

**City of Port Colborne
Regular Council Meeting 34-20
Minutes**

Date: November 23, 2020

Time: 6:30 p.m.

Place: Council Chambers, Municipal Offices, 66 Charlotte Street, Port Colborne

Members Present: M. Bagu, Councillor
E. Beauregard, Councillor (via Zoom)
R. Bodner, Councillor
G. Bruno, Councillor
F. Danch, Councillor (via Zoom)
A. Desmarais, Councillor
W. Steele, Mayor (presiding officer)
H. Wells, Councillor (via Zoom)

Absent: D. Kalailieff, Councillor

Staff Present: D. Aquilina, Director of Planning and Development Department (via Zoom)
B. Boles, Director of Corporate Services/Treasurer (via Zoom)
T. Cartwright, Fire Chief (via Zoom)
A. Grigg, Director of Community and Economic Development (via Zoom)
B. Kostuk, Development and Asset Inventory Supervisor (via Zoom)
A. LaPointe, Manager of Legislative Services/City Clerk
S. Lawson, Deputy Fire Chief (via Zoom)
S. Luey, Chief Administrative Officer
C. Madden, Deputy Clerk (minutes)
S. Shypowskyj, Acting Director of Engineering and Operations (via Zoom)

Also in attendance was one member of WeeStream.

1. Call to Order:

Mayor Steele called the meeting to order.

Mayor Steele delivered his Mayor's Report, a copy of which is attached.

Regional Councillor Butters informed Council that the search for the Niagara Region's new CAO will begin in the near future and that a recent motion was brought forward at Regional Council regarding changes to the Conservation Authorities Act and Conservation Authorities' Role in Land Use Planning. She further reported that Dr. Hirji provided clarification on his recent COVID-19 precautionary recommendations and that an assertive approach to enforcement was emphasized. The Regional Councillor concluded her report by providing the statistics of COVID-19 cases in the Niagara region and by encouraging residents to maintain social distancing, stay home as much as possible, wash hands and to follow the news provided on the Region of Niagara's website with respect to COVID-19.

2. Introduction of Addendum Items:

Additions:

6846/96/20, Being a By-law to Appoint a Chief Building Official and a Building Inspector to act when the Office of the Chief Building Official is Vacant.

3. Confirmation of Agenda:

No. 259 Moved by Councillor M. Bagu
 Seconded by Councillor R. Bodner

That the agenda dated November 23, 2020 be confirmed, as amended.

CARRIED

4. Disclosures of Interest:

Councillor Beauregard declared a pecuniary interest regarding item 2 (Corporate Services Department, Financial Services Division, Report 2020-153, Subject: Penalty and Interest on Outstanding Accounts Receivable), item 8 (Chief Administrative Officer, Report No. 2020-176, Subject: Cedar Bay Beach Promenade) and By-law 6841/91/20 (Being a By-law to Establish Penalty and Interest Charges on Outstanding Accounts Receivable due to the Municipality) as he is employed by Sullivan Mahoney and the firm has provided legal advice with respect to these items. Councillor Beauregard refrained from discussing and voting on items 2, 8 and By-law 6841/91/20.

5. Adoption of Minutes:

No. 260 Moved by Councillor G. Bruno
 Seconded by Councillor A. Desmarais

- (a) That the minutes of the special meeting of Council (Public Hearing) 29-20, held on November 2, 2020, be approved as presented.

That a by-law be adopted to authorize the 2021 interim levy of taxes for all property tax classes, from the last revised assessment roll, before the adoption of the estimates for the year and final tax levy rates are established.

9. Department of Chief Administrative Officer, Report No. 2020-179, Subject: COVID-19 Update #7

Council Resolved:

That Chief Administrative Officer Report No. 2020-179, Subject: COVID-19 Update #7, be received for information.

12. Correspondence from Christine Clark Lafleur, Executive Director, Port Cares to Mayor William Steele, Re: Port Cares Funding Request – Council Support

Council Resolved:

That the correspondence from Christine Clark Lafleur, Executive Director, Port Cares regarding Council support of Port Cares Funding request of \$4,000.00, be received for information.

13. Niagara Region Re: PHD-C 9-2020, Referral of Motion – Decriminalization of Personal Possession of Illicit Drugs

Council Resolved:

That the correspondence received from Niagara Region Re: PHD-C 9-2020, Referral of Motion – Decriminalization of Personal Possession of Illicit Drugs, be received for information.

17. Town of Lincoln Re: Public Health Measures Re: Ontario COVID-19 Response Framework

Council Resolved:

That the resolution received from the Town of Lincoln Re: Public Health Measures Re: Ontario COVID-19 Response Framework, be received for information.

CARRIED

8. Delegations/Presentations

None.

9. Councillors' Items:**Staff Responses to Previous Councillors' Enquiries****(a) COVID-19 Update (Luey)**

The Chief Administrative Officer provided a COVID-19 update, highlighting that the Niagara Region is currently in the orange level of the Province's recovery framework. He further reported that more restrictions will be put into place in the near future, namely with how the City conducts meetings internally with mask protection. The Chief Administrative Officer informed Council that the City's Emergency Control Group will be enacting a policy where mandatory masks are to be worn at all times during meetings and the policy will apply to both staff and Council. The Chief Administrative Officer concluded his report by confirming that at the next Council meeting, all eight Councillors will participate virtually via Zoom and the Mayor will be the only member of Council present in Chambers.

(b) Importing Fill (Luey)

The Chief Administrative Officer provided an update to Council that addressed the previous Councillor's inquiry regarding imported fill at agricultural zoned properties. The Chief Administrative Officer informed Council that this information had been forwarded to the City's Solicitor for advice and that advice is expected to be received within the next 1-2 days.

