



The Corporation of Haldimand County

Council in Committee Agenda

Date: October 7, 2025

Time: 9:30 A.M.

Location: Council Chambers - Haldimand County Administration Building

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Pages

- A. **Call to Order**
- B. **Land Acknowledgement**
Councillor McKeen
- C. **Roll Call**
- D. **Disclosures of Pecuniary Interest**
- E. **Public Meeting for Planning Applications**
Councillor McKeen - Chair
- F. **Presentations and Consideration of Related Reports (11 a.m.)**
- G. **Motions of Consent**
- H. **Departmental Staff Reports**
 - 1. **Development Services**
Councillor Lawrence - Chair
 - 1. **Other Business**
 - 2. **Community Safety and Wellness**
Mayor Bentley - Chair

1. CPP-09-2025 Request to Repeal Seneca Iron Bridge Designation By-law

1

THAT Report CPP-09-2025 Request to Repeal the Seneca Iron Bridge Heritage Designation By-law be received;

AND THAT the request to repeal By-law 443/84 for the property known as Seneca Iron Bridge, located at Seneca Park, 651 Caithness Street East, Caledonia (Lots 26 and 27, Caledonia Plan 51, on the closed portion of old Highway #54), be approved;

AND THAT notice of intention to repeal By-law 443/84 be provided in accordance with Section 31 of the Ontario Heritage Act;

AND THAT if no objections to the request to repeal By-law 445/84 are submitted, a repealing by-law be presented for enactment at a future Council meeting;

AND THAT a future budget be recommended to include the costs associated with a storyboard to be installed in Seneca Park—including an existing section of the metal framework, if feasible, as a non-structural monument—to preserve and tell the story of the former Bridge.

2. CPP-M02-2025 Community Halls Emergency Repairs

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THAT Memorandum CPP-M02-2025 Community Halls Emergency Repairs be received.

3. Other Business

3. Public Works Operations

Councillor Adams - Chair

1. Other Business

4. Engineering and Capital Works

Councillor Metcalfe - Chair

1. ENG-17-2025 Turning Lane Options and On-Street Parking Impacts - Main Street (Highway 6) and Talbot Street (Highway 3), Jarvis

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THAT Report ENG-17-2025 Turning Lane Options and On-Street Parking Impacts - Main Street (Highway 6) and Talbot Street (Highway 3), Jarvis be received;

AND THAT staff be directed to proceed with Option 2, turning lanes on Talbot Street (Highway 3) only;

AND THAT the by-law for Option 2, attached to Report ENG-17-2025, be approved at a future Council meeting.

2. ENG-18-2025 Budget Amendment – Ward 3 Pedestrian Crossover 46

 THAT Report ENG-18-2025 Budget Amendment – Ward 3
 Pedestrian Crossover be received;

 AND THAT the 2025 Tax Supported Capital Budget be amended as
 outlined in Report ENG-18-2025.
3. ENG-19-2025 Neighborhood Speed Areas - Pilot Projects and Rate 50
 of Speed By-law Amendments

 THAT Report ENG-19-2025 Neighborhood Speed Areas - Pilot
 Projects and Rate of Speed By-law Amendments be received;

 AND THAT Haldimand County Rate of Speed By-law 2356/22 be
 amended as outlined in Report ENG-19-2025;

 AND THAT the by-law attached to Report ENG-19-205 be approved
 at a future Council meeting.
4. Other Business
5. Financial Services

 Councillor O'Neill - Chair
1. FIN-19-2025 2026 Rate Supported Budget – Update on Timelines 63

 THAT Report FIN-19-2025 2026 Rate Supported Budget – Update
 on Timelines be received;

 AND THAT Council reduce the time period as set out in subsection
 7(3) of O. Reg. 530/22 to pass a resolution making an amendment
 to the proposed budget from 30 days to 0 days;

 AND THAT Council reduce the time period as set out in subsection
 7(10) of O. Reg. 530/22 to override the head of Council's veto of an
 amendment to the proposed budget from 15 days to 0 days.
2. Other Business
6. Corporate Services

 Councillor Shirton - Chair
1. HRD-06-2025 Employee Benefit Plan Renewals 66

 THAT Report HRD-06-2025 Employee Benefit Plan Renewals be
 received;

 AND THAT Sun Life's monthly employee benefit plan renewal
 premium rates plus applicable taxes as outlined in Report HRD-06-
 2025 be approved, effective January 1, 2026.
2. Other Business

7. Corporate Affairs

Mayor Bentley - Chair

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1. CLE-12-2025 Council Appointments as of November 15, 2025

THAT Report CLE-12-2025 Council Appointments as of November 15, 2025 be received;

AND THAT Councillor _____ be appointed as Deputy Mayor for the period from November 15, 2025 to November 14, 2026;

AND THAT the following appointments for Chairs and Vice Chairs for the business divisions of Council in Committee for Haldimand County be made, for the period from November 15, 2025 to November 14, 2026:

Public Meeting for Planning Applications:

Vice Chair _____

Development Services:

Chair _____

Vice Chair _____

Engineering and Capital Works

Chair _____

Vice Chair _____

Financial Services

Chair _____

Corporate Services

Chair _____

Vice Chair _____

Corporate Affairs

Chair _____

Vice Chair _____

AND THAT the by-law attached to Report CLE-12-2025 be approved at a future Council meeting.

2. Other Business

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

1. Iona Whatford, Museum Manager, Cottonwood Mansion Museum Re: 78
Securing the Future of Cottonwood Mansion Museum

J. Unfinished Business

K. New Business

1. Draft Motion Re: Municipal Best Practices on Regulating Urban 111
Composting

Notice Submitted by Councillor Lawrence at the September 22, 2025
Council meeting

WHEREAS urban developments are becoming more dense with less space
separating site features;

AND WHEREAS more homeowners are turning to composting as a means
to be more environmentally friendly;

AND WHEREAS the County encourages homeowners to install backyard
composters as a simple way to reduce the amount of waste that is placed
at the curb each week;

AND WHEREAS there is a lack of education for some homeowners on how
to properly maintain and operate their composters;

AND WHEREAS, inadequacies in operations, maintenance and regulated
standards impacts neighboring homeowners are leading to more concerns
relating to causing odour emission and the attraction of rodents are
becoming more concerning;

AND WHEREAS there is a mechanism available via Haldimand County By-
law 730-06 - Property Standards to regulate use of composters to help
mitigate issues such as those relating to odours and rodents;

NOW THEREFORE BE IT RESOLVED THAT staff be directed to provide a
report on municipal best practices on regulating urban composting and
recommend any appropriate amendments to the Property Standards By-
law, as may be needed.

2. Draft Motion Re: Closed Session Meeting of Council to Discuss Judicial 112
Reviews

Notice Submitted by Councillor O'Neill at the September 22, 2025 Council
meeting

THAT a closed session of Council be held at a future Council in Committee
meeting to discuss Judicial Reviews.

L. Reports, Inquiries, Announcements and Concerns of Councillors

M. Closed Session

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

1. HRD-05-2025 Ontario Nurses Association (ONA) Bargaining Parameters

Section 239 (2)(d) Labour relations or employee negotiations

N. Motions Arising from Closed Session

O. Motion of Receipt

P. Adjournment

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

Haldimand County

Report CPP-09-2025 Request to Repeal Seneca Iron Bridge Designation By-law



For Consideration by Council in Committee on October 7, 2025

Objective:

To provide Council with information related to the repeal of By-law 443/84 which designates the Seneca Iron Bridge under Section 32 of the Ontario Heritage Act due to the following factors: (a) the structure no longer meets the Criteria for Determining Cultural Heritage Value or Interest (Ontario Regulation 9/06), i.e., specific criteria related to a historical or associative value, contextual value or design or physical qualities and, (b) the Bridge's deteriorated condition which has left it unsafe and its removal has been recommended to be included in a future Engineering Services capital budget and, (c) to commemorate the Bridge and its history through the creation and installation of a storyboard.

Recommendations:

1. THAT Report CPP-09-2025 Request to Repeal the Seneca Iron Bridge Heritage Designation By-law be received;
2. AND THAT the request to repeal By-law 443/84 for the property known as Seneca Iron Bridge, located at Seneca Park, 651 Caithness Street East, Caledonia (Lots 26 and 27, Caledonia Plan 51, on the closed portion of old Highway #54), be approved;
3. AND THAT notice of intention to repeal By-law 443/84 be provided in accordance with Section 31 of the Ontario Heritage Act;
4. AND THAT if no objections to the request to repeal By-law 445/84 are submitted, a repealing by-law be presented for enactment at a future Council meeting;
5. AND THAT a future budget be recommended to include the costs associated with a storyboard to be installed in Seneca Park—including an existing section of the metal framework, if feasible, as a non-structural monument—to preserve and tell the story of the former Bridge.

Prepared by: Anne Unyi, Supervisor, Heritage & Culture

Reviewed by: Katrina Schmitz, Manager, Community Programming & Partnerships

Respectfully submitted: Scott Luey, MBA, CPA, General Manager, Community Safety & Wellness

Approved: Mark Merritt, CPA, CA, Interim Chief Administrative Officer

Executive Summary:

Heritage Haldimand was established to advise and assist Council on all heritage designation matters relating to Parts IV and V of the Ontario Heritage Act.

On May 26, 2025, Heritage Haldimand met with the Manager, Engineering Services in order to be provided with an update on the current physical condition of the Seneca Iron Bridge located in Seneca Park, Caledonia. Following review of the material presented, Heritage Haldimand recommends that By-law 443/84 designating the Seneca Iron Bridge, located at old Highway # 54, now closed, between

Caledonia and York in the former Town of Haldimand, be repealed under Section 31 of the Ontario Heritage Act.

Background:

The Seneca Bridge was designated by the Town of Haldimand on December 10, 1984 for its historical and architectural value.

Built in 1913 at a cost of \$1,400, the Seneca Bridge is a small steel and concrete bridge which crossed the Black Creek on the then River Road (Highway # 54) between Caledonia and Cayuga; construction followed the 1912 Good Road Convention's guidelines, i.e. it was recommended to use concrete with steel beams embedded in concrete with flat tops on all bridges from four feet to 40 feet and, to keep the steel well painted in order to extend the structure's life.

The Seneca Bridge handled all the road traffic between Caledonia and York until 1950 when Highway # 54 was rebuilt and widened and the Seneca Bridge was bypassed by a larger structure. The route of the Black Creek was also altered to pass into the Grand River west of the bridge.

The Seneca Bridge, described in By-Law 443/84 has, unfortunately, deteriorated to the point where it is past its useful life and the structure is unsafe. Barriers have been placed around the structure and it has been closed to the public since 2023.

Analysis:

Engineering Services staff provided an overview of the history and condition of the Seneca Bridge to Heritage Haldimand in May 2025.

The Ontario Public Transportation and Highway Improvement Act Public Transportation and Highway Improvement (Ontario Regulation 104/97 Standards for Bridges) directs that every bridge in the province must be inspected by a professional engineer at least once every two years to assess structural integrity, overall condition and safety.

Inspections follow the guidelines and standards in accordance with the Ontario Structure Inspection Manual (OSIM).

As a result of the most recent inspection, the following concerns about the Seneca Bridge were revealed:

- Significant structural concerns including corrosion, material fatigue, holes/collapsed decking;
- Overall deterioration, making the bridge unsafe for use;
- The Seneca Bridge was closed to the public and barricaded in 2023.

The OSIM report and the engineers' field recommendations added that, "If structure is to be rehabilitated, a fatigue investigation and structural investigation should be completed."

Typically, conditions such as those noted above would result in a complete replacement of the structure. In this case, Engineering Services staff have recommended that the structure be demolished for the following reasons:

- The Bridge is unsafe and poses a considerable risk to the public (as it is at the west end of Seneca Park, which is a popular park destination and also near the trail head for the Rotary Riverside Trail);
- It is a liability for Haldimand County;
- There is no longer a need or purpose for the bridge as it abuts a private property and is not suitable for pedestrian or cycling traffic; as well, there is no water source below it; and, the replacement would be cost prohibitive.

Prior to demolition, it would be necessary to remove the heritage designation from the Bridge as the Seneca Bridge—designated under Part IV of the Ontario Heritage Act—no longer meets the Criteria for Determining Cultural Heritage Value or Interest (O.Reg. 9/06). This regulation notes specific criteria related to a historical or associative value, contextual value or design or physical qualities. In order for a property to be designated, it generally must meet two or more of these criteria, which is no longer the case.

On Monday, May 26, 2025, Heritage Haldimand made the following two recommendations:

5.1 Seneca Bridge

1. Recommendation by Deb Zynomirski and Ryan Graham that a report be prepared requesting Council repeal, under Section 32 of the Ontario Heritage Act, By-law 443/84, designation of the Seneca Iron Bridge.
2. Recommendation by Deb Zynomirski and Ryan Graham that, a storyboard be installed in Seneca Park and, if feasible, an existing section of the metal framework also be retained and preserved as a non-structural monument that will tell the history of the former Bridge.

The process for repeal of a designation by-law under Part IV of the Ontario Heritage Act is outlined briefly for information. Section 31 of the Ontario Heritage Act outlines the process for repealing a by-law through Council's initiative.

Repeal of designating by-law, council's initiative

31 (1) Subject to subsection (2), where the council of a municipality intends to repeal a by-law or part thereof designating property, it shall cause notice of intention to repeal the by-law or part thereof to be given by the clerk of the municipality in accordance with subsection (3).

Consultation

31 (2) Where the council of a municipality has appointed a municipal heritage committee, the council shall, before repealing a by-law or part thereof designating property, consult with its municipal heritage committee.

Notice of Intention

31 (3) Notice of intention to repeal a by-law or part thereof under subsection (1) shall be,

- a) served on the owner of the property and on the Trust; and
- b) published in a newspaper having general circulation in the municipality.

Contents of Notice

32 (4) Notice of intention to repeal a by-law or part thereof under subsection (1) shall contain,

- a) an adequate description of the property so that it may be readily ascertained;
- b) a statement of the reason for the proposed repealing by-law; and
- c) a statement that notice of objection to the repealing by-law may be served on the clerk within thirty days of the date of publication of the notice of intention in a newspaper having general circulation in the municipality.

Objection

32 (5) A person who objects to a proposed repealing by-law shall, within 30 days after the date of publication of the notice of intention to repeal the by-law or part thereof, serve on the clerk of the municipality a notice of objection setting out the reasons for the objection and all relevant facts.

Consideration of objection by council

32 (6) If a notice of objection is filed within the 30-day period under subsection (5), the council of the municipality shall consider the objection and make a decision whether or not to withdraw the notice of intention within 90 days after the end of the 30-day period under subsection (5).

Should Council adopt the recommendations of staff and Heritage Haldimand, the required notifications will be undertaken and a repealing by-law will be brought forward at a subsequent Council meeting.

Financial/Legal Implications:

There are legal fees of approximately \$300 associated with the removal of the heritage designation from the title of the property. Heritage Haldimand's annual operating budget has a standard account that is utilized to cover these costs.

The demolition and removal of the bridge will be incorporated into the 2026–2035 Tax Supported Capital Budget and carried out as part of the adjacent project: Caithness Street Culvert Rehabilitation (Project No. 771952).

If feasible, a portion of the structure will be dismantled and preserved off-site for future integration into a permanent public display, which will include a storyboard highlighting the bridge's historical significance. Costs related to the storyboard would need to be identified through the Tax-Supported Capital Budget process in a future year.

Stakeholder Impacts:

This report was reviewed by staff from the following Divisions: Engineering Services, Finance and Community Programming & Partnerships.

Report Impacts:

Agreement: No

By-law: Yes

Budget Amendment: No

Policy: No

References:

1. None.

Attachments:

1. None.

Haldimand County

Memorandum CPP-M02-2025 Community Halls Emergency Repairs For Consideration by Council in Committee on October 7, 2025



To: Mayor Bentley and Members of Council
From: Sheryl Sawyer, Senior Community Partnerships Liaison

Recommendations:

1. THAT Memorandum CPP-M02-2025 Community Halls Emergency Repairs be received.

The purpose of this memorandum is to update Council about emergency repairs that were required at Haldimand County Community Halls in the first part of 2025. A total of three projects were completed for a total cost of \$1,406.12.

Repairs to Community Halls are categorized under three categories, as described by the following excerpt from Policy No. 2003-01 Community Partnership Program – Community Halls Program – Capital Funding (revised 2024):

Category I – Capital Repairs or Replacements are those related to the structural integrity and public/legislated safety of a Community Hall facility or complex, and will be funded at 100% by the County. This capital work can be either planned or an on-emergency basis.

Category II – Capital Maintenance refers to work which may not be related to the structural integrity of a Community Hall facility or complex, but is instead important to mitigating risk associated with ensuring public safety and the overall state of good repair of the facility, and which is not considered a new project or an enhancement to the facility. This capital work will be funded at 100% by the County.

Category III – Capital Enhancement and Non-Structural Improvements is defined as work which is a new project, offers a new level of service, or forms an enhancement to the facility or complex. Requests from Community Halls Boards of Directors will be assessed through a comprehensive Staff Review Team, in accordance with the County's Community Partnership Program (Policy 2011-01), which provides up to 35% County funding toward approved projects.

The table below indicates repairs completed in the first half of 2025 through this program and policy, including the applicable category, and which were authorized by the General Manager of Community & Development Services (prior to corporate reorganization), through delegated authority. All of the expenses outlined below were unplanned and were completed on an emergency basis.

Table 1 Overview of repairs and costs

Date of Repair	Hall	Nature of Repair	Category	Expense (includes HST)
Jan 16, 2025	Seneca Centennial Hall	Furnace gas valve flame sensor and igniter	I	\$478.27
Feb 28, 2025	Fisherville Lions Community Centre	Repair of front door automatic opener	I	\$429.23
Mar 14, 2025	Nanticoke Community Centre	Sump pump replacement	I	\$498.62

Total repairs for the first half of 2025 – CPP-M02-2025 (current report): \$1,406.12

These 2025 expenditures were funded through the 2025 Tax Supported Capital Budget, which includes a \$20,000 allocation related to unforeseen expenditures associated with Community Halls. Total expenditures were within the 2025 approved budget amount.

References:

1. Policy No. 2003-01 Community Halls Capital Funding Policy (available upon request).

Attachments:

None.

Haldimand County

Report ENG-17-2025 Turning Lane Options and On-Street Parking Impacts - Main Street (Highway 6) and Talbot Street (Highway 3), Jarvis

For Consideration by Council in Committee on October 7, 2025



Objective:

To provide Council with the results of the public consultation on the three options for turning lanes and their impact on the on-street parking at the intersection of Main Street (Highway 6) and Talbot Street (Highway 3) in Jarvis and to seek Council approval to implement turning lanes on Talbot Street (Highway 3) only.

Recommendations:

1. THAT Report ENG-17-2025 Turning Lane Options and On-Street Parking Impacts - Main Street (Highway 6) and Talbot Street (Highway 3), Jarvis be received;
2. AND THAT staff be directed to proceed with Option 2, turning lanes on Talbot Street (Highway 3) only;
3. AND THAT the by-law for Option 2, attached to Report ENG-17-2025, be approved at a future Council meeting.

Prepared by: Kristopher R. Franklin, Manager, Engineering Services

Respectfully submitted: Tyson Haedrich, M. Eng., P. Eng., General Manager, Engineering & Capital Works

Approved: Mark Merritt, CPA, CA, Interim Chief Administrative Officer

Executive Summary:

As part of the Talbot Street (Highway 3) Ministry of Transportation (MTO) Connecting Link Program resurfacing project, Haldimand County is upgrading the traffic signals and, as part of that process, has reviewed options for improvements at the intersection of Main Street (Highway 6) and Talbot Street (Highway 3) in Jarvis. This review was driven by the 2019 Jarvis Master Servicing Study which identified the need for turning lanes to address increasing traffic volumes as well as on-going public concerns with traffic movements at the intersection.

Three options for the intersection were developed for review: turning lanes on Main Street and Talbot Street (Option 1); turning lanes on Talbot Street only (Option 2); and no turning lanes (Option 3). Following Council direction, public consultation on the three options was conducted in summer 2025 with over 1,000 survey responses and more than 400 written comments received.

While Option 1 received the most votes, concerns about the loss of on-street parking, particularly on Main Street, were frequently noted. Option 3 was the second most selected, reflecting this concern.

Given that 65% of respondents supported one of the two turning lane options and 53% expressed a preference for preserving on-street parking, staff are recommending Option 2 (turning lanes on Talbot

Street only) as a balanced approach that addresses current traffic needs at the intersection while preserving the on-street parking spaces on Main Street.

Background:

The 2019 Jarvis Master Servicing Plan identified the need for intersection improvements at Main Street (Highway 6) and Talbot Street (Highway 3) within a 1–5 year horizon, specifically recommending the addition of turning lanes to accommodate projected increases in traffic volumes. As of 2025, this need has become more pronounced, particularly during peak morning and evening travel periods. The most significant delays are observed in the southbound-to-westbound and eastbound-to-northbound turning movements, indicating a need for capacity enhancements to improve traffic flow and safety.

Haldimand County successfully secured grant funding through the Ministry of Transportation's Connecting Links Program (2024–2025) to resurface Talbot Street (Highway 3) within the urban boundary of Jarvis. The grant also includes funding for upgrading and modernizing the traffic signals at the Main Street and Talbot Street intersection.

The resurfacing project is being completed in two phases as follows:

- Phase 1 (Completed in 2024) – Resurfacing of Talbot Street from the east urban boundary to Walpole Drive.
- Phase 2 (Scheduled for Fall 2025) - Resurfacing of Talbot Street from Walpole Drive to the west urban boundary. This phase also includes traffic signal upgrades and replacement of the decorative crosswalks at Main Street and Talbot Street intersection.

Given the timing of the resurfacing and signal upgrades, and the identified need for turning lanes in the Jarvis Master Servicing Plan, Engineering Services staff investigated the feasibility of incorporating turning lanes into the planned intersection improvements. This approach aligns infrastructure upgrades with long-term traffic management goals and minimizes future construction disruption.

Through this investigation it was determined that implementing turning lanes on each leg of the intersection would require the extension of no-parking zones resulting in the elimination of the following fourteen on-street parking spaces:

- North leg of Main Street - 4 parking spaces
- South leg of Main Street - 2 parking spaces
- West leg of Talbot Street - 1 parking space
- East leg of Talbot Street - 7 parking spaces

Recognizing the potential impact on local businesses, staff presented the findings at the June 10, 2025 Jarvis Board of Trade meeting. Based on the Board of Trade members' and local Councillor's concerns that the loss of on-street parking would negatively affect businesses, staff received the following direction at the June 17, 2025 Council in Committee Meeting:

1. That Council direct staff to undertake a fulsome consultation with local constituents and businesses regarding the loss of parking due to the installation of turning lanes in Jarvis;
2. And that staff report back to the September 16, 2025 Council in Committee Meeting with options to address the concerns raised, including but not limited to mitigation strategies, alternative parking arrangements, or modifications to the current lane configuration.

In response to the Council direction, staff conducted a multi-faceted consultation campaign from July 15 to August 15, 2025 to gauge public opinion on the three proposed options for the intersection

improvements. The public consultation campaign generated significant interest with 1,054 complete responses received (see Attachment 1) along with over 400 written comments (see Attachment 2).

Public Consultation Summary

The public consultation campaign included the following actions:

- Creation of an on-line presence with information on the proposed intersection reconfiguration;
- Launch of an on-line questionnaire detailing the proposed options and seeking public feedback;
- Mail-out to all residences within the urban boundary of Jarvis, including project information and links to the on-line resources;
- Placement of four large signs near the urban boundary of Jarvis on Main Street and Talbot Street, promoting the project and linking to the on-line information and questionnaire;
- Placement of four medium sized signs at each approach to the intersection on Main Street and Talbot Street, promoting the project and linking to the on-line information and questionnaire; and
- A targeted social media campaign encouraging public engagement and linking to the on-line resources.

The three proposed turning lane options presented to the public for the intersection of Main Street (Highway 6) and Talbot Street (Highway 3) are as follows:

Option 1: Turning Lanes on Main Street (Highway 3) and Talbot Street (Highway 3)

This option (see Attachment 3) includes the reconfiguration of both Main Street and Talbot Street to include a dedicated right-turn lane and a shared through/left lane in both directions on Main Street and a dedicated left-turn lane and shared through/right lane in both directions on Talbot Street. No-parking zones will be created on all four legs of the intersection as well as a loading zone on the southbound lane of Main Street.

