day before any meeting.

Date of the meeting you plan to attend *

5/20/2025 

How will you be attending? *

- ☒ In person
☐ Virtually

Delegation topic

In the space below, please summarize the information you wish to present as a delegation. Include such information as whether you are in support or opposition as well as identifying any questions you wish to have addressed, if applicable. If you have spoken to County staff regarding your topic, please include any details on this correspondence.

Please note: if you have delegated on this matter before, you must specify the new information you intend to present.

Brief Description *

Would like to make comment regarding the strong mayor discussion that is supposed to be discussed at this meeting. I am apposed to what has happened and want to present my viewpoint rather than stay silent.

Please upload any additional documents you would like to include as part of your delegation request.

Please note you can upload a maximum of 5 files, up to 10 MB. If your file exceeds this maximum size, please notify the Clerks Division by responding to your confirmation email.

Acknowledgement

Consent *

- ☒ I (we) have read, understand and acknowledge the Rules and Procedures relating to Delegations as prescribed by the Procedure By-law.
- ☒ I (we) understand and acknowledge that Council and Committee meetings at Haldimand County are audio and video recorded and live-streamed online.
- ☒ I (we) understand and acknowledge that the minutes of all Council and Committee meetings at Haldimand County become permanent records.
- ☒ I (we) acknowledge and agree to the guidelines for being a delegation.

Disclaimer *

- ☒ I (we) understand that the personal information contained on this form is collected in accordance with the Municipal Act and will be used for the purpose of responding to your delegation request. Questions about this collection may be directed to the Municipal Clerk at 905-318-5932 or clerk@haldimandcounty.on.ca.



Town of Saugeen Shores
 600 Tomlinson Drive, P.O. Box 820
 Port Elgin, ON N0H 2C0

April 14, 2025

Honourable Rob Flack
 Ministry of Municipal Affairs and Housing
 17th Floor, 777 Bay St.
 Toronto, ON M7A 2J3
rob.flack@pc.ola.org

Dear Minister,

RE: Opposition to Proposed Amendments to O.Reg. 530/22 to Expand Strong Mayor Powers

I am writing to express my opposition to the government's proposed expansion of Strong Mayor powers to include the Town of Saugeen Shores. As the Mayor of Saugeen Shores, I am concerned about the implications of this policy change on our local governance. Please consider this letter as the Town of Saugeen Shores submission on O.Reg. 530/22 which is available for comment until April 16th.

In my experience, the 'Council Manager' system of governance has always served our municipality well. Specifically, when it comes to advancing our shared priority of building more housing to serve our residents, Saugeen Shores Council has demonstrated flexible and determined leadership. Our Council has enabled housing by reducing red tape resulting in the construction of more than 600 multi-family residential units in the last two years alone. Given the strong and sustained commitment of our Council to these efforts, I do not see how the introduction of Strong Mayor powers will accelerate the construction of housing (or the pursuit of other priority areas) in any way. On the contrary, vesting these new powers in the Mayor threatens to disrupt long-established and effective processes, sidelining elected members of Council with effects that may be contrary to the interests of our residents.

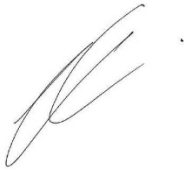
Saugeen Shores has thrived for decades on the principle of shared leadership. We have an effective team of elected representatives working in partnership with a professional staff to achieve goals that are transparently set out in our Strategic Plan and annual Business Plans. This approach to governance is foundational to building trust between the municipality and the residents that it serves. I fear that the unilateral decision-making enabled by Strong Mayor powers would erode this trust and disrupt the collaborative environment that has long been at the heart of the democratic tradition of our Council and community.

I urge you to reconsider the expansion of Strong Mayor powers. If the government has a strong desire to advance these major changes to the governance of our municipality, I

request that you engage in a thorough consultation process with our Council and the residents of our community before moving forward. It is crucial that any changes to local governance structures be made in close partnership with the communities they impact.

Thank you for your attention to this matter. I look forward to your response and hope that we can work together in the interest of ensuring strong local governance in Saugeen Shores.

Sincerely,

A handwritten signature in black ink, appearing to read 'Luke Charbonneau', with a stylized flourish at the end.

Luke Charbonneau, Mayor
Town of Saugeen Shores

cc. Doug Ford, Premier of Ontario
Lisa Thompson, MPP, Minister of Rural Affairs
Council, Town of Saugeen Shores
All Ontario Municipalities