

## AGENDA

### THE THIRTY-SEVENTH MEETING OF THE ONE HUNDRED AND FORTY-FOURTH COUNCIL OF THE CORPORATION OF THE CITY OF ST. THOMAS

November 4, 2024, 5:00 P.M.  
COUNCIL CHAMBERS/ZOOM

#### ROUTINE PROCEEDINGS AND GENERAL ORDERS OF THE DAY

INDIGENOUS LAND ACKNOWLEDGEMENT  
DISCLOSURES OF INTEREST  
MINUTES  
DEPUTATIONS  
COMMITTEE OF THE WHOLE  
REPORTS OF COMMITTEES  
PETITIONS AND COMMUNICATIONS  
UNFINISHED BUSINESS  
NEW BUSINESS  
BY-LAWS  
PUBLIC NOTICE  
NOTICES OF MOTION  
CLOSED SESSION  
OPEN SESSION  
ADJOURNMENT

#### INDIGENOUS LAND ACKNOWLEDGEMENT

We acknowledge that the land on which we meet is the traditional territory of the Haudenosaunee, Anishinabek, Attiwonderonk (Neutral) and Mississauga peoples and is now home to many diverse First Nations, Inuit and Métis peoples.

We also recognize that this land is now home to the Munsee-Delaware Nation, Chippewas of the Thames First Nation and Oneida Nation of the Thames.

This land was settled through Treaty 2, the McKee Purchase Treaty of 1790, and we, as beneficiaries of the treaty recognize our collective responsibilities to the land and water.

---

Pages

1. DISCLOSURES OF INTEREST
2. MINUTES  
Confirmation of the minutes of the meeting held on October 21, 2024.
3. DEPUTATIONS
  - 3.a Planet Youth Elgin St. Thomas Coalition - Appendix "A" 4  
Jessica Austin and Charlee Kirby, Planet Youth Elgin St. Thomas Coalition will make a power point presentation regarding youth wellbeing and substance prevention.
4. COMMITTEE OF THE WHOLE  
Council will resolve itself into Committee of the Whole to deal with the following business.
5. STRATEGIC DIRECTION AND DEVELOPMENT
6. UNFINISHED BUSINESS
  - 6.a Community Sport and Recreation Infrastructure Fund Application
  - 6.b Parks and Recreation Master Plan and Community/Aquatic Centre Feasibility Study Update 14  
Report PRF-24-24 of the Director of Parks, Recreation and Facilities.
7. NEW BUSINESS
  - 7.a Community Improvement Plan Project - HXM Eternal Two Inc. – 483-487 Talbot Street - Appendix "B" 16  
Report PD-30-24 of the Planning Programs Coordinator.

7.b	<u>Application by Doug Tarry Limited for an amendment to Zoning By-Law 50-88, to remove the Holding Zone symbol from the lands within the Harvest Run Phase 3 Stage 3 Subdivision (34T-21501) - Appendix "C"</u> Report PD-29-24 of the Planning Programs Coordinator.	18
7.c	<u>The Second Report of the 2024 Site Plan Control Committee - Appendix "D"</u> Report PD-28-24 of the Secretary, Site Plan Control Committee.	20
8.	<b><u>BUSINESS CONCLUDED</u></b>	
9.	<b><u>COMMUNITY ENGAGEMENT AND SERVICES</u></b>	
10.	<b><u>UNFINISHED BUSINESS</u></b>	
11.	<b><u>NEW BUSINESS</u></b>	
12.	<b><u>BUSINESS CONCLUDED</u></b>	
13.	<b><u>INFRASTRUCTURE AND CIVIC OPERATIONS</u></b>	
14.	<b><u>UNFINISHED BUSINESS</u></b>	
15.	<b><u>NEW BUSINESS</u></b>	
15.a	<u>Transportation Master Plan Refresh - Status Update - Appendix "E"</u> Kevin Jones from Paradigm Transportation Solutions Limited will provide an update on the status of the Transportation Master Plan refresh project.	27
15.b	<u>Rideshare Services - Appendix "F"</u> Report ES-46-24 of the Manager of Transportation and By-Law.	49
15.c	<u>Burwell Sewage Pumping Station Upgrades Design - Consultant Award - Appendix "G"</u> Report ID-37-24 of the Project Manager.	50
16.	<b><u>BUSINESS CONCLUDED</u></b>	
17.	<b><u>CORPORATE GOVERNANCE AND ADMINISTRATION</u></b>	
18.	<b><u>UNFINISHED BUSINESS</u></b>	
19.	<b><u>NEW BUSINESS</u></b>	
20.	<b><u>BUSINESS CONCLUDED</u></b>	
21.	<b><u>REPORTS PENDING</u></b>	
22.	<b><u>COUNCIL</u></b> Council will reconvene into regular session.	
23.	<b><u>REPORT OF COMMITTEE OF THE WHOLE</u></b> <u>Strategic Direction and Development</u>  <u>Community Engagement and Services</u>  <u>Infrastructure and Civic Operations</u>  <u>Corporate Governance and Administration</u>  A resolution stating that the recommendations, directions and actions of Council in Committee of the Whole as recorded in the minutes of this date be confirmed, ratified and adopted will be presented.	
24.	<b><u>REPORTS OF COMMITTEES</u></b>	
25.	<b><u>PETITIONS AND COMMUNICATIONS</u></b>	
25.a	<u>Ontario Energy Board - Enbridge Gas Inc. - Gas Rates</u> Notice has been received from the Ontario Energy Board regarding an application by Enbridge Gas Inc. to increase natural gas rates effective April 1, 2025.	52
26.	<b><u>UNFINISHED BUSINESS</u></b>	
27.	<b><u>NEW BUSINESS</u></b>	
28.	<b><u>BY-LAWS</u></b> Councillor Wookey	
28.a	<u>First Reading</u>	

28.b Second Reading

28.c Third Reading

1. A by-law to confirm the proceedings of the Council meeting held on October 21, 2024.

2. A by-law to stop up and close part of Edgeware Line designated as Part 7 on Reference Plan 11R-11266.

3. A by-law to stop up and close part of South Edgeware Road designated as Part 6 on Reference Plan 11R-11266.

4. A by-law to amend By-law 180-2002, being a by-law to impose fees or charges with respect to Clerk and General Office matters.

5. A by-law to amend By-law 179-2002, being a by-law to impose fees or charges with respect to Airport matters.

6. A by-law to amend By-law 57-83, being a by-law to appoint a Committee of Adjustment for the City of St. Thomas and to delegate certain powers and authority to it. (addition of 2 Council members)

7. A by-law to amend By-law 45-89, being a by-law to revise and consolidate certain by-laws regulating Traffic and the Parking of Motor Vehicles. (Winter Overnight Parking)

8. A By-law to authorize the Mayor and Clerk to execute and affix the Seal of the Corporation to a certain agreement between the Corporation of the City of St. Thomas and Doug. Tarry Limited (File No.: 34T-21501 – Harvest Run Phase 3 Stage 3 – 28 lots for single-detached dwellings and 12 lots for semi-detached dwellings).

**29. PUBLIC NOTICE**

29.a 2025 Sewage Service Rates

Notice is hereby provided that Administration intends to introduce a report and by-law at the November 12th, 2024 Council meeting relating to the proposed 2025 Sewage Service Rates.

29.b 2025 Water Rates, Fees and Charges

Notice is hereby provided that Administration intends to introduce a report and by-law at the November 12th, 2024 Council meeting relating to the proposed 2025 Water Rates, Fees and Charges.

29.c Valleyview Nurse Call System and Access Control Replacement Project - Capital Budget Adjustment

Notice is hereby provided that a report will be introduced at the November 12, 2024 Council meeting requesting approval of an increased capital expenditure relating to the Valleyview Nurse Call System and Access Control Replacement project.

**30. NOTICES OF MOTION**

**31. CLOSED SESSION**

A resolution to close the meeting will be presented to deal with a proposed or pending acquisition of land, a labour relations matter and a position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality.

31.a Section 239 2(c)

31.b Section 239 2(d)

31.c Section 239 2(k)

**32. OPEN SESSION**

**33. ADJOURNMENT**

The Icelandic Model for  
Substance Prevention





## Our focus is *primary* prevention

Primary prevention, preventing the development of substance use before it starts

Secondary prevention, that refers to measures that detect substance use

Tertiary prevention efforts that focus on people already abusing substances

# Youth Hubs, existing centres & programs

Planet Youth compliments existing protective infrastructure.

Planet Youth is a multi-level approach with the core principle that “prevention activities should engage the whole population of young people rather than targeting particular individuals or groups.” To reduce the need for access to services and treatment

This model is focused on preventing problems before they ever arise; while youth hubs and programs are often targeted to youth needing access to supports already

# A brief local picture:

---

In the Southwestern Public Health (SWPH) region, the proportion of 12-24-year-olds who rated their mental health as poor or fair was over 5x higher in 2019/20 compared to 2015/16 (4.3% vs. 23.2%).

---

1 in 5 respondents from the SWPH region responded 'yes' (20.6%) to having ever seriously considering attempting suicide or taking their own life. In Ontario, approximately 1 in 6 answered 'yes' (15.6%).

---

Comparing male and female youth aged 15-17 in the SWPH region, 1 in 3 local female youth respondents reported that they had seriously considered attempting suicide or taking their own life in the past 12 months (33.8%).

---

In the SWPH region, youth in grades 7 to 12 report using various substances more often than youth in Ontario. This includes alcohol, electronic cigarettes, cannabis, tobacco cigarettes, and magic mushrooms.

**Moving upstream requires a shift in the way we think about substance-use prevention.**

## From...

Short term thinking: 1yr planning to solve complicated issues like substance use.

Education only campaigns "Just say no", long term health effects & scare tactics.

Substance use choice and individual problem.

Limiting beliefs that all teens experiment with alcohol and other drugs.