(c) Decorative Lights Installation in Downtown and Main Street BIAs (Grigg)

The Director of Community and Economic Development informed Council that the decorative lights that were purchased for the Downtown and Main Street BIAs are expected to be delivered by the end of the week or at the latest, early next week. She further reported that the lights will be installed as soon as delivered.

(d) Mineral Aggregate Operation Zoning Recommendation Report (Aquilina)

The Director of Planning and Development informed Council that a recommendation report regarding Mineral Aggregate Operation Zoning will be brought forward at the next Council meeting on December 14, 2020 and that communications will be circulated to the public on the City's website and social media channels on December 3, 2020.

Councillors' Issues/Enquiries**(a) Trees Down Due to Storm (Danch)**

In response to Councillor Danch's request for a clean-up of a few trees that had fallen as a result of the storm near the cemetery at Highway 58 and Windsor Terrace, the Acting Director of Engineering and Operations confirmed that this matter would be investigated.

(b) Signs on Wyldewood Road (Wells)

In response to Councillor Wells' request for an update on the new parking restriction signage to be posted along Wyldewood Road, the Acting Director of Engineering and Operations informed Council that there was an internal miscommunication issue but the signs have now been ordered and the work is to be completed during the first half of December 2020.

(c) Vale Health and Wellness Centre Minor Hockey (Bagu)

Councillor Bagu expressed appreciation towards the Emergency Operations Centre and staff for arranging for the proper security measures to be put in place in order for one parent or guardian to be able to enter into the Vale Health and Wellness Centre and watch while their child was playing in the minor hockey league.

(d) Repairing Dip on Steele Street and Clarence Street (Bagu)

Councillor Bagu expressed appreciation towards staff for repairing the big dip in the road that was located at Steele Street and Clarence Street.

(e) Thank you to Community and Economic Development Staff (Bruno)

Councillor Bruno also expressed appreciation towards Community and Economic Development staff for arranging for the proper security measures to be put in place in order for one parent or guardian to be able to enter into the Vale Health and Wellness Centre and watch while their child was playing in the minor hockey league. He further indicated that the security measures were very well done and thanked staff for making everyone feel safe.

10. Consideration of Items Requiring Separate Discussion:**2. Corporate Services Department, Financial Services Division, Report No. 2020-153, Subject: Penalty and Interest on Outstanding Accounts Receivable**

No. 262 Moved by Councillor H. Wells

Seconded by Councillor A. Desmarais

That Council approve a one-time penalty on Property Tax accounts to be charged at 1 ¼ percentage of the amount due and unpaid on the first day of default as well as Interest on Property Tax accounts to begin accruing at 1 ¼ percentage of the amount due and unpaid starting on the first day of default;

That Council approve Interest on Water and Wastewater accounts to begin accruing at 1 ¼ percentage of the amount due and unpaid starting on the first day of default. The Director, Corporate Services/Treasurer is approved to move any unpaid water and wastewater balance to the property tax roll of the related property;

That Council approve the temporary extension of the COVID-19 Property Tax, Water and Wastewater Penalty and Interest Relief Program to June 30, 2021;

That the Director of Corporate Services/Treasurer be directed to use discretion to backdate to the due date any payment on any accounts receivable balance received within five business days of the due date provided a reasonable explanation for the late payment has been provided; and

That the Director of Corporate Services/Treasurer be directed to bring forward for approval the necessary by-laws pertaining to the establishment of penalty and interest on amounts due and unpaid to the municipality.

The following was accepted as a friendly amendment:

That the main motion be amended by striking out the third paragraph and adding the following thereto:

“That Council approve the temporary extension of the COVID-19 Property Tax, Water and Wastewater Penalty and Interest Relief Program to March 31, 2021;”

The vote was then called on the main motion, as amended, as follows:

That Council approve a one-time penalty on Property Tax accounts to be charged at 1 ¼ percentage of the amount

due and unpaid on the first day of default as well as Interest on Property Tax accounts to begin accruing at 1 ¼ percentage of the amount due and unpaid starting on the first day of default;

That Council approve Interest on Water and Wastewater accounts to begin accruing at 1 ¼ percentage of the amount due and unpaid starting on the first day of default. The Director, Corporate Services/Treasurer is approved to move any unpaid water and wastewater balance to the property tax roll of the related property;

That Council approve the temporary extension of the COVID-19 Property Tax, Water and Wastewater Penalty and Interest Relief Program to March 31, 2021;

That the Director of Corporate Services/Treasurer be directed to use discretion to backdate to the due date any payment on any accounts receivable balance received within five business days of the due date provided a reasonable explanation for the late payment has been provided; and

That the Director of Corporate Services/Treasurer be directed to bring forward for approval the necessary by-laws pertaining to the establishment of penalty and interest on amounts due and unpaid to the municipality.

CARRIED

4. Engineering and Operations Department, Engineering Division, Report No. 2020-169, Subject: Traffic Review – Chippawa Road at Dolphin Street and Berkley Avenue

No. 263

Moved by Councillor A. Desmarais
Seconded by Councillor E. Beauregard

That Council direct staff to remove the unwarranted stop sign locations on Chippawa Road at Berkley Avenue, by amending Parking and Traffic By-Law 89-2000 Schedule "P"; install speed radar signs facing both directions on Chippawa Road between the Dolphin Street and Berkley Avenue intersections; and include a request in the 2022 budget package to reconstruct the intersection of Chippawa Road, Dolphin Street, and Berkley Avenue, as proposed in Appendix A of this report, for an estimated cost of \$35,000.