Positive impacts of this option include improved traffic flow and reduced delay, enhanced safety and visibility for vehicles and pedestrians, easier access for emergency vehicles as well as support for future growth.

The negative impact of this option is the loss of fourteen parking spaces, including six on Main Street and eight on Talbot Street.

Implementation of this option would require an amendment to the Haldimand County Parking Control By-law 307/02 (see Attachment 4).

Option 2: Turning Lanes on Talbot Street (Highway 3) Only

This option (see Attachment 5) includes the reconfiguration of Talbot Street only, to include a dedicated left-turn lane and a shared through/right lane in both directions. No-parking zones will be created on both legs of Talbot Street. No changes will be made to Main Street.

Positive impacts of this option include improved traffic flow, reduced delay and enhanced safety on Talbot Street and support for future growth.

Negative impacts of this option include the loss of eight parking spaces on Talbot Street, no improvements to Main Street traffic flow particularly with southbound-to-westbound turning movements.

Implementation of this option would require an amendment to the Haldimand County Parking Control By-law 307/02 (see Attachment 6).

Option 3: No Turning Lanes

This option (see Attachment 7) makes no changes to the existing intersection configuration and upgrades the traffic signal hardware only.

Positive impacts of this option include the preservation of all on-street parking and minor improvements to traffic flow through updated signal timing and detection.

Negative impacts of this option include continued traffic congestion and delays, no safety improvements, higher potential for collisions and driver frustration and the intersection still requiring upgrades to account for the increased traffic volumes.

Analysis:

As directed by Council, staff undertook a comprehensive public consultation campaign from July 15 to August 15, 2025, to gather feedback on three proposed options for the reconfiguration of the intersection at Main Street (Highway 6) and Talbot Street (Highway 3) in Jarvis. The consultation included direct mail to all urban Jarvis households, signage at key locations, a dedicated on-line information portal and a social media campaign all targeted at generating responses of the on-line survey.

At the end of the consultation period a total of 1,054 complete responses were received, along with over 400 written comments. The survey results were broken down as follows:

Option	Description	Respondents	% of Total
Option 1	Turning lanes on Main Street and Talbot Street	493	46.8%
Option 2	Turning lanes on Talbot Street only	195	18.5%
Option 3	No turning lanes – traffic signal upgrades only	366	34.7%

While Option 1 (turning lanes on Main Street and Talbot Street) received the highest number of votes at 47% of the total, the most frequently cited concern in the written comments (see Attachment 2) was the loss of on-street parking, particularly along Main Street, which serves as the primary commercial corridor in Jarvis. Businesses expressed concern that the removal of parking spaces on Main Street would negatively impact customer access and economic activity.

Option 3 (signal upgrades only and no loss of parking) was the second most selected option at 35% of the total. Respondents who supported this option generally prioritized the retention of on-street parking and expressed concern about the impact of construction or lane reconfiguration on local businesses. As noted previously, Option 3 does not address the operational deficiencies identified in the 2019 Jarvis Master Servicing Plan and would result in continued congestion, safety concerns, as well as the on-going need for future upgrades.

The analysis of the survey results also revealed that:

- 65% of respondents (688 out of 1,054) selected either Option 1 or Option 2, indicating a clear majority support turning lane improvements at the intersection.
- 53% of respondents (561 out of 1,054) selected either Option 2 or Option 3, suggesting that preserving on-street parking is also a significant concern for the community.

Based on this information and analysis staff are recommending proceeding with Option 2 (turning lanes on Talbot Street only) as it best demonstrates the need to balance traffic efficiency with local accessibility.

Staff believe that Option 2 strikes a balance between addressing the intersection's immediate operational needs while preserving the on-street parking along Main Street. This option improves traffic flow and safety on Talbot Street, where the most significant congestion and turning conflicts currently occur, while deferring changes to Main Street until a future phase when additional mitigation strategies for parking loss can be explored.

Option 2 also aligns with a phased approach to infrastructure investment, allowing the County to respond to current traffic demands while maintaining flexibility for future improvements as growth continues.

Financial/Legal Implications:

The approved capital budget for the Jarvis Highway 3 (Talbot Street) Resurfacing Project is \$960,000, which is funded primarily from Provincial grant funding through the Connecting Links program. As the repainting of the intersection and the replacement of signage are already included in the scope of this project, there is no anticipated additional financial cost to implement any of the three options at this time.

However, should Option 2 or Option 3 be selected, there will be a future cost associated with the eventual implementation of turning lanes on Main Street and/or Talbot Street, including the installation of new pavement markings and updated parking control signage. These future costs would need to be considered in subsequent capital planning cycles.

Stakeholder Impacts:

Not applicable.

Report Impacts:

Agreement: No

By-law: Yes

Budget Amendment: No

Policy: No

References:

1. Jarvis Master Servicing Study (2019) (available upon request)
2. [Jarvis Intersection \(Main Street and Talbot Street\) Webpage](#)

Attachments:

1. Survey Results
2. Survey Comments
3. Option 1 - Turning Lane and Parking Map

4. Option 1 - By-law Amendment
5. Option 2 - Turning Lane and Parking Map
6. Option 2 - By-law Amendment
7. Option 3 - Turning Lane and Parking Map

Jarvis Traffic Enhancements – Main & Talbot

Q1 Tell us which option you prefer.

Number of Answered Surveys: 1,054

Number of Skipped Surveys: 2

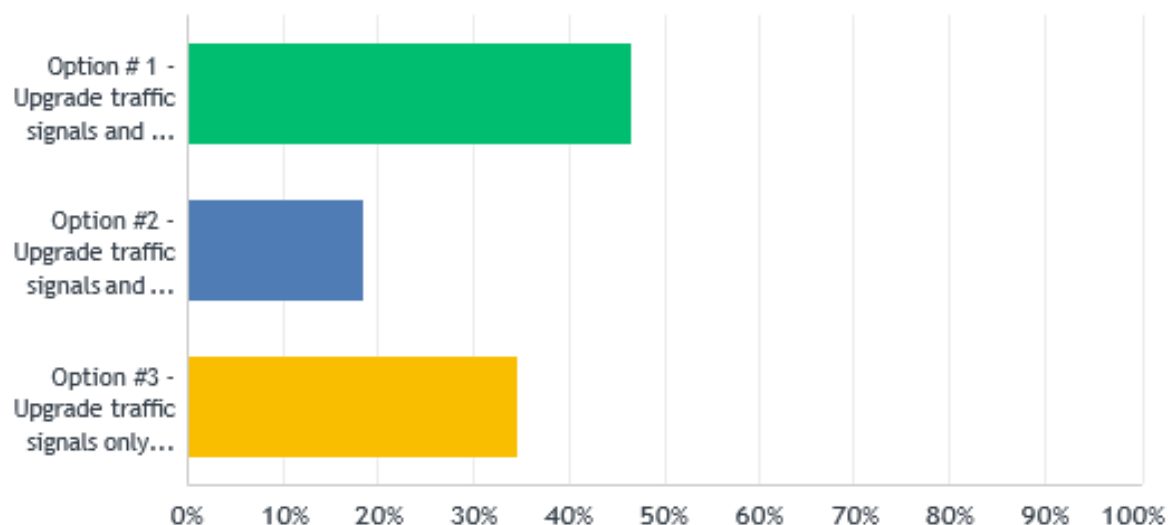


Figure 1: Response Results Bar Graph

Answer Choices	Percentage (%) of Responses	Number of Responses
Option # 1 – Upgrade traffic signals and add turning lanes for both Main St & Talbot St	46.77%	493
Option # 2 – Upgrade traffic signals and add turning lanes for Talbot St only	18.50%	195
Option # 3 – Upgrade traffic signals only (no turning lanes)	34.72%	366
Total	100%	1054

Table 1: Jarvis Traffic Enhancements Response Results

Jarvis Traffic Enhancements – Main & Talbot

Number (#)	Comments (Optional)	Date YYYY-MM-DD/Time
1	The lights are fine as they are! Never have any trouble turning at either light without turning signals and lanes. Plus we need those parkinking spots!	2025-08-15 19:20:19
2	You have to consider the impacts on local businesses of any change. If you take away parking you need to add elsewhere.	2025-08-15 18:55:00
3	With population growth near Jarvis and no plan for a bypass the traffic through Jarvis will increase substantially over the next few years and all three options are not going to solve the problems that are coming. You only have to look at Hagersville and see what's coming.	2025-08-15 18:31:29
4	Let's not drag on with a survey just upgrade the lights asap our town needs parking for the local businesses	2025-08-15 08:15:32
5	is there a plan to create a parking lot or create parking nearby? where will 7-14 cars park? Will this negatively reduce customers at the businesses downtown if there is no where to park? Potential customers may just say "screw it" and keep driving	2025-08-15 01:13:44
6	the down town parking spots are essential for businesses. It is hard to find parking on Main st. as it is, and reducing the parking there would make me stop in Jarvis far less. Losing parking on Talbot St. isn't ideal but I find that is where most of the turning is happening anyways, especially left turns. That is of course opinion but based on my driving habits, I rarely turn left from 6 to 3 and I rarely find myself stopped behind other cars turning left there. However from 3 onto 6, I am often turning left or caught behind other cars who are doing the same thing.	2025-08-14 19:48:18
7	There should be a designated left turn lane for all directions. In the proposal I selected Option 1 you're not alleviating the problem on Hwy 6 because you have a right turn only lane and the problem is cars waiting for left hand turns and that's what is backing up Hwy 6. Take away the designated right hand turn lane only and make all 4 directions have a designated left hand turning lane	2025-08-14 18:49:27
8	I think as much parking as we can save is needed for the small business..	2025-08-14 16:37:55
9	The County could purchase the vacant lot on Highway 3 and put in public parking area.	2025-08-14 11:26:48
10	I live in the town of Jarvis, and will not appreciate and nor will the businesses losing parking spaces.	2025-08-14 09:25:52
11	Been in 1 auto accident at the corner of 6/3 and close to being hit numerous times crossing at the lights of 6/3 Safety first for Jarvis residents!	2025-08-14 08:34:00
12	The only other viable solution would be a traffic cam, which would issue a ton of tickets to all those drivers	2025-08-14 08:01:44

Jarvis Traffic Enhancements – Main & Talbot

Number (#)	Comments (Optional)	Date YYYY-MM-DD/Time
	overtaking on the right and causing traffic issues. I understand people say that it will result in a loss of parking, but a majority of those spots, especially the ones by Len's on Hwy 3 are never used, or else people wouldn't be driving through them in the first place.	
13	Maybe left turn lanes opposed to lane for going left and straight. Right turn and straight together.	2025-08-14 06:36:19
14	Safest option as we can find parking elsewhere.	2025-08-13 16:54:33
15	I understand that this will effect a few business that have front row parking, however traffic is going to continue to get heavier every year and we need to make some changes today that will help with the future of our town. It will also provide a safer driving experience for people whom drive through this intersection every day.	2025-08-13 16:52:50
16	This is the safest option because people are always using the area where the parking spots are to drive through the intersection anyways which is dangerous	2025-08-13 16:49:57
17	This has been a long time issue, glad what ever the decision might improve traffic flow.	2025-08-13 16:04:26
18	Because of the angle of the intersection, I find that visibility for left hand turns is a greater challenge on Talbot St. than on Main St. and making Talbot the priority. The traffic spaces on Talbot St. that are located close to the intersection are not used as often as the ones on Main St. The loss of these spaces will not have as great an impact as losing spaces on Main St. would. A part of the problem that isn't addressed with any of these proposed changes is that so many drivers do not signal their intent to turn left until just before they turn and some don't signal at all. This can lead to frustration in the present set-up if you are in the inside lane with the intent of going straight through the intersection, the light turns green and the driver in front of you suddenly puts on their signal. This has happened to me on numerous occasions and I opt to go around that vehicle in the outside lane if it is open. This would be avoided if the inside lane was a designated turn lane and the outside lane was for through or right turn traffic. It should be recognized that, even if upgraded signals and turning lanes are introduced, visibility of oncoming through traffic will remain a challenge because the intersection is not square.	2025-08-13 14:04:00
19	T	2025-08-13 09:24:41
20	keep all parking spots	2025-08-13 09:24:10
21	Is there not a law for removing accessibility for patrons that have mobility issues? All other options will hurt businesses in the community.	2025-08-13 08:58:10

Jarvis Traffic Enhancements – Main & Talbot

Number (#)	Comments (Optional)	Date YYYY-MM-DD/Time
22	Talbot st is dangerous for left turns, you can't see oncoming traffic	2025-08-13 07:00:16
23	Please remove the timers and put vehicle detection with a priority for main Street (hwy6). If you put in turning lanes, don't make the mistake that Port Dover made beside No Frills where the turning lane is part of the main highway, causing all vehicles to have to wait for any turning vehicle in front of them. Hwy 6 is the main thoroughfare and should have priority and remain green unless a vehicle approaches on Talbot. Thank you for allowing input.	2025-08-13 00:00:01
24	Why should uptown merchants be at the brunt of traffic that is only passing through. There are only a couple of short periods a day that have any issues with traffic volume. If you really want to address the problem of future traffic congestion find a bypass around the town. Speeding up flow-through is only going to encourage more traffic as people will always take the easiest route.	2025-08-12 23:03:30
25	I was going to vote for no change(option 3), but feel that having turn lanes on Talbot St. might help with trucks turning onto Main St.N. It might also help if the lights for turning from Hwy 3 to Hwy 6 are on at separate times to avoid the left hand turn danger . The lost parking spaces are in front of 2 businesses that have large lots for their customer and delivery vehicles.	2025-08-12 19:56:20
26	All that is needed is an upgrade to the lights and surfaces AND a one and only one upgrade to lanes: a right turning arrow (with only right turn available in the 'lane') in a visible right lane from simcoe to port Dover at main intersection. This would eliminate the terrible turning issues. Two lanes on that intersection at that particular lane only is necessary.	2025-08-12 19:11:17
27	Very busy intersecting makes turning dangerous as many cars go around waiting turning vehicles which almost causes many accidents	2025-08-12 18:27:30
28	Keep it the way it is.	2025-08-12 14:45:19
29	I own a mixed residential / commercial businesses on both Main St. N and on Talbot St. E. I pay a tremendous amount of taxes for these buildings. I've never even seen an accident at the intersection in question in the 7 years I have owned. I do not think it's warranted at all. My customers need downtown parking. Especially people who have special needs. The priority in Haldimand County is not in Jarvis. It's Hagersville.	2025-08-12 12:18:52
30	Best option.	2025-08-12 06:38:00
31	I use this intersection Monday to Friday and it's an accident waiting to happen .. turning left onto 6 towards	2025-08-12 00:15:25

Jarvis Traffic Enhancements – Main & Talbot

Number (#)	Comments (Optional)	Date YYYY-MM-DD/Time
	port Dover Is dangerous as I can't see if oncoming traffic is going around cars turning left..	
32	I support option 1, but I'm concerned about where people will park. Will one of the corner lots be converted to free public parking?	2025-08-11 21:55:43
33	Best option	2025-08-11 15:33:21
34	Option 1 would seriously disrupt downtown businesses. Option 3 doesnt really help. Option 2 is best, it would make the intersection much safer without disrupting down businesses and parking too much	2025-08-11 10:20:57
35	The town and Haldimand/Norfolk in general is growing and will continue to do so. With 6 and 3 being the only major roads to get around, they need to be as efficient as possible.	2025-08-11 08:54:37
36	Round about but the aging population can't handle that much change.	2025-08-11 00:14:38
37	the left turn lanes should only be left turn lanes not left turn and straight it can cause confusion for people trying to make turns	2025-08-10 23:13:10
38	It's about time.	2025-08-10 15:18:09
39	With population demographics and accessibility issues, this would cripple your downtown. Please do not sacrifice your parking spots.	2025-08-09 14:00:34
40	There should be dedicated left turn lanes all four (4) directions	2025-08-08 23:20:24
41	Most of the businesses around the junction are used by people, for whom, walking much of a distance is difficult. We have to keep those parking spaces. Even when busy, the road layout does work well.	2025-08-08 19:50:19
42	the intersection is fine.	2025-08-08 19:39:25
43	Parking in Jarvis is already a huge issue, a further reduction is simply not wise. Business will suffer, Jarvis will suffer. The real answer to traffic is a bypass Jarvis and Hagersville completely and the cancelation of the proposed housing development neat Stelco.	2025-08-08 08:18:17
44	Advance green for left turns is far better than affecting the livelihood of the businesses especially on hwy 6.	2025-08-07 20:16:46
45	You cheeky clowns. This survey has such bias its unreal. We don't want you building a speedway in our quiet town.	2025-08-07 20:05:02
46	I prefer the letter / survey monkey option to holding a community meeting. Nice use of technology. Thank you. Will there be a follow up with the results and decision for the project?	2025-08-07 18:50:17
47	are there going to be advance green on the new traffic lights? and where will the extra parking be changed to or added and for customer parking for the existing	2025-08-07 14:14:31

Jarvis Traffic Enhancements – Main & Talbot

Number (#)	Comments (Optional)	Date YYYY-MM-DD/Time
	businesses? also where are the employees that work in Jarvis going to park?	
48	Important to preserve parking spots for local businesses. Minimal costs associated with this option. Other options can always be added in the future if needed.	2025-08-07 11:25:36
49	Traffic is only going to get worse. Parking will always be an issue, is there any additional parking off the street available so there is minimal impact to the business's nearby? Parking on a busy street is always dangerous. If you do a job do it right the first time.	2025-08-07 10:29:26
50	Find alternative parking for those businesses close to the intersection.	2025-08-06 23:07:10
51	Advance green and turning lines on the pavement. Not enough parking in Jarvis for the downtown merchants right now.	2025-08-06 20:39:08
52	Option #1 will be difficult for multiple businesses	2025-08-06 18:41:38
53	Have you considered a round about if there's space for it?	2025-08-06 15:21:44
54	To address the concern about parking, is there an option to acquire the empty lot next to the Jarvis variety store on Talbot and convert it to a parking lot?	2025-08-06 07:57:18
55	Would adding an advanced green turning light not help?	2025-08-06 06:45:12
56	I chose 2 because of the turning lanes that you propose for Main Street. If you put the left turning lanes with the straight through traffic, people will move into the right turning lane to pass a left turning vehicle. We have this type of intersection in Port Dover and everyone uses the turning lane to pass the left turning vehicle. This creates a hazard to oncoming left turning vehicles. Please reconsider making a dedicated left turning lane in all directions.	2025-08-05 18:27:48
57	Save parking for the already sparse parking for the local businesses downtown parking.	2025-08-05 18:11:59
58	Not enough parking as is. Don't take away from the downtown local businesses.	2025-08-05 18:07:45
59	My concern isn't so much about painting arrows on the road as it is about the lights themselves. If the lights are changed to be pressure sensor, it will mean that we will have a steady stream of tourists coming through Jarvis, with no breaks in traffic, if there aren't vehicles on highway 3 to set off the light. It is already impossible, north and south of Jarvis, to enter Highway 6 from any of the offshoot roads. So, are we decreasing 50 km per hour accidents in Jarvis by increasing 100 km per hour accidents north and south of Jarvis? In the summer, rural residents are dependent on the light in Jarvis to put a break in traffic in order to get onto the highway or to cross it without	2025-08-05 17:09:24

Jarvis Traffic Enhancements – Main & Talbot

Number (#)	Comments (Optional)	Date YYYY-MM-DD/Time
	dying. I'm not saying don't change the lights, but do it in a way that considers the rural impacts as well as the town impacts. I would also like to see dashed "turning guidance" lines like they have in the city for the vehicles turning from Highway 3 onto Highway 6. So often, cars pull to far forward into the intersection and then cars turning opposite to them can't turn either. Then we end up with a situation where either you have to turn behind them instead of in front of them or neither are able to turn at all due to cars behind them also lined up to turn. This is the biggest accident waiting to happen that I have seen occur on a regular basis.	
60	Advance turn would be excellent	2025-08-05 13:32:17
61	Our downtown business need parking on highway 6	2025-08-05 11:01:11
62	We need parking in front of the post office. That's the only place I can get my mail.	2025-08-05 09:53:51
63	I don't want to limit parking	2025-08-04 22:27:37
64	Vehicles making left hand turns at traffic lights shouldn't block through traffic.	2025-08-04 22:12:27
65	I need parking i live right by the lights on #6	2025-08-04 21:57:35
66	Was a roundabout not considered as an option at this location? That would preserve parking and ease traffic flow. And lots of surrounding areas are adding them.	2025-08-04 18:26:59
67	I make a left turn onto hyw 6 off Talbot heading west five nights a week. Often close calls .	2025-08-04 12:11:33
68	Hagersville is the bottleneck, by taking away parking spaces that will help local businesses seems counterintuitive, it only takes 2 minutes to pass through Jarvis on the busy days. I think supporting the local businesses is better than saving 30 seconds by removing the only parking spaces that are available	2025-08-04 10:51:28
69	Hi . I think none of the options are fair. I have made a drawing which is fair to the businesses and makes it safer for traffic. Im surprised there hasn't been an accident yet ! Turn lanes would create better traffic flow and safety for those travelling through the intersection. My drawing deletes only 7 parking spots and creates better traffic flow. For a copy of the drawing emai me @ captmj69@gmail.com Thanks Jack Jewell	2025-08-03 18:16:00
70	Could there be a way to add additional parking for downtown visitors? Say in an existing lot or lots.	2025-08-03 13:02:11
71	If staff got in a vehicle and visited effected areas a light may shine on them. Talk to affected business owners. The world would be a better place. Modeling and analytics remove the fundamental aspect of human interaction. Removing parking kills business.	2025-08-03 11:44:01

Jarvis Traffic Enhancements – Main & Talbot

Number (#)	Comments (Optional)	Date YYYY-MM-DD/Time
72	As somebody who drives through regularly option#1 makes the most sense. Businesses should be liable to provide parking, plus there's still hundreds of parking spots along the main hwy 6 thru town.. residents who oppose the removal of parking lots around the intersection are bias to their personal wants opposed to the common sense option that would improve flow and decrease congestion	2025-08-03 10:08:03
73	Make the changes now for safety and long term growth in our related communities. Avoids tearing up and changing in 20 years.	2025-08-03 06:36:25
74	Only use this intersection 2 or 3 times a month. Have not seen any issues when going through. A few large trucks usually going straight through.	2025-08-03 06:21:42
75	Safety is the first concern which option one addresses most effectively. If parking is a concern the Region could look at buying a property in the future and turning it into a parking lot .	2025-08-03 04:59:03
76	Traffic lights should not be timed but rather have sensors. Waiting at a red light for 30 seconds in the middle of the night when there's absolutely no traffic is unacceptable and unnecessary.	2025-08-03 00:24:37
77	Get smoother traffic make parking spits on inner road	2025-08-02 13:43:28
78	People live in Jarvis for a reason, keep it small and a tight community	2025-08-02 13:12:08
79	Is there available parking made for people to park for the businesses on our Main Street?	2025-08-02 09:14:41
80	Factor in a public parking lot within easy walking distance of the main business area hopefully with private development assistance.	2025-08-02 07:06:41
81	Alot of business rely on street parking for there customers... remove street parking where do customers park than	2025-08-01 20:03:21
82	The current intersection is dangerous especially on Talbot St. without proper left hand turn lanes and vehicles going straight through the intersection. People are often confused as to which way other drivers are going. I have seen many close calls.	2025-08-01 16:45:17
83	Option 3 We don't need more lanes of traffic on main street and Tabot street. Upgrade grade the street light. Add a turning signal for opposing traffic. Keep the parking on Main Street and Talbot street.	2025-08-01 14:58:37
84	upgrade turning signals only and spend the money on speed radar, monitoring the speed of motorcycles!!! and cars driving thru the town and fine them heavily..block the traffic thru town for heavy trucks Also..there are other	2025-08-01 14:52:11