## To...

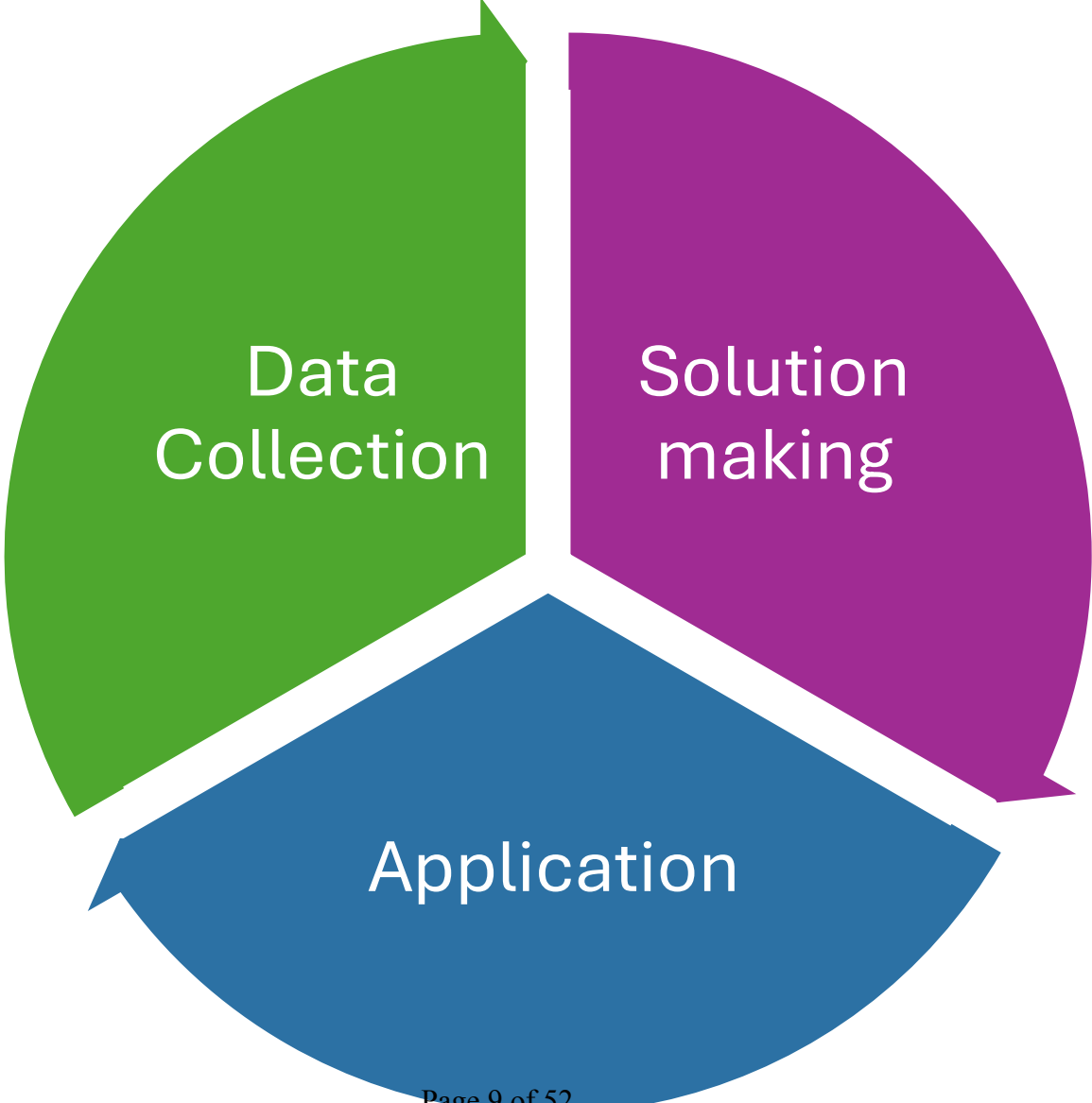
Long term thinking – committing to a minimum of 5yrs to see change.

Building a community solution that supports knowledge to policy changes.

Society as the patient "how can we enhance the environment to reduce risks and harms".

Challenging the expectations and social norms around substances for adolescents.

# The Process



# Then

# Now

## VS



42%

Drunk in the past 30 days

5%



23%

Smoke daily

1%



17%

Lifetime cannabis use

7%



37%

Time spent with parents during weekends

74%



25%

Sport participation 4x a week or more

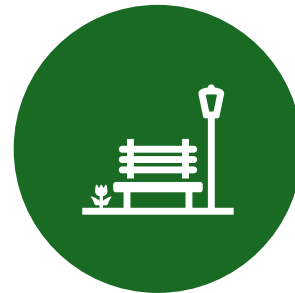
41%



# The role of Municipalities



Promotion of Planet Youth model, the survey and the reports through Municipal communication channels



Commitment to using the reports provided in decision making for strategic direction, parks and recreation and social services programming



Aligning community grant opportunities, policies and procedures to prioritize youth action areas



Financially supporting a portion of the data collection

# Closing remarks

- Planet Youth is not a program, it's an approach.
- We don't adopt this model we adapt it for our local communities.
- We need Municipal leaders to partner with our coalition to support the collection of localized data and use that data to inform community strategy and resourcing.
- Collectively we all benefit from reducing substance use as we will be increasing the overall environment of our communities where youth and their families thrive.
- Long term sustainable change takes time and a multilevel commitment.





# Thank you

---

For more information

Coalition lead: Jessica Austin,  
Health Promoter

Email: [jaustin@swpublichealth.ca](mailto:jaustin@swpublichealth.ca)

Office: 519-631-9900 x1315

Mobile: 519-521-6651



**Directed to:** Mayor Joe Preston and Members of City Council

**Meeting Date:**  
November 4, 2024

**Department:** Parks, Recreation & Facilities

**Attachment**

**Prepared By:** Jeff Bray, Director, Parks, Recreation and Facilities

**Subject:** Parks and Recreation Master Plan and Community/Aquatic Centre Feasibility Study Update

**Recommendation:**

THAT: Report PRF-24-24 relating to Parks and Recreation Master Plan and Community/Aquatic Centre Feasibility Study Update (the Project) be received for information; and further,  
 THAT: Council approve single sourcing the Project to Montieth Brown Planning Consultants; and further,  
 THAT: Council approve funding the additional \$54,900 (exclusive of HST) for the Community/Aquatic Centre Feasibility Study component of the Project from Development Charges.

**Background:**

The last Parks and Recreation Master Plan (the Master Plan) was completed in January 2020. The existing Master Plan has a 10-year implementation horizon that was considered appropriate at the time. However, as Council is aware, the City’s population projections and economic situation has changed dramatically since 2020 and the Master Plan’s recommendations need to be updated. To address this, staff determined that undertaking a refresh of the Master Plan would be appropriate to ensure that it reflects the City’s changing social and demographic landscape. It was also viewed as an appropriate time to undertake a Community/Aquatic Centre Feasibility Study (the Study) as a component of this Master Plan refresh. The Study will build on preliminary work that was completed by the Community and Aquatic Centre Technical Committee.

Accordingly, the City’s Strategic Plan Action Plan (Action Plan) contained the following 3 actions:

- Action 1.3.1 - Refresh the Parks and Recreation Master Plan.
- Action 1.3.2 - As part of the Parks and Recreation Master Plan refresh, conduct a needs assessment and site review for a new Community Recreation and Aquatics Centre.
- Action 1.3.3 - Upon completion of the Parks and Recreation Master Plan and feasibility study, develop a business case to undertake the Community Recreation and Aquatics Complex based on the outcomes of the Master Plan.

Upon the August 2024 approval of the Strategic Plan Action Plan, staff proceeded to consider options on how to move these initiatives forward according to the timelines outlined in the Action Plan.

**Report:**

Staff wish to single source the Project to Montieth Brown Planning Consultants (MBPC). This decision is based on their experience completing the 2020 Master Plan, their familiarity with the City and having the same staff available for this Project. A new consultant would also not have this previous data available. MBPC also has experience developing feasibility studies and business plans specifically for community/aquatic centres.

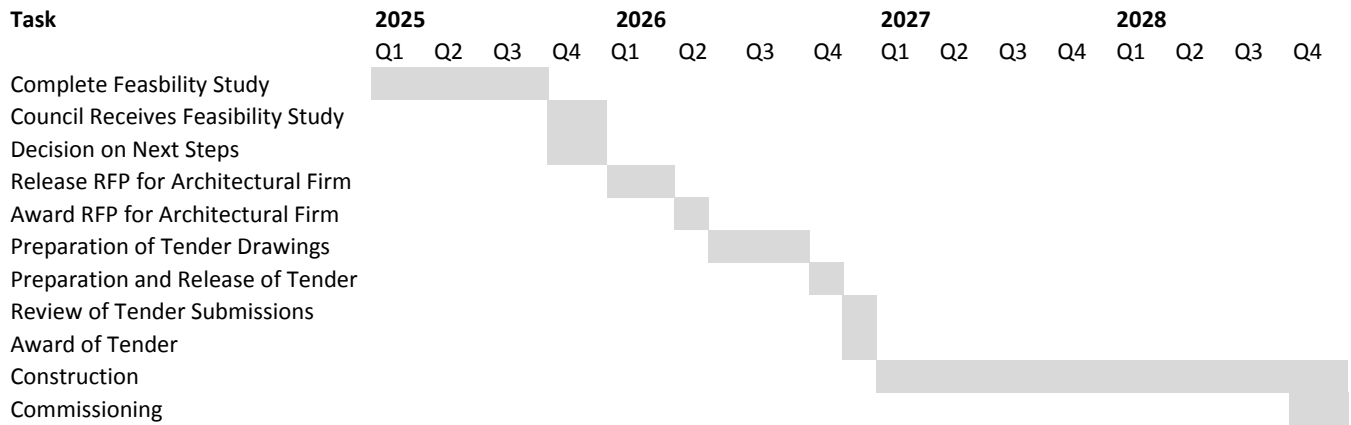
The Community/Aquatic Centre Feasibility Study (the Study) will identify and prioritize indoor community recreation facility needs and respond to the City’s community profile/demographics, available resources, trends, best practices. Staff have stressed that this Study must include a realistic action plan and business case that is based on community input. Accordingly, the following public engagements are included within the Study’s scope; four Stakeholder focus groups, key informant interviews, two staff workshops, and regular engagement with the Project Team and City Council

The Study will also address the following key objectives:

- Evaluation of up to five potential community/aquatics centre locations.
- Preparation of two concept plans, depicting a potential proposed facility layout on the preferred site.
- Determine order of magnitude capital cost estimates for new facility development through the review of comparable and recent building projects in Ontario. Costs associated with energy-efficient options will also be identified.
- The assessment of potential partnerships with stakeholders, agencies and/or the private sector for the initial development and/or subsequent facility operations.
- The identification of a realistic facility development timeline.

Completion of the entire Project is anticipated by Q4 2025 where Council will be in receipt of both a refreshed Master Plan and the completed Community/Aquatic Centre Feasibility Study. The completed Project will provide

pertinent information that will enable Council to make decisions on how and when to move forward with the Community/Aquatic Centre. Addressing recent discussion by Council regarding how the Community/Aquatic Centre project may evolve, staff have provided below a very preliminary project timeline. This schedule is based on the assumption that Council would wish to proceed with the Community/Aquatics Centre project immediately upon completion of the Feasibility Study. It is acknowledged that the project may proceed on a differing timeline based on the Feasibility Study's results and other factors, e.g. cost, funding, and facility location.



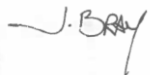
**Strategic Priority:**

Excellence in All We Do: Priority #2: Thoughtful, Strategic, and Sustainable Community Growth

**Financial Impact:**

The upset limit of \$124,900.00 (exclusive of HST) to update the Parks and Recreation Master Plan and complete the Community/Aquatic Centre Feasibility Study will be funded through Development Charges.

Respectfully,



Jeff Bray, Director, Parks, Recreation and Facilities

Reviewed By: \_\_\_\_\_

City  
Treasurer

Approved By: \_\_\_\_\_

City Manager

**Directed to:** Mayor Joe Preston and Members of City Council

**Meeting Date:**  
**November 4, 2024**

**Department:** Planning & Building Services

**Attachment**

**Prepared By:** Crystal Penney, Planning Programs Coordinator

Exterior Photos

**Subject:** CIP Project: HXM Eternal Two Inc. – 483-487 Talbot Street

**Recommendation:**

THAT: Report PD-30-2024 relating to a Community Improvement Project by HXM Eternal Two Inc. for 483-487 Talbot Street be received for information, and further,

THAT: Council approve a grant through the Heritage Façade and Building Improvement Program, as submitted by HXM Eternal Two Inc. for 483-487 Talbot Street.

**Background:**

A CIP application was received from Jason Zhang of HXM Eternal Two Inc. The owner has applied for funding under the Heritage Façade and Building Improvement Program.

The proposed work consists of minor surface repair and painting previously painted surfaces to help restore the building’s exterior.

There is an outstanding order on the property relating to openings in the front fascia. The work under this application will bring the property into conformity.

The project is eligible for the following:

- A Grant equal to 50% of cost of eligible front facade and storefront improvement and restoration works up to a maximum grant per property/project of \$20,000.

The project has been reviewed and approved by the Community Improvement Program Evaluation Committee.