Moved in amendment by Councillor A. Desmarais
Seconded by Councillor E. Beauregard

That the main motion be amended by striking out the first paragraph and adding the following as the first, second and third paragraphs:

“That Council direct staff to remove the unwarranted stop sign locations on Chippawa Road at Berkley Avenue, by amending Parking and Traffic By-Law 89-2000 Schedule “P”; install speed radar signs facing both directions on Chippawa Road at appropriate locations; and reconstruct the intersection of Chippawa Road, Dolphin Street, and Berkley Avenue, as proposed in Appendix A of this report in 2021, for an estimated cost of \$35,000 which is to be funded through the 2021 Contingency Reserve;

That the Director of Engineering and Operations be directed to bring a report back to Council that outlines the findings of investigations conducted on the following along Chippawa Road: sidewalks, lighting, speeding, traffic flow and the Highway 140 entrance; and

That the Director of Engineering and Operations be directed to bring a report forward to Council after the first half of 2021 with respect to the results and success of removing the stop signs on Chippawa Road at Berkley Avenue by amending Parking and Traffic By-law 89-2000 Schedule “P”, and installing speed radar signs facing both directions on Chippawa Road.”

CARRIED

The vote was then called on the main motion, as amended, as follows:

That Council direct staff to remove the unwarranted stop sign locations on Chippawa Road at Berkley Avenue, by amending Parking and Traffic By-Law 89-2000 Schedule “P”; install speed radar signs facing both directions on Chippawa Road at appropriate locations; and reconstruct the intersection of Chippawa Road, Dolphin Street, and Berkley Avenue, as proposed in Appendix A of this report in 2021, for an estimated cost of \$35,000 which is to be funded through the 2021 Contingency Reserve;

That the Director of Engineering and Operations be directed to bring a report back to Council that outlines the findings of investigations conducted on the following along Chippawa Road: sidewalks, lighting, speeding, traffic flow and the Highway 140 entrance; and

That the Director of Engineering and Operations be directed to bring a report forward to Council after the first half of 2021 with respect to the results and success of removing the stop signs on Chippawa Road at Berkley Avenue by amending Parking and Traffic By-law 89-2000 Schedule "P", and installing speed radar signs facing both directions on Chippawa Road.

CARRIED

5. Engineering and Operations Department, Engineering Division, Report No. 2020-171, Subject: By-law Revision – Load Restriction on Brookfield Road

No. 264 Moved by Councillor H. Wells
Seconded by Councillor A. Desmarais

That Council direct staff to amend Traffic and Parking By-Law 89-2000 by removing Brookfield Road from Schedule "Y" (Reduced Load Restrictions, March 1 to April 30 inclusive each and every year) and adding Brookfield Road to Schedule "Z" (Reduced Load Restrictions, January 1 to December 31 inclusive each and every year).

CARRIED

6. Planning and Development Department, Planning Division, Report No. 2020-174, Subject: Utility Trailers

No. 265 Moved by Councillor G. Bruno
Seconded by Councillor H. Wells

That staff be directed to propose an amendment to Section 3.9.1(a) of Zoning By-law 6575/30/18 by deleting reference to a utility trailer.

Moved in amendment by Councillor G. Bruno
Seconded by Councillor H. Wells

That the main motion be amended by adding the following as the second paragraph:

“That the Director of Planning and Development be directed to propose amendments to section 3.9.1(a) of Zoning By-law 6575/30/18 by revising the dates for recreation vehicles and boats to reflect April 15 to November 15 of each year as well as the dates for snowmobiles and snowmobile trailers to reflect November 15 to April 15 of each year.”

CARRIED

The vote was then called on the main motion, as amended, as follows:

That staff be directed to propose an amendment to Section 3.9.1(a) of Zoning By-law 6575/30/18 by deleting reference to a utility trailer; and

That the Director of Planning and Development be directed to propose amendments to section 3.9.1(a) of Zoning By-law 6575/30/18 by revising the dates for recreation vehicles and boats to reflect April 15 to November 15 of each year as well as the dates for snowmobiles and snowmobile trailers to reflect November 15 to April 15 of each year.

CARRIED

7. Planning and Development Department, By-law Enforcement Division, Report No. 2020-178, Subject: Sign Variance Request 832 King Street

No. 266 Moved by Councillor G. Bruno
Seconded by Councillor A. Desmarais

That Council approve the variance for the proposed signs at 832 King Street as outlined in Appendix A to Planning and Development Department, By-law Enforcement Division, Report No. 2020-178, Subject: Sign Variance Request 832 King Street.

CARRIED

8. Department of Chief Administrative Officer, Report No. 2020-176, Subject: Cedar Bay Beach Promenade

No. 267 Moved by Councillor H. Wellls
Seconded by Councillor R. Bodner

That Chief Administrative Officer Report No. 2020-176, Subject: Cedar Bay Beach Promenade, be received for information.

CARRIED

10. Community and Economic Development Department, Parks and Recreation Division, Report No. 2020-165, Subject: Federal Economic Development Agency, Canadian Experiences Fund Grant Application – Resolution of Support

No. 268 Moved by Councillor H. Wellls
Seconded by Councillor A. Desmarais

That the Federal Economic Development Agency for Southern Ontario, Canadian Experience Fund application and funding as outlined in Community and Economic Development Department, Parks and Recreation Division, Report 2020-165, be accepted and supported;

That a by-law to authorize entering into a contribution agreement respecting the above, be approved.