Jarvis Traffic Enhancements – Main & Talbot

Number (#)	Comments (Optional)	Date YYYY-MM-DD/Time
	issues in this town....Do something with the property adjacent to the medical building across the street from Tim Hortons and force the owner to stop dumping construction materials there....just in case the administrators of this county need some work... Also, the garbage disposal problems should be dealt with....use the money and provide options for residents to dispose yard waste thru out the year and also there is no option for residents if they need to remove /dispose soil or stones/pavers, stoves and fridges from their properties...no options at all....ridiculous...	
85	Business needs the parking space	2025-08-01 13:06:16
86	The turning lanes will hopefully be left turn lanes and not right turn lanes otherwise drivers will continue to use the right turn lane to go straight through.	2025-08-01 12:51:49
87	To improve pedestrian and driver safety. People can park at the very large municipal lot at the park and walk the 500-800m to the main corner	2025-08-01 11:38:51
88	Talbot street is a mess at the light, the road is not even square and on a regular there are near misses. Hwy 6 is much better.	2025-08-01 11:20:09
89	I see no reason to fill out this survey because no matter what the option most choose, the Mayor or Councilor Deb McKeen will do as they please.	2025-07-31 19:59:33
90	I work at luxe and we already have parking issues for employees and clientele	2025-07-31 17:18:01
91	There already isn't enough parking to go into businesses in Jarvis for locals	2025-07-31 16:54:57
92	Don't want to speed up traffic too fast now	2025-07-31 11:24:47
93	Let's just do everything at once... partial improvements won't last very long with the ever increasing amount of traffic that drives through Jarvis from ALL directions.	2025-07-30 19:28:59
94	Where will people conveniently park for the few local businesses?	2025-07-30 19:25:41
95	A poor little town !! People suck !!	2025-07-30 19:08:01
96	Just have the green light on hwy 6 stay green longer than Talbot too many lanes will have traffic speeding through the lights if you want to see a mess look at hagersville stop lights	2025-07-30 13:54:29
97	I live on Talbot street west so turn signals would be great and find turning right from Main St. N. to Talbot St. W. can also be difficult - to Option 1 suits me.	2025-07-30 11:36:47
98	Advanced left signals for Talbot st. Lines painted for left turning lanes	2025-07-30 08:55:36
99	I've never had any trouble navigating turning at that intersection, in any direction, people already create	2025-07-30 02:16:04

Jarvis Traffic Enhancements – Main & Talbot

Number (#)	Comments (Optional)	Date YYYY-MM-DD/Time
	makeshift turn lanes when there is room to do so and traffic flow can back up, but not unreasonably, all that's needed is a little patience. Similar to the main Hagersville intersection- people say we need a bypass, all you need is a little patience, I wouldn't want to take away parking for all those businesses just so I can turn a minute sooner	
100	The intersection of Talbot Street and Main Street meets at an angle, creating an offset that often leads to dangerous situations. Vehicles frequently attempt to bypass others that are turning, and due to the misalignment, this behavior regularly results in near head-on collisions.	2025-07-29 20:22:21
101	Do not take away parking	2025-07-29 19:49:16
102	Traffic is minimal except for peak times upgrading lights with turning signals is all that is required. Also didn't see any of the cost associated with each option	2025-07-29 10:06:34
103	How about putting lights at Monson St and Hwy 6 Break or slow the traffic down.	2025-07-29 07:38:38
104	It is what it is. We live in a small town with only one traffic light!	2025-07-28 15:49:09
105	This is a much needed improvement to aid traffic flow in Jarvis.	2025-07-28 07:08:01
106	Cannot loose parking in Jarvis. There is so little already	2025-07-28 05:55:15
107	This is the best option! The only problem it removes parking space for businesses. Can they be provided with parking spots up the street?	2025-07-28 05:40:18
108	Option 1 or roundabout. If implementing lanes at the intersection please make them smart with thought behind. Most people going south on 6 thrn towards Simcoe so the right lane should be a turn only and the left be straight and left.when going on 3 from Simcoe to 6 north the left lane should be left turn only and the right is straight and right hand turn. Please plan this properly.	2025-07-27 21:39:38
109	As a resident of Main St N and witnessing traffic lineups pass the school crossing changes to the lights on Main St are definitely needed!!	2025-07-27 17:02:24
110	This feels like a prime example of a traffic circle location... Would a public parking lot nearby be feasible to offset the loss of spots?	2025-07-27 16:25:46
111	Don't take parking spots away from the streets. It's already too hard to find parking on the main streets.	2025-07-27 15:19:10
112	The town is starting to thrive again It would be a shame to take away their parking spots I would be in favor of advanced green signal	2025-07-27 13:59:48
113	There is no need or this. Stop hurting small towns and businesses. We moved to a small town keep the city out of it. Advance greens will be fine	2025-07-27 12:15:53

Jarvis Traffic Enhancements – Main & Talbot

Number (#)	Comments (Optional)	Date YYYY-MM-DD/Time
114	Will a parking lot be made to offset the lost parking spots?	2025-07-27 12:13:20
115	Better traffic flow and safety	2025-07-27 02:00:27
116	Not sure who's stupid idea this but Jarvis does not need this. How about putting speed bumps over in the community centre drive ways	2025-07-26 20:33:28
117	The turn lane is an important addition to the area and there is no shortage of parking in the downtown. Please make the turn lane a left turn lane, not a right turn lane though! It is more confusing and frustrating to use as a driver as configured in the images shown.	2025-07-26 15:40:27
118	Doing away with the parking spots will badly affect the businesses in that area.	2025-07-26 12:24:38
119	Eliminate parking on both sides of Talbot and Main Streets and create a Municipal parking lot on nearby vacant lots.	2025-07-25 21:38:31
120	We can't keep taking away from business or small towns. They need this parking and I feel it will only increase speed through jarvis	2025-07-25 20:53:01
121	Since we moved to Jarvis last year, we've noticed that the intersection is quite busy and seems hazardous both to cars and pedestrians. I'd rather jaywalk than use the intersection to cross, for example. Option 1 provides the best solution, and is worth losing parking spaces for.	2025-07-25 20:48:29
122	Keep small town feel. Business's need the parking. Maybe someone needs to find other routes for all the trucks and cars not coming to jarvis.	2025-07-25 18:26:34
123	As a senior I find it hard at times to go out and parking spots by businesses make it easier for my getting around	2025-07-25 18:21:36
124	Aa a senior these parking spots are important to us and make it easier for us to enter the down town business	2025-07-25 18:20:12
125	Option 1 only if parking at the LCBO/quik mart enters from Hwy6 and leaves behind the building through their driveway.	2025-07-25 18:15:27
126	I have always disliked making left turns at that intersection. Almost been hit a fee times.	2025-07-25 17:24:17
127	We need the parking for the restaurants in businesses. In that area. Open question to get a highway bypass like Caledonia ?	2025-07-25 16:39:01
128	I would also like to see the timing of the lights delayed slightly for folks with walkers and strollers or walking issues. It changes too fast to get across without rushing, which can be a tripping hazard. A flashing green light should be installed set for enough time for left turning vehicles to turn before solid green straight on traffic. There needs to be a "no passing" warning sign on #6 & #3 sign at the lights for straight through traffic. Thanks!	2025-07-25 15:39:01

Jarvis Traffic Enhancements – Main & Talbot

Number (#)	Comments (Optional)	Date YYYY-MM-DD/Time
129	It is important to have traffic improvements, but without reducing too many parking spaces and it will be very difficult to access these business' otherwise.	2025-07-25 09:47:39
130	I thought we just had a significant road improvements just recently at that intersection new curb sidewalks, and light post's. I don't really understand why there needs to be an improvement. Is it because there's provincial funding and you need to spend it. What predicated the whole idea of even attacking this intersection. I say keep it as is I don't really see that this is a major problem.	2025-07-25 09:46:22
131	To replace the lost parking spaces you could make the empty lot beside the Varirty store (formerly Circle K) a parking lot giving people close access to downtown. It has been for sale for years and never sold. Make it useful.	2025-07-25 07:38:42
132	Would you be willing to work with business and property owners to accommodate the changes.	2025-07-25 07:20:42
133	Turning lanes are needed. I myself have had near misses with cars passing and not being visible enough.	2025-07-24 21:15:12
134	While I think option 1 is the best option, the downtown does need the six parking spots.	2025-07-24 21:00:11
135	As a resident of jarvis, it is already difficult on a normal day to find street parking when going to local businesses (ex just johns and luxe and co) it would be unfortunate to lose more parking spots!	2025-07-24 19:50:46
136	For option #1, it looks as though the lane are drawn incorrectly for hwy 6. They should be laid out the same way as they are for hwy 3.	2025-07-24 19:15:52
137	We cannot take away any parking spots it will ruin business if you do then you need to build a parking lot for the public	2025-07-24 19:15:29
138	Increased traffic should increase safety and not just in Jarvis. Southcoast is a disgrace for year round home owners and school busses. Increased traffic and unsafe roads.	2025-07-24 18:44:24
139	This would be better because we would not have any spots to park at local businesses in town. We are limited as it is. Also the traffic lights do not work well when walking at the lights. The timer goes off before you are able to finish crossing safely. It needs to be adjusted longer so we can cross at the crosswalk properly.	2025-07-24 17:45:49
140	Put bump on in and take it out. Big waste of tax money.	2025-07-24 17:26:23
141	The corner is prone to accidents the way it is .	2025-07-24 14:36:45
142	I live in Jarvis and making left hand turns is often dangerous. Important to have business parking, but removal of 14 is only two on each side so shouldn't be an issue.	2025-07-24 12:45:46

Jarvis Traffic Enhancements – Main & Talbot

Number (#)	Comments (Optional)	Date YYYY-MM-DD/Time
143	Have dedicated left turning lanes with straight right turn lane in all directions. Dedicated right turn lane with left straight lane makes no sense as if a vehicle wants to make left then anyone wanting to go straight has to wait, which yesterday I sat through three light cycles to go straight because vehicles ahead of me wanted to go left.	2025-07-24 12:03:11
144	Most traffic congestion in on hwy #3 east& west	2025-07-24 11:18:19
145	From the diagrams above, I do not count 2 missing spot on Main St S - there are 3 missing spots - On Talbot street E I see 4 missing spots not 7 and the diagram does not even show the 3 parking spots on Talbot street W and only removes 1 - I would like to see option 1 but it leaves no parking for the many customers of the butcher and bakery.	2025-07-23 23:14:38
146	The only real option.	2025-07-23 22:52:47
147	Traffic is to fast through town come sit a couple days at the intersection see how fast transports are going locking up brakes honking horns through the red lights because the can't stop don't even get me going on the speed of motorcycles	2025-07-23 21:23:12
148	Don't take parking spaces away on hwy 6 just hwy 3	2025-07-23 21:13:49
149	County should buy open lot on hwy 3 beside covienence store to replace parking.	2025-07-23 18:43:08
150	Leave our village alone. It's bad enough your build a couple hundred homes.	2025-07-23 18:06:52
151	Don't change our town. If anything needs to change it's Hagersville.	2025-07-23 17:23:32
152	Please do NOT reduce parking as it is hard enough now for the business customers to find parking. Please support the small business in our community. Thank you	2025-07-23 11:54:08
153	Traffic coming from Hamilton is so backed up at rush hour I believe this will improve this problem	2025-07-23 11:13:44
154	Installed advance green lights	2025-07-22 21:42:35
155	this option before someone gets killed	2025-07-22 20:20:39
156	Without parking, the through traffic would be just flying past these lights. I know, I've seen it when no one is parked on the street.	2025-07-22 20:12:48
157	Do not take away any parking spots!	2025-07-22 19:59:39
158	This intersection is dangerous without the turning lanes and associated traffic signals.	2025-07-22 17:54:07
159	There is too much congestion at tgat intersection and it's extremely difficult to turn out from the variety stores at that corner	2025-07-22 16:20:36
160	Hwy3 is always so bad to turn left at. No matter if your heading east or west.	2025-07-22 12:44:37

Jarvis Traffic Enhancements – Main & Talbot

Number (#)	Comments (Optional)	Date YYYY-MM-DD/Time
161	Heavy truck traffic turning, slow agricultural equipment and stopped heavy trucks take a long time to clear intersections. Cars aren't patient	2025-07-21 23:05:11
162	Advance green light in all directions. Parking spaces are needed!	2025-07-21 22:06:11
163	Makes sense to future proof the intersection. That said people travelling southbound on HWY6 wanting to turn left at HWY3 currently (and will continue) to use Walpole Dr. as a bypass. The street has been reconstructed, maybe add some traffic control measures, speed humps perhaps?	2025-07-21 18:27:00
164	If the right side lanes are for straight through & right turns then you could have left turn lanes & the traffic lights should have advanced left turn.	2025-07-21 18:11:23
165	Other then weekends its not too bad of a back up. There's already room for people to do right turns or go strait if someone is turning left. Hagersville is the true bottle neck.	2025-07-21 16:36:11
166	if we are going to be completing work in this area we should strive to make the intersection as functional as possible - this appears to be achieved through option1	2025-07-21 10:42:52
167	No turn lanes! Those parking spaces on Main Street are needed and there are not that many. Any parking lots behind the businesses are gravel. Seniors and people with walkers shouldn't have to try to walk across gravel parking lots. Turn lanes with hurt businesses a lot!!!	2025-07-21 08:56:55
168	There's very little parking on Main Street as it is. Putting in turning lanes would take away much needed parking spaces for the businesses. There are many seniors and people with handicaps that need those spaces in front of the businesses. Have any of you people that came up with this NOT so good idea ever tried pushing a walker across a gravel parking lot? If not maybe you should give it a try.	2025-07-21 08:41:30
169	Left hand turn lanes are essential for highway 3 as traffic will only get worse.	2025-07-21 06:30:11
170	Option 1 would hurt business on Main St. No parking on Main St.wouldn't attract outsiders to pull in and conveniently park to drop in and check out small town businesses.	2025-07-20 23:39:25
171	Future upgrade path to include left turn phases on the traffic lights?	2025-07-20 23:03:34
172	Thank you for addressing our concerns and asking for feedback! As a pedestrian and a mother of new/young drivers, I feel Option #1 is the best, long-term solution for traffic flow and safety in our town's busy intersection.	2025-07-20 21:56:47
173	Safest solution for pedestrians, cars and trucks for north/south and east/west traffic. Best solution going	2025-07-20 21:47:18

Jarvis Traffic Enhancements – Main & Talbot

Number (#)	Comments (Optional)	Date YYYY-MM-DD/Time
	forward, will not have to be readdressed in future for higher traffic volumes.	
174	Removing Parking spaces will significantly reduce the availability for those who come for jarvis fest or light up	2025-07-20 21:07:34
175	would ease the congestion	2025-07-20 21:04:48
176	I feel that if you add turning lanes the through traffic is not going to slow down and to me that is a high risk of an accident. Changing out the lights to new modern ones like at the corner of Hwy24 and Davis St in Simcoe would reduce and risk of accident and quickly moves traffic	2025-07-20 20:03:14
177	Small town can't afford to lose parking spaces	2025-07-20 17:38:17
178	Definitely would like to see turning lanes on Talbot Street. People make them up already and cause confusion and unsafe situations. Would also like to see the parking spaces maintained for local businesses that have no other option on Main St. (Ie. Nighs Butcher Shop and Christine's Bakery)	2025-07-20 16:14:13
179	Intersection is dangerous at the best of times. Clear indication of turning lanes in all directions is needed to make the intentions of motorists clearer and less obstructed.	2025-07-20 15:57:07
180	Information on what exactly the traffic light upgrade is would be nice. Hoping the plan is not to integrate advanced greens as that will just slow commuters down during non peak hours, which is the majority of the time. I'd prefer the intersection is left as it is currently.	2025-07-20 11:24:15
181	Left turn light signal	2025-07-20 07:22:31
182	Build the highway 6 bypass! What are you waiting for? You have the plans, why put another bandage on a problem that will be exasperated year over year. Traffic is no going to diminish, yet here we are again! Hagersville, Jarvis are both experience the same issues. Build the planned bypass now and fix the problem.	2025-07-20 04:35:10
183	I drive through here every day to go to work. It is an awkward angle so you can't easily turn left from, 3 to 6 either direction when opposite cars are also turning left. Driving towards Dover on 6 often sees drivers pulling up to the right of you assuming someone is turning left, often when no one is. Hopefully option one removes parking in front of the grocery store parking lot where I have experienced many near misses with cars pulling out of the lot blindly.	2025-07-20 00:25:20
184	People double up to turn left or go straight in all 4 directions. Might as well make it legal and safer!!	2025-07-19 21:43:58
185	Very busy intersection. Business,s on the corners have own parking lots.	2025-07-19 19:57:32

Jarvis Traffic Enhancements – Main & Talbot

Number (#)	Comments (Optional)	Date YYYY-MM-DD/Time
186	We can't take any more parking away the business suffer enough	2025-07-19 19:06:12
187	Whoever came up with this idea needs to take a long walk off a short pier. Absolutely ridiculous!	2025-07-19 18:37:20
188	I drove Highway six pretty much every day back-and-forth to Hamilton. I think turning lanes would be a fantastic idea in both directions.	2025-07-19 17:46:49
189	I hate to see loss of parking spaces but the corner is getting more dangerous every year.	2025-07-19 14:06:56
190	Biggest problem is too many scrap & steel trucks going up#6 to Stelco. these should be going by rail, owned by Esso, could be shared.	2025-07-19 14:00:37
191	There is a lot of traffic on Talbot street during rush hour, so I think that it should be a priority to add turning lanes there. Additionally, it would be great if Walpole dr. could be re opened since construction has been pretty much completed.	2025-07-19 08:50:36
192	Thank you	2025-07-19 07:22:33
193	Please don't eliminate parking spaces. They are incredibly useful when trying to access a business.	2025-07-18 23:30:12
194	Any option that removes parking for businesses on Main Street would be too detrimental to them. The 8 parking spaces on Talbot are not used nearly as much as those on 6. The dangers to drivers trying to turn left from Talbot onto 6 is definitely more prevalent than from Main onto Talbot.	2025-07-18 21:20:20
195	resident of town. tired of the constant danger and close calls.	2025-07-18 19:46:49
196	Far, far safer of the options presented. Yes parking spaces are lost but often they were not safe to use	2025-07-18 19:04:33
197	The business' can't survive without the street parking.	2025-07-18 18:19:32
198	We need street parking	2025-07-18 17:55:34
199	What does "upgrade traffic signals " mean. Would this include a left turn signal or an advance green signal. I have concerns regarding the businesses on both Talbot and Main streets. Things are just starting to happen in town and it would be detrimental if there is no parking. If I have to choose an option it would be either 2 or 3 with advance green lights on all traffic lights	2025-07-18 14:42:11
200	Best option re traffic & businesses	2025-07-18 14:12:36
201	But only if a left turn signal is included with the left turning only lanes. Otherwise having the one lane as straight and right turning just prevents turning right on a red, which delays flow of traffic instead of improving it. The parking spaces in front of Nighs didn't used to be there and are still driven in by right turning vehicles (if no cars are parked	2025-07-18 12:04:06

Jarvis Traffic Enhancements – Main & Talbot

Number (#)	Comments (Optional)	Date YYYY-MM-DD/Time
	there), so taking them back out and turning it back into the right "lane" it used to be won't upset anyone driving through there.	
202	The main intersection in Jarvis is a major intersection of two Ontario highways. Up until now, it has been a single-lane intersection--however, it is often treated as a two-lane intersection, especially along highway #3. Impatient drivers wishing to go straight edge in alongside of a vehicle turning left--this has caused too many close calls and is unsafe for everyone. While I feel for small businesses who may lose some spaces close to their shops, the intersection needs to be upgraded for everyone's safety.	2025-07-18 11:18:05
203	Perhaps the town could work with Circle K and Little Johnny's to lease some parking spots to be used by the general public	2025-07-18 09:44:05
204	Parking is at a premium now, please don't take anymore away.. Thanks, Dan	2025-07-18 09:28:51
205	i dont see a problem with the at this light. i drive it many times a week. park spots right now are a to find when going to eat around there or to buy flowers	2025-07-18 08:07:47
206	For the littlest disruption but getting some improvement, I chose option 2	2025-07-18 07:57:20
207	The parking spots being removed would not effect much, some are barely used and others are hazards for pulling out on to the street already	2025-07-18 07:55:40
208	I think removing the few parking spaces you have now.would be a great way to close down the business that are in that area.	2025-07-18 07:53:41
209	Congratulations on sharing the process with the public. The more info the public has the better they can adjust to the new situation. What's the plan to replace the parking in another area?	2025-07-18 07:51:24
210	Hagersville next please	2025-07-18 07:46:14
211	I feel that turning lanes will help with the flow of traffic. I've found it difficult to cross the road from the post office and then find an opening to be able to drive out from my parking spot into traffic at times. It worsens when there are annual events going on in Jarvis, and Port Dover, and in the summer in general as people travel through Jarvis to Port Dover. It is also difficult to find a break in traffic to make a left turn into traffic on Hwy. 6. more often towards the end of day with people travelling home from work, and on Fridays when people are travelling to Port Dover. I feel the long term benefits outweigh the loss of any loss of parking spaces.	2025-07-18 07:41:03

Jarvis Traffic Enhancements – Main & Talbot

Number (#)	Comments (Optional)	Date YYYY-MM-DD/Time
212	This intersection is very busy, maybe also needs a flashing safety pedestrian cross walk at the same time.	2025-07-18 07:23:48
213	Safety should be the first priority.	2025-07-18 03:29:57
214	It is unsafe as it is with people recklessly speeding through the lights. And how are businesses with no parking as it is going to prosper. Even employees have a hard time just finding parking to be able to work.	2025-07-17 23:50:34
215	I generally see very few cars parked in the spaces that would be removed.	2025-07-17 21:22:52
216	There are currently too many close calls due to no turning lanes	2025-07-17 20:44:10
217	build a bypass using Haldimand Road 55 and St. Johns Road or something like that	2025-07-17 20:24:38
218	its beachgoers to port dover that are the problem	2025-07-17 20:22:56
219	half the traffic could be eliminated if there was an extension of the go-train to port dover. no more city folks driving just to go to the beach (better for environment too)	2025-07-17 20:21:51
220	Removing parking spaces will negatively affect businesses.	2025-07-17 19:45:02
221	Less business impact	2025-07-17 19:29:20
222	Turn signals will solve this issue hopefully this happens sooner than later	2025-07-17 18:36:10
223	Make life easier. Make turning lanes.	2025-07-17 18:13:58
224	Smartest and safest option one. It will only work if the advanced green gives time for more than 2 cars.	2025-07-17 18:10:03
225	Makes the most sense and reduces stress and anxiety in drivers.	2025-07-17 17:34:12
226	County needs to buy local lot in area to create parking	2025-07-17 12:27:05
227	Removing parking will hurt local businesses. And why? To accommodate out of county traffic that drives straight through Jarvis on their way to Port Dover, no thanks	2025-07-17 11:50:29
228	I live on Talbot Street West in Jarvis, and find it difficult to turn left onto highway 6 heading north. Left turning lanes on Hwy 3 would be beneficial. Further, crossing the street (as a pedestrian) is often dangerous at this intersection. Having lived close to 'downtown Jarvis' for 10 years now, traffic backups in any direction (N/S/E/W) are rare and do not cause significant delays. Please do not take parking spaces away from small businesses on Hwy 6.	2025-07-17 11:21:42
229	improved traffic flow, safety, and Emergency vehicle access is most important	2025-07-17 10:42:27
230	Fine the way it is.No upgrades needed.	2025-07-17 10:00:59
231	Option #1 is the best with the exception that our businesses need on street parking. You have to figure out where the public can park to preserve the spaces required by our businesses for their deliveries. There is a vacant lot	2025-07-17 09:39:19

Jarvis Traffic Enhancements – Main & Talbot

Number (#)	Comments (Optional)	Date YYYY-MM-DD/Time
	by the Variety store on the corner that has been an eye sore for years, could that become public parking? There is also another lot that sits on the west side of Little Johnny's if that was available could it also become parking? Reality is we need to accommodate our businesses as well as resolve the traffic volume. We also have to preserve assessable parking on the street which is very limited as well.	
232	I'm a Jarvis resident who lives on Main Street. Without proper turning lanes, traffic is chaotically slow and making turns from either street feels dangerous. Especially with the volume of heavy truck traffic that should be using 55 instead of 6. Parking spaces are a small sacrifice for the safety of everyone. Maybe one suggestion if opposition to removing spaces is strong, is to have No Parking signs for designated rush hour times.	2025-07-17 09:07:09
233	We have had a business on main Street for 25 years, and don't believe there is traffic congestion. If there is.. on Fri. 13th, or a Friday heading to the cottage, it does not warrant taking VALUABLE parking from our businesses. I have never considered that a remedy was required.. it's just a Friday in the summer. People expect not to rush through a small town. They are from the city, not local. Don't take our parking so they can get to the cottage faster. Maybe they will stop at the lights and see what Jarvis has to offer.	2025-07-17 08:57:07
234	Main street is the busiest and needs this turning lanes. The parking spot in front of the flower store needs to be removed.	2025-07-17 08:28:21
235	It would be nice if the county would look at purchasing the vacant lot beside Jarvis Convenience and turn that into a public parking lot.	2025-07-17 07:55:54
236	Option3 won't help with traffic backups on Main St. The problem is on Talbot Street and option two would fix that. Also the parking spots are needed on Main Street North of the intersection. The ones on Main Street aren't used as much.	2025-07-17 07:41:12
237	Best option for traffic management.	2025-07-17 07:20:51
238	I choose options 2 as too many businesses on Main Street need those parking spaces for their customers and Talbot St is in dire need did a turning lane, have almost gotten hit numerous times	2025-07-17 06:37:21
239	Maybe a round about would keep traffic flowing if this is what your looking for!	2025-07-17 00:36:58
240	This is only effective if there is a designated left turn only lane and the other lane is for straight through and right. I	2025-07-17 00:09:45