The grant funds will be released upon the successful completion of the project

Respectfully,

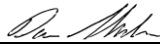


Crystal Penney  
Planning Programs Coordinator

**Reviewed By:**



Planning



Treasury

**Approved By:**



City Manager





**Directed to:** Mayor Joe Preston and Members of City Council

**Meeting Date:**  
November 4, 2024

**Department:** Planning & Building Services

**Attachment**

**Prepared By:** Crystal Penney, Planning Programs Coordinator

Zoning Map

**Subject:** Application by Doug Tarry Limited for an amendment to Zoning By-Law 50-88, to remove the Holding Zone symbol from the lands within the Harvest Run Phase 3 Stage 3 Subdivision (34T-21501)

**Recommendation:**

**THAT:** Report PD-29-2024 relating to an amendment to the City Zoning By-law to remove the holding zone symbol from lands within the Harvest Run Phase 3 Stage 3 Subdivision (34T-21501) be received for information; and further,

**THAT:** The application by Doug Tarry Limited for an amendment to the City of St. Thomas Zoning By-law 50-88 to remove the holding symbol from the lands comprising Harvest Run Phase 3 Stage Subdivision be approved and staff be authorized to prepare an amending by-law; and further,

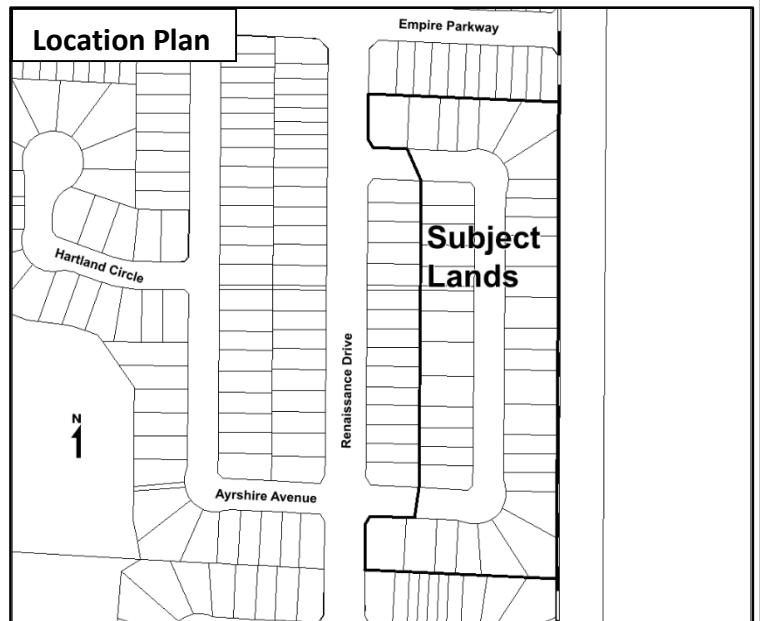
**THAT:** Notice of Council’s intention to pass an amending by-law to remove a holding symbol from Zoning By-law 50-88, as amended, be given pursuant to Ontario Regulation 545/06.

**Background:**

A holding zone is identified with an “h” as a prefix to the zone symbol shown on a Zoning Map Part (see attached zoning map). No development can occur on a site until the holding conditions are met and the “h” is removed by amendment to the Zoning by-law.

The application has been filed by Doug Tarry Limited. The location of the subdivision is shown on the Location Plan below. The lands are designated for residential use, as shown on Schedule “A” to the City of St. Thomas Official Plan and are zoned hR3A-26 (Third Residential Zone) by Zoning By-law 50-88.

The anticipated sewage flow generated by Harvest Run subdivision phase 3 can be treated by the City’s Water Pollution Control Plant (WPCP). However, the WPCP is undergoing wet weather sewage treatment system improvements which may result in delays to sewer connections until expansion or enhancements can be made to treatment capacity. This scenario is being monitored by staff and is not expected to result in connection delays.



Holding provisions on the lands have been fulfilled with the execution of the subdivision agreement.

A public meeting is not required. A notice of Council’s intention to pass the amending by-law will be mailed to every owner of land in the area where the subject lands are located.

**Recommendation:**

Staff are recommending that Council approve the application by Doug Tarry Limited, authorize staff to prepare an amending by-law and initiate the notice process in accordance with the regulation.

The By-law to remove the ‘h’ symbol from the lands will be placed on the November 12, 2024, Council agenda for consideration.

Respectfully,



Crystal Penney  
Planning Programs Coordinator

**Reviewed By:**



Planning

**Approved By:**

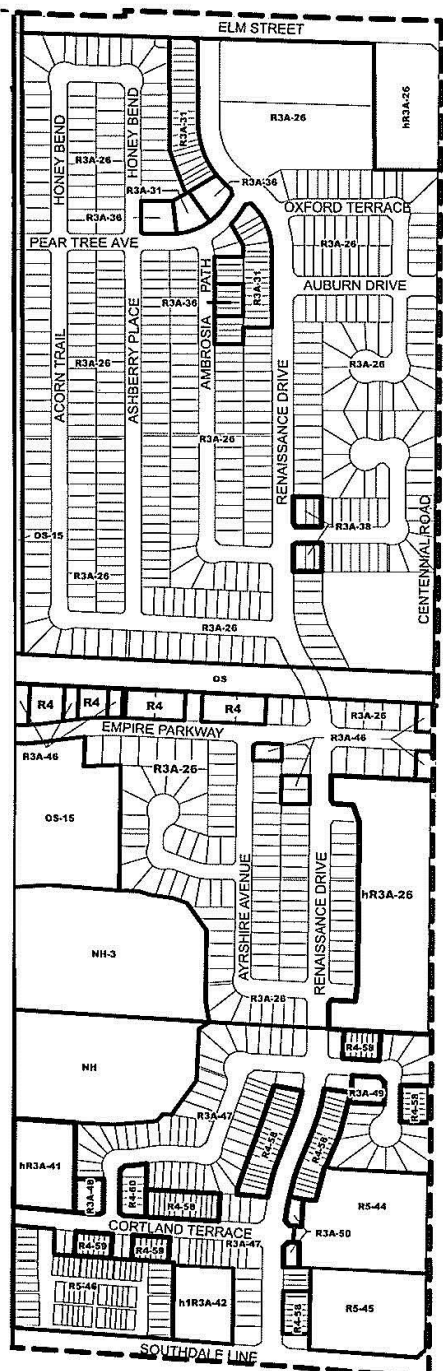
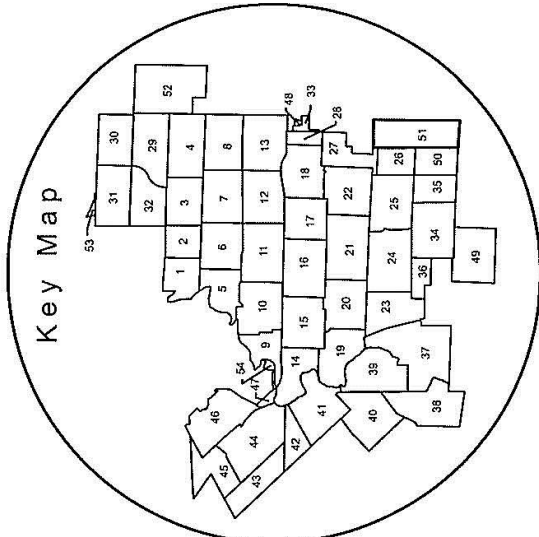
  
City Manager

This is Schedule "B"  
to By-Law  
Passed this 19th Day  
of June, 2023.

*Maria Konefal*  
Maria Konefal, City Clerk

*Joe Preston*  
Joe Preston, Mayor

# Zoning Map 51





**Directed to:** Mayor Joe Preston and Members of City Council

**Meeting Date:**  
November 4, 2024

**Department:** Planning & Building Services

**Attachment**

**Prepared By:** Crystal Penney, Planning Programs Coordinator

SPC 02-24 - Site Plan Drawing  
SPC 03-24- Site Plan Drawing  
SPC 04-24- Site Plan Drawing  
SPC 05-24- Site Plan Drawing

**Subject:** The Second Report of the 2024 Site Plan Control Committee

**Recommendation:**

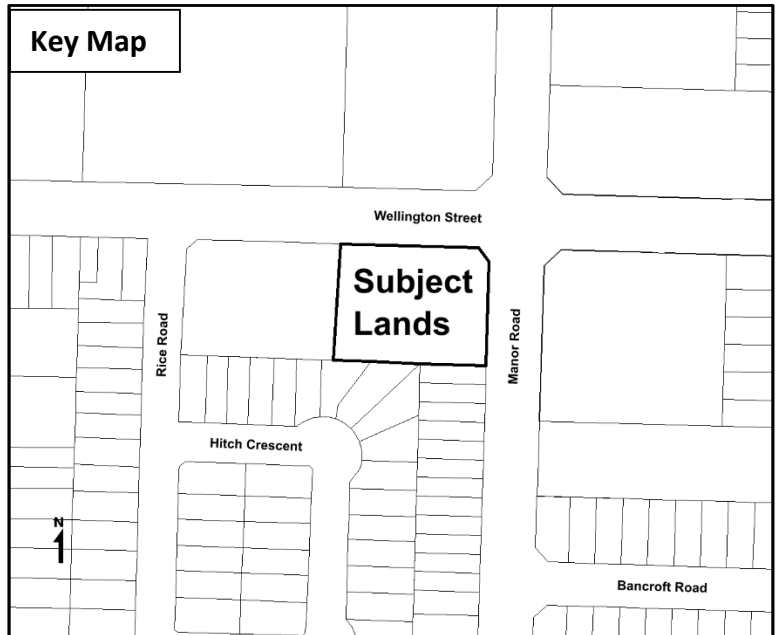
Report PD-28-2024 relating to Site Plan Application Nos. SPC 02-24, SPC 03-24, SPC 04-24 and SPC 05-24 be received for information.

**Background:**

The Site Plan Control Committee met on July 11, 2024, to consider the following applications.

**SPC 02-24 – 175 Manor Road – Proposed changes to built form, increased parking and increased unit count**

The applicant received approval for the proposed changes to the previously approved site plan on lands located at 175 Manor Road. The location of the property is shown on the Key Map and a site plan drawing is attached.



Notice of the meeting was given to abutting property owners. One person from the public attended the meeting with concerns around drainage and parking. Staff advised that the proposed parking meets the requirements of the zoning by-law and when the sewers in the area were designed years ago it accounted for a future development and included any potential water from this site.

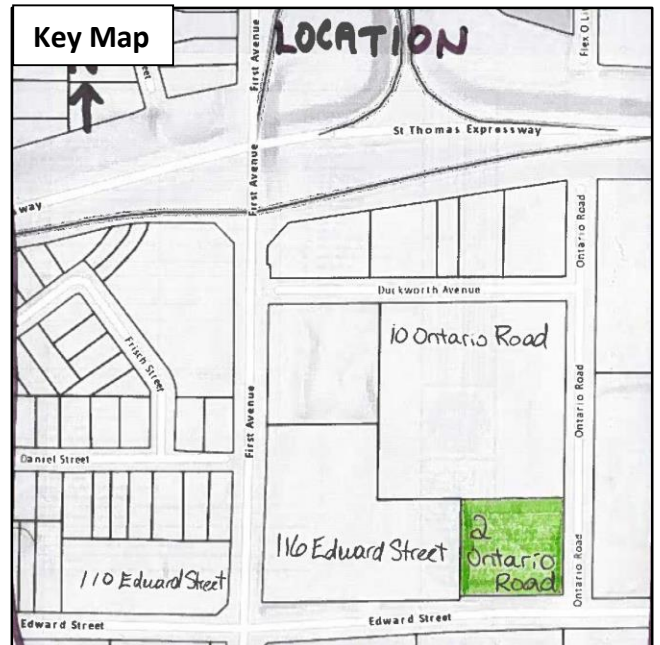
The committee passed the following resolution:

THAT: the Site Plan Control Committee recommends that the Director of Planning and Building Services provide final approval to the application and plans submitted with respect to the proposed changes to the previously approved site plan on lands known municipally as 175 Manor Road, City of St. Thomas, subject to the following conditions

1. Compliance with all other applicable regulations and municipal by-laws;
2. The amended drawings be attached to the already executed site plan agreement and the agreement be registered on title of the property.