CARRIED

11. Corporate Services Department, Financial Services Division, Report No. 2020-168, Subject: Revised 2021 Levy Budget

No. 269 Moved by Councillor G. Bruno
Seconded by Councillor H. Wells

That the Corporate Service Department, Financial Services Division, Report No. 2020-168, Subject: Revised 2021 Levy Budget, be received; and

That the 2021 Levy Budget as outlined in Corporate Services Department, Financial Services Division, Report No. 2020-168, Subject: Revised 2021 Levy Budget, be approved.

Recorded Vote:

Yes: Bagu, Beauregard, Bodner, Bruno, Danch, Desmarais, Wells, Steele

No: None.

CARRIED

14. Niagara Peninsula Conservation Authority Re: Changes to Conservation Authorities Act and Conservation Authorities' Role in Land Use Planning

No. 270

Moved by Councillor H. Wells

Seconded by Councillor A. Desmarais

Whereas the Province has introduced Bill 229, Protect, Support and Recover from COVID 19 Act – Schedule 6 – Conservation Authorities Act;

Whereas the Legislation introduces a number of changes and new sections that could remove and/or significantly hinder the conservation authorities' role in regulating development, and engaging in review and appeal of municipal planning applications:

Whereas we rely on the watershed expertise provided by local conservation authorities to protect residents, property and local natural resources on a watershed basis by regulating development and engaging in reviews of applications submitted under the *Planning Act*;

Whereas the changes allow the Minister to make decisions without CA watershed data and expertise;

Whereas the Legislation suggests that the Minister will have the ability to establish standards and requirements for non-mandatory programs which are negotiated between the conservation authorities and municipalities to meet local watershed needs;

Whereas municipalities require a longer transition time to put in place agreements with conservation authorities for non-mandatory programs;

Whereas municipalities believe that the appointment of municipal representatives on CA Boards should be a municipal decision; and the Chair and Vice Chair of the CA Board should be duly elected;

Whereas the changes to the 'Duty of Members' contradicts the fiduciary duty of a CA board member to represent the best interests of the conservation authority and its responsibility to the watershed;

Whereas conservation authorities have already been working with the Province, development sector and

municipalities to streamline and speed up permitting and planning approvals through Conservation Ontario's Client Service and Streamlining Initiative;

Whereas changes to the legislation will create more red tape and costs for the conservation authorities, and their municipal partners, and potentially result in delays in the development approval process;

And Whereas municipalities value and rely on the natural habitats and water resources within our jurisdiction for the health and well-being of residents; municipalities value the conservation authorities' work to prevent and manage the impacts of flooding and other natural hazards; and municipalities value the conservation authority's work to ensure safe drinking water;

Therefore, Be it Resolved:

1. That the Province of Ontario work with conservation authorities to address their concerns by repealing and/or amending changes to the Conservation Authorities Act and the Planning Act.
2. That the Province of Ontario delay enactment of clauses affecting municipal concerns.
3. That the Province of Ontario provide a longer transition period up to December 2022 for non-mandatory programs to enable coordination of CA-municipal budget processes.
4. That the Province respect the current conservation authority/municipal relationships.
5. And That the Province embrace their long-standing partnership with the conservation authorities and provide them with the tools and financial resources they need to effectively implement their watershed management role.

CARRIED

15. Town of Grimsby Re: Proposed Regulation under the Ontario Heritage Act (Bill 108)

No. 271

Moved by Councillor H. Wells
Seconded by Councillor A. Desmarais

That the resolution received from the Town of Grimsby
Re: Proposed Regulation under the Ontario Heritage Act
(Bill 108), be supported.

CARRIED

16. City of Niagara Falls Re: Niagara Region’s New Restrictions on Dining

No. 272 Moved by Councillor M. Bagu
Seconded by Councillor A. Desmarais

That the resolution received from the City of Niagara Falls
Re: Niagara Region’s New Restrictions on Dining, be
received for information.

CARRIED

11. Proclamations:

None.

12. Minutes of Boards, Commissions & Committees:

No. 273 Moved by Councillor F. Danch
Seconded by Councillor H. Wells

- (a) Minutes of the Port Colborne Public Library Board Meeting of September 8, 2020.
- (b) Minutes of the Port Colborne Historical & Museum Board Meeting of September 15, 2020.

CARRIED

13. Consideration of By-laws:

No. 274 Moved by Councillor R. Bodner
Seconded by Councillor M. Bagu

That the following by-law be enacted and passed:

6841/91/20	A By-Law to Establish Penalty and Interest Charges on Outstanding Accounts Receivable due to the Municipality
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CARRIED

No. 275 Moved by Councillor E. Beauregard
Seconded by Councillor G. Bruno

That the following by-laws be enacted and passed:

6840/90/20	Being a By-law to Authorize the Temporary Borrowing of \$4,000,000.00 for 2021
6842/92/20	Being a By-law to provide for an Interim Tax Levy for the Year 2021
6843/93/20	Being a By-Law to Amend By-Law No. 89-2000, Being a By-Law Regulating Traffic and Parking on Chippawa Road
6844/94/20	Being a By-Law to Amend By-law No. 89-2000, Being a By-Law Regulating Traffic and Parking on Brookfield Road
6845/95/20	Being a By-law to Authorize the Execution of a Contribution Agreement Between Her Majesty The Queen In Right of Canada ("Her Majesty") hereby represented by the Minister Responsible for the Federal Economic Development Agency for Southern Ontario, regarding a Grant under the Canadian Experience Fund Visitor Experience Improvements – Resolution of Support
6846/96/20	Being a By-law to Appoint a Chief Building Official and a Building Inspector to act when the Office of the Chief Building Official is Vacant
6847/97/20	Being a By-law to Adopt, Ratify and Confirm the Proceedings of the Council of The Corporation of the City of Port Colborne at its Regular Meeting of November 23, 2020

CARRIED

14. Council in Closed Session:

Motion to go into Closed Session – 8:41 p.m.:

No. 276 Moved by Councillor R. Bodner
Seconded by Councillor M. Bagu

That Council do now proceed into closed session in order to address the following matter(s):

- (a) Minutes of the closed session portion of the following Council Meetings: November 5 and 16, 2020.