Jarvis Traffic Enhancements – Main & Talbot

Number (#)	Comments (Optional)	Date YYYY-MM-DD/Time
	would then suggest adding a left turn only light both directions as with the weird angle it is hard to see whether it is safe to turn left or if there are cars coming thru straight. Most cars already turn right on their own on Talbot. It's all the cars stuck behind cars turning left that cause a back up.	
241	Taking away parking is not an option for local businesses, as there are too few already.	2025-07-16 23:43:16
242	If there are advance greens in both corridors / this would be my first option. But, otherwise I would vote for designated turning lands on the east/west corridor	2025-07-16 22:48:43
243	Keep our small town a small town.	2025-07-16 22:22:42
244	Don't ruin the small town feel of Jarvis by removing its parking.	2025-07-16 22:10:44
245	Installing turning lanes and removing the parking on the streets will harm the businesses significantly. It is a really stupid idea	2025-07-16 22:08:50
246	On more than one occasion I have almost been involved in an accident because people are not using the lanes correctly, Talbot street especially. People go around cars turning left, while others wait in the line of vehicles to proceed. This creates confusion and at times 2 cars are going straight through side by side because the right "lane car" assumed all cars staying towards the left are turning when there is no actual turning lane. The loss of a few parking spots on each side of the road isn't detrimental to the town as people are indicating.	2025-07-16 21:54:37
247	You are out your mind if you think taking parking spots away from small businesses makes sense. Put advanced green lights but leave the parking spots.	2025-07-16 21:46:06
248	This is the most cost effective way to eliminate congestion. I suggested advance green traffic light option in the last survey. If traffic flow doesn't satisfactorily improve with option #3, then consider alternative options.	2025-07-16 21:26:34
249	You must replace public free parking on either side where your shops are. See Caledonia for an example. Downtown has parking on either side of the lights so pedestrians don't really have to cross the highway if they choose.	2025-07-16 21:16:01
250	Keeps parking spots at busier businesses on Hwy 6 Could think about turning lanes for talbot street and just main street south as I find more traffic back ups on main street south.	2025-07-16 21:12:49
251	We need those parking spaces, we have no parking lots as alternative. Hagersville Main Street traffic is far more congested than Jarvis's and they have parking lots.	2025-07-16 21:06:39

Jarvis Traffic Enhancements – Main & Talbot

Number (#)	Comments (Optional)	Date YYYY-MM-DD/Time
252	We need the parking spaces for local businesses as there is no other parking available	2025-07-16 20:32:44
253	Advanced turning signals for new turning lanes would also be a bonus. High traffic intersection in summer for those travelling to Dover and high traffic for tourists during light up events will require longer signal duration as well to avoid back ups.	2025-07-16 20:30:30
254	Safety over parking	2025-07-16 19:56:38
255	Losing parking may not be great but I think it is a necessary option to increase safety and traffic flow.	2025-07-16 19:43:05
256	Traffics only going to get worse not better !	2025-07-16 19:11:46
257	Jarvis is to small for more lanes to just turn, then where else are people suppose to park? How are the businesses going to be affected by this? Jarvis needs the parking. People need to learn patience if they are turning. Or leave 5 minutes earlier next time	2025-07-16 19:06:16
258	Just leave my town the way it is build a new one somewhere why don't you take over some farmland lol	2025-07-16 19:04:19
259	Concerned for businesses if were to remove the downtown parking spaces. Consider advance green for left turns.	2025-07-16 18:27:17
260	It would be beneficial to have turning lanes for each of these streets , but the issue of parking in Jarvis needs to find a solution It's limited parking to begin with in Jarvis , local business will be affected	2025-07-16 18:26:30
261	Jarvis has limited parking spaces and several downtown businesses. Taking away parking spots could potentially be detrimental to those businesses	2025-07-16 17:33:23
262	As a senior I enjoy the parking in front of the businesses.	2025-07-16 17:31:54
263	Parking is already incredibly frustrating to find. There are lots of grab and go businesses that require short term parking. This will nalegatively impact our valuable local businesses- please do not remove these spots.	2025-07-16 17:18:25
264	Not enough parking in jarvis now, taking away spots bad idea	2025-07-16 17:09:52
265	I mainly drive east/west and think left hand turning lanes on Talbot would be very helpful. Would it be possible to have left and right turning lanes on Main St? One left hand turning person would really backup traffic on weekends with option 1.	2025-07-16 16:51:02
266	This is the only solution as there is no other accommodation for parking for community businesses	2025-07-16 16:35:36
267	Parking spots are very valuable! I've never had a concern with turning there.	2025-07-16 16:06:51
268	Without parking we will not be coming to town to support local businesses. They need a bypass around town	2025-07-16 15:26:46

Jarvis Traffic Enhancements – Main & Talbot

Number (#)	Comments (Optional)	Date YYYY-MM-DD/Time
269	Small town businesses are dependent on street parking. Build a corridor around the small towns as was originally in the plans	2025-07-16 15:26:01
270	For restaurants and other business to survive you need parking	2025-07-16 15:25:59
271	I was born and raised in Jarvis. I have almost been in multiple accidents at this intersection due to people bypassing those turning left on Talbot St. Turning left onto main St is nearly impossible due to not being able to see if someone is going to go straight. I don't find this a problem on main St as there is no room to go around those turning. I fully support losing 8 parking spots if that means a safer intersection.	2025-07-16 15:21:17
272	Most logical option to solve current issue and also much bigger issues as time goes on and traffic flow increases	2025-07-16 15:19:32
273	To bad there is no traffic circle option?	2025-07-16 15:18:53
274	Businesses need parking	2025-07-16 15:17:29
275	Need parking. Benefits local business.	2025-07-16 15:02:30
276	I would say option 3 because the intersection is very busy and turning lanes would be beneficial accept for the fact that loosing parking on hwy 6 on both side would negatively effect the parking for our small businesses as there is no alternative.	2025-07-16 14:56:50
277	The intersection is barely backed up the lights are timed well. Could use some upgrades to the cross walks. The businesses will be Hadley affected if you remove parking.... How about focus on much worst areas like Hagersville that is packed up all the way into Jarvis some days!	2025-07-16 14:54:02
278	Its not broken, use the money more affective for the community. This is a bad mistake to remove these spots	2025-07-16 14:32:01
279	I've lived at #2017 Main St North (150 ft from the intersection) since 1997. If I can manage, so can you. LEAVE IT ALONE !! (You'll only make it much worse !!)	2025-07-16 14:10:25
280	On street parking assists seniors and those with mobility issues. Keep on street parking!	2025-07-16 14:05:21
281	I use these parking spots with my family to go to local businesses. I haven't had a traffic issue here.	2025-07-16 14:01:18
282	Option 2 would be a close 2nd. Option 3 is ridiculous.	2025-07-16 13:53:46
283	As a disabled person removing parking spaces mean I wouldn't be able to get to affected businesses.	2025-07-16 13:53:07
284	No parking means no business. What are you people thinking. it hard enof to find eny parking in jarvis.	2025-07-16 13:39:30
285	It's already hard enough for small business to thrive and if you take away much needed parking it will impact them greatly. It will also impact those with mobility issues to access these business and in turn both the patron and the	2025-07-16 13:34:19

Jarvis Traffic Enhancements – Main & Talbot

Number (#)	Comments (Optional)	Date YYYY-MM-DD/Time
	business loose out. Having no turn lanes slows traffic down thru these small towns.	
286	It's already tough to find parking for local businesses along this stretch and this won't help. Traffic congestion is very seasonal and concentrated on specific days and there has never been and "extreme" congestion that I've ever witnessed. May be smoothing traffic a few high volume days a year but negatively impacting the business every single day.	2025-07-16 13:34:18
287	As a longtime resident and business owner (36 years) of Unique Designs Florist the loss of the parking in front of my store is a big concern to me. We had to apply to the county to get the extra parking spot in front of the store when the previous road work was done. My other concern is that while a turning lane may improve traffic flow, it will also speed up the traffic which is already alarmingly fast. Also the angle of the intersection will make it impossible for trucks to use the turning lane only, without going into the other lane to get around the corner, so a turning lane is actually more dangerous than not having one.	2025-07-16 13:24:32
288	You will be directly impacting all businesses by taking away parking!!	2025-07-16 13:22:55
289	Restaurants and businesses need street parking!!	2025-07-16 13:16:04
290	I think this option (2) leaves vital parking for businesses down town but allows for more safety. I have long felt we need something on Talbot street especially as it is a bit scary trying to turn left there. As for no turning lanes on Main Street, I personally use the parking for Nigh's and Christine's often and would miss it if it were to become turning lanes. We also use the street parking for Just John's and it would be inconvenient to eat there without street parking close by. This is a wonderful upgrade and much needed! Thank you!	2025-07-16 13:13:30
291	I drive this route multiple times a day. This is what people already do but often people who don't like this way of moving about will block the throwaway causing drivers to be angry and aggressive. I have also seen many potential accidents from people not expecting a car to go straight. I think this is the safest option for all... the loss of parking is a bummer but there are other parking options around town.	2025-07-16 13:10:28
292	The needs of the public at whole should be considered as a priority. Traffic should flow through town appropriately. Commercial businesses should not rely on the street as	2025-07-16 12:59:42

Jarvis Traffic Enhancements – Main & Talbot

Number (#)	Comments (Optional)	Date YYYY-MM-DD/Time
	their only parking option. It is public roadway designed for the public.	
293	There is currently a lack of parking in downtown Jarvis. We do not want to eliminate parking and speed up traffic going straight through.	2025-07-16 12:49:08
294	Why wouldn't we start with option 3 and see if that makes a difference before taking away parking and starting construction, that will impact the roads themselves as well. If the traffic lights don't work then options 2 or 1 are still on the table. Also while you're at it you should be adding cross walk lights at monson and highway 6. The amount of close calls kids are having at these lights are unacceptable and someone will get hurt.. there needs to be cross walk lights like by the Christian school and hagersville Tim Hortons.	2025-07-16 12:42:16
295	Minimal parking as it is.	2025-07-16 12:22:39
296	I don't believe there is a need for turning lanes in Main St, but rather Talbot St. How often are NB vehicles seen turning left onto Main?	2025-07-16 12:21:05
297	Would help traffic flow for everyone.	2025-07-16 12:13:53
298	The biggest problem is the traffic. The traffic needs to be fixed. It is super dangerous trying to cross this intersection and it has only gotten worse. My family of three have all had multiple incidents of nearly being hit, crossing as pedestrians. Personally I do come up on the right hand side to pass vehicles when approaching on Talbot St West when there is a line of vehicles turning left. Otherwise I would be sitting through multiple lights. The biggest naysayers against this is the family with all of the surrounding businesses downtown. There is a large empty lot next to Jarvis Variety that has been for sale for years. The county needs to purchase it and convert it into parking. This stance of 'we don't buy private property' is dated and hindering progress.	2025-07-16 12:11:02
299	Why not leave possible parking if the spaces are available but one could also use as a right turning lane if needed also. I see it as a win win.	2025-07-16 12:08:11
300	although this intersection would be considered a connecting link, would it still not be under the jurisdiction of the MOT.	2025-07-16 12:02:21
301	Businesses depend on the street parking for their staff and customers, taking that away will only hurt the town of Jarvis	2025-07-16 11:59:53
302	Unless there are plans made for public parking near that intersection, the other 2 options of taking away parking spots will severely impact local businesses. There are not	2025-07-16 11:42:11

Jarvis Traffic Enhancements – Main & Talbot

Number (#)	Comments (Optional)	Date YYYY-MM-DD/Time
	enough places to park now and taking away spots will make it worse.	
303	People use the single lane already as dual but people visiting don't know they're illegally used by nearly every vehicle as it's not designed. Safety over parking. I've seen people while through parking lots to cut across as well nearly striking people on foot or bicycle.	2025-07-16 11:41:29
304	We live in a small town on purpose. Stop destroying it. Leave the parking spaces where they are.	2025-07-16 11:40:25
305	bigger is not always better. Build a bypass if truck traffic is an issue. As to the rest, leave it alone. Side thought, is the same consideration being done for Hagersville, removing the parking spaces?	2025-07-16 11:39:20
306	Let's keep this town accessible!!	2025-07-16 11:00:09
307	I live in Jarvis and would prefer that people who don't live here, not destroy the local businesses with changes that would not change their lives at all, but would greatly affect local community in a negative way. Thank you.	2025-07-16 10:56:13
308	This is the best compromise of the proposed options. Keep Jarvis feeling like a small town it is.	2025-07-16 10:28:54
309	If it is to be done option 1 makes the most sense for traffic flow. Yes parking spots will be lost but I think there is enough parking in Jarvis that people will be able to still park	2025-07-16 10:25:33
310	Our businesses depend on people stopping. Imagine how fast traffic would actually be going if there was a thru way.	2025-07-16 10:09:09
311	Before someone gets seriously injured.	2025-07-16 10:07:26
312	This option appears to be the best choice to increase traffic flow and reduce accidents.	2025-07-16 10:06:57
313	Option 1 with suggestion that the through lanes on Main and Talbot are the same. I.e: outside lane is right-hand turn and through lane, rather than having the through lane and left-hand turn lane together. Traffic backs up behind vehicles waiting to turn left. People will likely swing into the right lane to go around the left-hand turning vehicle, which is what we experience now and will not improve safety.	2025-07-16 09:55:31
314	I think the parking spots on hwy 6 are required more than on 3 For the local businesses that front the road.	2025-07-16 09:36:00
315	Turing lanes on both streets is preferred. Better for traffic and pedestrians.	2025-07-16 09:27:53
316	Create truck and vehicular traffic bypasses for north/south and East/west. Already exists through Townsend and can be created for North south off of regional road 55. Parking in downtown Jarvis is already extremely limited. Reminds me of the old days before Caledonia bypass. Similar	2025-07-16 09:06:59

Jarvis Traffic Enhancements – Main & Talbot

Number (#)	Comments (Optional)	Date YYYY-MM-DD/Time
	situations in Hagersville. Get the Ministry of Transportation back on the trail of the bypass plans that were created for Hagersville and add in Jarvis to this plan. Retain our villages downtown. Traffic must move via bypass.	

Table 1: Comments from the Jarvis Traffic Enhancements - Main & Talbot survey

Option 1 - Turning Lanes and Impacts on Parking, Main Street and Talbot Street, Jarvis

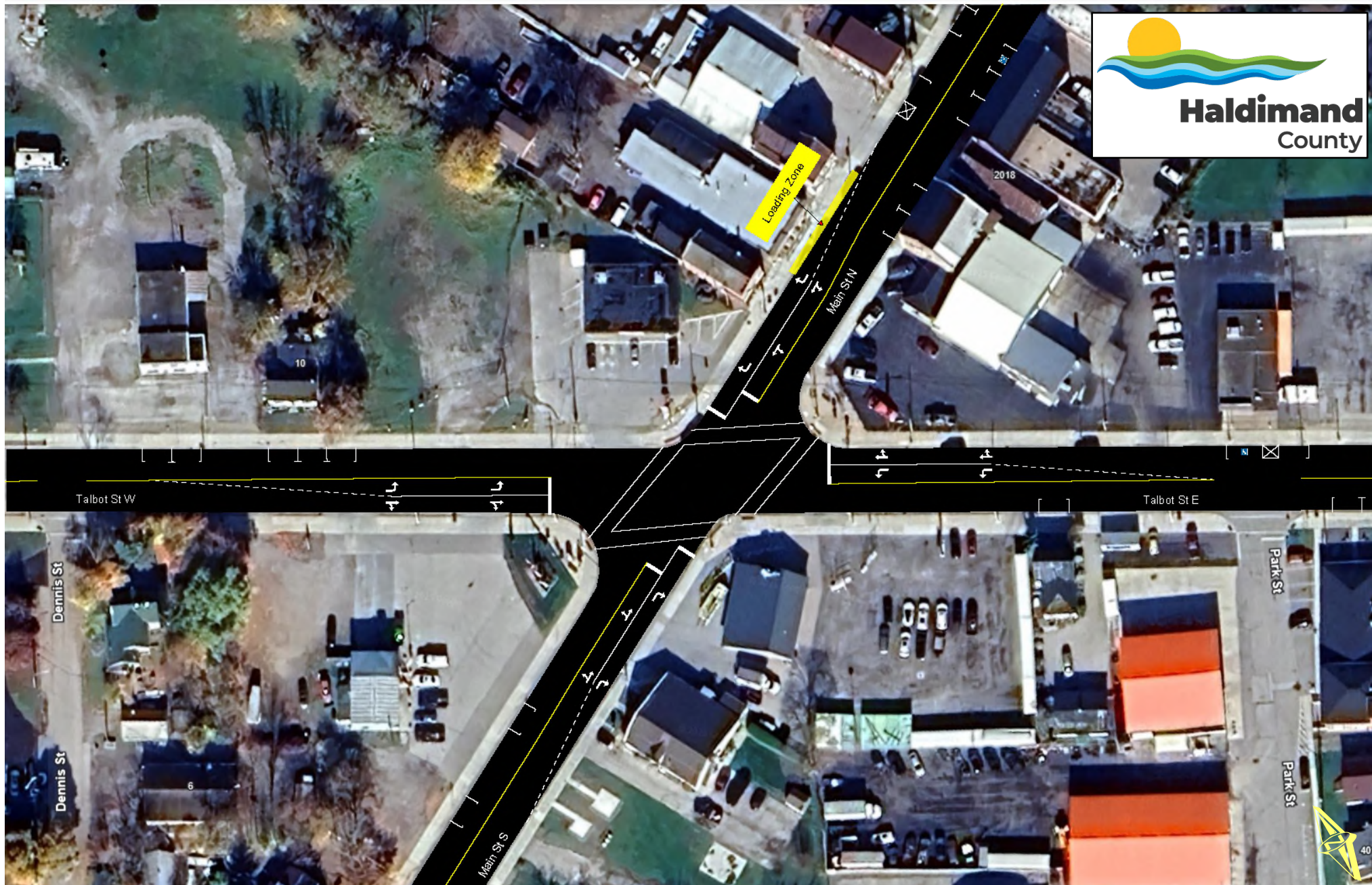


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Reference: ENG-17-2025

THE CORPORATION OF HALDIMAND COUNTY

By-law Number /XX

Being a by-law amend By-law 307/02 – Parking Control By-law Jarvis

WHEREAS Section 10 of the *Municipal Act 2001*, S.O. 2001, c. 25, as amended, (the Act) provides that a single-tier municipality may pass by-law respecting any services or things that the municipality may consider necessary or desirable for the public;

WHEREAS in accordance to the Act, the Council of The Corporation of Haldimand County enacted By-law 3007/02 to regulate and govern traffic and the parking of vehicles on private or municipal property in Haldimand County;

AND WHEREAS The Council of The Corporation of Haldimand County now deems it expedient to amend Schedule “C” No Parking of By-law 307/02,

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

1. **THAT** Schedule “C” No Parking – Jarvis By-law 307/02 be amended by deleting the following:

Street	Side	From	To	Period
Main Street	West	Talbot Street	35 metres north	Anytime
Main Street	East	Talbot Street	40 metres south	Anytime
Talbot Street	North	Main Street	30 metres east	Anytime
Talbot Street	South	Main Street	30 metres east	Anytime
Talbot Street	North	Main Street	55 metres west	Anytime
Talbot Street	South	Main Street	60 metres west	Anytime

2. **THAT** Schedule “C” No Parking – Jarvis By-law 307/02 be amended by adding the following:

Street	Side	From	To	Period
Main Street	West	Talbot Street	75 metres north	Anytime
Main Street	East	Talbot Street	65 metres south	Anytime
Talbot Street	North	Main Street	80 metres east	Anytime
Talbot Street	South	Main Street	60 metres east	Anytime
Talbot Street	North	Main Street	65 metres west	Anytime
Talbot Street	South	Main Street	Dennis Street	Anytime

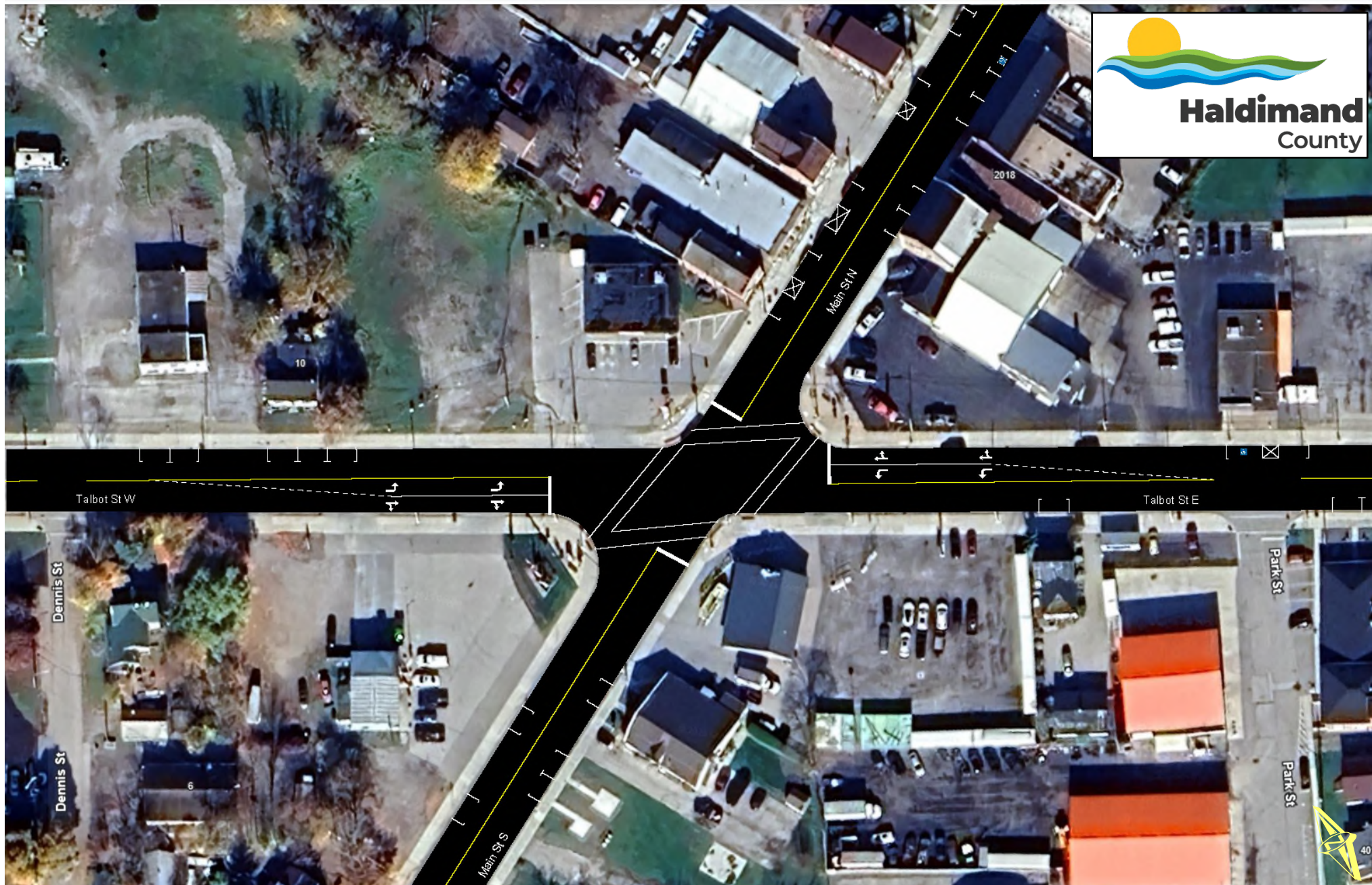
3. **THAT** this by-law shall take precedence over any other by-law with which it is inconsistent.
4. **AND THAT** this by-law shall come into force and take effect when signage applicable to this provision has been install and is on display.