**SPC 03-24 – 2 Ontario Road – Proposed office building**

The applicant received approval for the proposed office building on lands located at 2 Ontario Road. The location of the property is shown on the Key Map and a site plan drawing is attached.



Notice of the meeting was given to abutting property owners. No one from the public attended the meeting.

The committee passed the following resolution:

THAT: the Site Plan Control Committee recommends that the Director of Planning and Building Services provide final approval to the application and plans submitted with respect to the proposed office building on lands known



municipally as 2 Ontario Road, City of St. Thomas, subject to the following conditions:

1. Compliance with all other applicable regulations and municipal by-laws;
2. A landscape plan be submitted to the Secretary of the Committee for circulation for review and approval;
3. Once plans are approved, the owner enter into an agreement with the City, pursuant to the Planning Act, R.S.O. 1990, c. P. 13, as amended. The final approved plans shall be attached to the agreement as schedules and the agreement shall be registered on the title of the property.

The Site Plan Control Committee met on September 4, 2024, to consider the following application.

**SPC 04-24 – 249 Renaissance Drive – Proposed development of 12 townhouse blocks consisting of 67 residential units**

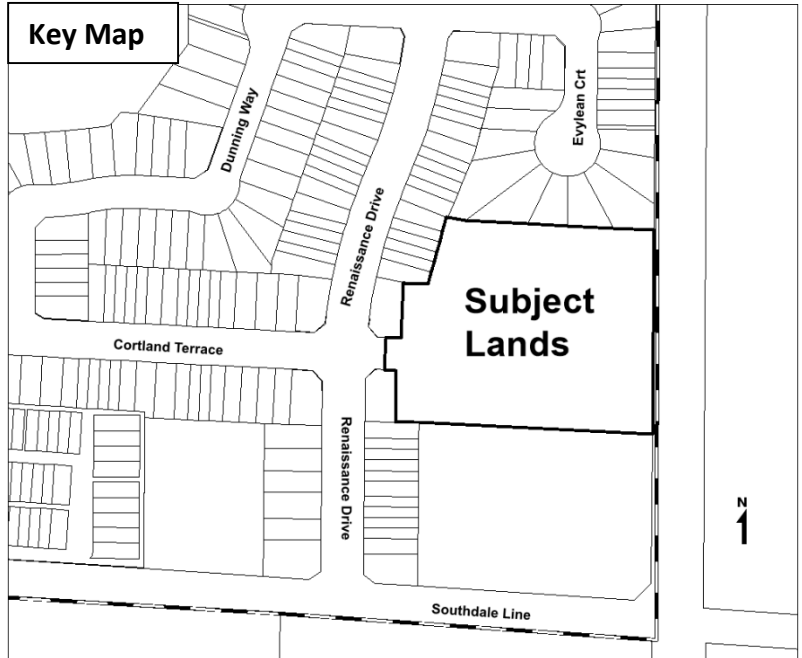
The applicant received approval for the proposed development of 12 townhouse blocks on lands located at 249 Renaissance Drive. The location of the property is shown on the Key Map and a site plan drawing is attached.

Notice of the meeting was given to abutting property owners. No one from the public attended the meeting.

The committee passed the following resolution:

THAT: the Site Plan Control Committee recommends that the Director of Planning and Building Services provide final approval to the application and plans submitted with respect to the proposed development of 12 townhouse blocks consisting of 67 residential units on lands known municipally as 249 Renaissance Drive, City of St. Thomas, subject to the following conditions:

1. Compliance with all other applicable regulations and municipal by-laws;
2. Once revised plans are approved, the owner enter into an agreement with the City, pursuant to the Planning Act, R.S.O. 1990, c. P. 13, as amended. The final approved plans shall be attached to the agreement as schedules and the agreement shall be registered on the title of the property.



The Site Plan Control Committee met on September 25, 2024, to consider the following application.

**SPC 05-24 – 120 Bill Martyn Parkway – Proposed building addition**

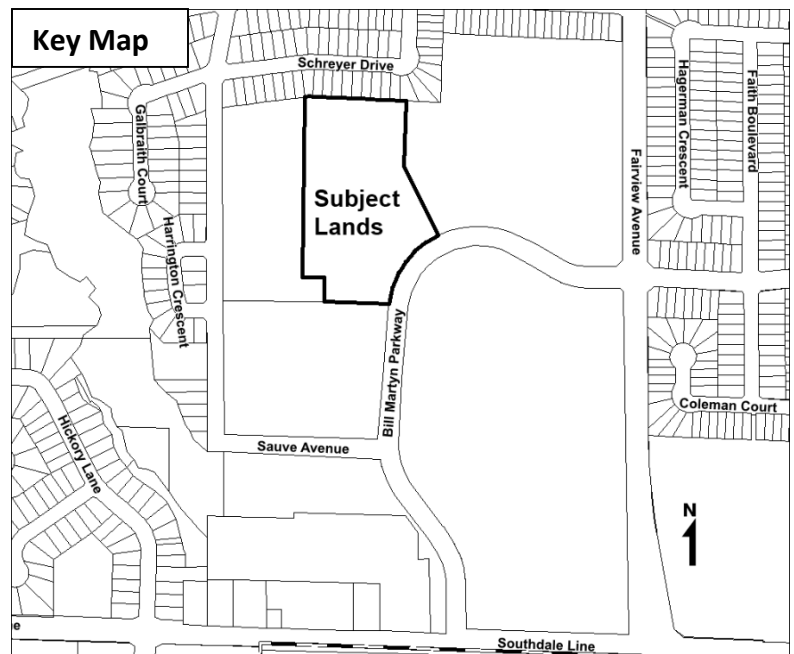
The applicant received approval for the proposed building addition at Fanshawe College on lands located at 120 Bill Martyn Parkway. The location of the property is shown on the Key Map and a site plan drawing is attached.

Notice of the meeting was given to abutting property owners. One person from the public attended the meeting but did not have any comments.

The committee passed the following resolution:

THAT: the Site Plan Control Committee recommends that the Director of Planning and Building Services provide final approval to the application and plans submitted with respect to the proposed building addition on lands known municipally as 120 Bill Martyn Parkway, City of St. Thomas, subject to the following conditions:

1. Compliance with all other applicable regulations and municipal by-laws;
2. The owner enter into an agreement with the City, pursuant to the Planning Act, R.S.O. 1990, c. P. 13, as amended. The final approved plans shall be attached to the agreement as schedules and the agreement shall be registered on the title of the property.



Respectfully,



Crystal Penney  
Secretary, Site Plan Control Committee  
Planning Programs Coordinator

---

Reviewed By:



Planning



Chairman, Site Plan  
Control Committee

Approved By:

  
City Manager















# City of St Thomas

## Transportation Master Plan Refresh –

## Status Update

November 4, 2024 Council Meeting

# Overview



- ▶ **Project Status Update**
- ▶ **Public Engagement**
- ▶ **Public Survey Results**
- ▶ **Transportation Vision**
- ▶ **Next Steps**



# Project Status Update



## ▶ Foundation Building

- Collect Data
- Existing Conditions
- Identify gaps / opportunities

## ▶ Vision and Needs

- Growth forecasting
- Transportation vision
- Needs Assessment

## ▶ Plan Formulation

- Assessing alternatives
- Network Plans
- Policies and Programs

## ▶ Documentation

- Priorities
- Implementation Plan
- Reporting

Focus of June  
Public Open House



### Opportunities to Connect:

- Online survey (*closed*)
- Public Open House
- Public Handout (Home Show)
- Website
- Project Email
- Social Media Posts

## ▶ Public Survey

- Gather input on issues and priorities

## ▶ Public Open House # 1

- Vision and Needs

## ▶ Public Open House # 2

- Present Preliminary Recommendations
- Review / incorporate feedback

## ▶ Council Presentation

- Present TMP for approval

# Engagement Feedback - PIC 1 (June 28, 2024)

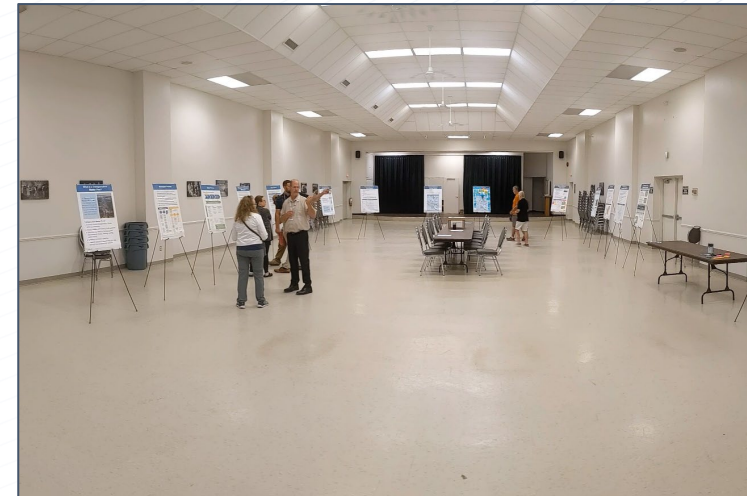


## ► Open House at Memorial Arena

- 33 people signed in at PIC

## ► What we heard:

- Desire for a strong network of pedestrian and cycling routes separated from traffic
- Explore “rail to trail” opportunities
- More strategic investments in road improvements
  - less road widening
  - more operational improvements
  - protect future corridors
- Need to fund transit that provides an affordable alternative, enables access to all areas of the city, and gives residents choice in how they travel



## ► Neighbouring Municipalities:

- Active Transportation Network Connectivity

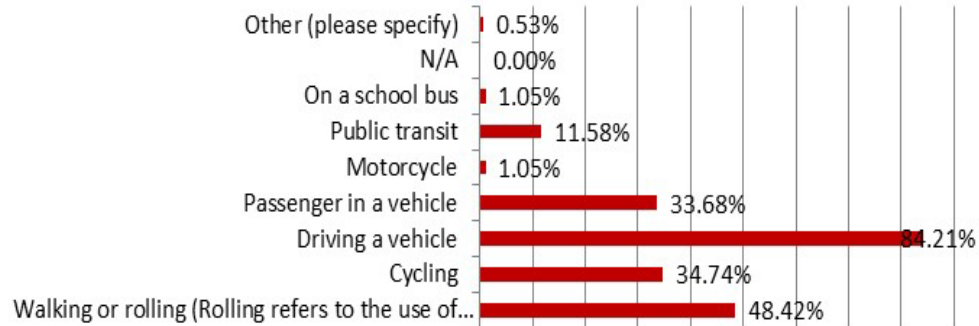
## ► Development Community:

- Active Transportation Network Connectivity
- Green Scape Right of Ways
- Off Street Parking