- (b) Chief Administrative Officer Report No. 2020-181, concerning the potential disposition of City owned land, pursuant to the *Municipal Act, 2001*, Subsection 239(2)(c) a proposed or pending acquisition or disposition of land by the municipality or local board (surplus city lands).
- (c) Chief Administrative Officer Report No. 2020-180, concerning the potential disposition of City owned land, pursuant to the *Municipal Act, 2001*, Subsection 239(2)(c) a proposed or pending acquisition or disposition of land by the municipality or local board (seaway lands).

CARRIED

Motion to Rise With Report:

No. 277

Moved by Councillor H. Wells
Seconded by Councillor E. Beauregard

That Council do now rise from closed session with report at approximately 10:06 p.m.

CARRIED

15. Disclosures of Interest Arising From Closed Session:

None.

16. Report/Motions Arising From Closed Session:

- (b) **Chief Administrative Officer Report No. 2020-181, concerning the potential disposition of City owned land, pursuant to the *Municipal Act, 2001*, Subsection 239(2)(c) a proposed or pending acquisition or disposition of land by the municipality or local board (surplus city lands).**

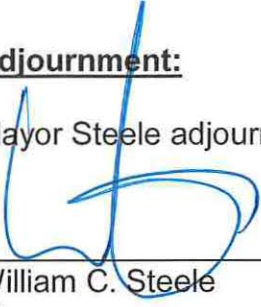
The City Clerk reported that direction was provided to staff during closed session in accordance with the *Municipal Act, 2001*.

- (c) **Chief Administrative Officer Report No. 2020-180, concerning the potential disposition of City owned land, pursuant to the *Municipal Act, 2001*, Subsection 239(2)(c) a proposed or pending acquisition or disposition of land by the municipality or local board (seaway lands).**

The City Clerk reported that direction was provided to staff during closed session in accordance with the *Municipal Act, 2001*.

17. **Adjournment:**

Mayor Steele adjourned the meeting at approximately 10:07 p.m.



William C. Steele
Mayor



Amber LaPointe
City Clerk

AL/cm



City of Port Colborne – November 23, 2020

Written Submissions

Item 4.

Engineering and Operations Department, Engineering Division, Report No. 2020-169, Subject: Traffic Review – Chippawa Road at Dolphin Street and Berkley Avenue

1. Harvey Thiessen, Area Leader, Oceania North America – Chippawa Road Resident.
 - Chippawa Road PDF - Slide Presentation.
 - Chippawa Road letter
 - https://youtu.be/TY4_xpA3LZ4 - Video Time 8:09
2. Wendy Barber – Chippawa Road Resident.
3. Kerry Conn and Douglas Fester – 250 Chippawa Road



CHIPPAWA ROAD

Please turn Chippawa Highway back into Chippawa Road

WE WANT A SAFE, QUIET NEIGHBORHOOD



PROBLEMS

- Parents are anxious for the childrens' safety.



PROBLEMS

- No sidewalks so many older residents are afraid to take walks – detrimental to their long term health.



PROBLEMS

- Those who do venture for walks talk of a high sense of risk. There is high anxiety about the traffic and frequent negative interactions with drivers.



PROBLEMS

- Despite signs to the contrary, commercial trucks use Chippawa as a shortcut.



PROBLEMS

- The volume of traffic is excessive for a residential road. People use it as a shortcut and as a result, GPS reroutes visitors here as well. The bizarre thing is that it is not a shortcut at all when speed limits are obeyed.