ENACTED this 14th day of October, 2025.

MAYOR

CLERK

Option 2 - Turning Lanes and Impacts on Parking, Main Street and Talbot Street, Jarvis



Reference: ENG-17-2025

THE CORPORATION OF HALDIMAND COUNTY

By-law Number /XX

ENG-17-2025 Attach6 Option 2 Draft By-law.docx

WHEREAS Section 10 of the *Municipal Act 2001*, S.O. 2001, c. 25, as amended, (the Act) provides that a single-tier municipality may pass by-law respecting any services or things that the municipality may consider necessary or desirable for the public;

WHEREAS in accordance to the Act, the Council of The Corporation of Haldimand County enacted By-law 3007/02 to regulate and govern traffic and the parking of vehicles on private or municipal property in Haldimand County;

AND WHEREAS The Council of The Corporation of Haldimand County now deems it expedient to amend Schedule “C” No Parking of By-law 307/02,

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

1. **THAT** Schedule “C” No Parking – Jarvis By-law 307/02 be amended by deleting the following:

Street	Side	From	To	Period
Talbot Street	North	Main Street	30 metres east	Anytime
Talbot Street	South	Main Street	30 metres east	Anytime
Talbot Street	North	Main Street	55 metres west	Anytime
Talbot Street	South	Main Street	60 metres west	Anytime

2. **THAT** Schedule “C” No Parking – Jarvis By-law 307/02 be amended by adding the following:

Street	Side	From	To	Period
Talbot Street	North	Main Street	80 metres east	Anytime
Talbot Street	South	Main Street	60 metres east	Anytime
Talbot Street	North	Main Street	65 metres west	Anytime
Talbot Street	South	Main Street	Dennis Street	Anytime

3. **THAT** this by-law shall take precedence over any other by-law with which it is inconsistent.
4. **AND THAT** this by-law shall come into force and take effect when signage applicable to this provision has been install and is on display.

ENACTED this 14th day of October, 2025.

MAYOR

CLERK

Option 3 - Turning Lanes and Impacts on Parking, Main Street and Talbot Street, Jarvis



Haldimand County

Report ENG-18-2025 Budget Amendment – Ward 3 Pedestrian Crossover For Consideration by Council in Committee on October 7, 2025



Objective:

To obtain Council approval for a budget amendment to the Ward Specific Fund project (Ward 3) for a new Pedestrian Crossover on Caithness Street East, near the Caledonia Fairgrounds.

Recommendations:

1. THAT Report ENG-18-2025 Budget Amendment – Ward 3 Pedestrian Crossover be received;
2. AND THAT the 2025 Tax Supported Capital Budget be amended as outlined in Report ENG-18-2025.

Prepared by: Kristopher R. Franklin, Manager Engineering Services

Respectfully submitted: Tyson Haedrich, M. Eng., P. Eng., General Manager, Engineering and Capital Works

Approved: Mark Merritt, CPA, CA, Interim Chief Administrative Officer

Executive Summary:

The tender for ENG-36-2025 – Traffic Upgrades includes several pedestrian crossover installations and traffic signal improvements across Haldimand County. The lowest compliant bid, submitted by Dufferin Construction Company, totalled \$453,506, exceeding the approved budget of \$445,580 by approximately \$7,926.

While all other components of the tender came in under budget, the Ward 3 Pedestrian Crossover on Caithness Street East, near the Caledonia Fairgrounds, requires an additional \$36,000 to the approved \$40,000 budget due to higher than anticipated costs for poles, hardware, and concrete work. This project is funded through the 2025 Ward Specific Fund allocation for Ward 3 and cannot be supplemented by other funding sources within the tender. There are sufficient uncommitted funds in the Ward 3 allocation to accommodate this budget amendment in 2025.

All other components of the tender remain within their approved budgets and do not require budget amendments. Subject to Council approval of the additional funding for the Ward 3 Pedestrian Crossover, staff will proceed with awarding the tender.

Background:

The tender for ENG-36-2025 Traffic Upgrades includes the following work:

- **Ward 3 - Pedestrian Crossover** - A new pedestrian crossover (PXO) near the Caledonia Fairgrounds, close to the intersection of Caithness Street East and Edinburgh Square East in Caledonia. This project is a 2025 Ward Specific Fund project for Ward 3.

- **Pedestrian Crossover - Broad Street (Highway #3) Dunnville** - installation of a new pedestrian crossover on Broad Street West in Dunnville near John Street, as part of the Pedestrian Crossover Program.
- **Pedestrian Crossover - Main Street (Highway #6) Jarvis** - installation of a new pedestrian crossover on Main Street (Highway #6) near Karsten Avenue, as part of the Pedestrian Crossover Program.
- **Pedestrian Crossover - Main Street PXO Dunnville** - upgrades to the PXO hardware and poles on Main Street near the Dunnville Farmers Market to ensure compliance with current standards.
- **Intersection Improvements - Broad Street at Taylor Road, Dunnville** - upgrades to the traffic signal controls and hardware (funded through the 2025 MTO Connecting Link Program).
- **Intersection Improvements - Talbot Street at Munsee Street in Cayuga** - includes upgrades to traffic signal hardware and repairs to the decorative crosswalks.

Section 4.6 of Procurement Policy 2023-02 outlines the parameters for reallocating budget funds for capital projects to address budget deficits. Under this policy, if the budget shortfall exceeds \$100,000 or 20% of the approved project budget, or if same source funding is not available, a report to Council is required to authorize the proposed amendments. Reallocations within specific programs or technical functional areas are also permitted, as outlined in the Procurement Policy.

Analysis:

The tender for ENG-36-2025 – Traffic Upgrades closed on September 23, 2025, with two compliant bids. The lowest acceptable bid was received from Dufferin Construction Company in the amount of \$453,506 (including non-rebateable HST). The total approved budget for all components of the project is \$445,580 resulting in an overall funding shortfall of approximately \$7,926.

Based on the tender review, the Ward 3 – Pedestrian Crossover project was approximately \$36,000 over the approved \$40,000 budget due to higher than estimated bid prices, particularly for the pedestrian crossover poles, hardware and concrete work.

As shown in the Financial/Legal section, while all other components of this tender came in under budget, the project has a number of distinct funding sources which cannot be transferred to fund the shortfall in the Ward Specific Fund project and, as a result, a budget amendment is required for the additional \$36,000 for the Ward 3 – Pedestrian Crossover project.

Financial/Legal Implications:

The 2025 Tax-Supported Capital Budget includes \$40,000 for the Ward 3 Pedestrian Crossover project. However, the tendered cost for the work is \$75,747, resulting in a funding shortfall of approximately \$36,000. Additional funding is required to proceed with the project as planned, and staff have reached out to the applicable Councillor to obtain authorization to use their additional Ward Specific Fund allocation to fund the shortfall. This amendment will fully utilize the Ward 3 cumulative available fund balance as of December 2025.

The remaining projects identified in the ENG-36-2025 – Traffic Upgrades tender closed within the approved budgets and do not require budget amendments to award the work.

Based on the tender results, staff propose the following revisions to the existing project budgets:

	2025 Approved Budget	Additional Funds Required	Proposed Revised Budget
Capital Expenditures			
Road Reconstruction			
782501- Ward 3 - Pedestrian Crossover	\$40,000	\$36,000	\$76,000
782101- Munsee Street Traffic Signal	\$168,670	\$0	\$168,670
782504- 2025 Connecting Links - Intersection Improvements – Broad Street at Taylor Road, Dunnville	\$123,000	\$0	\$123,000
782104- Pedestrian Crossover	\$113,910	\$0	\$113,910
Total Road Reconstruction	\$445,580	\$36,000	\$481,580
Total Capital Expenditures	\$445,580	\$36,000	\$481,580
Financing			
CRR Roads Infrastructure			
782101- Munsee Street Traffic Signal	\$168,670	\$0	\$168,670
782504-2025 Connecting Links - Intersection Improvements – Broad Street at Taylor Road, Dunnville	\$13,100	\$0	\$13,100
782104-Pedestrian Crossover	\$113,910	\$0	\$113,910
Total CRR Roads Infrastructure	\$295,680	\$0	\$295,680
Ontario Capital Grant			
782504-2025 Connecting Links - Intersection Improvements – Broad Street at Taylor Road, Dunnville	\$109,900	0	\$109,900
Total Ontario Capital Grant	\$109,900	\$0	\$109,900
Community Vibrancy Fund - Ward 3			
782501- Ward 3 - Pedestrian Crossover	\$40,000	\$36,000	\$76,000
Total Community Vibrancy Fund - Ward 3	\$40,000	\$36,000	\$76,000
Total Financing:	\$445,580	\$36,000	\$481,580

Table 1: Distribution of costs.

Provided the funding is approved, staff will proceed with the award of the tender through a purchase order.

Stakeholder Impacts:

Not applicable.

Report Impacts:

Agreement: No

By-law: No

Budget Amendment: Yes

Policy: No

References:

1. [Policy No. 2023-02 Procurement Policy](#).

Attachments:

None.

Haldimand County

Report ENG-19-2025 Neighborhood Speed Areas - Pilot Projects and Rate of Speed By-law Amendments

For Consideration by Council in Committee on October 7, 2025



Objective:

To seek Council approval to modify the Rate of Speed By-law to allow for Neighborhood Speed Areas and the implementation of two Neighbourhood Speed Area pilot projects.

Recommendations:

1. THAT Report ENG-19-2025 Neighborhood Speed Areas - Pilot Projects and Rate of Speed By-law Amendments be received;
2. AND THAT Haldimand County Rate of Speed By-law 2356/22 be amended as outlined in Report ENG-19-2025;
3. AND THAT the by-law attached to Report ENG-19-205 be approved at a future Council meeting.

Prepared by: Kris Franklin, Manager, Engineering Services

Respectfully submitted: Tyson Haedrich, M. Eng., P. Eng., General Manager, Engineering and Capital Works

Approved: Mark Merritt, CPA, CA, Interim Chief Administrative Officer

Executive Summary:

Traffic Management has been identified as a strategic priority by Haldimand County Council under its 2022–2026 Term of Council Priorities, aligning with the County's 2025–2045 Strategic Plan themes of Healthy Communities and Future Ready. In support of this priority, Council endorsed a Traffic Management Strategy in May 2025, focused on Education, Enforcement, and Engineering to enhance road safety and traffic operations.

A key initiative within the strategy is the introduction of traffic calming initiatives, one of which is Neighbourhood Speed Areas defined as designated residential zones with a uniform speed limit of 40km/h, marked by gateway signage. To enable the implementation of Neighbourhood Speed Areas, amendments to the Rate of Speed By-law 2356/22 are required, including updated definitions and the addition of designated areas in Schedule "B."

Two Neighbourhood Speed Area pilot locations (Jarvis southwest and Hagersville northwest) have been selected for evaluation in 2025. Results from these pilots will inform future policy development and support a potential County-wide rollout. The estimated cost for signage installation is \$16,500, which will be funded through the approved 2025 budget for the implementation of the Traffic Management Strategy.

Background:

In April 2023, through Report CAO-01-2023 Term of Council Priorities 2022–2026, a Traffic Management Strategy was identified as a Term of Council priority by the current Council. This priority aligns with the Haldimand County Strategic Plan 2025–2045, specifically under the Healthy Communities – Community Safety and Future Ready – Infrastructure Reliability themes.

- **Healthy Communities** - Investing in quality programs and services that promote the safety and well-being of communities and residents.
 - **Community Safety** - Ensuring residents feel secure by maintaining safe public spaces, fostering positive collaboration with law enforcement, and providing appropriate emergency response.
- **Future Ready** - Preparing for and adapting to anticipated future challenges and opportunities to ensure Haldimand can thrive in the face of evolving economic, environmental, technological, and social conditions.
 - **Infrastructure Reliability** - Ensuring that municipal infrastructure is maintained, optimized, and resilient, supporting the community's needs both now and into the future.

To support this priority, the Haldimand County Traffic Management Study was completed and a Traffic Management Strategy with sixteen recommendations was approved by Council in May 2025 through Report ENG-12-2025.

The strategy is built around the three “E’s”: Education, Enforcement, and Engineering:

- **Education** focuses on raising public awareness and encouraging responsible driving behaviours;
- **Enforcement** ensures compliance with traffic laws through measures such as automated enforcement; and
- **Engineering** involves implementing physical changes to roadways to enhance safety and manage traffic flow.

The strategy also included a review of several Haldimand traffic-related policies, processes, and design standards to ensure alignment with modern traffic practices and to prioritize the safety of all road users. It also introduced a number of traffic calming initiatives and criteria for their implementation. One such initiative is the introduction of Neighbourhood Speed Areas.

Neighbourhood Speed Areas

In 2017, the Province of Ontario passed Bill 65 – Safer School Zone Act, which amended the Highway Traffic Act (HTA) to permit municipalities to reduce speed limits below 50 km/h through municipal by-law by designating Neighbourhood Speed Areas.

Neighbourhood Speed Areas establish a reduced speed limit for an entire neighbourhood, rather than adjusting limits on individual streets. These areas are bounded by specialized speed limit signage in accordance with the HTA and the Ontario Traffic Manual (OTM).

The speed limit within Neighbourhood Speed Areas is reduced to 40 km/h for all roads in the designated area, unless otherwise posted. Gateway speed limit signage is installed at all entry and exit points along bordering main roads. This signage includes “AREA” and “BEGINS” or “ENDS” tabs below the posted speed limit sign. Examples of this signage are included in Attachment 1.

Analysis:

It has been demonstrated that reducing speed limits to 40 km/h in designated neighbourhoods is considered to be an effective way to reduce the severity of collisions and protect vulnerable road users.

To enable the implementation of Neighbourhood Speed Areas on Haldimand County roadways, the following amendments to the Haldimand County Rate of Speed By-law 2356/22 are required:

Section 2 – Definitions

Add the following definition:

2.8 “Neighbourhood Speed Area” means a designated zone within a municipality where the speed limit is uniformly reduced to 40 km/h across all residential roads within that area.

Section 3 – Traffic Regulations

Add the following clause:

3.4 Where Neighbourhood Speed Areas are set out in Column 1 of Schedule “B”, and the Urban Area/Node is listed in Column 2, with North/South Limits in Column 3, East/West Limits in Column 4, and any excluded roadways in Column 5.

Schedule “B” – Designated Areas

Add the following table to reflect the inclusion of Neighbourhood Speed Areas:

Column 1	Column 2	Column 3	Column 4	Column 5
Neighborhood Speed Area	Urban Area/Node	North/South Limits	East/West Limits	Excluded Roadways

Neighbourhood Speed Area Pilot Projects

Two pilot projects have been identified for consideration in 2025. These areas will be evaluated over a 1–2 year period. If successful, the findings will inform the development of policies to support a County-wide implementation plan.

The 2025 Neighbourhood Speed Area pilot locations are as follows:

- **Jarvis Southwest:** Includes all roadways south of Highway 3 (Talbot Street East) and west of Highway 6 (Main Street South) in Jarvis (see Attachment 2). This location was selected to evaluate the effectiveness of a Neighbourhood Speed Area in a modern residential neighbourhood layout with a clearly defined boundary.
- **Hagersville Northwest:** Includes all roadways north of King Street West and west of Highway 6 (Main Street North) in Hagersville (see Attachment 3). This location was selected to assess the application of a Neighbourhood Speed Area in an older, established residential neighbourhood with a defined area.

To proceed with the pilot projects, the following additions to Schedule “B” of the Rate of Speed By-law are required:

Haldimand County Rate of Speed Bylaw 2356/22 Schedule “B” Designated Area – to Add

Neighborhood Speed Area	Urban Area/Node	North/South Limits	East/West Limits	Excluded Roadways
Jarvis Southwest	Jarvis	South of Talbot Street West to Miller Avenue	West of Main Street South to Leslie Street	None
Hagersville Northwest	Hagersville	North of King Street West to MacNeil Court	West of Main Street North to Tuscarora	None

The corresponding changes to Haldimand County Rate of Speed Bylaw 2356/22 Schedule “A” are required to remove the existing rates of speed as follows:

Haldimand County Rate of Speed Bylaw 2356/22 Schedule “A” – to Delete

Highway	From	To	Maximum Rate of Speed
Tuscarora Street	King Street	North to end	50 km/h
Railway Alley	Main Street	West to end	50 km/h
Foundry Street	Tuscarora Street	East to end	50 km/h
Railway Street	Main Street	Tuscarora Street	50 km/h
Victoria Street	Main Street	Victoria Street	50 km/h
Centre Street	Railway Street	Oneida Street	50 km/h
Oneida Street	Main Street	Tuscarora Street	50 km/h
MacNeil Street	Main Street	West to end	50 km/h
Emily Street	MacNeil Court	Tuscarora Street	50 km/h
Miller Avenue	Main Street	West to end	50 km/h
Vera Street	Miller Avenue	Karsten Avenue	50 km/h
Leslie Street	Miller Avenue	Davis Street	50 km/h
Karsten Avenue	Main Street	Leslie Street	50 km/h
Davis Street	Main Street	Leslie Street	50 km/h
Radical Street	Davis Street	Talbot Street	50 km/h

Dennis Street	Davis Street	Talbot Street	50 km/h
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The draft by-law is included as Attachment 4 to this report.

Financial/Legal Implications:

Following the approval of the by-law amendments, the installation of the signage will be completed by the Roads Operations Division, and will become enforceable upon the installation of the signage.

The pilot projects will be funded through the Implementation of Traffic Management Strategy (782502) capital project account, which has an overall budget of \$50,000 for 2025. The estimated cost for each pilot projects are as follows:

Pilot Project Location	Number of signs required	Estimated Cost
Jarvis Southwest	10	\$7,500
Hagersville Northwest	12	\$9,000
Total	22	\$16,500

Stakeholder Impacts:

Advanced communication regarding the Neighbourhood Speed Area pilot projects will be distributed to residents within each project area and throughout 2026 residents will have opportunities to provide feedback, which will help assess both the effectiveness of the speed areas and the community's receptiveness prior to a county-wide implementation.

Report Impacts:

Agreement: No

By-law: Yes

Budget Amendment: No

Policy: No

References:

1. [2022 to 2026 Council Priorities](#)
2. [Haldimand County Strategic Plan](#)
3. [ENG-12-2025 Traffic Management Strategy Final Report](#)
4. [Safer School Zones Act, 2017, S.O. 2017, c. 9 - Bill 65](#)

Attachments:

1. Neighborhood Area Gateway Signs
2. Map – Pilot Project 1 Jarvis Southwest

3. Map – Pilot Project 2 Hagersville Northwest
4. Draft By-law

40 km/h Neighbourhood Area Maps & Gateway Signs



40km Area signs
Mounted front & back with
Begins & ends tabs at both
sides of the road at every
Entrance to a neighbourhood



Jarvis Southwest – Designated Neighbourhood Speed Area

ENG-19-2025 Attachment 2



Location:

JARVIS SOUTHWEST
Urban Area of Jarvis, Ward 1

Zoning:

Right of Way

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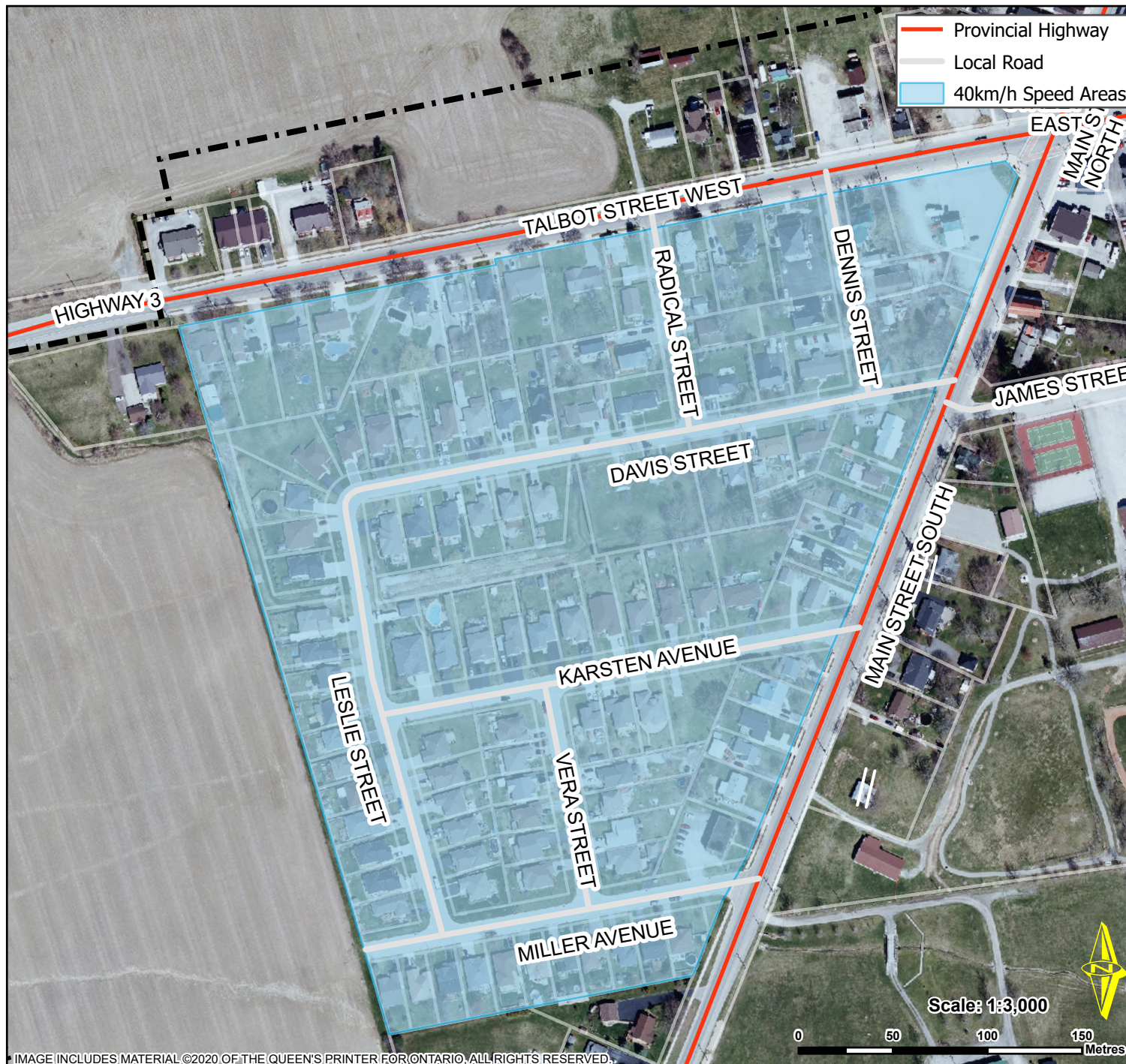
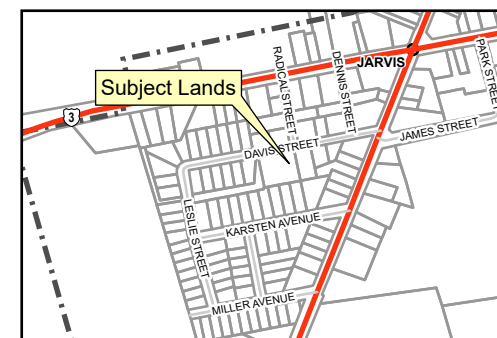


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Hagersville Northwest – Designated Neighbourhood Speed Area

ENG-19-2025 Attachment 3



Location:

HAGERSVILLE NORTHWEST
Urban Area of Caledonia, Ward 3

Zoning:

Right of Way

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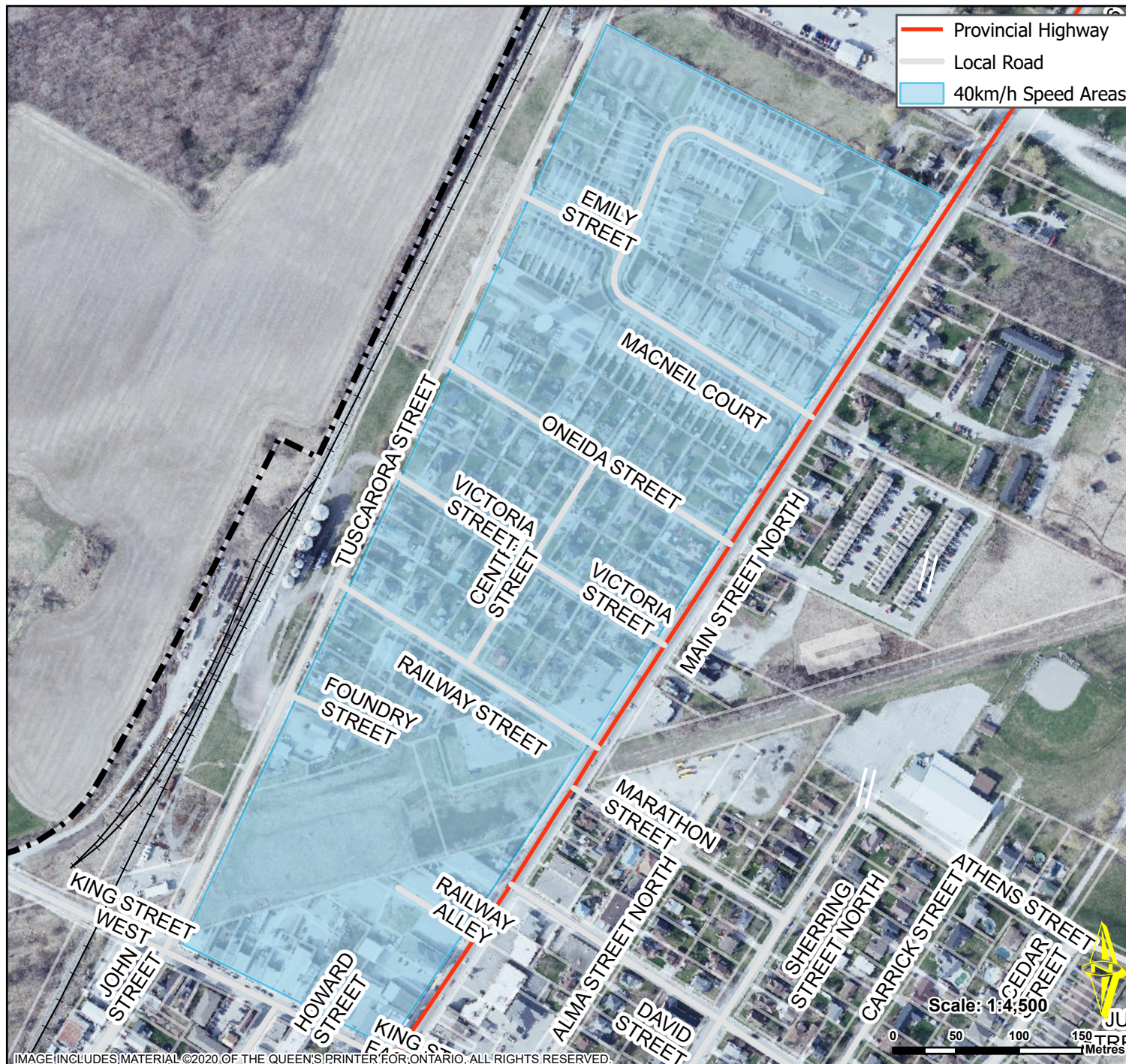
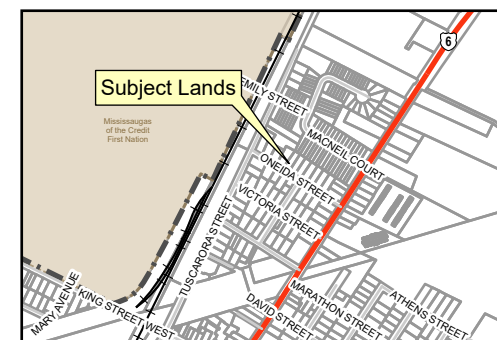


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Reference: ENG-19-2025

THE CORPORATION OF HALDIMAND COUNTY

By-law Number /XX

ENG-19-2025 Attach4 Draft By-law.docx

WHEREAS Section 27(1) of the Municipal Act, 2001, S.O. 200, c. 25, as amended authorizes a municipality to pass by-laws in respect of a highway under its jurisdiction;

WHEREAS the Council of The Corporation of Haldimand County enacted by-law 2356/22 to regulate rates of speed for motor vehicles driven on County highways;

AND WHEREAS the County of the Corporation of Haldimand County now deems it expedient to amend By-law 2356/22 with respect to the maximum rates of speed in Haldimand County,

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

1. **THAT** the following be added to Section 2 of By-law 2356/22

2.8 “ Neighbourhood Speed Area” is a designated zone within a municipality where the speed limit is uniformly reduced to 40 km/h across all residential roads within that area.

2. **THAT** the following be added to Section 3 Traffic Regulations be amended by including a schedule for neighbourhood speed areas.

3.4 Where Neighbourhood Speed areas are set out in Column 1 of Schedule “B” and where the Urban Area/Node is Column 2, and where North/South Limits are set out in Column 3 of Schedule “B” and East/West Limits set out in Column 4 of Schedule “B” and any excluded roadways are included in Column 5 of Schedule “B”

3. **THAT** Schedule “A” of By-law 2356/22 be amended by deleting the following

Highway	From	To	Maximum Rate of Speed
Tuscarora Street	King Street	North to end	50 km/h
Railway Alley	Main Street	West to end	50 km/h
Foundry Street	Tuscarora Street	East to end	50 km/h
Railway Street	Main Street	Tuscarora Street	50 km/h
Victoria Street	Main Street	Victoria Street	50 km/h
Centre Street	Railway Street	Oneida Street	50 km/h
Oneida Street	Main Street	Tuscarora Street	50 km/h
MacNeil Street	Main Street	West to end	50 km/h
Emily Street	MacNeil Court	Tuscarora Street	50 km/h
Miller Avenue	Main Street	West to end	50 km/h
Vera Street	Miller Avenue	Karsten Avenue	50 km/h
Leslie Street	Miller Avenue	Davis Street	50 km/h
Karsten Avenue	Main Street	Leslie Street	50 km/h
Davis Street	Main Street	Leslie Street	50 km/h
Radical Street	Davis Street	Talbot Street	50 km/h
Dennis Street	Davis Street	Talbot Street	50 km/h

HALDIMAND COUNTY

By-law Number /XX

4. **THAT** By-law 2356/22 be amended by adding Schedule “B” Neighbourhood as attached.
5. **THAT** this by-law shall take precedent over any by-law with which it is inconsistent.
6. **AND THAT** this by-law shall come into force and take effect when appropriate authorized sign applicable to this provision has been installed and is on display.

ENACTED this 14th day of October, 2025.

MAYOR

CLERK

Schedule “B”

Neighbourhood Speed Area	Urban Area/Node	North/South Limits	East/West Limits	Excluded Roadways
Hagersville Speed Area	Hagersville	North of King Street West to MacNeil Court	West of Main Street North to Tuscarora	None
Jarvis Speed Area	Jarvis	South o Talbot Street West to Miller Avenue	West of Main Street to Leslie Street	None

Haldimand County



Report FIN-19-2025 2026 Rate Supported Budget – Update on Timelines For Consideration by Council in Committee on October 7, 2025

Objective:

To obtain Council approval to reduce the budget review period and the veto override period under Strong Mayor Powers to zero days for approval of the 2026 Rate Supported Operating Budget and Capital Forecast.

Recommendations:

1. THAT Report FIN-19-2025 2026 Rate Supported Budget – Update on Timelines be received;
2. AND THAT Council reduce the time period as set out in subsection 7(3) of O. Reg. 530/22 to pass a resolution making an amendment to the proposed budget from 30 days to 0 days;
3. AND THAT Council reduce the time period as set out in subsection 7(10) of O. Reg. 530/22 to override the head of Council's veto of an amendment to the proposed budget from 15 days to 0 days.

Prepared by: Heather Love, CPA, Supervisor, Budgets & Financial Planning

Reviewed by: Tareq El-Ahmed, CPA, Treasurer

Respectfully submitted: Mark Merritt, CPA, CA, General Manager, Financial & Data Services

Approved: Mark Merritt, CPA, CA, Interim Chief Administrative Officer

Executive Summary:

As Haldimand County's budget process now falls under the Strong Mayor's Powers, a review of the proposed timelines for 2026 is required. Mayoral direction was provided to staff to present the budget with the intention that they would follow standard Haldimand County budget processes as closely as possible.

In order for this to be accomplished, Haldimand County's budgets need to be presented after February 1st, 2026. By doing this, the Mayor has forfeited her right to present the budget under the terms of the Municipal Act, 2001 (the Act). This timing works well for the Tax Supported Capital and Tax Supported Operating budgets. However, in order for the user rates related to the Rate Supported Budget to be approved, this budget must be approved prior to December 31st, 2025, and therefore must follow the stipulations under the Act.

There are elements within Strong Mayor Powers that will allow this process to be further streamlined and follow Haldimand County's regular budgeting process more closely. This involves shortening some of the review periods allowed for under the Act, in order for the budget to be reviewed and approved by Council on the date it is to be presented (December 4, 2025). This report outlines those necessary amendments and the required recommendations that need to be passed in order for the 2026 Rate Supported Budget to be presented and passed before December 31, 2025.

Background:

As of May 1, 2025, the Mayor has a duty, in accordance with Section 284.16 of the Municipal Act, 2001 and section 7 of Ontario Regulation 530/22, to prepare, on or before February 1 of each year, a proposed budget. It is the Mayor's intent to follow previous budget processes as closely as possible, allowing for minimal disruption to the County's well-established budget processes.

The budget timetable has been prepared on parameters set by Mayoral direction issued pursuant to section 284.3 of Act on July 4, 2025 which directed the Treasurer and the Chief Financial Officer as follows:

1. To prepare a 2026 Draft Rate-Supported Budget to be presented to Mayor and Council at a Special Council meeting for implementation before December 31, 2025;
2. To prepare a 2026 Draft Operating Budget to be presented to the Mayor and Council no sooner than February 2, 2026; and
3. To prepare a 2026 Draft Capital Budget to be presented to the Mayor and Council no sooner than February 2, 2026.

The Mayoral direction to present the 2026 Tax Operating and Tax Capital budgets no sooner than February 2, 2026 in essence allows for these two budgets to proceed under the historical budget process, as the Mayor has forfeited her right to present these budget under the terms of the Act. The Draft Tax Capital Budget and the Draft Tax Operating Budget will be presented on February 5th, 2026 and February 12, 2026, respectively. As the 2026 Draft Rate-Supported Budget must be presented before December 31, 2025 in order for rates to be in effect January 1, 2026, it will fall under the requirements of Strong Mayor Powers. The Act stipulates maximum budgetary timelines related to this budget; however, it also allows for shortened timelines. This report includes the proposed timelines for the 2026 budget adoption process related to the 2026 Rate-Supported Budget to comply with the Mayor's directive and as permitted under the Act.

Analysis:

The Rate Supported Operating Budget and Capital Forecast (Rate Budget) must be presented prior to December 31st, 2025 in order for the related rate changes to be implemented and in effect as of January 1st, 2026. Therefore, this budget will need to follow the protocols under Strong Mayor Powers. Typically under this process, once the Mayor proposes the budget, Council has 30 days to meet and pass resolutions to amend the budget. If there are no amendments within the 30 day time period, the budget is deemed to have been adopted. Following the amendment period, the Mayor has 10 calendar days to veto budget amendments.

The Act does allow for amendments to this time frame, which would allow the rate budget to be presented and passed prior to December 31, 2025, and allow for standard County budget processes to be followed. In order to accommodate this, a resolution must be passed to:

- Shorten the budget review period from 30 to 0 days; and
- Shorten the veto period from 10 to 0 days.

By doing so, Council can review and approved the rate budget as presented on December 4th.

Below are the Rate Supported Proposed Mayor & Council 2026 Budget Amendment Timelines:

Period	Legislated Timeline	Shortened Timeline	Date(s)
Council Amendment period	30 days	0 days	December 4, 2025
Mayoral Veto Period	10 days	0 days	December 4, 2025
Council Veto Override Period	15 days	0 days	December 4, 2025
Total Days	55 days	0 days	

Table 1: Rate Supported Budget Timelines

As permissible under subsection 7(3) of O. Reg. 530/22, the legislated timelines can be shortened via Council resolution. Under subsection 7(5) of O. Reg 530/22, if a shorter period is passed, the proposed budget shall be deemed to be adopted by the municipality. Staff recommend these timelines be adopted in order to ensure the Rate budget is adopted and approved before December 31, 2025.

Financial/Legal Implications:

By approving the shortening of the review periods under Strong Mayor Powers, staff will be have sufficient time to present the 2026 Rate-Supported Budget to Council for approval and adoption prior to December 31, 2025. Ensuring adoption prior to December 31, 2025 will allow the related user fees and charges to be effective January 1, 2026. If these timeline revisions are not approved, the implementation date of the related fees would be delayed, resulting in lost revenues to the County.

Stakeholder Impacts:

Not applicable.

Report Impacts:

Agreement: No

By-law: No

Budget Amendment: No

Policy: No

References:

1. [Section 284.16 of the Municipal Act, 2001](#)
2. [O. Reg. 530/22](#)

Attachments:

1. None.

Haldimand County

Report HRD-06-2025 Employee Benefit Plan Renewals

For Consideration by Council in Committee on October 7, 2025



Objective:

To approve the 2026 Employee Group Benefits Insurance plan renewals for eligible Haldimand County employees, Volunteer Firefighters, Members of Council and retired employees.

Recommendations:

1. THAT Report HRD-06-2025 Employee Benefit Plan Renewals be received;
2. AND THAT Sun Life's monthly employee benefit plan renewal premium rates plus applicable taxes as outlined in Report HRD-06-2025 be approved, effective January 1, 2026.

Prepared by: Heather Scott, Coordinator, HRMS/Benefits

Reviewed by: Katie Meyer, Manager, Human Resources

Respectfully submitted: Megan Jamieson, CHRL, General Manager, Corporate Services

Approved: Mark Merritt, CPA, CA, Interim Chief Administrative Officer

Executive Summary:

This report reflects the proposed January 1, 2026 renewal rates for Long Term Disability, Life, and Accidental Death and Dismemberment Insurance, as well as informational budget rates for the Extended Health Care and Dental benefits for eligible Haldimand County Council members, employees, retirees and volunteer firefighters. The level of benefits provided to each particular group are determined by Council direction, ratification of a Collective Agreement changes or other legislated and/or approved benefits changes. This report strictly deals with the annual plan premiums related to the current level of benefits already approved by Council as of January 1, 2026. Based on the most recently available benefit experience and related demographics, Haldimand has negotiated renewal rates effective January 1, 2026.

Background:

Haldimand County provides group benefits for Extended Health Care (EHC), Dental Care, Life Insurance, Long Term Disability (LTD), and Accidental Death and Dismemberment (AD&D) for all eligible full-time employees, members of Council (excluding LTD), eligible retirees (EHC and Dental only), and On-Duty volunteer firefighters (Life Insurance and Accident & Sickness (A&S) only).

Haldimand also coordinates Optional benefits for eligible employees who want to purchase additional coverage at their own expense:

- For full time employees - Critical Illness Insurance, Optional Employee Life and Optional Spousal Life insurance
- For volunteer firefighters - 24 Hour Off Duty A&S insurance.

These benefits are an essential, valued portion of the overall employee total compensation package and have evolved to assist employees well-being and productivity.

In September 2023, staff completed a public procurement process for EHC, Dental, Life and LTD, resulting in a renewed contract with Sun Life Assurance Company of Canada, as of January 1, 2024. Staff later completed a public procurement process for AD&D as well as Accident and Sickness in September 2024, resulting in the implementation of a new contract with iA Financial Group and a renewal with VFIS, respectively, both as of January 1, 2025.

Analysis:

Annually, staff report to Council on the prior year's group benefits experience, market trends and expectations, and to seek authorization, where applicable, with respect to benefit renewal premiums. This can be a complex issue, particularly given the variety of benefits provided, the different ways to fund a benefits program and finding the right funding structure for an organization. The goal of establishing a funding structure is to balance affordability to the municipality with the appropriate level of risk, with risk being an unexpected financial loss (e.g. a claim).

This report breaks down the information by benefit type and the financial arrangement used.

Non-Refund, Fully Pooled Benefits

With this underwriting method, the insurance company takes all the risk and charges a set rate for coverage. Haldimand's benefits plan history is pooled with other employer benefits plans within that insurer, meaning rates are established in accordance with the overall results of all of the clients participating in that insurer's pool. Premiums are paid into the insurer's pool and any claims are charged against the pool. This typically applies to benefits with low premiums and infrequent but comparatively high claim amounts. For Haldimand County, the following benefits are included in this underwriting arrangement:

- a. Accidental Death and Dismemberment
- b. Volunteer Firefighters Accident and Sickness (A&S)
- c. Optional Employee Life Insurance – 100% employee paid

Table 1 reflects the 2026 rate changes, which as a direct result of the Fall 2024 RFP, included a 36 month rate guarantee for AD&D (expiring Dec. 31, 2027) and maintenance of previous rates for A&S.

Benefit	Carrier	Group Covered	Renewal Date	Proposed 2026 Premium Increase / (Decrease)	Estimated Cost / (Saving) Of Proposed
Accidental Death & Dismemberment	iA Financial Group	Employees and Council	Jan 1, 2026	No Change	\$0
On-Duty Accident & Sickness	VFIS of Canada	Volunteer Firefighters	Jan. 1, 2026	No Change	\$0

Table 1: Proposed 2026 Renewal Rate Changes, Non-Refund Fully Pooled Benefits

Non-Refund, Prospectively Rated Benefits

This underwriting methodology is very similar to the above, however, the renewal rates are based on a *combination* of the County's past historical claims experience and the insurer's manual rate. The combination depends on the credibility factor that is applied by the insurance carrier to the group's own experience. Other factors affect the renewal rates as well, such as the demographic changes of

employees (age, male/female split etc.), trend factors and inflation factors which are all used to arrive at a negotiated renewal rate.

The County offers two benefits under this methodology:

- a. Basic Employee Life Insurance
- b. Long Term Disability (LTD) Insurance

As a result of the Fall 2023 RFP, Sun Life has provided a 36 month rate guarantee for Basic Life Insurance, which remains in effect until Dec. 31, 2026. This means premiums will not change unless the plan itself is modified (i.e. through bargaining or plan design). It should be noted that claims experience for both Life and LTD has been deteriorating, and significant increase are forecasted once the guarantee period ends.

For LTD Insurance, Sun Life provided a 24-month rate guarantee, which expires on December 31, 2025. With this guarantee ending, Sun Life initially proposed a 34.2% premium increase, based on current claims experience. However, due to the terms negotiated in the RFP, this increase has been capped at 15%. Future year increases are not subject to a rate cap.

Table 2 outlines rate changes for 2026. Staff will continue to monitor claims trends to anticipate and plan for the future rate adjustments, with particular consideration for the impact to the rates upon expiry on rate guarantees.

Benefit	Carrier	Group Covered	Renewal Date	Proposed 2026 Premium Impact	Estimated Cost / (Saving) Of Proposed
Life Insurance	Sun Life	Eligible Employees, Council, Volunteer Firefighters and Retirees	Jan. 1, 2026	0%	\$0
Long Term Disability	Sun Life	Eligible Employees	Jan. 1, 2026	15%	\$103,300

Table 2: January 2026 Proposed Life and LTD Renewal Rate Changes, Non-Refund, Prospectively Rated Benefits

Experience Rated Benefits with Administrative Services Only (ASO) Funding

Benefit plans that utilize the ASO funding arrangement are considered a “self-insured” solution for employers. The risk of claims costs lies primarily with the employer, up to the Large Amount Pooling (LAP) limit, which is further described below. In this case, all claims are still submitted to and administered by the insurer, who then invoices the full costs (plus applicable administration fees, commissions and taxes) to the municipality. Payments are reconciled at the end of the financial year, and if there is a deficit it must be paid in full, immediately. Haldimand County has now utilized ASO for the past three years, since January 1, 2023, for two benefit types:

- a. Extended Health Care
- b. Dental Care

Given the nature of ASO methodology, negotiation of premiums for these benefits is not required. However, for practicality, Haldimand utilizes “fixed” monthly rates from January 1 to December 31 to expense monthly costs and avoid ebbs and flows throughout the year. By using this arrangement it maintains the employee co-pay contributions (for dental coverage in two groups) set for a full 12 month period. This requires regular monthly monitoring of the “fixed” rates that are being used in comparison to the actual claims so that the County is always aware of whether the plan is in a surplus or deficit

situation. Based on the experience over the past 12 months, staff will be adjusting internal projected amounts, effective January 1, 2026, as follows:

- Extended Health Care: 12% increase. Estimated annual cost increase of \$225,200.
- Dental Care: 18% decrease. Estimated annual cost decrease of \$184,000.

Each of these rate changes will be reflected in the draft 2026 operating budgets, as part of the overall budgeted compensation costs. Aligning the “fixed” rate renewals with Haldimand’s operating budget cycle, effective January 1st each year, allows for a simple, transparent comparison of budget versus actuals.

Large Amount Pooling (LAP) / Stop Loss

It is noted above that eligible extended healthcare claims are paid up to a maximum threshold known as the “large amount pooling limit” (LAP). This limit provides an element of protection for potentially catastrophic claims (such as high drug claims or emergency travel claims). This arrangement means that Sun Life will “pool”:

- i) claims in excess of \$50,000 per employee;
- ii) \$50,000 per dependent unit (all dependents combined); and
- iii) all Out of Country claims from first dollar.

Such pooled claims are then “removed” from the Haldimand’s experience and not considered when calculating experience for future rate changes; this ensures, renewal rates are not impacted by unusual or extraordinary claims.

In return for this protection, insurers will charge a premium, regardless of whether or not the protection has been used. In the most recent claims experience analysis period from May 1, 2024 to April 30, 2025 Haldimand paid a total of \$185,771 for the LAP premium. Any claims in excess of the \$50,000 threshold (as applicable) and/or any Out of Country claims are removed from the claims experience and are not included in the renewal rates calculations. During this same claim experience analysis period, there were \$114,615 in pooled claims that were excluded from Haldimand’s EHC claims experience. This LAP charge is included as part of the EHC rates/deposits. The current LAP charge is calculated as 10.95% of non-pooled EHC claims, and after negotiations by our benefits consultant the new LAP charge will be 11.38% of non-pooled EHC claims. Sun Life LAP charges are based on the experience across their block amongst several risk classes that vary based on pooled claim experiences.

Claims Handling / Administrative Expenses

Finally, while the EHC and Dental benefits are considered self-insured, Sun Life acts as the administrator of the plans, where Haldimand relies on them to set up and ‘operate’ the plan in the manner that we require. This includes producing benefits booklets, adjudicating and paying claims and other administrative functions that occur with relation to a benefits plan. In return, Haldimand County pays Sun Life the following ASO expenses: General Administration Charge, Claims Administration Charge, and a Profit Charge. These are calculated based on the non-pooled claims that are paid within our plan and these expenses are also subject to change at each renewal. As a result of the RFP process in Fall 2023, Sun Life provided a 60 month rate guarantee on the General Administration, Claims Handling and Profit Charges that will remain as 2.30%, 2.88% and 0.30% respectively until December 31, 2028.

Financial/Legal Implications:

The Sun Life renewal rates for eligible Haldimand County employees, Council members, retirees and Volunteer Firefighters' benefit coverages, as outlined in this report, will result in a net annualized increase in premiums, on a combined basis, of approximately \$144,500 including tax, or an overall increase of 3.7% over last year's premiums. The proposed Sun Life renewal premiums equate to a total annualized expense of \$4,002,500, including tax, based on the current employee enrolment and plan coverage. In addition, other insurers are paid AD&D annual premiums of about \$29,000 (approximately \$12,500 for Council members and full-time employees; and \$16,500 for volunteer firefighters).

The 2026 Tax-Supported and Rate-Supported Operating Budgets are being prepared based on the benefits renewal projection data in this report. Actual expenses will fluctuate due to changes in actual eligible employees, changes in family status, staff vacancies or council-approved staffing initiatives. Corporately, the surplus or deficit for the 2026 tax supported budget will be contributed to or from the Contingency Reserve.

Haldimand County's Employee Benefits Reserve Fund, which has been used in the past to partially offset significant increases in benefit premium costs, currently has a balance of \$3,508,000 as of December 31, 2024. Given the balance of the Employee Benefits Reserve Fund, Haldimand is in an excellent position to offset any future benefit insurance cost increases if necessary.

A comprehensive actuarial review of the post-employee benefits liability was conducted as of December 31, 2024. For the internally held Post-Employment Benefits Reserve Fund (held for Haldimand County retirees) as of December 31, 2024, sufficient funds had been accrued in the reserve fund to cover the 2025 benefit insurance premiums for the existing retirees. The audited balance as of December 31, 2024 is \$1,052,700.