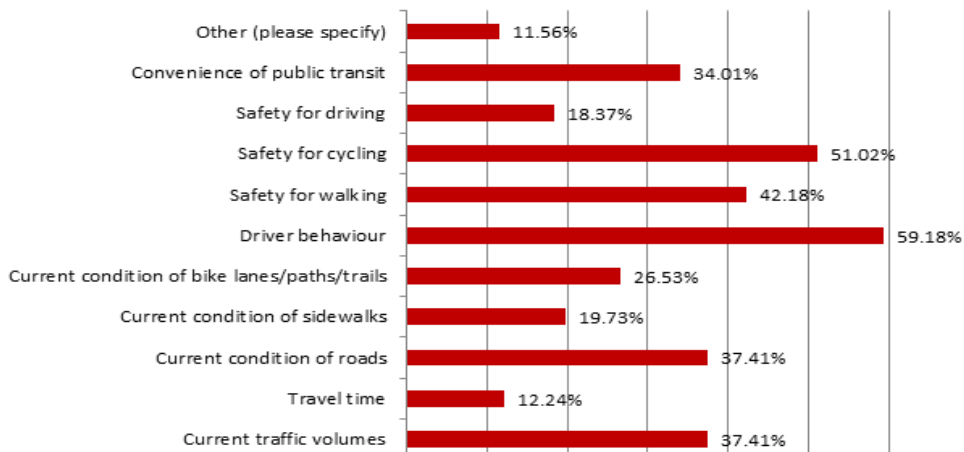
# Public Survey Summary



## How do you currently get around within St. Thomas?



## What, if anything, concerns you about moving around within St. Thomas?



### ▶ 190 responses

- 86% are residents
- 40% work locally
- 6% go to school in St Thomas
- 70-75% spend leisure time or shop in city

### ▶ Auto oriented travel patterns

- 84% indicate they primarily travel by driving
- 34% indicate they are often a passenger in a vehicle
- 48% walk and 35% cycle for some trips
- 12% use the transit system for some trips

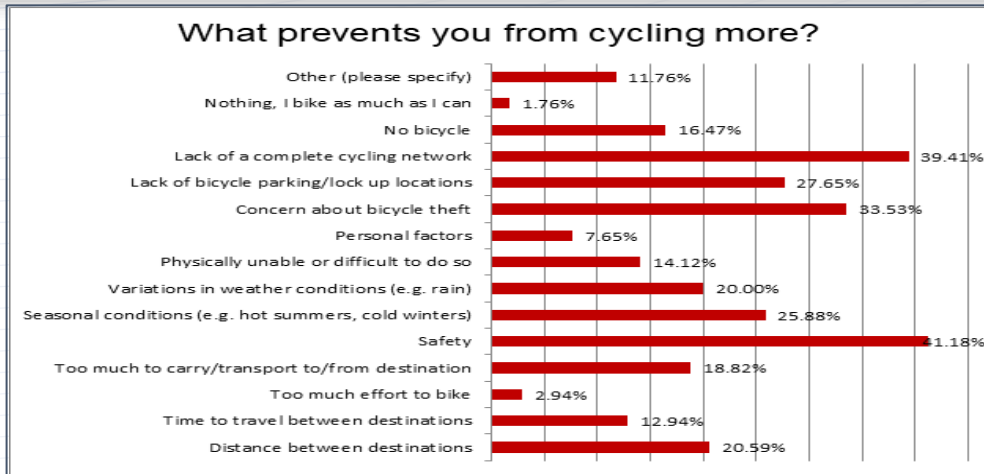
### ▶ Driver Behaviour and Safety Key Concerns

- 51% note safety for cycling
- 42% concerned and pedestrian safety
- 37% road conditions / traffic volumes

Page 31 of 34 34% convenience of transit



# Public Survey Summary – Walking and Cycling



## ▶ Key barriers to cycling:

- 41% cite safety concerns
- 40% suggest lack of a complete network restricts use
- 28-34% suggest concern about bike theft / lack of secure parking
- 21% note distances too far to destinations
- 20-25% note seasonal / weather conditions



## ▶ Key barriers to walking:

- 54% cite distance to destinations
- 41% note need to carry items
- 35% note safety concerns
- 27% suggest lack of a complete network restricts use
- 26-34% note seasonal / weather conditions

# Public Survey Summary – Improvement Priorities



## ▶ Opportunities to Improve Walking

(extremely and very important)

- Accessibility upgrades ~77%
- Education (driver and pedestrians) ~70%
  - Encourage children to walk to school ~58%
- More off road trails ~65%
- More protected crossings ~65%
- Sidewalks on both sides of major streets ~60%
  - Not as important to have on all streets ~45%

## ▶ Opportunities to Improve Cycling

(extremely and very important)

- Education (driver and cyclists) ~77%
- Secure bike parking ~ 71-72%
- More facilities:
  - Off road trails ~ 66%
  - Boulevard bike lanes ~ 65%
  - On road marked lanes ~58%
- Skills training ~52%

## ▶ Opportunities for Safety Improvements

(extremely and very important)

- Separating pedestrians and cyclists from traffic ~ 77-82%
- Intersection improvements ~ 70%
- Improving road conditions ~ 64%
- Reducing speeds ~ 41%
  - Lower speed limits ~ 30%

## ▶ Priorities for Road Improvements

(extremely and very important)

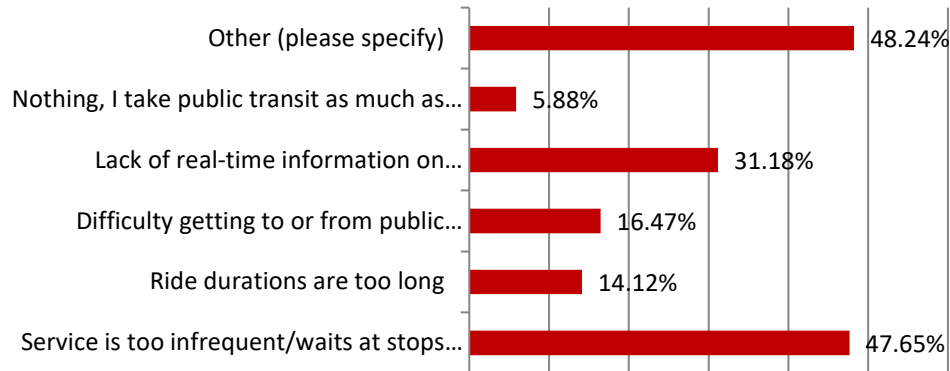
- Education ~67%
- Improving road conditions ~ 63%
- Coordinating signals ~ 60%
- Adding turn lanes / roundabouts ~ 50 – 58%
- Designated truck routes ~ 55%
- New roads in growth areas ~ 45%
- Widening roads ~39%



# Public Survey Summary – Transit



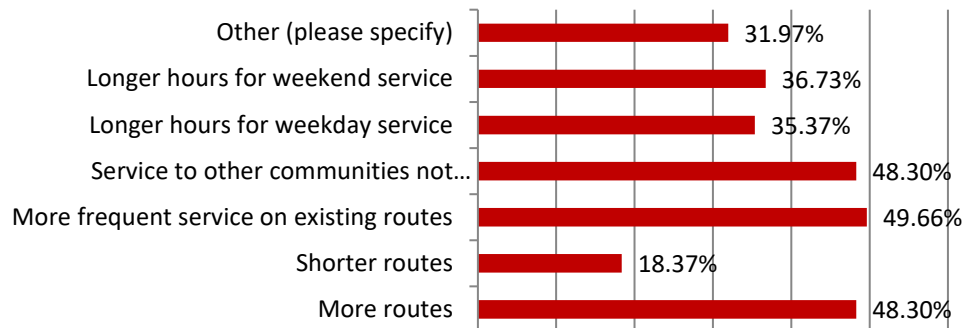
## What prevents you using public transit more?



## ▶ Key concerns with existing transit service:

- 48% cite frequency of service / wait time as a barrier
- 31% lack of real time information on schedules
- 14% suggest ride duration is to long
- reliability / service coverage / scheduling and concerns with on-demand app noted as other concerns

## How do you think public transit could be improved?



## ▶ Improvement Needs:

- Longer hours of service – 36%
- Service outside St Thomas – 48%
- More frequent service – 50%
- More routes – 48%



# Public Survey – Summary of Key Issues



## ▶ Road improvements

- Make what we have work better / safer
- Synchronize lights / intersection improvements

## ▶ Make walking and cycling safer and more convenient

- Expand off road trails
- Provide separated facilities (sidewalks, paths and bike lanes)
- Create a connected network

## ▶ Improve public transit

- Improve coverage to provide access
- Shorter travel times
- More frequent service / evening and weekends
- Connect to other municipalities

# TMP Vision and Objectives



## 2021 Transportation Master Plan

### ► Vision Statement:

“A multi-modal transportation network that facilitates connectivity for residents to jobs, services, and recreation providing options for traveling within and beyond the City safely and efficiently.”

### ► Six Objectives:

1. Provide infrastructure for growth
2. Plan flexible infrastructure for seasonal changes
3. Prioritize and encourage active transportation
4. Prioritize and encourage transit
5. Improve safety for all road users
6. Enhance multi-modal connections

**The vision and objectives from the previous TMP are still relevant for the TMP Refresh, align with community feedback to date, and supports Pillar 1- Priority 2.4 of the City’s Strategic Plan**

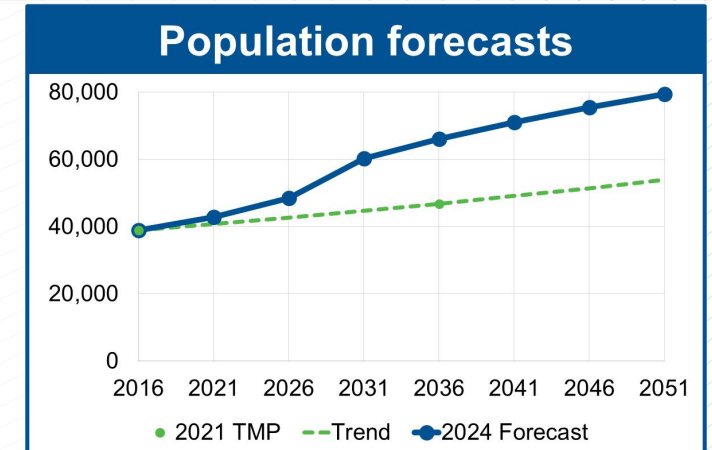
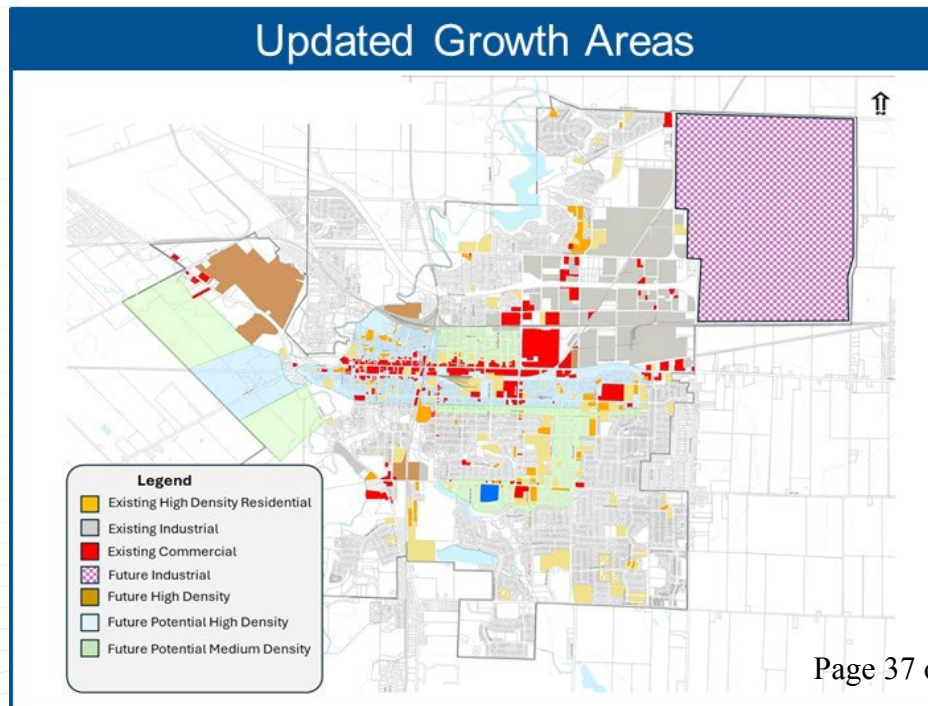