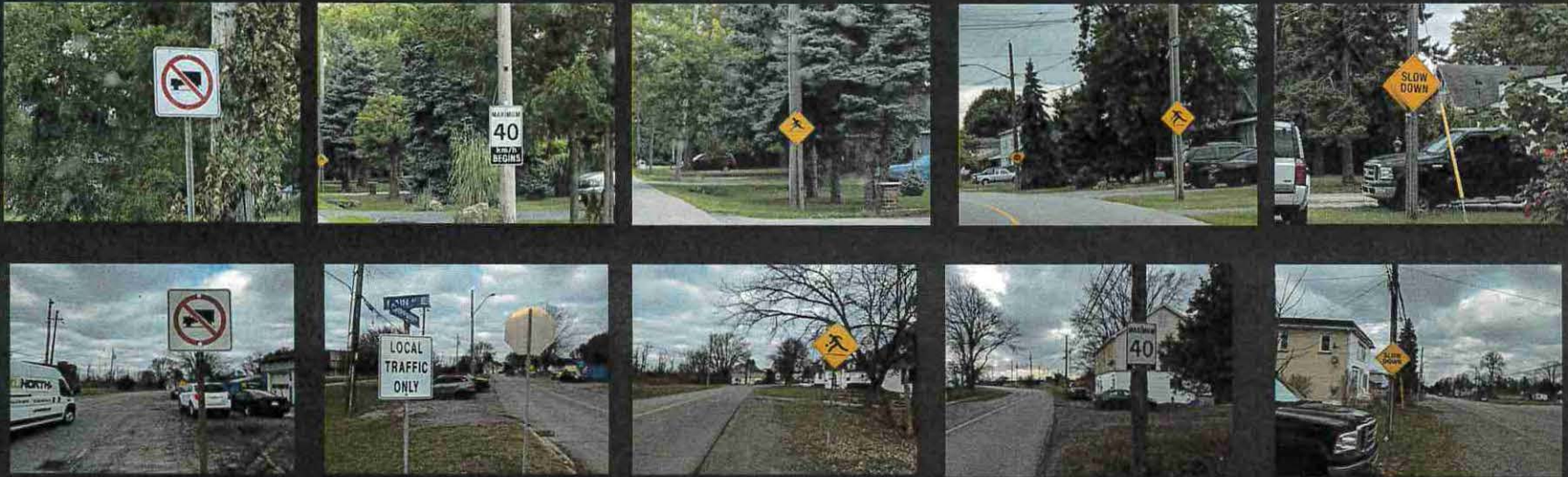
Chippawa at speed limit



Main/140 at speed limits

PROBLEMS

- While there is reasonable signage, it seems to have little effect.



PROBLEMS

- The Stop Sign at Chippawa/Berkley is disrespected. In one 24 hour period I documented over 300 violations. This alone signifies that the volume of traffic is unreasonable. You can't imagine those willing to blow through stop signs willing to stick to the speed limit.



PROBLEMS

- The volume of traffic is steadily increasing and the speed of vehicles is increasing.



PROBLEMS

- 40 KM/H seems to indicate a minimum speed not a maximum. In reality, speeds are often closer to 80.



PROBLEMS

- For video documented records you can reference the following:
 - A 15 min time lapse of a typical day

<https://www.facebook.com/ChippawaRoad/videos/362017058147146>

- A record of all the stop sign violations in one day (300 plus).

<https://www.facebook.com/ChippawaRoad/videos/615729305780490>

SOLUTIONS

- More signs are likely not going to work as existing ones are ignored.



SOLUTIONS

- Occasional police presence does not seem to have an impact.





SOLUTIONS

- Residents have suggested:
 - SIDEWALKS
 - TURNING TRIANGLE INTO A PARK
 - SPEED BUMPS (AT LEAST 4 WOULD BE REQUIRED)
 - CLOSING CHIPPAWA AT 140
 - SPLITTING BERKLEY IN HALF BETWEEN THE STOP SIGNS (SEE PIC NEXT SLIDE) AND TURNING DOLPHIN/CHIPPAWA (SOUTH) SOUTH INTO A CRESCENT
 - SPEED FEEDBACK SIGNS
 - OTHER TRAFFIC CALMING SOLUTIONS

SOLUTIONS



Chippawa split, turning Dolphin and Chippawa (south) into a crescent



SOLUTIONS

Thank you for taking time to consider how to calm the traffic in this residential area. We thank the operations department for their study and happily entertain any professional advice they can give.

Please turn Chippawa Highway into Chippawa Road!

From: "Harvey Thiessen (ONA)" <Harvey.Thiessen@om.org>
To: "charlottemadden@portcolborne.ca" <charlottemadden@portcolborne.ca>
Cc: "angiedesmarais@portcolborne.ca" <angiedesmarais@portcolborne.ca>, "ericbeauregard@portcolborne.ca" <ericbeauregard@portcolborne.ca>
Date: 2020-11-22 10:00 AM
Subject: response to operations report re Chippawa Road

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Ms. Madden,

Kindly include the following in the documents available for council on Monday 23d November.

Thank you for taking council time to look at Chippawa Road.

I have now had the time to read through the report from the Engineering Division regarding the intersection of Dolphin, Berkley and Chippawa. The report is well done from a city engineering perspective and adds some good history and explanations.

From impressions as a resident it seems the primary question being answered was concerning the removal of an 'oddity' in urban planning. Without disrespecting the work, the emphasis seems to be on tidying up past lack of planning around a certain intersection– the impetus and focus doesn't seem to be driven by resident's concern about safety along the entire road. I presume that the first was their intent as the study appears commissioned prior to the latest slate of residents' concerns and the focus too narrow (as indicated by the title - **Traffic Review - Chippawa Road at Dolphin Street and Berkley Avenue.**)

The residents' concerns that were taken into account in the report focused on were **"local residents having raised concern about the operation of the intersections "** From my interaction with fellow residents, none have actually had a concern that the intersection is a bit weird nor that it is the main problem. We focused on the intersection in order to show that the drivers are behaving improperly and disrespecting all signs along the road – this was the one place we could demonstrate this fact as evidence. It was not the focus of our concerns. Even I, as the property owner on that very corner, do not think that this the primary problem to solve. So for our purposes the report is done well, but the focus is a bit off.

The main concern of the residents still remains the safety along the **entire** stretch of Chippawa. The fact that the accident incidence is low speaks to the fact that we know the road is fraught with danger so we take self-protective measures to avoid injury – it is not because the road is safe. You won't find us walking on the road for the same

reasons we would not be walking along any other highway. Reported traffic incidents will be low because residents are smart. We wish we didn't need to be. We would rather prefer a calm street where the residents from 70 households could take a leisurely, healthy walk without first amping up our self-protective anxiety.

We appreciate the introduction of radar signs – I presume there is evidence that these are effectual to some degree. Surely conscientious drivers will take note and slow. We remain doubtful that many drivers we have observed will have that admirable quality. It is certainly worth trying and will certainly provide more data as to existing behaviour. It is a long road though and placement where suggested may not be most efficacious. People whip around the gentle corner of 140/Chippawa and even if they slow down a little, they have come from a highway where most travel 100 and 80 can already make them feel like they have slowed down quite a bit. It might work better having the one sign 50-100 metres in from the 140 facing the 140 and the other closer to the original suggestion. These distances will be at a point where drivers will have reached the speed that they will carry through for the entire length of the road.