Stakeholder Impacts:

Not applicable.

Report Impacts:

Agreement: No

By-law: No

Budget Amendment: No

Policy: No

References:

None.

Attachments:

1. January 1, 2026, Renewal Rate Illustration

Haldimand County - 2026 Renewal Rates

Rate Illustration

RATES NET OF TAX

Benefit	Division	Group	Lives / Volume	Current Rates		Proposed January 1, 2026 Renewal Rates			Negotiated January 1, 2026 Renewal Rates		
				Rate net of tax	Monthly Deposit	Rate net of tax	Monthly Deposit	% change	Rate net of tax	Monthly Deposit	% change
Employee Life	101	Non Union Employees	30,547,000	0.273	\$8,339	0.273	\$8,339		0.273	\$8,339	
	102, 103, 104, 105, 111, 112	CUPE Local 4700 (Active & Retirees), Elected Officials, RN's at Grandview, Non Union Retirees, Service Workers at Grandview	36,465,000	0.270	\$9,846	0.270	\$9,846		0.270	\$9,846	
	106, 119	Paramedics (Active & Retirees)	8,032,000	0.120	\$964	0.120	\$964		0.120	\$964	
	110	Haldimand County Volunteer Firefighters	8,715,000	0.199	\$1,734	0.199	\$1,734		0.199	\$1,734	
	117	Early Retirees of RN's at Grandview	-	0.334	\$0	0.334	\$0		0.334	\$0	
	201		-	1.200	\$0	1.200	\$0		1.200	\$0	
		Subtotal	83,759,000	0.249	\$20,883	0.249	\$20,883	0.0%	0.249	\$20,883	0.0%
AD&D	All	All	71,157,000	0.014	\$996	0.014	\$996	0.0%	0.014	\$996	0.0%
Long Term Disability	101		740,489	3.571	\$26,443	4.107	\$30,412		4.107	\$30,412	
	102		398,404	3.747	\$14,928	4.309	\$17,167		4.309	\$17,167	
	104		13,500	3.666	\$495	4.216	\$569		4.216	\$569	
	105		126,000	3.326	\$4,191	3.825	\$4,820		3.825	\$4,820	
	106, 119		210,000	3.365	\$7,067	3.870	\$8,127		3.870	\$8,127	
		Subtotal	1,488,393	3.569	\$53,123	4.105	\$61,095	15.0%	4.105	\$61,095	15.0%
EHC	101, 111, 103	Non Union (Active & Retirees), Elected Officials	30	142.27	\$4,268	170.72	\$5,122		159.34	\$4,780	
			149	361.59	\$53,877	433.91	\$64,653		404.98	\$60,342	
	102, 112	CUPE Local 4700 (Active & Retirees)	45	133.75	\$6,019	160.50	\$7,223		149.80	\$6,741	
			138	338.27	\$46,681	405.92	\$56,017		378.86	\$52,283	
	104, 117	RN's at Grandview (Active & Retirees)	0	124.65	\$0	149.58	\$0		139.61	\$0	
			3	320.27	\$961	384.32	\$1,153		358.70	\$1,076	
	105, 120	Service Workers (UFCW) at Grandview (Active & Retirees)	16	126.78	\$2,028	152.14	\$2,434		141.99	\$2,272	
			47	313.75	\$14,746	376.50	\$17,696		351.40	\$16,516	
	106, 116	Paramedics (Active & Retirees)	8	154.18	\$1,233	185.02	\$1,480		172.68	\$1,381	
			38	394.31	\$14,984	473.17	\$17,980		441.63	\$16,782	
		Subtotal	474		\$144,798		\$173,757	20.0%		\$162,174	12.0%
Dental Care	101, 111, 103	Non Union (Active & Retirees), Elected Officials	33	89.33	\$2,948	83.08	\$2,742		73.25	\$2,417	
			147	192.81	\$28,343	179.31	\$26,359		158.10	\$23,241	
	102, 112	CUPE Local 4700 (Active & Retirees)	43	85.16	\$3,662	79.20	\$3,406		69.83	\$3,003	
			139	184.01	\$25,577	171.13	\$23,787		150.89	\$20,973	
	104, 117	RN's at Grandview (Active & Retirees)	0	67.44	\$0	62.72	\$0		55.30	\$0	
			3	145.33	\$436	135.16	\$405		119.17	\$358	
	105, 120	Service Workers (UFCW) at Grandview (Active & Retirees)	17	81.65	\$1,388	75.93	\$1,291		66.95	\$1,138	
			44	176.15	\$7,751	163.82	\$7,208		144.44	\$6,355	
	106, 116	Paramedics (Active & Retirees)	8	98.21	\$786	91.34	\$731		80.53	\$644	

Benefit	Division	Group	Lives / Volume	Current Rates		Proposed January 1, 2026 Renewal Rates			Negotiated January 1, 2026 Renewal Rates		
		Subtotal	<u>38</u> 472	210.47	<u>\$7,998</u> \$78,888	195.74	<u>\$7,438</u> \$73,366	-7.0%	172.59	<u>\$6,558</u> \$64,688	-18.0%
Combined <i>Annual</i> Life & LTD Premium					\$888,075		\$983,733			\$983,733	
\$ Difference from Current							95,658	10.8%		95,658	10.8%
Combined <i>Annual</i> EHC/DENT Deposits					\$2,684,234		\$2,965,477			\$2,722,344	
\$ Difference from Current							\$281,242	10.5%		\$38,110	1.4%
<i>Total Combined Annual Deposits</i>					\$3,572,309		\$3,949,210			\$3,706,077	
\$ Difference from Current							376,901	10.6%		133,768	3.7%

Note - Above does not include Retail Sales Tax



Haldimand County

Report CLE-12-2025 Council Appointments as of November 15, 2025
For Consideration by Council in Committee on October 7, 2025



Objective:

To appoint a Deputy Mayor, Chairs and Vice Chairs for Council's business divisions until November 14, 2026.

Recommendations:

1. THAT Report CLE-12-2025 Council Appointments as of November 15, 2025 be received;
2. AND THAT Councillor _____ be appointed as Deputy Mayor for the period from November 15, 2025 to November 14, 2026;
3. AND THAT the following appointments for Chairs and Vice Chairs for the business divisions of Council in Committee for Haldimand County be made, for the period from November 15, 2025 to November 14, 2026:

Public Meeting for Planning Applications	Vice Chair _____
Development Services	Chair _____
	Vice Chair _____
Engineering and Capital Works	Chair _____
	Vice Chair _____
Financial Services	Chair _____
Corporate Services	Chair _____
	Vice Chair _____
Corporate Affairs	Chair _____
	Vice Chair _____

4. AND THAT the by-law attached to Report CLE-12-2025 be approved at a future Council meeting.

Prepared by: Tracey Cassidy, Council Services Coordinator

Reviewed and respectfully submitted by: Chad Curtis, Municipal Clerk

Approved: Mark Merritt, CPA, CA, Interim Chief Administrative Officer

Executive Summary:

In accordance with Haldimand County Procedure By-law 2477/23, Council is required to appoint a Deputy Mayor, as well as Chairs and Vice Chairs for its business divisions, for the upcoming term. These appointments will be in effect from November 15, 2025 to November 14, 2026, ensuring continuity and compliance with legislated governance practices.

Via Mayoral Decision 2025-11, Mayor Shelley Ann Bentley, in accordance with the *Municipal Act, 2001*, s. 284.13 (1) delegated to Council the power to appoint chairs and vice chairs of prescribed committees. As such, the appointment of Chairs and Vice Chairs are a Council decision.

Background:

Haldimand County's Procedure By-law establishes one-year terms for the positions of Deputy Mayor, as well as the Chair and Vice Chair of each Council in Committee business division. It also permits the reappointment of members of Council to these roles for additional terms.

At the Council in Committee meeting on October 8, 2024, Report CLE-13-2024 Council Appointments as of November 15, 2024 was approved, confirming appointments to these roles for the term November 15, 2024 to November 14, 2025.

Following changes in the composition of Council and the addition of a new business division, several adjustments have been made to the appointments since then, including:

- The appointment of the Deputy Mayor for the period December 16, 2024 to November 14, 2025, as approved in Report CLE-20-2024 Council Appointments as of December 16, 2024, at the December 10, 2024 Council in Committee meeting.
- Appointments to the following business divisions for the period May 5, 2025 to November 14, 2026, as approved in Report CLE-05-2025 Council Appointments to Boards and Committees, at the April 29, 2025 Council in Committee meeting:
 - Public Meeting for Planning Applications (Chair)
 - Public Works Operations (Chair and Vice Chair)
 - Financial Services (Vice Chair)
- Appointments to the new Community Safety and Wellness business division (Chair and Vice Chair) for the period June 23, 2025 to November 14, 2026, as approved in Report CLE-08-2025 Update to Procedure By-law, at the June 23, 2025 Council meeting.

Analysis:

Councillor Shirton currently serves as Deputy Mayor, having been appointed under By-law 2572/24. Since this by-law does not specify a term end date, reappointment for the upcoming term would not require a new by-law.

The current Chairs and Vice Chairs for each of Haldimand County's Council in Committee business divisions are outlined below:

- **Public Meeting for Planning Applications**
 - Chair: Councillor McKeen
 - Vice Chair: Mayor Bentley
- **Development Services**
 - Chair: Councillor Lawrence
 - Vice Chair: Councillor Shirton
- **Community Safety and Wellness**
 - Chair: Mayor Bentley
 - Vice Chair: Councillor Adams

- **Public Works Operations**
 - Chair: Councillor Adams
 - Vice Chair: Councillor McKeen
- **Engineering and Capital Works**
 - Chair: Councillor Metcalfe
 - Vice Chair: Councillor Lawrence
- **Financial Services**
 - Chair: Councillor O'Neill
 - Vice Chair: Councillor McKeen
- **Corporate Services**
 - Chair: Councillor Shirton
 - Vice Chair: Councillor O'Neill
- **Corporate Affairs**
 - Chair: Mayor Bentley
 - Vice Chair: Councillor Metcalfe

Council may confirm these appointments for the new term (November 15, 2025 to November 14, 2026), or make any desired changes in accordance with the Procedure By-law.

Financial/Legal Implications:

The member of Council who is appointed to the position of Deputy Mayor receives remuneration in addition to that received as Councillor. The supplemental remuneration for the Deputy Mayor is \$3,718 as of January 1, 2025, and \$3,830 as of January 1, 2026.

Stakeholder Impacts:

Not applicable.

Report Impacts:

Agreement: No

By-law: Yes

Budget Amendment: No

Policy: Yes

References:

1. [Report CLE-13-2024 Council Appointments as of November 15, 2024.](#)
2. [Report CLE-20-2024 Council Appointments as of December 16, 2024.](#)
3. [Report CLE-05-2025 Council Appointments to Boards and Committees.](#)
4. [Report CLE-08-2025 Update to Procedure By-law.](#)
5. [Haldimand County Procedure By-law 2477/23.](#)

Attachments:

1. Draft Deputy Mayor Appointment By-law.

Reference: CLE-12-2025

THE CORPORATION OF HALDIMAND COUNTY

By-law Number /25

**Being a by-law to appoint a Member of Council to act from
time to time in the place of the Mayor (_____)**

WHEREAS Section 242 of the *Municipal Act, 2001*, S.O. 2001, c. 25, as amended, (the Act) provides that a municipality may, by by-law or resolution, appoint a member of Council to act in the place of the head of Council when the head of Council is absent or refuses to act or the office is vacant, and while so acting such member has all the powers and duties of the head of Council, with respect to the role of presiding at meetings;

WHEREAS Section 23.1 of the Act authorizes a municipality to delegate its powers and duties under this or any other Act;

AND WHEREAS the Council of The Corporation of Haldimand County deems it expedient to appoint a member as Deputy Mayor to preside at meetings and to act in the place of the head of Council from time to time,

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

1. **THAT** Councillor _____ be hereby appointed as the Deputy Mayor to act in the place of the head of Council when the head of Council is absent or refuses to act or the office is vacant, to preside over meetings of Council.
2. **THAT** the Deputy Mayor also be delegated the powers and duties of the head of Council, including but not limited to, providing representation at meetings or events, signing legal documents and acting in any other capacity when the Mayor is absent or unavailable.
3. **THAT** By-law 2572/24 is hereby repealed.
4. **AND THAT** this by-law shall be effective on November 15, 2025.

ENACTED this 14th day of October, 2025.

MAYOR

CLERK



Haldimand County Delegation Request

Summary of Submission

Delegation Information

Name: Iona Whatford, Museum Manager, Cottonwood Museum Manager

Pronouns: She/Her

Email: cottonwoodmansion@gmail.com

Phone: 905-776-2538

Representing: Cottonwood Mansion, Museum

Attending: In person

Meeting Information

Requested Meeting Date: October 7, 2025

Meeting Type: Council in Committee

Previous Presentations to Council / in Committee: No

Brief Description of Delegation Topic:

Building a Sustainable Future for Cottonwood Mansion Museum

Cottonwood Mansion Museum is a unique heritage site in Haldimand County with the potential to be a successful, revenue-generating cultural destination. Despite our growing impact through award-winning tourism, education, and community programming, we remain one of the only museums in the region without stable government support. This delegation will outline the urgent financial pressures we face, examine how comparable rural municipalities support their cultural institutions, and present realistic opportunities for Haldimand County to help ensure Cottonwood's long-term sustainability and continued contribution to the region.

The presenter will have a powerpoint presentation.

Consent and Acknowledgements

The delegate has confirmed the following:

- I(we) have read, understood, and acknowledged the Rules and Procedures relating to Delegations as prescribed by the Procedure By-law.
- I(we) understand and acknowledge that Council and Committee meetings at Haldimand County are audio and video recorded and live-streamed online
- I(we) understand and acknowledge that the minutes of all Council and Committee meetings at Haldimand County become permanent records
- I(we) acknowledge and agree to the guidelines for being a delegation



- I (we) understand and acknowledge that the personal information contained in this form is collected in accordance with the Municipal Act and will be used for the purpose of responding to the delegation request. Questions about this collection may be directed to the Municipal Clerk at 905-318-5932 or clerk@haldimandcounty.on.ca



To the Councillors of Haldimand County,

We are writing to express our support for County funding for Cottonwood Mansion Museum, a vital piece of our local heritage and an irreplaceable cultural asset. As one of Haldimand County's important historical landmarks, Cottonwood Mansion not only preserves the rich history of our area but also fosters community engagement through education, tourism, and public programming. The community partnerships that have been created and maintained support local businesses and have a significant economic impact on the County.

While we are fortunate to have an excellent museum manager in Iona Whatford, and a strong group of active volunteers, without the support of Haldimand County, this living piece of history would be at risk.

Investing in Cottonwood Mansion is not just about preserving a historic building, but also about maintaining a connection to our shared past, supporting local tourism, and creating opportunities for future generations to engage with our history in a meaningful way.

We urge Council to seize this opportunity to support this important institution.

Sincerely,

The Cottonwood Mansion Preservation Foundation

Mara Benjamin, Chair
 Dennis Pine, Vice-Chair
 Kateryna Kolotylo, Treasurer
 Holly Schell, Secretary
 Adrienne Johnston, Director
 Judy Mirault, Director
 Debbie Montgomery Schell, Director

Thank you K

Judy Pine

Adrienne Johnston

[Signature]

M Benjamin

[Signature]

H Schell



Securing the Future of Cottonwood Mansion Museum

Presentation Summary

Cottonwood Mansion Museum has proven itself as both a living-museum heritage landmark and an economic driver — welcoming over 4,500 visitors annually, more than 80% from outside Haldimand County, and contributing directly to our tourism economy. Unlike many museums, we already sustain ourselves through events, rentals, donations, raising nearly \$100,000 each year and more through grants for specific projects. What we cannot cover are all of our core operational costs — wages, utilities, insurance — which grants do not fund. That leaves us with a modest shortfall of about \$55–65k annually. We are not asking for the County to carry Cottonwood, but to close this small gap that stands between sustainability and the risk of losing one of the County's most significant heritage and tourism assets. With an investment of less than 0.1% of the County's budget, you ensure that Cottonwood remains a living piece of history, a tourism draw, and a community hub for generations to come.

Who We Are

- Built in the 1860s; one of Haldimand's last rural Italianate mansions
- **Owned and operated by the Cottonwood Mansion Preservation Foundation** since 1993
- **Non-profit, charitable, volunteer-driven**; 1 full-time staff member
- Mission: Safeguard the mansion and create immersive living history experiences that connect people to heritage

Why It Matters

- Canada has **lost 23% of historic buildings in cities and 21% in rural areas** over the past 30 years. Once heritage is gone, it is gone forever
- Cottonwood was home to political leader Joseph William Holmes, making it both a historic landmark and community beacon
- Cottonwood's preservation is about protecting local identity and **connecting future generations to their roots**

Our Impacts

- **4,500+ visitors annually**, visitation **up 34%** since 2021
- **82% of visitors from outside Haldimand**, 10% from outside Ontario
- Annual economic impact: **~\$1.0M** (visitor spending, weddings, payroll, local purchasing, volunteer hours, calculated through TREIM Model)



- 92% of partners are **small, local businesses**
- **Audience of 6,500+ followers, social media reach of 30–35M**
- *Victorian House Guest Experience*, designated a Signature Experience from Ontario Southwest, **draws visitors from across Ontario & U.S.** and brings in tourism dollars to County

Revenue & Funding

- **~\$98,000 yearly revenue** from events, rentals, gift shop, and donations
- **\$300,000+ in grant funding/value since 2022** (for projects/capital only)
- Grants do **not** cover staff wages or core operating costs
- **Average yearly shortfall of \$50–65k** that's not covered by operating revenue we bring in
- We are not alone, most Ontario museums cover only **~14% of budgets** through earned revenue, whereas **Cottonwood is able to cover ~60-70%** on average

Case Studies

- **Welland Museum** – shared responsibility with city, \$300k annual municipal support
- **King Heritage & Cultural Centre** – became a municipal site in 2000
- **Canadian Canoe Museum** – \$4M+ municipal capital funding since 2021
- **Sooke Region Museum (BC)** – 83% of residents voted for tax increase to sustain operations and keep museum operating

Proposed Solutions

1. **Adopt as municipal site** (~\$250k/year) – highest stability, some legal complexities.
 2. **Operational grant** (\$185k/year) – covers utilities/ops & capital needs, Foundation funds programming.
 3. **Fund manager as municipal staff** (\$75k/year) – Foundation covers ops & programming, grant funding still needed for capital, simplest option.
- Smallest investment of **\$75k/year = less than 0.1% of County's budget**
 - Cottonwood's request is modest but secures one of Haldimand's most significant heritage and tourism assets.

Closing

- With support: Cottonwood remains a landmark, tourism driver, and community hub.
- Without support: real risk of closure and permanent loss.
- *We are asking for partnership to keep history, culture, and community alive for generations to come. On behalf of the staff, board, volunteers, members, and community, thank you for your time in considering this request.*

Options for Securing Cottonwood Mansion Museum

Option	What It Means	Pros (For County & Museum)	Cons / Considerations
1. Full Municipal Museum (County takes full ownership & operations) Estimated Cost: 250k/year	County owns the property, land, and buildings; staff position is a municipal employee; site integrated into County's cultural/heritage portfolio.	• Full long-term stability for Cottonwood. • County has direct control over operations, programming, and branding. • Integrates heritage into County's tourism strategy. • Access to municipal maintenance/resources.	• Largest financial commitment for County. • Foundation would need to shift to 'Friends of Cottonwood' support role. • May require additional accessibility/site upgrades. • May reduce community-led flexibility.
2. County Funds Operating Grant Estimated Cost: 185k/year	County contributes grant that covers \$85k of operational costs and \$100k capital funds. Foundation continues to operate programs/events with staff member and volunteers.	• Shared responsibility: County covers basics, Foundation drives programming. • Long-term preservation of the site. • Strong community involvement remains. • Moderate County financial (~\$185k/year)	• Split responsibility requires strong partnership agreement. • Makes the site ineligible for current capital funding avenues (OTF, other grants) • Some operational complexity.

Option	What It Means	Pros (For County & Museum)	Cons / Considerations
		commitment compared to Option 1.	
3. County Funds Manager Role Estimated Cost: 75k/year	Cottonwood remains Foundation-owned, but the County funds the site manager role.	• Lowest-cost option (~\$75k/year). • Provides immediate sustainability for Cottonwood. • Enables the site to continue to utilize grant funding available for capital projects. • Keeps volunteers/community leadership central to the site. • Easy to implement quickly.	• Does not address long-term capital needs of the building. • Ownership and major repairs remain Foundation's responsibility. • Reliance on annual budget approval could create future instability.



Cottonwood Mansion Museum – Five Year Strategic Plan (2026–2031)

1. Site Summary

Cottonwood Mansion Museum is a cornerstone of Haldimand County's cultural landscape. Built in the 1860s and preserved through decades of community commitment, Cottonwood today serves as both a museum and a venue for events, programs, and private rentals.

This Strategic Plan (2026–2031) builds on past successes while charting a course for financial resilience, organizational strength, and community impact. Key priorities include:

- Expanding contributed income streams (donations, sponsorships, municipal support).
- Strengthening marketing for weddings and private rentals to maximize earned income.
- Maintaining a robust schedule of Victorian-themed events while focusing on quality and sustainability.
- Enhancing educational and interpretive offerings.
- Investing in heritage preservation, with a focus on window and structural restoration.
- Building Board and staff capacity to ensure strong governance and continuity.

With focused action and collaborative support from volunteers, community partners, and government stakeholders, Cottonwood will continue to preserve heritage while serving as a vibrant hub for cultural tourism, learning, and celebration.



2. Vision & Mission

Vision

Cottonwood Mansion is a vibrant living history museum and community hub, where the grandeur of the Victorian era inspires meaningful cultural experiences and supports a sustainable future.

Mission

To safeguard Cottonwood Mansion by collecting, preserving, and interpreting the building, its grounds, and artifacts. We aim to create a living history museum that invites the public to immerse themselves in the Victorian and Edwardian eras. Through this experience, we aspire to inspire visitors to become lifelong learners, community advocates, and champions of our local heritage.

3. Environmental Analysis

To guide strategic decision-making, Cottonwood Mansion Museum conducted an environmental scan of its internal and external landscape. This analysis identifies the site's core strengths and weaknesses, as well as the opportunities and threats in the broader environment, providing a realistic foundation for setting achievable goals over the next five years.

Strengths

- **Unique historic Italianate-Georgian mansion** with authentic Victorian furnishings.
- **Established reputation as both a museum and a venue.**
- **Strong foundation of volunteer commitment** and community support.
- **Diverse programming** (~40 fundraising events annually) that supports the mansion financially.
- **Victorian House Guest Experience** awarded as Signature Experience in Ontario Southwest and generates visitors through Tourism stream.
- **Successful weddings and rentals infrastructure** already in place.
- Functioning membership program and base of **loyal supporters**.

Weaknesses

- **Financial vulnerability** due to reliance on variable revenues (events, grants, weddings).



- **Limited staff capacity** (one full-time role managing operations, events, and administration).
- Marketing reach for weddings and rentals **not yet achieving target bookings**.
- High and **unpredictable maintenance/preservation costs** (e.g., window restoration).

Opportunities

- Growing **demand for heritage tourism** and experiential learning.
- Municipal, provincial, and federal **grant programs** for heritage preservation.
- **Strong regional market for weddings** and special events — historic venues are highly attractive.
- Potential for **corporate sponsorships and donor cultivation**.
- **Partnerships** with regional tourism assets (wineries, festivals, heritage sites).

Threats

- **Rising operating costs** (utilities, wages, insurance, maintenance).
- **Competition** from other event venues (barns, wineries, hotels).
- **Economic downturns affecting discretionary spending** on events/donations.
- **Staff & Volunteer burnout** and limited succession planning.
- **Grant funding increasingly competitive** and uncertain.
- **Climate/weather** risks to heritage structures.

4. Strategic Priorities

A. Financial Sustainability & Revenue Diversification

- **Expand contributed income:** prioritize fundraising campaigns, legacy giving, corporate sponsorships, and donor cultivation. Provide staff with fundraising training (CFRE) and develop a donor recognition strategy and set annual growth targets.
- Grow **grant readiness:** proactively pursue heritage, culture, and community development funding while keeping operations independent of grant dependency.
- Explore **endowment/investment fund opportunities** for long-term sustainability.
- Build modest **earned-income add-ons** (gift shop, equipment for rentals, premium experiences) without overextending staff capacity.