# TMP Refresh – What has changed from 2021?

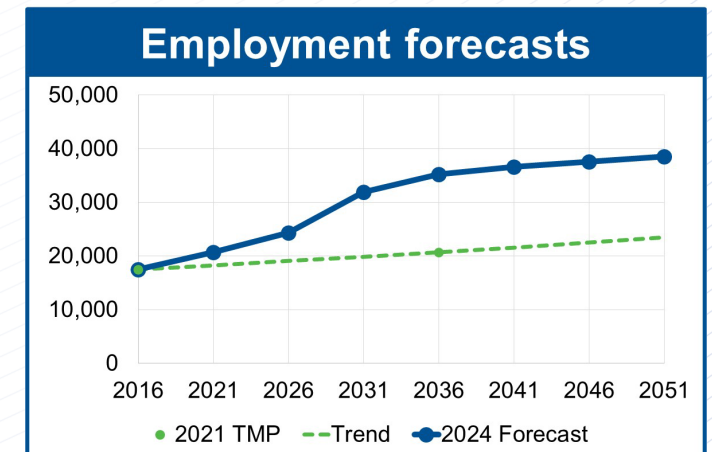


## ► Growth Forecasts

- Longer planning horizon (2031 vs 2051)
- Significant additional growth expected
- More intensification in downtown and new growth areas
- Updated external growth impacts on St Thomas transportation network



Source: Growth Analysis Study, 2024 Watson & Associates

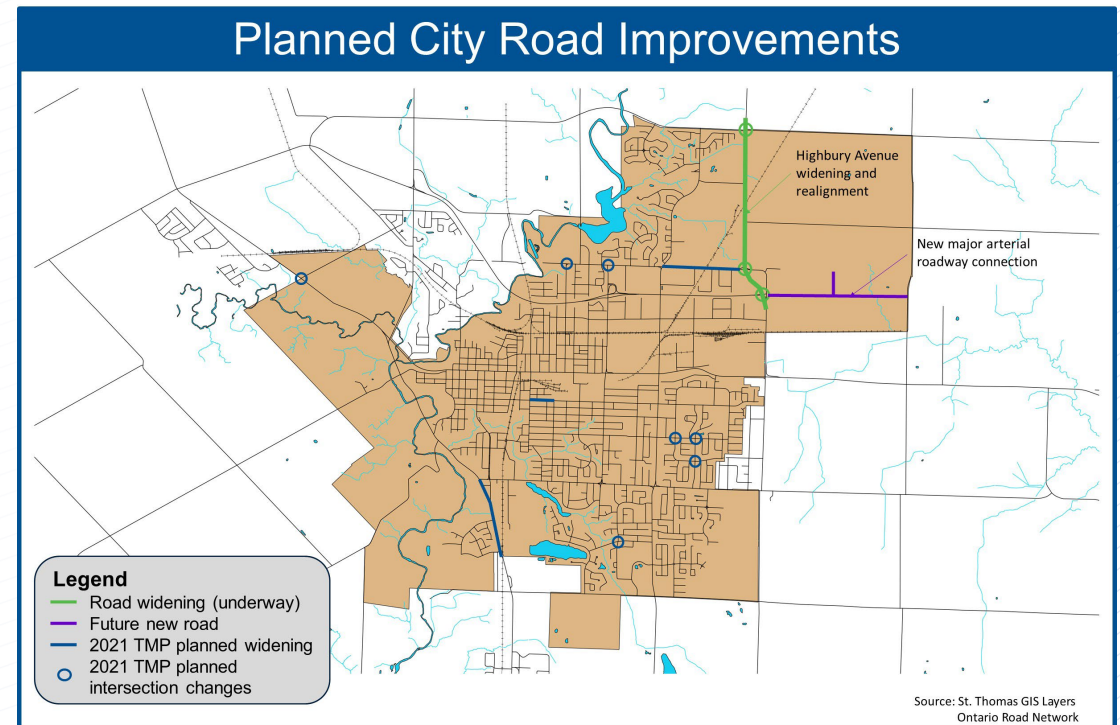
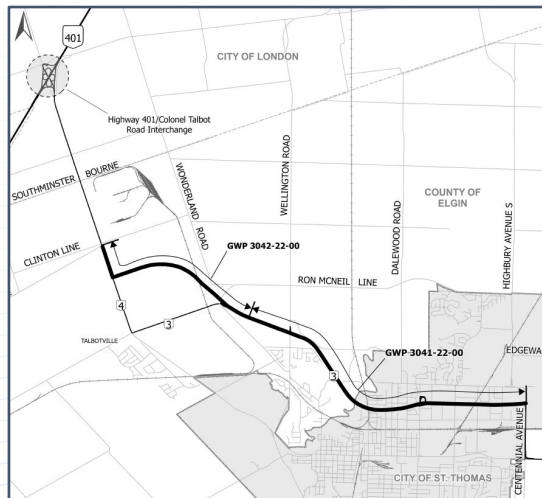


# TMP Refresh – What has changed from 2021?



## ► Planned improvements

- Provincial expansion of Highway 3 and Highway 4
- Investment in Highbury Avenue widening
- New Major Arterial Road (EA Completed)



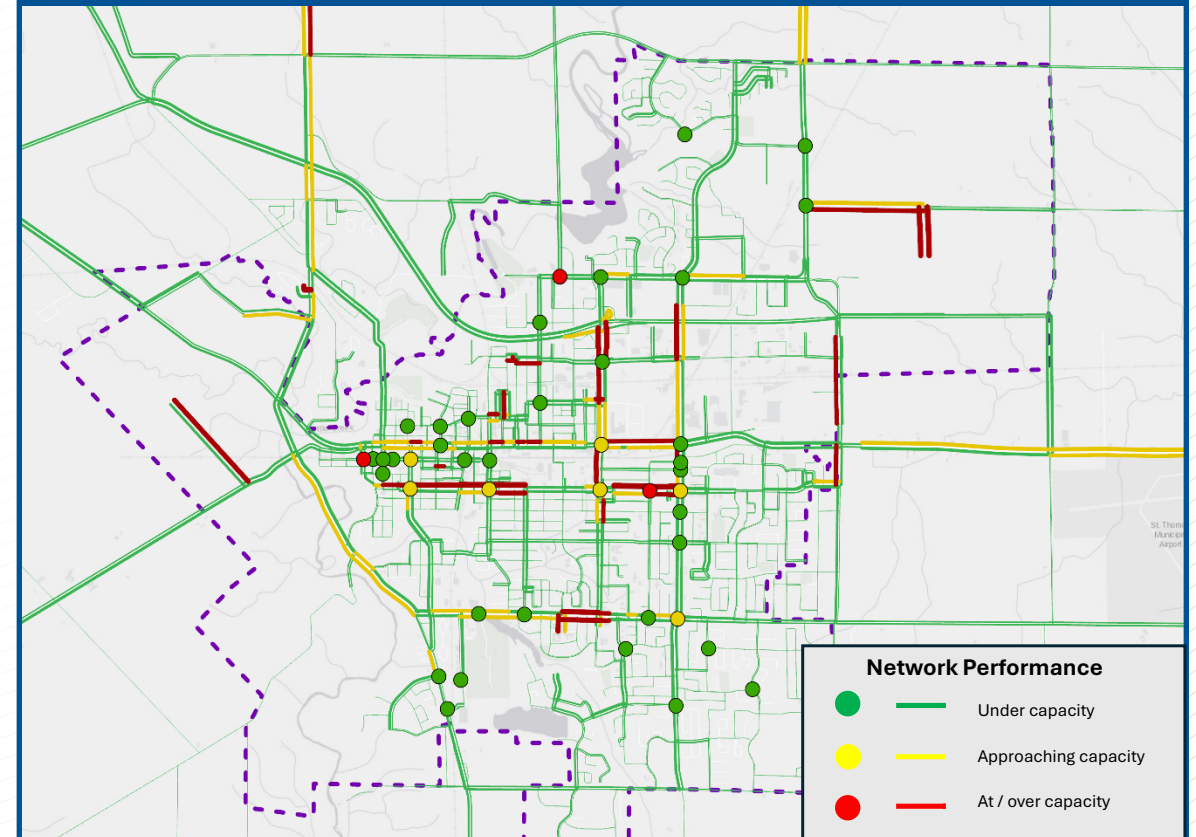
# TMP Refresh – What has changed from 2021?



## ► Enhanced role of transit in serving growth?

- Public feedback
- Intensification of land use supports enhanced transit
- Benchmarking against other communities
- Many road network deficiencies are in places that are difficult to widen
  - Downtown
  - Arterial roads with limited right-of-way width

2051 Afternoon Peak – No New Improvements



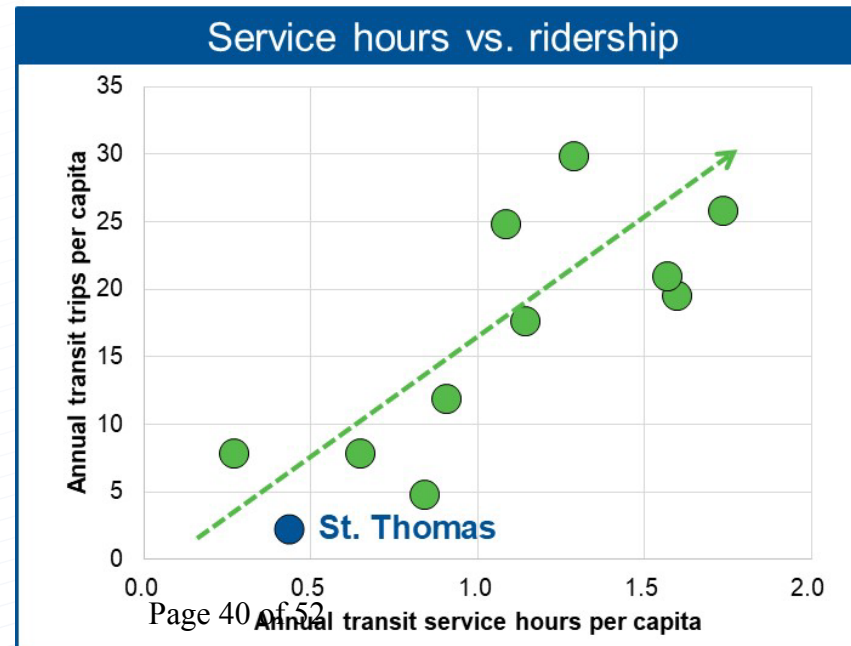
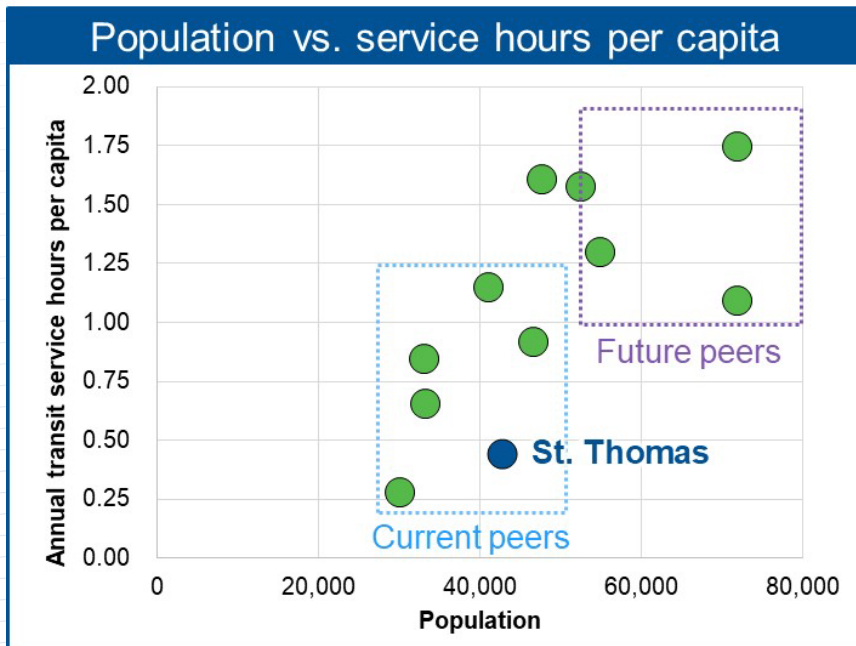