Certainly a study to the cost and ability to install sidewalks is welcomed. It is a long stretch and wasn't initially designed to support sidewalks so there are obviously challenges. However, we do have clever and talented engineers so I suspect they are up to the job. The long term health of the residents would certainly best be served by a proper sidewalk – not just for safety but the ability to take walks at all.

There was considerable weight placed on the preferred route of the emergency services. I certainly agree that we should not put unnecessary obstacles in the way of the performance of their vital services. However, I would challenge the idea that any alterations would interfere with their ability to get where they need to go as quickly as possible. I have timed the route they would normally take along Chippawa and compared it to the route they would need to take along East Main/140. Keeping to the speed limits, it actually takes 10-20 seconds longer to travel the route they usually take. In other words, they have been doing it wrong all along. It is wise to listen to the science, not intuition or historic practice. Of course in an emergency we don't expect emergency vehicles to travel the speed limits. However, if they speed along Chippawa, they can also speed along Main and 140. There is an added safety advantage in emergency vehicles taking the Main/140 route. Those roads are considerably wider and therefore it is much safer to exceed the speed limits. It has already been noted that Chippawa is narrower than normal so speeding along this road is obviously more dangerous than a four lane highway and a much wider road. So I would say it is safe to take consideration of the emergency services' need to use Chippawa out of the equation in making a decision. The only inconvenience they would face is changing habits.

The arguments against splitting Chippawa at Berkley was that the resultant crescent would be too tight a turn for garbage trucks, firetrucks and that the two residents' driveway would somehow be affected. The first objection is disputed by the fact that weekly garbage trucks do take that turn (as well as city snow plows) – which could in

fact be made a little wider when it does become a crescent. Vehicles do not need to make that turn at speed. Secondly, I do not follow the argument that the driveways in the vicinity would prevent it from being split. No access to any driveway is limited by a split in any way. All of this could be cheaply tested by dropping a couple of concrete barriers and putting up the appropriate warning signs.

Regarding speedbumps. Nobody's favorite but certainly effective. If we take out the argument of the emergency services, the only argument left standing is the potential hazard they introduce during winter and snow clearing. This could be mediated however, by having 6 portable speed bumps installed which could be removed when weather sets in. Even intermittent usage could have the advantage of being in place to accomplish two things

1. Retrain the mindsets of PC locals who are used to mistakenly thinking this is a short cut. This would just take a couple of months a year to accomplish. In fact I imagine that if this is the regular route one takes, after going down it twice with speed bumps in place, one changes habits to avoid those annoying obstacles. This could be a quick and effective solution. If you don't have them, rent them for the few weeks left in this year and find out! Opps I type this while it is already snowing so maybe wait until next year or until after this snow drop has melted and we have a couple of clear weeks.
2. Retraining of the GPS guidance system. GPS instructs visitors to take this route because speeding traffic shows algorithms that it is a faster route. Slowing down traffic for a period will mark this as a slower route so GPS will re-instruct itself to tell visitors to carry on down the 140 to East Main.

Stop Sign removal. This would occur in the case of splitting the road. However as it is the only move at the intersection as suggested in the reports conclusion, it is of course a counter-intuitive for residents and some will object vigorously. We do figure that it is most logical that this would increase the speed of the traffic – at least along these 50-100 metres. If you could point us to reports that indicate they are ineffectual in controlling traffic speed, we are certainly ready to learn something that is against our intuition. There have to be many studies out there on the effect of stop signs as a speed calming measure and not simply a traffic regulation tool. What is the data? I know the report says that the ministry does not recommend Stop Signs as a speed calming measure, but that is not the same as saying they are not effective in doing so. They just say that is an insufficient reason for putting up a stop sign. Ours are already up. We don't know the science behind this, but are ready to learn.

Signs: The 'no trucks' sign at 140 should be moved further toward 140. Presently it is only visible after trucks have turned onto it. It should also have a 'local traffic only' sign at 140. I don't think anyone reads the signs at Chippawa/East Main as one has to pay

close attention to the traffic when making the turns. Reading signs is not on the list of things to do when navigating that corner safely.

Police patrol. We all realize that drivers' behavior generally everywhere has gone beyond the ability of intermittent police presence to affect. Our street is certainly no exception nor is it unique. So residents have given up on this fiction and city officials should as well. We cannot simply say that it is a matter for another agency to address. It is we that are left with the situation and so a little creative thinking can be engendered by taking up the full responsibility.

In short, I would say from resident's perspective the Operations Department report is an excellent report on what to do about an architectural oddity. It is however, not a report on how to best create a safe and secure environment for residents along the entire length of that road. It is a matter of focus. We trust that the council meeting will focus on the residents' concerns and suggestions and widen the conversation to include our overall perspective.

Thanks again for your considerations and deliberations.

For a more beautiful, safe and courteous city,
Harvey

Harvey Thiessen

Area Leader

Oceania North America

www.om.org

404-567-3452

Be **Extraordinary** this Christmas: www.om.org/Christmas

From: "Wendy Barber" [REDACTED] >
To: "deputyclerk@portcolborne.ca" <deputyclerk@portcolborne.ca>
Date: 2020-11-23 09:28 AM
Subject: Chippawa Road

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Council Meeting ... November 23, 2020 ... Item 4

It is a beautiful, sunny Friday afternoon, but I am so concerned for the children on this street returning home from school for the weekend. I am sure their focus is not on the dangers of the road that they walk, bicycle or skateboard on. At 3:30 this afternoon, for 15 minutes I watched the traffic and was surprised at the volume of vehicles (cars, delivery trucks, transports and motorcycles) but this normal traffic for this residential road. The real frightening shocker is the speed at which the majority of these vehicles were travelling obvious in a hurry to get themselves home for their weekend.