B. Programs & Visitor Engagement

- **Maintain the current annual event calendar** (~40 per year) with focus on quality, consistency, and ROI.
- Introduce **event evaluation tools** (attendance, revenue, visitor satisfaction) to guide program decisions.
- Deepen **interpretive offerings** (e.g., “If These Walls Could Talk” storytelling, heritage workshops, seasonal tours).
- Expand **educational outreach**: build school partnerships and curriculum-based tours in collaboration with regional heritage sites.

C. Marketing, Promotion & Partnerships

- **Strengthen advertising for weddings and rentals:**
 - Targeted digital campaigns (Google, Meta, wedding platforms).
 - Partnerships with wedding planners, photographers, and regional vendors.
 - Update promotional packages highlighting Cottonwood as both historic and elegant.
- Refresh branding to reinforce **dual identity**: heritage museum and premier event venue.
- Further develop **heritage tourism partnerships** with Haldimand, Norfolk, and Hamilton regions.
- Cross-market with local wineries, B&Bs, and festivals.

D. Governance & Organizational Strength

- Transition Board into a **governing/fundraising role**— less operational, more strategic.
- Recruit Board members with **fundraising, marketing, legal, and tourism expertise**.
- Implement **annual Board evaluation and policy review** (rentals, collections care, volunteers, filming).
- Prepare a **succession plan for staff** and Board continuity.

E. Staff & Volunteers

- Sustain a **full-time staff lead** (operations/events/volunteers/fundraising coordination).
- Expand staff or contracted support for **marketing/fundraising** as resources allow.
- **Strengthen volunteer program** with clear roles, training, and recognition.



- Actively recruit youth and diverse volunteers.
- **Track and report volunteer hours** to demonstrate impact for funders.

F. Heritage Preservation & Collections

- Prioritize **window and belvedere restoration** as key capital focus.
- Update **collections care policy** balancing preservation with public use.
- Seek dedicated **heritage grants** and sponsorships for major preservation projects.
- Create **digital access to collections** and interpretation to enable visitors to access information about Cottonwood History from a distance.

3. Goals & Targets

Priority	Year 1-2	Year 3-4	Year 5
Revenue	Launch donor campaign; secure 1-2 sponsorships; begin staff training on fundraising	Maintain stable contributed income at 70-75% of budget	Establish seed endowment of \$50k
Programs	Implement event evaluation framework; pilot 1 new interpretive program	Add 1-2 new school/community partnerships	Maintain steady visitor attendance with ≥80% satisfaction
Marketing	Roll out wedding/rental advertising campaign	Build 2-3 regional tourism partnerships	Achieve rentals at ~75% of capacity
Governance	Recruit 1 fundraising/marketing	Complete policy review & draft succession plan	Activate Board-led fundraising initiative



	ting-focused Board member		
Staff/Volunteers	Grow volunteer base by 10%	Secure part-time/contract support in marketing/fundraising	Establish volunteer leadership roles
Preservation	Begin phased window restoration	Secure a dedicated collections care grant	Complete a major restoration milestone (e.g., belvedere restoration)

4. Implementation & Monitoring

- Annual Work Plans aligned to strategic priorities.
- KPIs: fundraising growth, wedding/rental bookings, donor retention, volunteer hours, attendance, preservation milestones.
- Annual Board + Staff retreat to measure progress and adapt.
- Public Annual Report to the Community to increase transparency and trust.

5. Year-by-Year Action Plan (2026–2031)

Year 1 (2026)

- Launch targeted wedding and rental advertising campaign.
- Begin phased window restoration project.
- Establish fundraising committee within Board.
- Introduce event evaluation framework (attendance, financial return, visitor feedback).
- Recruit at least 5 new volunteers (focus on youth/skills-based).

Year 2 (2027)

- Roll out donor recognition program and formalize major gifts strategy.
- Expand school partnerships (curriculum-linked tours).



- Grow weddings/rentals by 15% through partnerships with planners/photographers.
- Secure dedicated grant or donor support for collections care.
- Pilot a new interpretive program (storytelling, genealogy, or residency).

Year 3 (2028)

- Launch Friends of Cottonwood donor/membership campaign refresh.
- Host regional heritage tourism partnership event (cross-promotion with wineries, B&Bs, festivals).
- Add part-time/contract marketing & fundraising support.
- Reach 25% of budget from contributed income.
- Recruit 2 new Board members with fundraising expertise.

Year 4 (2029)

- Implement Board succession plan and leadership transition where needed.
- Rentals/weddings achieve 75–80% of booking capacity.
- Begin Board-led capital fundraising campaign for long-term preservation.
- Strengthen volunteer leadership roles within operations.

Year 5 (2030)

- Establish an endowment fund (\$100k target).
- Achieve a 25% increase in annual attendance over 2025 baseline.
- Complete a major conservation milestone (window restoration or structural project).
- Publish and present a 5-Year Impact Report to members and funders.
- Launch planning process for the next strategic cycle (2031–2036).



Cottonwood Mansion Museum – Draft 2026 Budget

This draft budget is prepared using the 2024 financial statements as a baseline, with adjustments aligned to the new Strategic Plan (2026–2031). Two versions are presented: a base projection and a projection with potential operational funding support of \$185,000 from Haldimand County.

Budget Summary

	2024 Actual	2025 Projections	2026 Draft Budget*	2026 w/ \$185k Municipal Funding**
Total Income	\$202,255	\$92,000	\$205,500	\$290,500
Total Expenses	\$258,520	\$135,525	\$265,000	\$265,000
Surplus/Deficit	-\$56,265	-\$43,525	-\$59,500	\$25,500

Notes & Assumptions

*2026 Draft Budget reflects \$100k in grant funding and *additional* earned revenue.

**With Municipal Funding, \$100k grant funding is no longer eligible, so total income reflects Municipal funding and *additional* earned revenue.

- Donations & Fundraising projected growth of 10% due to enhanced campaigns and donor development.
- Event revenue increased by 10% with a focus on weddings/rentals marketing.
- Membership modest 10% increase reflecting a stable base.
- Expenses adjusted to reflect realistic operating needs:
 - Advertising increased by 50% to support rental promotion.
 - Wages & benefits increased by 10% to reflect growth and inflation.
 - Repairs & maintenance normalized to \$40,000 after an exceptional 2024 spike with the large OTF capital project expenses.
 - Other expenses increased modestly by 5%.
- A second version includes **\$185,000 in operational funding from Haldimand County**, which would strengthen financial stability and allow for greater focus on preservation and programming.

Record of Designation
Haldimand County
Cayuga, Ontario

NAME OF PROPERTY: Cottonwood Mansion

MUNICIPAL ADDRESS: 740 Haldimand Road 53,
Selkirk, ON.

ROLL NUMBER: 158.002.61590

OWNER'S NAME: Cottonwood Mansion Preservation Foundation

ADDRESS: c/o President
740 Haldimand Road 53, PO Box 56
Selkirk, ON
N0A 1P0

PHONE: (905) 776-2538

NOTICE OF INTENTION TO DESIGNATE: February 3, 1989

BY-LAW TO DESIGNATE:

Date of By Law:	March 28, 1989
By-law Number:	732/89
Date of Registration:	April 24, 1989
Instrument Number:	181869
Date Served on Owner:	April 24, 1989
Date Served on OHF:	April 24, 1989

NOTICE OF PASSING BY-LAW:

Date of First Publication:	February 6, 1989
Date of Second Publication:	February 13, 1989
Date of Third Publication:	February 20, 1989

REASONS FOR DESIGNATION:

Built by William Holmes approximately 1860 on the farm originally established by Jakob Huber in the 1790's. It is one of the few remaining examples of rural mansions of the period. It contains 16 rooms, including five bedrooms, a music room, and a widow's walk.

ITEMS FOR DESIGNATION:

Exterior:

North, west, and south elevations including

- Brickwork;
- Windows;
- Shutters;
- Front door;
- Entablature details.

Interior:

- Ceiling medallions and cornice details;
- Winding staircase with decorative oak leaf design;
- Marble fireplace;
- Floor detail;
- Interior doors and hardware.

September 19th, 2025

To Whom it May Concern,

I am writing in support of the Cottonwood Mansion in Haldimand County receiving government funding. I have personally attended the Mansion on a number of occasions for very enjoyable, unique events. The Mansion is a gem in the Haldimand area and Ontario. It is full of history and ambiance and should be supported in any way financially possible. To lose such a precious heritage site or let it fall into disrepair would be very unfortunate and totally avoidable.

Cindy Young

September 23rd, 2025

Good Morning,

I hear that Cottonwood may be under threat. I would like to say that when I discovered Cottonwood Mansion one day by accident, it was a delightful surprise. What a lovely old mansion! And I thought, how nice that the original owner set it up so that it could be admired and enjoyed by everyone going into the future. We need to save this heritage. I urge the Haldimand County Council to please support Cottonwood Mansion.

Sincerely,

June Chipp
Fort Erie

September 25th, 2025

To Whom it May Concern,

Cottonwood Mansion is an historically important venue which explores the history of the area and gives guests a taste of what life was like back in the Victorian era. It is a wonderful and vital part of our community not only for architecture and history buffs such as myself, but it brings joy and education to new generations who might not be taught traditions and historical entertainment in present day modern life. Please consider providing funding/grants to Cottonwood Mansion to help preserve this piece of history.

Cheers,

Susan H.
Hamilton, ON .

September 26th, 2025

Dear Haldimand Council,

I am writing to bring to your attention the financial difficulties currently faced by Cottonwood Mansion. The Mansion is struggling to cover its administrative costs and is seeking assistance from the Council to remain open and vital.

Cottonwood Mansion is a cherished landmark in our community. Its preservation has significantly enhanced the cultural landscape of Haldimand County. I urge the Council to consider the proposals presented by the Mansion's Curator and Board of Directors. Despite their hard work to improve the financial situation, government assistance is crucial for their continued operation.

The Mansion serves as a valuable venue for weddings, celebrations, and as a tourist destination, contributing to the county's appeal. I kindly request that you give their request your favorable consideration.

Sincerely,

Roland Craig
1044 Concession 4 Walpole Road
Jarvis, ON N0A 1J0

September 19th, 2025

To Whom It May Concern:

I discovered Cottonwood Mansion Museum at the beginning of 2025 and with plans to return in December, I will have visited 4 times this year!

What I didn't realize was that Cottonwood is a non-profit, charitable organization, running with only one staff member and a team of dedicated volunteers. The functions my family members and I attended allowed us to step back in time and to be entertained as well as well informed. It would be a shame to lose this, very valuable, asset to the County.

I also learned that Cottonwood does not receive any sort of financial support from any level of government. I don't see how, even with the many events Cottonwood holds each year, they can begin to cover expenses. I also understand that the grants Cottonwood receives only funds special projects, not day-to-day operations.

I respectfully request Haldimand County Council consider Cottonwood Mansion Museum for annual operational support. With a small commitment, Cottonwood could secure staffing, cover essential costs and remain a strong cultural and tourism asset to the County, now and well into the future. This would be vital in ensuring stability and sustainability for years to come. Your generosity would be instrumental to Cottonwood's operating mandate.

As we approach the final quarter of the year, I appeal to Council to consider making a donation to Cottonwood Mansion Museum. Your gift will help Cottonwood continue to add value to the events and historic atmosphere to Haldimand County.

Your belief in Cottonwood Mansion Museum could be the foundation upon which they are able to become a beacon in the County.

Thank you, in advance, for any support you are able to provide to Cottonwood Mansion Museum. Your generosity is a gift of which I am certain the staff and volunteers at Cottonwood would be deeply grateful. They would also be appreciative of any other help and support you could provide.

Thank you, in advance.

Denise Methot
dmethot52@gmail.com

October 1st, 2025

To the Councillors of Haldimand County

I am writing to you to speak of my support for the funding of Cottonwood Mansion Museum, a beautiful and historical piece of our county's heritage.

I have lived most of my life within Haldimand County. I have attended her schools, various community events and chose to raise my children here. I have always known of Cottonwood as a local mansion with a storied romance but I have to admit that I have only been there twice since the Mansion has been open to the public. However, both times I have been enchanted and impressed with the amount of work and restoration done, the attention to detail in the period furnishings and inclusion of treasured familial items and of course the excellent preservation done of a piece of Haldimand's history. All that is complimented by devoted and talented volunteers under the guidance of Iona Whatford.

As a student, I had many class trips throughout the years to the various museums within Haldimand County to learn about our County's history and the families that built it. I was fortunate to work under a grant one summer for both the Cayuga Museum and the Edinburgh Square Museum. Part of my duties consisted of cataloguing and carding of artifacts that were donated by local families, thus sharing their familial histories with their community. I realized that this sharing was exceptionally important for our community to keep its history alive and close and real. These items belonged to people with last names that had been in the area for generations, working the land, worshipping together and working together through good and bad times. Those items deserved preservation and attention. I believe it is no different in reference to Cottonwood Mansion Museum.

Funding that would go towards Cottonwood Mansion would increase their ability to preserve what exists and create even greater opportunities to promote itself, make it a destination for tourists and locals alike and share more of our County's history. It would assist in generating economic opportunities such as filming possibilities, more public events and private venues and, thereby increasing its public profile, it would bring more business to Haldimand County to stimulate the local economy.

Cottonwood Mansion Museum is a charming destination for tourists, a beautiful event space and a must visit for our area schools to learn and teach about our shared history in Haldimand County. It is a piece of our shared history that I believe is important to maintain and preserve. I would urge the Council to support Cottonwood Mansion Museum, a vital part of Haldimand County.

Sincerely,

Christine MacLeod



Securing the Future of Cottonwood Mansion:

A path to stability through
County partnership

*Presented by Iona Whatford,
Museum Manager*

*Endorsed & Approved by the Cottonwood
Mansion Preservation Foundation*



Content *overview*

Who We Are

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Haldimand County
Partnership

About *Us*

- Built in the 1860s; today we are a vibrant living museum & community hub.
- Owned and operated by the Cottonwood Mansion Preservation Foundation since 1993
- Non-profit, charitable organization
- Operates with a board, volunteers + 1 full-time staff member
- **Our Mission:** *To safeguard Cottonwood Mansion and create living history experiences that connect people to the Victorian era and inspire community heritage champions.*



WHY THIS MATTERS

Across Canada 23% of historic buildings have been lost in cities, and 21% in rural areas in the last 30 years.

Once our built heritage is gone, it's gone forever.

Our *Impacts*

Cottonwood has an estimated
**annual economic impact of
~\$1.0M***

92% of our partners are **local, small
businesses** in and around the
county

Audience size of **6500+** members,
followers & subscribers, and a social
media reach of **30-35M**

*Calculated using TREIM Model

4500+

Average visitors per
year, 34% growth from
2021.

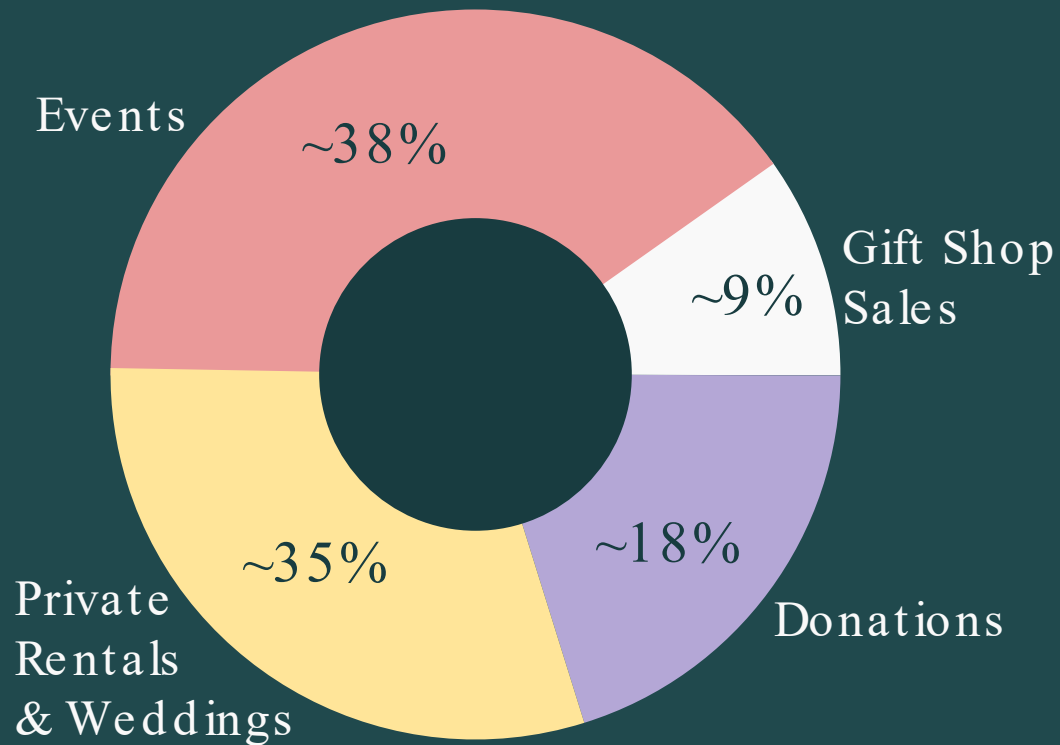
82%

Of our visitors come
from outside of
Haldimand County.



Cottonwood is more than
a museum—it's a ***driver
of tourism and economy***
within the county.

HOW WE GENERATE OPERATING REVENUE:



\$300k+

In grant funding & value for capital and designated projects since 2022.

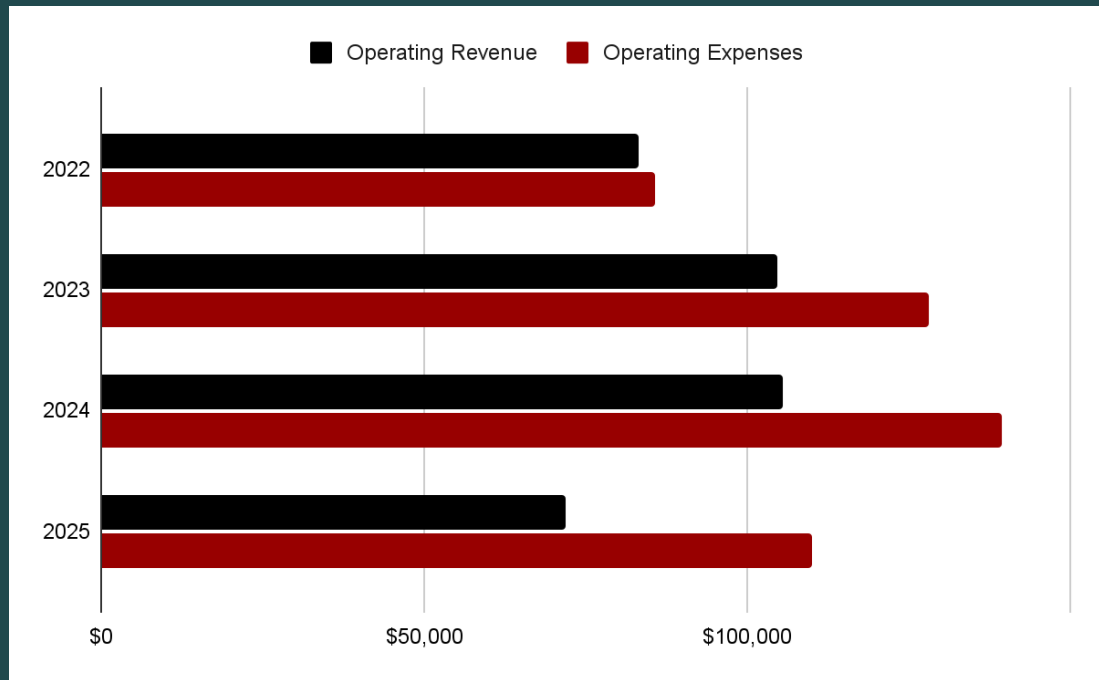
Cottonwood raises an average of

\$98,000

Per year (since 2022) from events, rentals, donations and gift shop sales revenue.

We run an average of **38 events** & **14 private rentals** per year at Cottonwood.

Funding *Limitations*



To Note:

From 2023 onwards, **rising costs** have made it difficult to keep Cottonwood afloat.

Operational costs average \$115k per year, includes wages, taxes, insurance, utilities, maintenance, grounds maintenance, equipment, administration costs, core operations.

With rising costs, Cottonwood faces an **average shortfall of \$50 - 60k/year**.

Without your help, our site is at risk.

Case *Studies*

Many municipalities across Ontario support museums like ours through stable, partial funding and partnership agreements.

Welland Museum

Example of an independent museum that benefits from city support including a discretionary grant and use of a city - owned building.

- \$300k annual grant for utilities, partial staff wages
- Responsible for raising additional funding

King Heritage & Cultural Centre

Volunteer run museum turned municipal site in 2000.

- Its integration into municipal departments supports stability, infrastructure, and programming.
- Receives annual operational and wages funding
 - Responsible for raising additional funding

Canadian Canoe Museum

Independent non -profit museum that has received over \$4 million in Municipal Capital Grant funds for new building since 2021.

Continues to receive regular municipal funding for operations.

- Receives annual service grant over \$100k
- Responsible for raising additional funding

Sooke Region Museum & Visitor Centre

When polled, 83% of residents voted in favour of a small tax increase to support the operational funding of the site and prevent the museum from shutting down.

- Receives annual operational funding from region
- Responsible for raising additional funding

Funding *Solutions*

	EXPLANATION	BENEFITS (COUNTY & MUSEUM)	CONSIDERATIONS
ADOPT COTTONWOOD AS MUNICIPAL SITE COST: ~\$250K/YEAR	County owns the property, land, and buildings; staff position is a municipal employee; site integrated into County's cultural/heritage portfolio.	- Full long-term stability for Cottonwood - County has direct control over operations, programming, and branding - Integrates heritage into County's tourism strategy - Economic impact grows	- Largest financial commitment by county - May require additional accessibility/site upgrades - Legal agreements with Joyce Hamilton need to be honoured
YEARLY OPERATIONAL GRANT COST: \$185k/YEAR	- County provides annual operational grant of \$185k to cover \$115k operational costs & additional funding for capital repairs <i>Does not include staff wages</i>	- Shared responsibility: County covers basics, Foundation drives programming. - Long-term preservation of the site, continued tourism asset - Moderate County investment	- Split responsibility requires strong partnership agreement - Makes the site ineligible for current capital funding avenues (OTF, other grants) - Potential operational complexity
FUND STAFF POSITION COST: \$75k/YEAR	Cottonwood remains Foundation-owned, but the County funds the site manager position.	- Lowest-cost option - Provides immediate sustainability for Cottonwood - Enables site to continue utilizing grant funding - Continued tourism asset for County	- Ownership and major repairs remain Foundation's responsibility. - Organization still responsible for fundraising all other revenue needed - Yearly budget for staffing presented annually

With any of these scenarios, the County is able to *support and sustain an important cultural asset* to the community for **less than 0.1 -0.3%** of the annual budget.

We are asking for your **partnership** —to
invest in Cottonwood so it can remain a place of
history, culture, and community for
generations to come.



Thank you

We appreciate your time.

Sources available upon request.

**The Corporation of Haldimand County
Recommendation
Council in Committee**

Recommendation

Date: October 7, 2025

Moved By: _____

Seconded By: _____

WHEREAS urban developments are becoming more dense with less space separating site features;

AND WHEREAS more homeowners are turning to composting as a means to be more environmentally friendly;

AND WHEREAS the County encourages homeowners to install backyard composters as a simple way to reduce the amount of waste that is placed at the curb each week;

AND WHEREAS there is a lack of education for some homeowners on how to properly maintain and operate their composters;

AND WHEREAS, inadequacies in operations, maintenance and regulated standards impacts neighboring homeowners are leading to more concerns relating to causing odour emission and the attraction of rodents are becoming more concerning;

AND WHEREAS there is a mechanism available via Haldimand County By-law 730-06 - Property Standards to regulate use of composters to help mitigate issues such as those relating to odours and rodents;

Now therefore be it resolved:

THAT staff be directed to provide a report on municipal best practices on regulating urban composting and recommend any appropriate amendments to the Property Standards By-law, as may be needed.

CARRIED

DEFEATED ON A TIED VOTE

DEFEATED

The Corporation of Haldimand County
Recommendation
Council in Committee

Recommendation

Date: October 7, 2025

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THAT a closed session of Council be held at a future Council in Committee meeting to discuss Judicial Reviews

CARRIED

DEFEATED ON A TIED VOTE

DEFEATED

DRAFT