# Benchmarking – Transit



## ▶ Comparing to other municipalities

- Service hours per capita used to describe amount of transit service provided (per person basis)
- There is a proven relationship between level of service and ridership
- St Thomas provides lower level of service compared to current peer municipalities
- Municipalities comparable to St Thomas in 2051 provide more service and have higher ridership

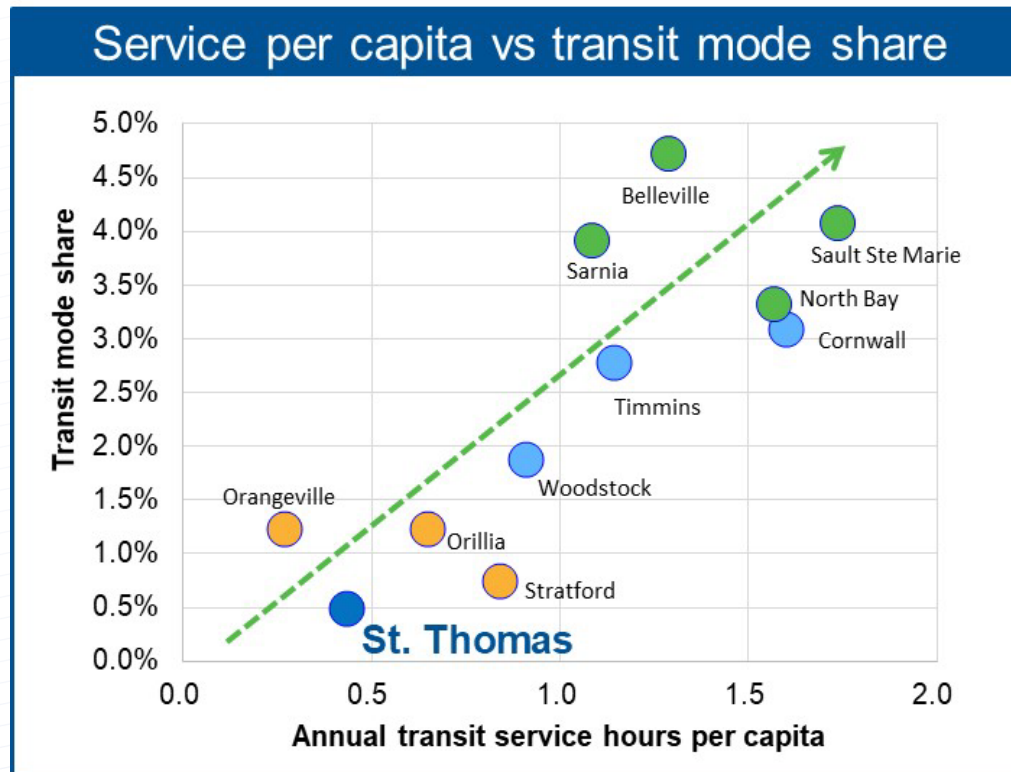


Municipality	Population
Orangeville	30,167
Stratford	33,232
Orillia	33,411
Timmins	41,145
<b>St. Thomas</b>	<b>42,840</b>
Woodstock	46,705
Cornwall	47,845
North Bay	52,662
Belleville	55,071
Sarnia	72,047
Sault Ste. Marie	72,051

# Benchmarking – Transit

## ▶ Comparing to other municipalities

- Level of service has a greater influence on ridership than population
- Municipalities with higher levels of service achieve higher transit mode shares



Municipality	Population
Orangeville	30,167
Stratford	33,232
Orillia	33,411
Timmins	41,145
<b>St. Thomas</b>	<b>42,840</b>
Woodstock	46,705
Cornwall	47,845
North Bay	52,662
Belleville	55,071
Sarnia	72,047
Sault Ste. Marie	72,051



# Assessment of Current Transit System



## Three main issues:

### ▶ When transit runs

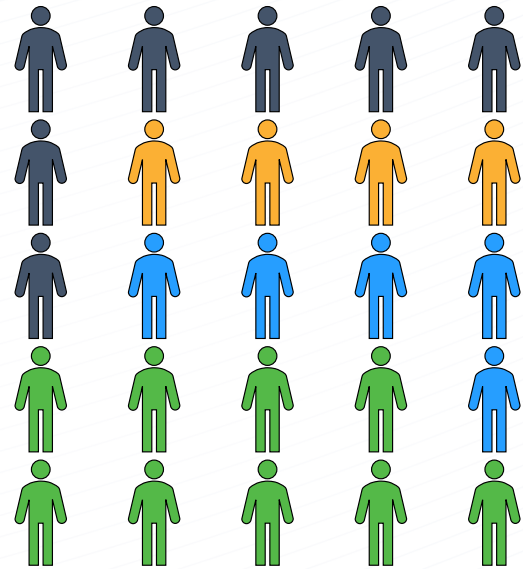
- 28% of trips occur outside current hours of service
- No access to service

### ▶ Where transit runs

- 16% of trips are outside current service area
- No access to service

### ▶ How long it takes

- 38% of transit trips take over 30 mins



← Outside service hours (28%)

← Outside service area (16%)

← Slower trip (over 30 mins) (18%)

← Faster trip (under 30 mins) (38%)

# TMP Refresh – Mode Share Target Scenarios



## Three Scenarios presented at PIC 1

### Scenario 1: Status Quo

- 91% of trips use auto
- 1% of trips use transit
- 7% of trips walk/cycle
- 1% use other modes

▶ 0 votes

### ▶ **Changes Needed:**

- Fix transit coverage gaps
- Service to new growth areas
- Modest increase in trail / sidewalks

### Scenario 2: Partial Shift

- 87% of trips use auto
- 4% of trips use transit
- 8% of trips walk/cycle
- 1% use other modes

▶ 3 votes

### ▶ **Changes Needed:**

- Scenario 1 Changes PLUS
- + Add routes to reduce journey time
- + Extend service hours (evening / weekend)
- + Expand trail / sidewalk network
- + Network of key cycling facilities

### Scenario 3: Aggressive Shift

- 83% of trips use auto
- 6% of trips use transit
- 10% of trips walk/cycle
- 1% use other modes

▶ 11 votes

### ▶ **Changes Needed:**

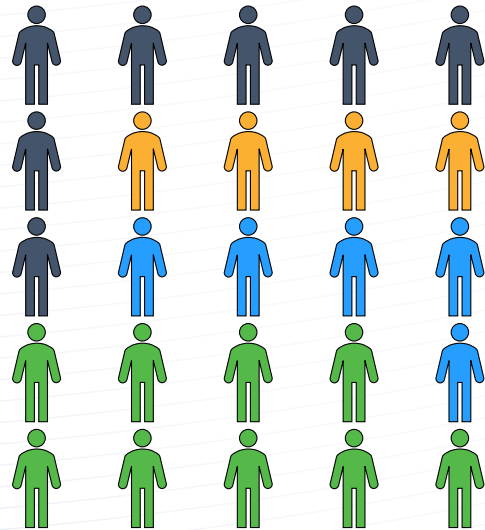
- Scenario 2 Changes PLUS
- + Increase peak frequencies
- + Extensive expansion of trail / sidewalk network
- + Broad network of cycling facilities

# How the Scenarios Address Transit Service Issues



## Scenario 1: Status Quo

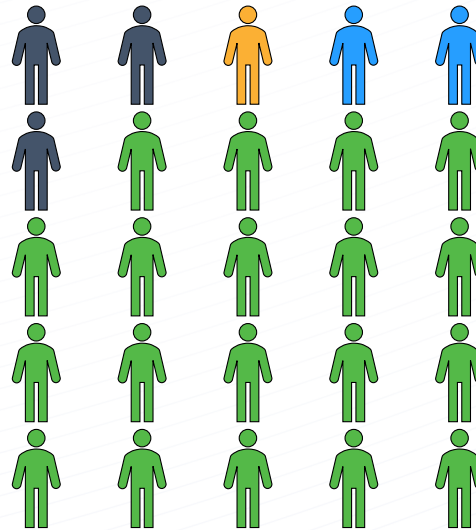
- ▶ No significant change



Outside service hours (28%)  
 Outside service area (16%)  
 Slower trip (over 30 mins) (18%)  
 Faster trip (under 30 mins) (38%)

## Scenario 2: Partial Shift

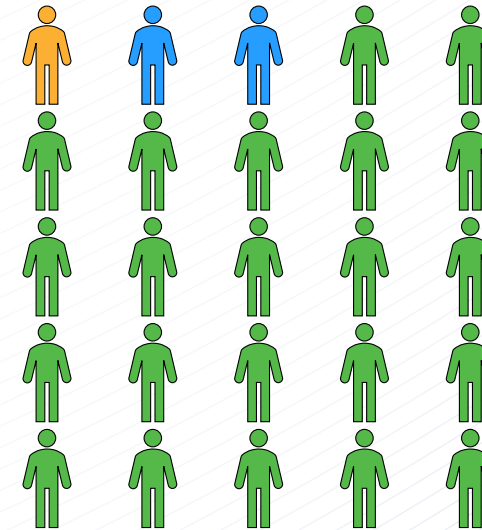
- ▶ More trips within service hours
- ▶ Better coverage improves access
- ▶ 75% of trips under 30 min



Outside service hours (10%)  
 Outside service area (5%)  
 Slower trip (over 30 mins) (10%)  
 Faster trip (under 30 mins) (75%)

## Scenario 3: Aggressive Shift

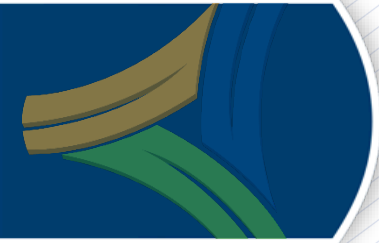
- ▶ Virtually all trips within service hours
- ▶ Better coverage improves access
- ▶ 87% of trips under 30 min



Outside service hours (<1%)  
 Outside service area (6%)  
 Slower trip (over 30 mins) (7%)  
 Faster trip (under 30 mins) (87%)



# Relative Costs and Performance



## Scenario 1: Status Quo

- ▶ Ridership increase due to population growth x 2
- ▶ Minor improvement in service levels
- ▶ No emission reduction

## Scenario 2: Partial Shift

- ▶ Ridership increase x 10
- ▶ Net cost per person x 1.5
- ▶ Moderate improvement in service levels
- ▶ Moderate emission reduction

## Scenario 3: Aggressive Shift

- ▶ Ridership increase x 14
- ▶ Net cost per person x 2.5
- ▶ Significant improvement in service levels
- ▶ Significant emission reduction