Something needs to happen before someone is killed. **Removing the stop signs will only allow the offenders to travel the entire length of Chippawa Road at their interpretation of 40 kilometers per hour.** The speeding is a 24 hour a day, seven day a week problem that affects most of the residents that live in this community. I often wonder if these drivers are aware that they are dangerously close to a charge of stunt driving. (50 kilometers over the posted speed limit)

Please find some way to slow down or divert the traffic to make the residents safe.

Thank you
Wendy Barber

From: "kconn" [REDACTED]
To: charlottemadden@portcolborne.ca, [REDACTED]
Date: 2020-11-22 12:02 PM
Subject: City Council review of Chippawa Rd November 23, 2020

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hello Charlotte,

I am writing in regards to the upcoming meeting on November 23 and wish that my comments will be considered during this review.

This stretch of road is nothing more than a speeding frenzy with most drivers reaching speeds of 80km. Local residents aren't quite that ambitious, knowing and living on this road. My husband absolutely loathes mowing the ditch as standing on the curb provokes the speeders to honk at him because he apparently is in their way!

Going for a leisurely walk or riding a bike along the curbside is taking your very life into your hands which is why many residents simply don't engage in these activities on this road.

The current stop/no truck signs appear to apply to the residents only, as few others observe them. Outside of the familiar delivery trucks, I have witnessed an alarming increase in heavy truck traffic along this road.

Placing radar signs should only be considered if used to collect data which would further support any cost analysis regarding the placement of eventual speed bumps. The construction of sidewalks, although more problematic, would further enhance the residents safety and overall quality of living.

Thank you for taking the time to consider my comments.

Kerry Conn and Douglas Fester
250 Chippawa Rd



MAYOR'S REPORT

NOVEMBER 23, 2020 COUNCIL MEETING

COVID-19 UPDATE

Good evening and welcome to our virtual council meeting.

Tonight we are welcoming Councillors Bagu, Bruno, Bodner and Desmarais into the council chambers. Also joining us are our CAO Scott Luey, Clerk Amber LaPointe, Deputy Clerk Charlotte Madden, and a member of Wee Stream who are live streaming this meeting for us.

Our other city councillors and various city directors are each attending from home with Councillor Kalailieff absent on vacation.

Based on the Province of Ontario's Response Framework in dealing with COVID-19, last week Niagara moved into the orange – restrict stage as defined by this framework. We need to continue to work hard so Niagara remains here and no further restrictions are put in place as is evidenced in other areas of the province. Remember the precautions you have taken over the past seven months, continue to save lives.

We emphasize the need for social distancing, hand washing and face coverings where social distancing can't be maintained or where required by the Region's face covering by-law.

We ask that you continue to support our local businesses.

Holiday Drive-Through Toy Drive

The Port Colborne Fire and Emergency Services Team have partnered with Port Cares to make a child smile this holiday season.

This coming Saturday, November 28 from 9 a.m. to 1 p.m. at the Fire Hall, 3 Killaly Street West, fire fighters will be collecting unwrapped toys for ages 0-18 as well as non-perishable food items. Please support this important drive.

Home for the Holidays – Decorating Contest

Calling all Clark Griswolds; we're looking for the best holiday decorations in town! Port Colborne residents are invited to PORTicipate in their very own home decorating contest.

The contest is open to Port Colborne residents. Entries must be submitted to eventservices@portcolborne.ca by Thursday, Dec. 10, 2020 at 5 p.m. To enter, please submit a photo of your home, including a brief description and which category it fall into.

Categories include:

Best Lawn Decorations

Best Light Display

Best Balcony or Front Door Display

Best Window Decorations

Details about each category can be found on our website.

There will be one winner for each category. The winner will be selected by the community, in an online voting system. Each winner will receive a gift card to a local Port Colborne establishment (retail shop or restaurant) of their choice. Winners will be announced on Monday, Dec. 21, 2020.

Business Christmas Light Display Contest

In partnership with the Port Colborne Downtown BIA, we are also inviting businesses and storefronts across Port Colborne to decorate in the most festive way they know how. There is no such thing as too many twinkle lights!

To enter, please email photos and a brief description to eventservices@portcolborne.ca by Thursday, Dec. 10, 2020. The winner will be chosen by the community in an online voting system. Voting will take place from Dec. 11 - 19, with the winner being announced on Monday, Dec. 21, 2020.

The winner will receive a Christmas Decoration Prize Pack and gift card to a local Port Colborne establishment (restaurant or retail shop).

Christmas at the Museum

The Port Colborne Historical and Marine Museum will be spreading Christmas cheer on Sunday, December 6, with our Grand Old Christmas at Home Kits.

More details on the kits, and how to purchase and pick them up will be available soon. Although things will be different this year, rest assured the museum grounds will be decorated and the holiday spirit will be flowing.

Christmas Market

On Friday, Dec. 11 from 10 a.m. to 1 p.m., join us at the Market Square for Port Colborne's first ever Christmas Market.

Featuring various local farmers and artisan vendors selling their products, this is the perfect opportunity to look for unique gifts this holiday season.

Anyone interested in being a vendor, can email marketclerk@portcolborne.ca.

Closing

In closing, we ask for your patience while we all work together and remain vigilant in fighting the COVID-19 virus.

Our number one priority is the health and safety of our staff and citizens.

Please stay safe and be kind.