Costs and Performance (2024\$)				
Measure	Existing	Scenario 1 - Status quo	Scenario 2 - Partial shift	Scenario 3 - Aggressive shift
<b>Target mode share</b>	<b>0.50%</b>	<b>1%</b>	<b>4%</b>	<b>6%</b>
<b>Weekday (Weekend) service hours</b>	15.5 (13)	15.5 (13)	17 (14)	17 (14)
<b>Weekday Buses in service</b>	8	8	15	26
<b>Annual Service Hours</b>	25,800	52,700	88,100	152,800
<b>Annual Ridership</b>	147,000	300,000 - 400,000	1,400,000 - 1,500,000	1,800,000 - 2,200,000
<b>Net Operating Cost</b>	\$ 1.44 M	\$2.9 - 3.1 M	\$ 3.7 M - \$3.9 M	\$6.8 M - \$7.6 M
<b>Annual Capital Cost</b>	\$0.57 M	\$1.1 M	\$1.2 M - \$1.3 M	\$1.5 M - \$1.7 M
<b>Population</b>	44,400	79,500	79,500	79,500
<b>Net Operating Cost / Capita</b>	\$32.40	\$36 - \$39	\$47 - \$50	\$85 - \$96
<b>Annual Capital Cost / Capita</b>	\$12.80	\$13 - \$14	\$15-\$16	\$16-\$17
<b>Net Total Annual Cost / Capita</b>	\$45.20	\$49 - \$53	\$62 - \$66	\$101 - \$113
<b>Annual Reduction in Auto Travel</b>		0	4,000,000 veh-km	7,000,000 veh-km
<b>Annual Reduction in CO2 Emissions</b>		0	748 T	1,314 T



# Recommended Strategy



## ► **St Thomas should adopt an Aggressive Shift to more sustainable travel modes**

- Aligns with input from public for improved transit
- Future land use plans are transit supportive
- Can reduce road widening needs in the downtown and other constrained areas
- Enhanced transit service to new industrial lands can establish lasting patterns
- Strategy is in line with the City Strategic Plan objectives
  - Priority 2 – Thoughtful, Strategic and Sustainable Community Growth
  - Priority 4 – Equitable, Accessible and Inclusive Communities
  - Priority 6 – Environmental Stewardship
- Significant reduction in annual auto travel
  - Reduced emissions
  - Reduced wear and tear on roads
  - Potential to eliminate need for some road widening projects

# TMP Project Schedule – Next Steps



## ▶ Next Steps

- Complete Plan Development Work – Nov / Dec
  - Road Network Improvements
  - Active Transportation Improvements
  - Transit Improvements
  - Conceptual EV Charging Network
  - Continued communication with Development Community
  - Ongoing youth engagement via STEAM Centre
- Develop Policies to Support Plan – Dec / Jan
- Public Open House – Winter 2025
- Council Approval – Spring 2025



[www.ptsl.com](http://www.ptsl.com)

**Connect with us**

Paradigm Transportation Solutions Limited



**Directed to:** Mayor Joe Preston and Members of City Council

**Meeting Date:**  
November 4, 2024

**Department:** Environmental Services

**Attachment**

**Prepared By:** Matthew Vriens, Manager of Transportation & Bylaw

**Subject:** Rideshare Services

**Recommendation:**

THAT: Report ES-46-24 relating to Rideshare Services be received; and further,

THAT: Council direct staff to prepare an amendment to Taxi By-Law 145-2013 to permit the operation of rideshare services within the City of St. Thomas.

**Background:**

Taxi regulations in Ontario are a combination of provincial and municipal rules aimed at ensuring safe and fair service for passengers. The Province sets broad standards related to vehicle safety and insurance, while municipalities fine-tune these regulations to address local needs and concerns. Under the Municipal Act, municipal councils are provided the discretion to regulate taxis through local by-law or not. This legislation allows municipalities to license, regulate, and enforce taxi systems and by extension, all vehicle-for-hire services.

The City of St. Thomas has regulated the taxi industry for decades with only a few minor updates to the bylaw over time. The latest update occurred in 2022 when changes were adopted to eliminate any reference to City Council setting taxi fares.

**Discussion:**

Traditionally, the taxi industry has been highly regulated to ensure safety and consumer protection, especially when competition was low. In recent years the taxi industry has experienced significant changes in service delivery and competition. There are now opportunities from transportation network companies (TNC's), such as Uber and Lyft which have become increasingly popular, as an alternative transportation option, however these rideshare services often operate outside of traditional regulations. Other rideshare opportunities are also emerging, including smaller TNC's, and regular trips organized by private companies. In response to these industry changes, many municipalities have adapted their taxi bylaws to incorporate the operation of these rideshare services or have repealed their taxi bylaws all together.

Considering the wide range of municipal response, some municipalities are calling on the Province to amend legislation to provide a more consistent approach to regulating rideshare services. However, in the meantime, in order to permit the operation of these new rideshare service opportunities in the City of St. Thomas, the City's Taxi-Bylaw would need to be updated. Amending the Taxi Bylaw to permit the operation of rideshare service providers also aligns well with many of the City's Strategic Plan priorities including 2.4, 4.1, 6.2, and 6.6.

**Strategic Priority:**

Strategic Pillar: Excellence in All We Do - Priority #4: Equitable, Accessible, and Inclusive Communities


**Financial Impact:**


Costs associated with the recommendation of this report can be accommodated within the 2025 Environmental Services workplan and operating budget.

Respectfully,



Matthew Vriens,  
Manager of Transportation & By-law

**Reviewed By:**   
City Engineer

**Approved By:**   
City Manager



Directed to: Mayor Joe Preston and Members of City Council

Meeting Date:  
November 4, 2024

Department: Industrial Development

Attachment

Prepared By: Michael Brix, EIT  
Project Manager – Industrial Development

Subject: Burwell Sewage Pumping Station Upgrades Design - Consultant Award

**Recommendations:**

THAT: Report No. ID-37-24, relating to the *Burwell Sewage Pumping Station Upgrades Design – Consultant Award*, be received for information; and further,

THAT: The proposal submitted by R.V. Anderson Associates Limited in the amount of \$341,349, excluding HST, be accepted.

**Background:**

With the announcement of Volkswagen (VW) battery plant coming to St. Thomas, the City is responsible for the development of an industrial subdivision to provide municipal services and an industrial supplier manufacturing park that will support the new EV plant. This new industrial development will be sending additional sewage flows to the City, which has triggered the need to upsize the current Burwell Sewage Pumping Station to accommodate the additional flows. The work contemplated in this report is to carry out the design of the upgraded pumping station to have it built and operational in time to meet the aggressive timelines of the overall Yarmouth Yards Industrial Park construction. See *Figure 1* below for reference of the work area.

Figure 1: Burwell Sewage Pumping Station Project Area



R.V. Anderson Associates Limited (RVA) has been involved with multiple recent City projects related to the industrial development including the St. Thomas Wastewater Master Plan Update, and therefore has specific knowledge of the City's overall sewage system. In their proposal, RVA has dedicated an extensive team of engineers from across their company with the required technical expertise to complete this assignment. They include civil, electrical, and mechanical experts, along with other key technical staff that can deliver on all aspects of this project. With the extremely tight timelines to get through planning, preliminary design, detailed design, and tendering for key deliverables for this project, it is necessary to single source procure these services.

It should also be noted that the City approached a second engineering firm to provide a proposal for this project. This firm, however, chose not to submit a proposal for this particular opportunity due to the tight and rigid timelines imposed on the project. Engineering work across Ontario is dictated by a professional fee schedule which is very similar between firms. Cost breakdowns are composed of actual hours undertaken multiplied by the fee schedule so the City, as client, only pays for the hours of work undertaken, similar to Legal Fees. Initial infrastructure planning and engineering represents less than 1% of the long-term life cycle value.

**Financial Impact:**

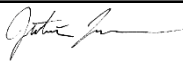
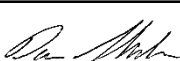
Staff have reviewed RVA's workplan in detail and spent several weeks negotiating and fine-tuning the required components to deliver this work proposal. RVA will commit resources as necessary to achieve all milestones in this complex assignment. The proposal is within budget expectations, and funds for this project will come from industrial development funding.

Respectfully,



Michael Brix, EIT  
Project Manager – Industrial Development

---

Reviewed By:  Ind. Dev.       Treasury

Approved By:   
City Manager



# NOTICE OF A RATE HEARING

## Enbridge Gas Inc. has applied to increase its natural gas distribution rates

Enbridge Gas Inc. has applied to increase its natural gas rates effective April 1, 2025, to recover costs associated with meeting its obligations under the *Greenhouse Gas Pollution Pricing Act* and the regulations under the *Ontario Emissions Performance Standards*, as well as to recover other related account balances.

If the application is approved as filed, a typical residential customer of Enbridge Gas Inc. would see the following total annual increase:

<b>EGD Rate Zone (2,400 m3)</b>	<b>\$70.84</b>
<b>Union South Rate Zone (2,200 m3)</b>	<b>\$63.83</b>
<b>Union North Rate Zone (2,200 m3)</b>	<b>\$64.10</b>

For a typical residential customer, these increases include an annual bill increase arising from the 2025 carbon charges of \$68.71 (EGD) and \$62.98 (Union South and Union North); plus, a one-time charge of \$2.13 (EGD), \$0.85 (Union South) and \$1.12 (Union North) to recover the balances in the related deferral and variance accounts.

Other customers, including businesses, will also be affected. It's important to review the application carefully to determine whether you may be affected by the proposed changes.

The federal government's *Greenhouse Gas Pollution Pricing Act* establishes a carbon pricing program under which a natural gas utility in Ontario, such as Enbridge Gas Inc., is required to pay a carbon charge to the federal government on the volume of natural gas that it delivers to its customers, and on the volume of natural gas used in the operation of Enbridge Gas Inc.'s natural gas distribution system. The federal carbon charge came into effect on April 1, 2019, has increased annually on April 1<sup>st</sup> between 2020 and 2024 and will increase again on April 1, 2025.

The *Ontario Emissions Performance Standards* program is the Ontario government's carbon pricing system for industrial emitters that came into effect on January 1, 2022, and replaced the federal government's Output-Based Pricing System in Ontario.

### YOU SHOULD KNOW

There are three types of OEB hearings: oral, electronic and written. The applicant has applied for, and the OEB intends to proceed with, a written hearing. If you think a different hearing type is needed, you can write to us to explain why.

This hearing will be held under section 78 of the *Ontario Energy Board Act, 1998*.

Ce document est aussi disponible en français.

During this hearing, we will hear questions and arguments from participants about this case. We will also hear questions and arguments from participants that have registered as Intervenors. After the hearing, we will decide whether to approve the application.

### HAVE YOUR SAY

You have the right to information about this application and to participate in the process.

Visit [www.oeb.ca/notice](http://www.oeb.ca/notice) and use file number **EB-2024-0251** to:

- Review the application
- File a letter with your comments
- Apply to become an intervenor

### IMPORTANT DATES

You must engage with the OEB on or before **November 12<sup>th</sup>, 2024** to:

- Provide input on the hearing type (oral, electronic or written)
- Apply to be an intervenor

If you do not, the hearing will move forward without you, and you will not receive any further notice of the proceeding.

### PRIVACY

If you write a letter of comment, your name and the content of your letter will be put on the public record and the OEB website. If you are a business or if you apply to become an intervenor, all the information you file will be on the OEB website.

### LEARN MORE

#### Ontario Energy Board

☎ /TTY: 1 877-632-2727

🕒 Monday - Friday: 8:30 AM - 5:00 PM

🌐 [oeb.ca/notice](http://oeb.ca/notice)

#### Enbridge Gas Inc.

☎ 1 877-362-7434

🕒 Monday - Friday: 8:30 AM - 5:00 PM

🌐 <https://www.enbridgegas.com/en/about-enbridge-gas/regulatory>



Ontario Energy Board